

Wyoming Connects



Corridor 10 Plan

WIND RIVER TO CASPER



MAY 2013

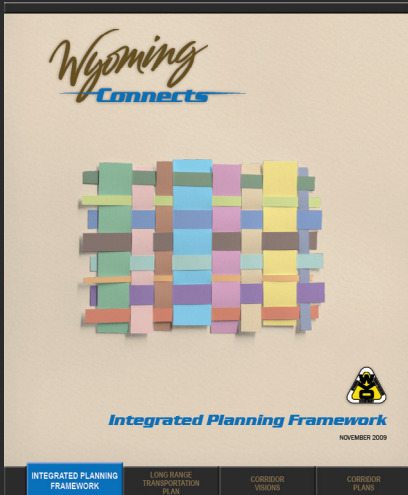
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FRAMEWORK

LONG RANGE
TRANSPORTATION
PLAN

CORRIDOR
VISIONS

CORRIDOR 10
PLAN



The Integrated Planning Framework describes the planning process in detail, including the linkage between strategic goals and project programming - and all the steps in between.



The Long Range Transportation Plan evaluates the state transportation needs from a systems level, describes the issues and problems facing the State including future revenue and programming, and presents options for future investments, all within the context of the Integrated Planning Framework.



Corridor Visions are created for each State Significant Corridor (SSC) as a supplement to the LRTP. These define long term goals and objectives for each corridor based on the strategic goals of the Department, the investment goals of the LRTP, and the specific context of each corridor. The SSC system represents high volume routes in the state that connect major activity centers to each other and to points external to Wyoming. Urban areas are also evaluated as a group.



Corridor Plans build on the Corridor Visions by providing a more detailed look at specific needs and location-based solutions. The plans identify a set of solutions and a recommended program of improvements to be implemented over time that address specific, documented needs.

CORRIDOR PLAN PURPOSE

This Corridor Plan is part of a set of documents created through a comprehensive planning process entitled Wyoming Connects. This set of documents captures consistent, transparent, and repeatable planning steps, analysis, and results designed to provide information to guide project selection and programming decision makers. Each document is designed to build upon prior documents and cascade the Strategic Goals of WYDOT forward from the overarching Strategic Plan to the system wide Long Range Transportation Plan, applied in the development of Corridor Visions, and the definition of Needs and potential Solutions to achieve the vision in Corridor Plans.

PERFORMANCE BASED NEEDS

The Corridor Plan utilizes a performance based approach to needs definition. A system of performance measures is used to evaluate the corridor. The architecture of this tiered system is focused on the three Investment Categories identified in the Long Range Transportation Plan: System Preservation, Safety, and Mobility. Performance measures include both absolute and comparative targets. Absolute measures gauge progress towards long term goals, while comparative measures between corridor and system performance provide information to assist in prioritization.

A need is defined as a deviation between these targets and measured performance. The first tier of the system allows for rapid identification of need in each of the Investment Categories through a Performance Indicator. The second tier provides additional information to qualify potential causes through a set of Performance Qualifiers. GIS based Mapping Analysis tools provide for a spatial analysis of these measurements to further investigate causes and identify overlapping needs.

TIERED APPROACH:

A method to evaluate performance goals at a general level and then advance through the system/hierarchy to filter data and define needs.

INVESTMENT CATEGORY

PERFORMANCE INDICATOR:

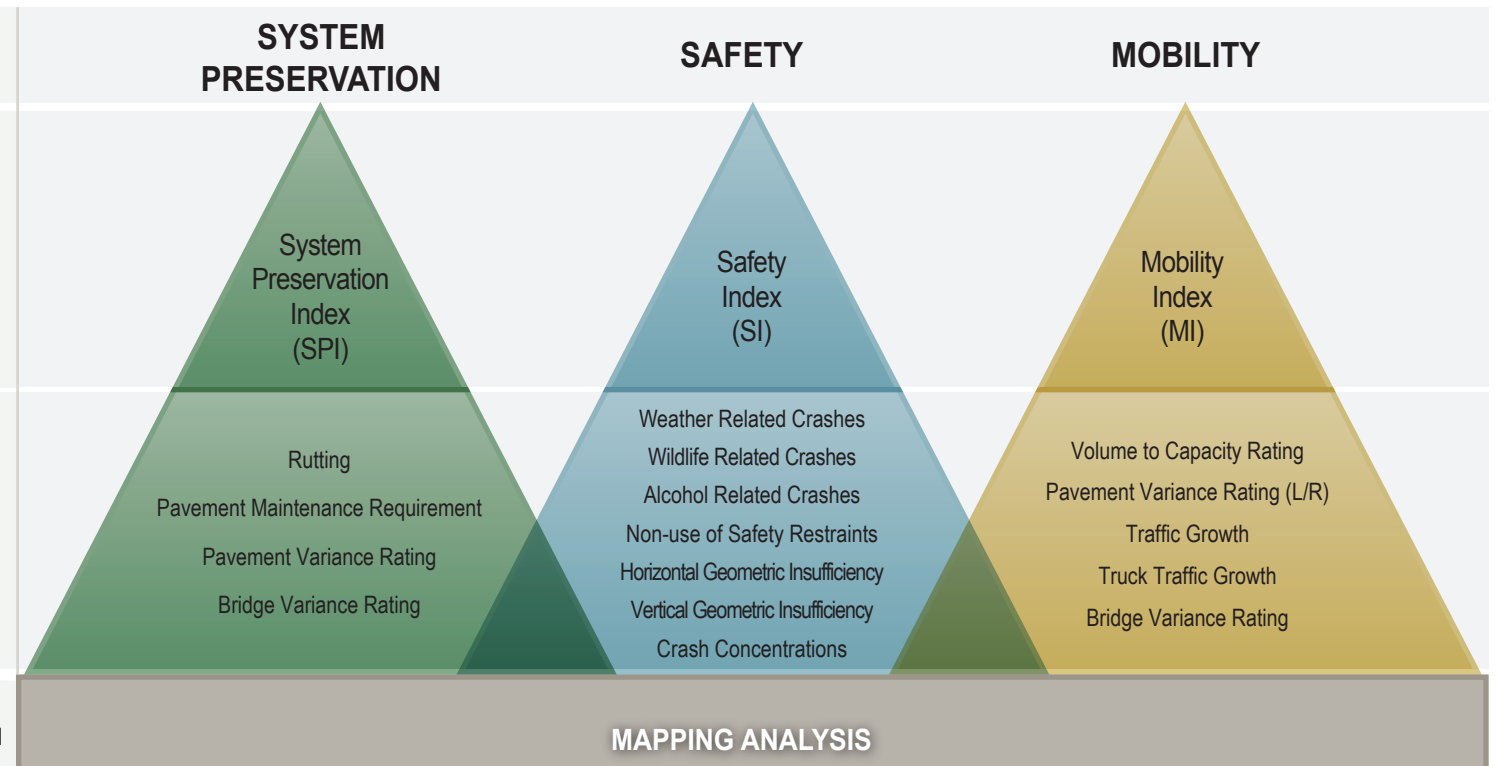
These are quantifiable and repeatable measurements that reflect the overall performance of the transportation corridor being analyzed. Targets for these indicators may be absolute and indicate a desired condition or comparative to current performance of the overall system to indicate relative priority.

PERFORMANCE QUALIFIER:

These measures include items that may contribute to the results of the indicator. These variables are measurable and actionable. They are used to qualify the need so that solution sets may be applied.

MAPPING ANALYSIS:

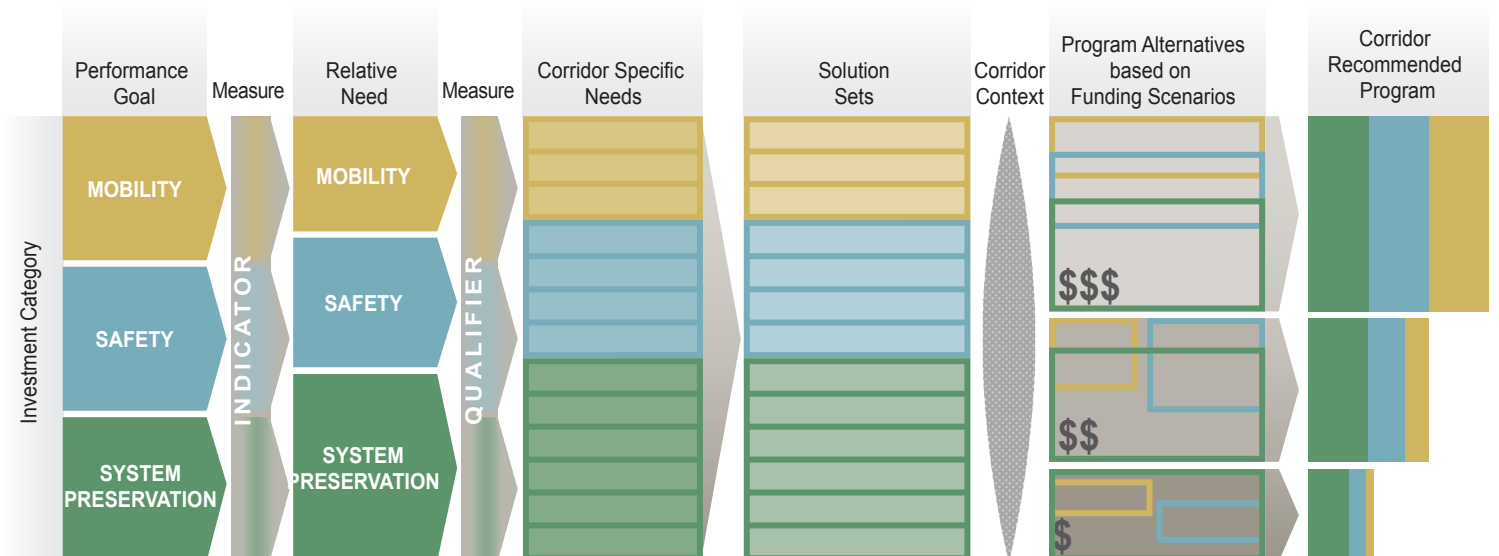
Mapping the deviated performance qualifiers against several factors to effectively prioritize, locate, and identify needs.



NEEDS DRIVEN SOLUTIONS:

Performance based needs are captured and documented. These needs remain until the performance is changed. This approach also separates the discussion of need from the discussion of projects, which enhances the transparency of prioritization.

From WYDOT's list of preferred remedies to specific problems, preliminary solutions sets are developed for the identified needs. These sets may be tailored by the specific context of the corridor. For each of the three funding scenarios of the long range plan, the solutions to be considered may vary and the size of the program change. A recommended program can be selected based on anticipated funding levels.



SSC 10 - WIND RIVER TO CASPER - US 20/US 26/WYO 789 CORRIDOR PLAN

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I. STATE SIGNIFICANT CORRIDOR 10 - DESCRIPTION

CORRIDOR DESCRIPTION

State Significant Corridor (SSC) 10 is 182 miles long and connects the Wind River Indian Reservation, Lander, and Riverton to Casper via US 20/26 and WYO 789. SSC 10 includes US 26 from where it splits from US 287 at Diversion Dam Junction, heads southeast to Riverton, northeast to Shoshoni, and then overlaps US 20 to Casper. The corridor also includes the portion of WYO 789 that travels northeast from Lander to Riverton and then overlaps US 26 to Shoshoni. SSC 10 passes through Fremont and Natrona counties and is in WYDOT District 5.

The corridor follows the Popo Agie River from Lander to Riverton. SSC 10 parallels the Wind River from Diversion Dam Junction to Riverton and Riverton to Shoshoni. From Shoshoni to Casper, SSC 10 crosses the great plains of Wyoming with little topographic relief. There are several smaller communities located along this part of the corridor with diverse elements of the important energy industry fueled by

oil, gas, coal, and uranium. The corridor crosses the North Platte River just west of Casper. The BNSF Railway Company operates a Class 1 railroad parallel to SSC 10 between Shoshoni and Casper. Blowing and drifting snow is an issue throughout.

There are three urban areas along SSC 4, Lander, Riverton, and Casper. Casper is the second largest city in Wyoming. Casper is nicknamed “The Oil City” and has a long history of oil boomtown and cowboy culture, dating back to development of the nearby Teapot Dome. Casper is a regional center of banking and commerce. Development of coal and uranium fields in recent decades has helped Casper continue its role as a center in the energy industry.

Riverton is the tribal headquarters for tribes of the Wind River Indian Reservation. WYDOT works closely with the Tribal Transportation Office and Bureau of Indian

Affairs (BIA) to maintain relationships and partnerships that are vital to maintaining a continuous and consistent roadway system. Casinos in the Riverton area are contributing to new development and traffic along the Corridor.

Lander is located along the Middle Fork of the Popo Agie River, just south of the Wind River Indian Reservation. Lander is home to numerous State and Federal government offices, including the U.S. Forest Service, the Bureau of Land Management, the U.S. Fish and Wildlife Service, a field office of the Federal Bureau of Investigation, the Wyoming Life Resource Center, and the Wyoming Department of Environmental Quality. The economy of Lander and the region are supported by tourism and recreational opportunities on nearby public lands. Located at the foot of the Wind River Mountains, Lander serves as a point of departure for camping, hunting, fishing, wilderness travel, climbing, and mountaineering.

Additional information including environmental context, key issues, and emerging trends is provided in the Corridor Visions and LRTP phases of Wyoming Connects. This Corridor Plan focuses on the identification of the corridor needs through the analysis of corridor performance.

CORRIDOR SEGMENTS

SSC 10 has been divided into 10 planning segments. Planning segments identify generally consistent sections of the corridor for planning level analysis. The planning segments vary in length depending on the context of the corridor. The corridor was segmented at all urban areas and at the intersection of other SSCs. Other context changes may include: roadway typical section (through lanes, shoulders, etc.), average daily traffic, intersecting routes, and terrain. Each segment break or endpoint was assigned as closely as possible to the nearest maintenance section endpoint; segments generally encompass multiple maintenance sections. The planning segments allow for an appropriate analysis and evaluation of corridor needs at a planning level while still providing geographic reference.

Table 1 and the accompanying map on the next page describe general characteristics of each corridor segment.



Boysen Reservoir between Wind River and Casper

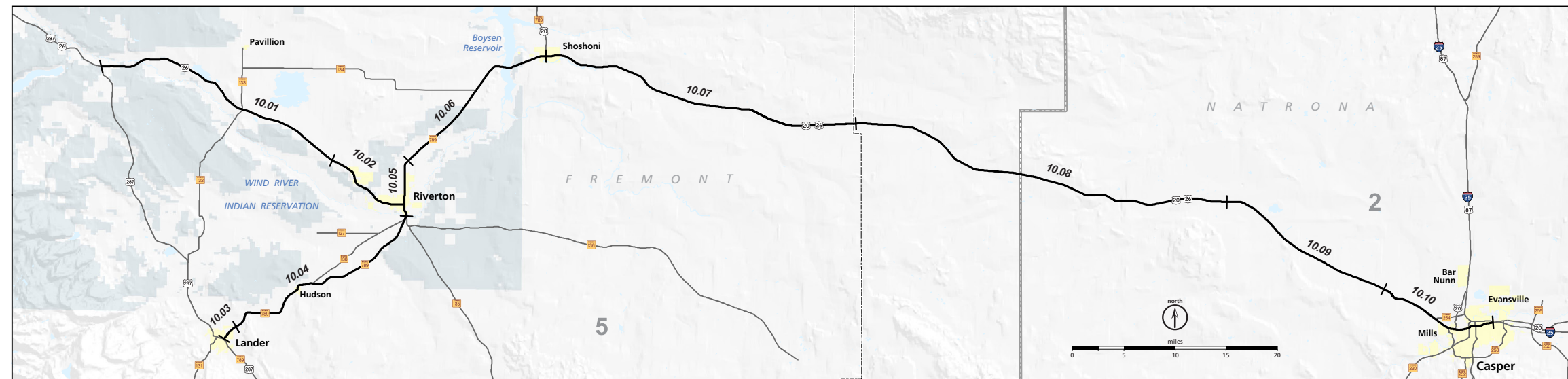
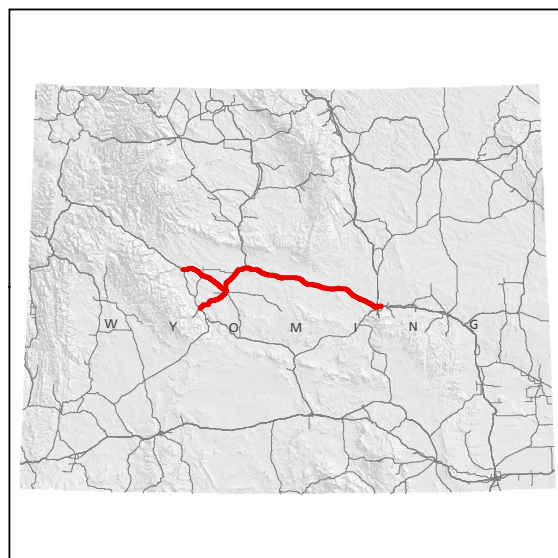


Table 1 - Segments for State Significant Corridor 10

Corridor 10	Segment	ML Route	Begin	End	Length	Description
	10.01	30	98.79	130.70	31.91	US 287 to Riverton. Features: 2-lane cross section; segment begins at Diversion Dam Jct. (SSC 5 - US 287) and intersects Local Routes WYO 132, WYO 133; Winchester Draw, Big Wind River, Wind River Indian Reservation; ranch lands; rolling to flat terrain.
	10.02	30	130.70	133.71	3.01	Riverton Urban Area (pop. 10,032). Features: Multi-lane urban section with curb, gutter, sidewalks, traffic signals, pedestrian crossings; segment ends at US 26; Wyoming Central Canal; Wind River Indian Reservation; local public fixed route bus service; mixed use residential, commercial, and industrial land uses; urban terrain.
	10.03	20	80.51	82.32	1.81	Lander Urban Area (pop. 7,264). Features: Multi-lane urban section with curb, gutter, sidewalks, traffic signals, pedestrian crossings; segment begins at SSC 5 (US 287); local public fixed route bus service; recreation and tourism center; urban terrain.
	10.04	20	82.32	104.11	21.79	Lander to Riverton. Features: Cross section varies, with multiple lanes, frequent accesses, and turn lanes; intersects Local Routes WYO 138, WYO 137, WYO 135; Little Popo Agie River, Sweaney Draw, Hudson Draw, Wind River; Wind River Indian Reservation; ranch lands; rolling to flat terrain.
	10.05	20	104.11	109.70	5.60	Riverton Urban Area (pop. 10,032). Features: Multi-lane urban section with curb, gutter, sidewalks, traffic signals, pedestrian crossings; intersects US 26/WYO 789; Madden Draw (2), Haymaker Draw; Wind River Indian Reservation; local public fixed route bus service; mixed use residential, commercial, and industrial land uses; Riverton Regional Airport; urban terrain.
	10.06	20	109.70	127.30	17.60	Riverton to Shoshoni. Features: Mostly 2-lane cross section with multiple passing lane areas and access points to the west end; intersects Local Route WYO 134; Poison Creek; Wind River Indian Reservation; local public fixed route bus service in Shoshoni; Boysen Reservoir; ranch lands; energy development; flat terrain.
	10.07	34	100.09	68.35	31.74	Shoshoni to Fremont/Natrona County Line. Features: 2-lane cross section; segment begins at intersection SSC 8 (US 26/WYO 789); road close gates (2); railroad at grade crossing; town of Moneta; intercity bus route with bus station; local public fixed route bus service in Shoshoni; BNSF Railway parallel route; energy development; BLM range and ranch lands; wildlife crossings; flat terrain.
	10.08	34	68.35	30.06	38.29	Fremont/Natrona County Line to Route Marker 30. Features: 2-lane cross section; towns of Hiland, Waltman; Waltman Rest Area; S. Fork Powder River, Wyatt Draw, Powder River; intercity bus route; BNSF Railway parallel route; energy development; BLM range and ranch lands; wildlife crossings; flat terrain.
	10.09	34	30.06	12.10	17.95	Route marker 30 to Casper. Features: 2-lane cross section; Middle Fork Casper Creek (3), S. fork Casper Creek, Casper Canal; road close gate; BNSF Railway parallel route; intercity bus route; energy development; BLM range and ranch lands; wildlife crossings; flat terrain.
10.10	34	12.10	0.00	12.10	Casper Metropolitan Planning Area (pop. 55,316). Features: Multi-lane urban section with curb, gutter, sidewalks, traffic signals, pedestrian crossings; intersects SSC 11 (WYO 220), US 26 connector Local Route WYO 258, WYO 254, WYO 255, WYO 251, ends at SSC 12 (I-25); Casper Creek, N. Platte River; Natrona County International Airport; intercity bus route with bus station; local public fixed route bus service; fully developed urban corridor; energy development center; urban terrain.	

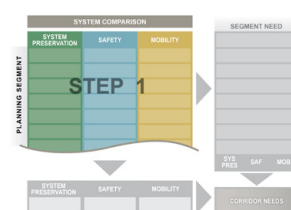
Source: URS Windsfield Survey June 2012; Maintenance Section Reference Book 2012; Wyoming Connects: LRTP and Corridor Visions. Note: Descriptions of beginning and endpoints are approximate.



II. EVALUATION OF CORRIDOR PERFORMANCE

This section describes the evaluation of specific corridor needs based on the performance based process defined in the IPF. The Performance Based Needs Process, shown below, illustrates the steps followed for this corridor plan. Indicative Performance measures based on existing or simply defined index measurements for each investment category of System Preservation, Safety, and Mobility were evaluated to preliminarily identify need relative to long term goals. Qualifying performance measures were evaluated to better assess contributing factors to the primary need indicators. The indicators and qualifiers were evaluated and analyzed relative to system averages and, when available, previously specified performance targets. This gap analysis identifies locations where needs exist, qualifies the nature of the need, and provides information on the priority relative to the system of SSCs and available funding.

Many of the measures were established as comparisons to the system average, therefore good performance indicates performance better than the system average. The reverse is also true, poor performance indicates that performance is below the average or rated as poor for a particular indicator or qualifier. As additional corridors are evaluated, specific performance targets may be set to measure absolute performance. The IPF process recommends a mix of absolute measures to evaluate true need relative to long term goals and comparative measures to assist in determining priority.



STEP 1: SUMMARY OF INDICATOR AND QUALIFIER PERFORMANCE MEASURES

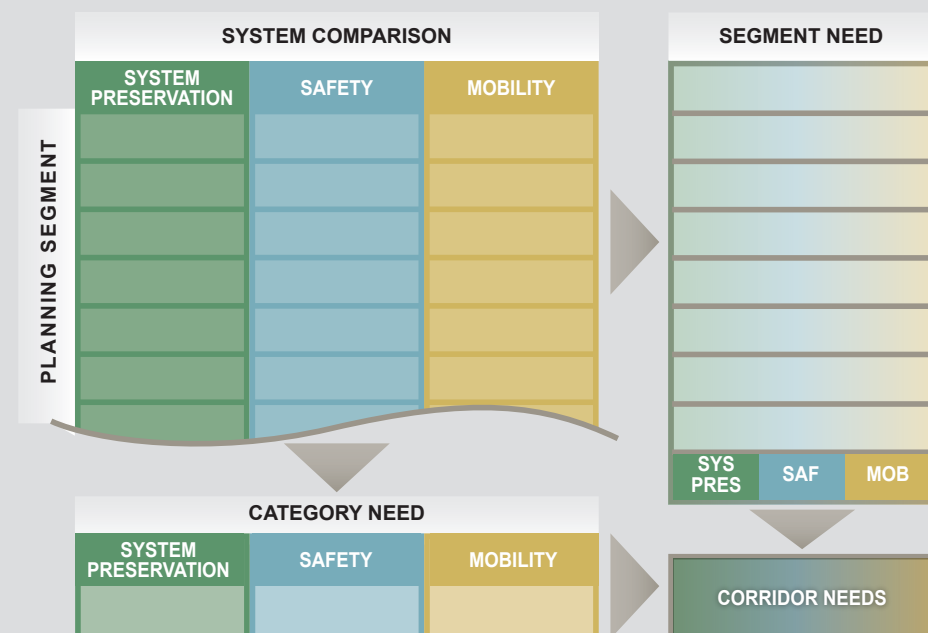
This corridor plan evaluates System Preservation, Safety, and Mobility performance using the process described in the Integrated Planning Framework, published separately. The plan analyzes the performance of planning segments described in Table 1 as compared to system averages. It identifies good, fair, poor or less, average, more performance for each segment in an overall index and for each contributing qualifier measurement.

Throughout this report, the color green is used to represent System Preservation, blue represents Safety, and yellow represents Mobility. Lighter shades represent better performance and darker shades represent worse performance compared to the system average.

Table 2 summarizes the results for each performance index and qualifier for each planning segment on the corridor.

Table 2 - Indicator and Qualifier Performance of SSC 10

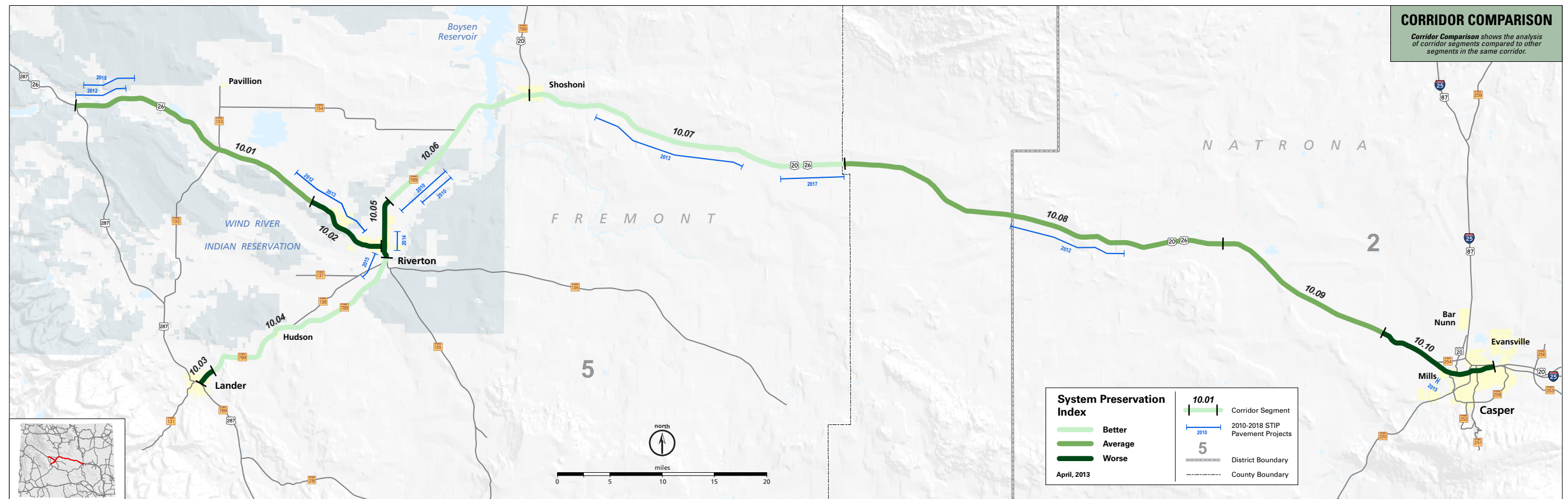
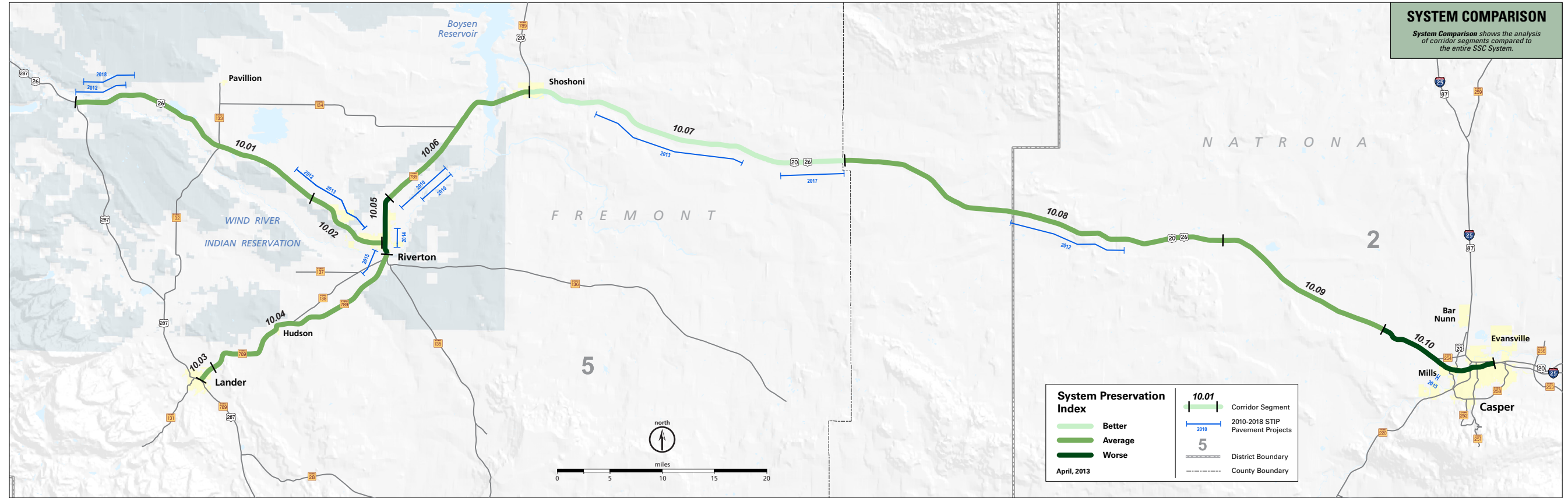
Segment	SYSTEM PRESERVATION					SAFETY								MOBILITY					
	System Preservation Index	Rutting	Pavement Maint. Requirement	Pavement Variance Rating	Bridge Variance Rating	Safety Index	Weather Related Crashes	Wildlife Related Crashes	Alcohol Related Crashes	Non-use of Safety Restraints	Horizontal Geometric Insufficiency	Vertical Geometric Insufficiency	Crash Concentrations	Mobility Index	Volume to Capacity Rating	Pavement Variance Rating (L/R)	Traffic Growth	Truck Traffic Growth	Bridge Variance (L/R)
10.01	Average	Good	Average	Fair	Less	Fair	Less	More	More	Less	Less	Average	Good	Better	Good	Good	Average	Less	Less
10.02	Average	Fair	Average	Fair	Less	Poor	Average	Less	Average	More	Less	Average	Good	Better	Good	Fair	Less	Less	Less
10.03	Average	Fair	Average	Fair	Less	Good	Less	Average	Average	Average	Less	More	Good	Average	Good	Fair	Average	Average	Less
10.04	Average	Good	Average	Good	Less	Poor	Less	More	Average	Average	Less	Average	Good	Average	Good	Fair	Average	Average	Less
10.05	Worse	Fair	Average	Poor	More	Poor	Less	Less	More	More	Less	Less	Good	Average	Good	Fair	Average	Average	Less
10.06	Average	Fair	Less	Good	Less	Poor	Average	Average	Average	Average	Less	Average	Fair	Better	Good	Good	Average	Average	Less
10.07	Better	Good	Average	Good	Less	Fair	Average	More	Average	Less	Less	Average	Fair	Better	Good	Fair	Less	Average	Less
10.08	Average	Good	Average	Fair	Less	Poor	Average	Average	Average	Average	Less	Average	Poor	Better	Good	Fair	Less	Less	Less
10.09	Average	Fair	Average	Fair	Less	Fair	Average	Average	Average	Average	Less	Less	Good	Better	Good	Fair	Average	Less	Less
10.10	Worse	Poor	Average	Fair	Average	Poor	Average	Less	More	More	Less	More	Poor	Average	Good	Fair	Less	Less	Average



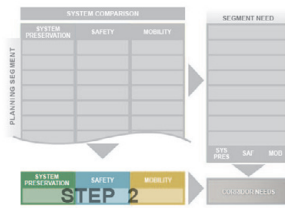


CORRIDOR 10

SYSTEM PRESERVATION – INDEX



STEP 2: ANALYSIS OF INVESTMENT CATEGORY NEEDS - SYSTEM PRESERVATION



Performance Index

The System Preservation Index is average, with the exception of segments 10.05 and 10.10, which are worse than average.

Performance qualifiers with a negative effect on the System Preservation Index:

- The Pavement Rutting score on segment 10.10 is poor.
- The Pavement Variance Rating on segment 10.05 is poor.
- The Bridge Variance Rating on segment 10.05 is poor.

Refer to the sections below for more information.

Segment	SYSTEM PRESERVATION				
	System Preservation Index	Rutting	Pavement Maint. Requirement	Pavement Variance Rating	Bridge Variance Rating
10.01	Average	Good	Average	Fair	Less
10.02	Average	Fair	Average	Fair	Less
10.03	Average	Fair	Average	Fair	Less
10.04	Average	Good	Average	Good	Less
10.05	Worse	Fair	Average	Poor	More
10.06	Average	Fair	Less	Good	Less
10.07	Better	Good	Average	Good	Less
10.08	Average	Good	Average	Fair	Less
10.09	Average	Fair	Average	Fair	Less
10.10	Worse	Poor	Average	Fair	Average

Performance Qualifiers

Rutting

There are five locations where the pavement falls within the poor category: 1 mile on ML 20 between route marker (RM) 80 and 81 in segment 10.03, half a mile on ML 20 between RM 127 and 127.5 in segment 10.06, 1 mile on ML 34 between RM 0 and 1 in segment 10.10, 6.5 miles on ML 34 between RM 4 and 10 in segment 10.10, and 0.33 miles on ML34 between RM 99.5 and 100 in segment 10.07.

Pavement Maintenance Requirements

The pavement maintenance sections that were recommended by the Pavement Management System (Agile Assets) and not yet selected to receive funding within the STIP will continue to decline. If not treated fairly soon, the treatments will become more costly as conditions deteriorate.

Approximately 12% of Corridor 10 has been identified as having a 1S need. This represents 23 miles of pavement. Segments 10.05, 10.06, 10.07, 10.08, 10.09, and 10.10 have 1S treatments recommended by the Pavement Management System. Based upon current available funding, only 2 projects, representing 30 miles of pavement, have been selected to be completed within the next several years.

Approximately 52% of Corridor 10 has been identified as having a 2S need. This represents 95 miles of pavement. Segments 10.01, 10.02, 10.03, 10.04, 10.06, 10.07, 10.08, and 10.10 have 2S treatment recommended by the Pavement Management System. Based upon current available funding, no projects have been selected to be completed within the next several years.

Approximately 35% has been identified as having a 3S need. This represents 64 miles of pavement. Segments 10.01, 10.03, 10.05, 10.07, 10.08, 10.09, and 10.10 have a 3S treatment recommended by the Pavement Management System. Based upon current available funding, only four projects, representing seven miles of pavement, has been selected to be completed within the next several years.

Based upon current available funding within the STIP, Corridor 10 has identified one 4S project, representing three miles of pavement.

Pavement Variance Rating

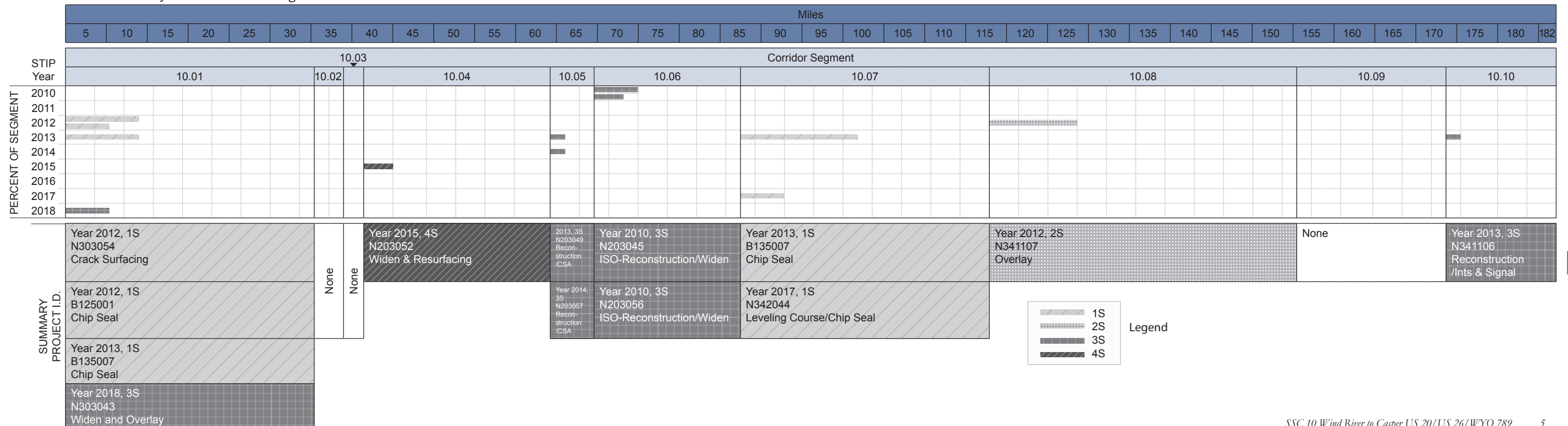
The Pavement Variance Rating is fair or better for the entire corridor with the exception of a poor rating on Segment 10.05 (Riverton). Pavement hotspots, identified by length and severity, occur in Lander, segment 10.03 (moderately severe), two locations near Riverton, segment 10.05 (most or moderately severe), two locations near Casper, segment 10.10 (most or least severe), and five other locations (most, moderately, least severe).

Bridge Variance Rating

The Bridge Variance Rating for most of the corridor is average or better than the system average. All segments have at least one bridge with the exception of 10.03, and 10.07. There are four structurally deficient bridges along SSC 10, two are under 15,000 ft² and two are under 30,000 ft². All bridges have the lowest WYDOT severity rating. The structurally deficient bridges are in segments 10.05 (2) and 10.10 (2), resulting in a Bridge Variance Rating of average or more than average when compared to the system average.

NOTE: See Appendix for maps documenting each performance qualifier.

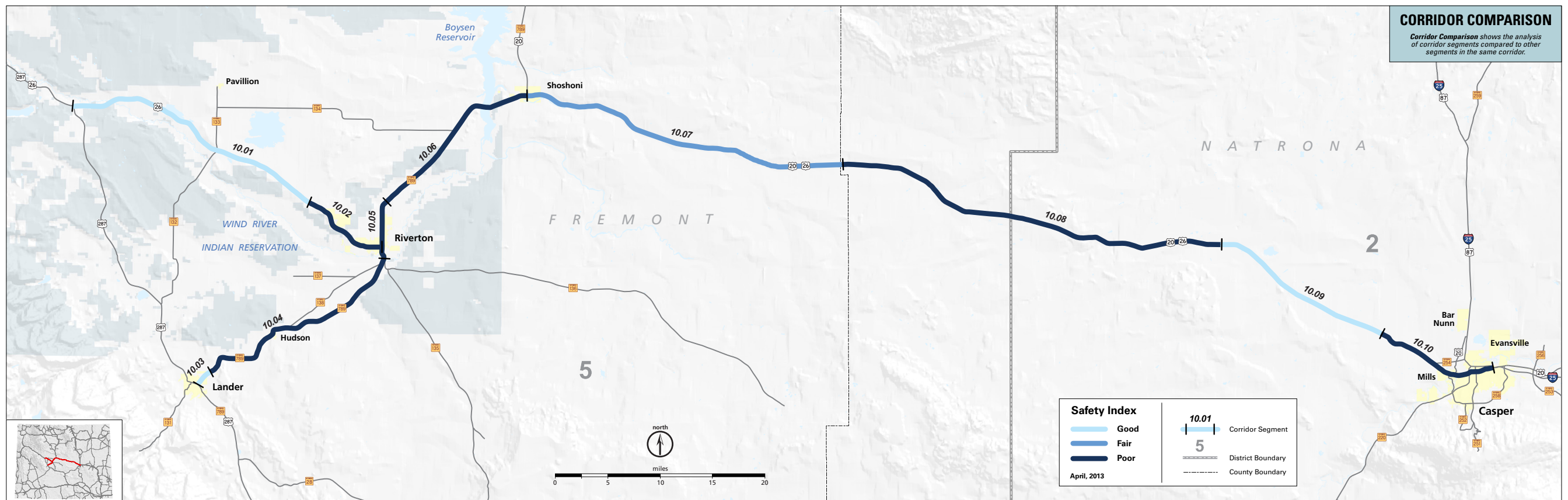
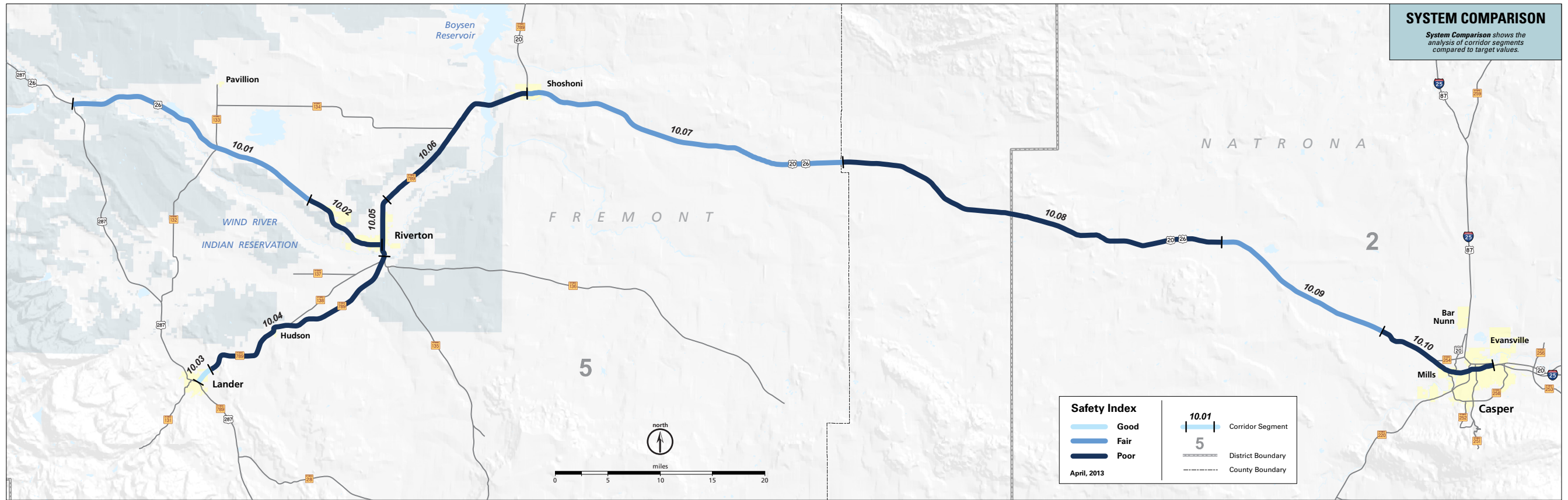
Table 3 - SSC 10 STIP by Year and Corridor Segment

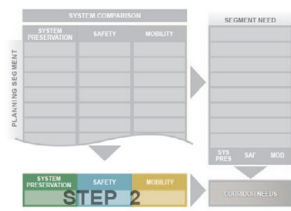




CORRIDOR 10

SAFETY - INDEX





Performance Index

The Safety Performance Index ranges from good to poor across the corridor. Segments rated poor include 10.2, 10.4, 10.05, 10.06, 10.08, and 10.10.

Performance qualifiers with poor performance include:

- Wildlife Related Crashes are more than the average on segments 10.01, 10.04, and 10.07.
- Alcohol Related Crashes are more than the average on segments 10.01, 10.05, and 10.10.
- Non-Use of Safety Restraints is more than the average on segments 10.02, 10.05, and 10.10.
- Crashes on Vertical Geometric Insufficient Curves are more than the average on segments 10.03 and 10.10.
- Crash Concentrations are rated poor on segments 10.08 and 10.10.

Refer to the sections below for more information.

Segment	SAFETY							
	Safety Index	Weather Related Crashes	Wildlife Related Crashes	Alcohol Related Crashes	Non-use of Safety Restraints	Horizontal Geometric Insufficiency	Vertical Geometric Insufficiency	Crash Concentrations
10.01	Fair	Less	More	More	Less	Less	Average	Good
10.02	Poor	Average	Less	Average	More	Less	Average	Good
10.03	Good	Less	Average	Average	Average	Less	More	Good
10.04	Poor	Less	More	Average	Average	Less	Average	Good
10.05	Poor	Less	Less	More	More	Less	Less	Good
10.06	Poor	Average	Average	Average	Average	Less	Average	Fair
10.07	Fair	Average	More	Average	Less	Less	Average	Fair
10.08	Poor	Average	Average	Average	Average	Less	Average	Poor
10.09	Fair	Average	Average	Average	Average	Less	Less	Good
10.10	Poor	Average	Less	More	More	Less	More	Poor

Performance Qualifiers

Weather Related Crashes

Within SSC 10, the ratio of weather related crashes to total crashes was below the system average. The highest percentage of weather related crashes occurred in segments 10.06 and 10.10, at 20.5% each. The adverse conditions in segment 10.06 were primarily snow related; in segment 10.10, approximately 75% were snow related and 25% were rain related. Segment 10.01 had the lowest weather related rate (9%).

Wildlife Related Crashes

Corridor 10 is varied in its wildlife related collisions. Segments 10.01, 10.04, 10.06, and 10.07 have a high rate of accidents involving wildlife, all near 50%. Segment 10.07 had the worst rate of accidents involving wildlife, at 56%. Segments 10.02, 10.05, and 10.10 were all quite low. These segments all had a rate below 10% of accidents involving wildlife.

Segment 10.07 is rural highway between Shoshoni and the county line border to the east. Within this 32-mile segment, deer and antelope crashes were found. These crashes occurred mostly at dusk and during darkness. The crashes were mostly sporadic within the corridor; however, they were slightly higher near RM 69, 85, 92, and 96. These crashes do not correlate with migration routes documented by the Wyoming Game and Fish Department.

Alcohol Related Crashes

The percentage of alcohol related crashes within SSC 10 is at or above the system average. The number of crashes involving alcohol was compared to the total number of crashes within the corridor, and then compared to the system average. Segments 10.01 and 10.05, in the Riverton area, and segment 10.10, in the Casper area, have the highest percentage of crashes involving alcohol. The percentage in segment 10.01 was more than twice the system average, and alcohol related crash locations occurred along the entire 32-mile corridor. Within the 5.6-mile segment 10.05, 22 of 34 alcohol related crashes occurred near RM 105.

Non-use of Safety Restraint

The ratio of crashes in which a restraint device was not worn to total crashes varies within SSC 10 from below the system average to higher than the system average. The highest percentage of crashes in which seat belts were not worn occurred in segments 10.02 and 10.05 (Riverton Urban Area), with 79.07% and 86.0%, and segment 10.10 in the Casper Metropolitan Planning Area, with 84.22%.

Horizontal Geometry Insufficiency

Corridor 10 has two horizontal alignments that were found to be insufficient based on the associated posted speed and an assumed emax of 8%. The horizontal alignment insufficiencies were calculated along ML 20 at RM 123.9 and 124.7. No crashes were recorded at these locations. Because of the low number of crashes, it is suggested funding be spent in other locations where there are more crashes that can be attributed to poor roadway geometry.

Table 4 - Horizontal Geometry Insufficiency

Segment	ML Route	Route Marker	# of Crashes
N/A			

Vertical Geometry Insufficiency

Several vertical alignments were found to be insufficient based on the associated posted speed and the length of the curve for stopping sight distance. Segments 10.03 and 10.10 have the most insufficient vertical alignments within the segment. Further study will need to take place to determine specific needs of each alignment and the constraints to which it was designed and built.

Table 5 summarizes locations where a vertical profile corresponded to a crash. The data is not clear if the crash was directly related to the geometry. However, locations with several crashes should be further studied. The table summarizes locations of insufficient profiles with more than one crash in the near vicinity within the 5 year crash analysis.

Table 5 - Vertical Geometry Insufficiency

Segment	ML Route	Route Marker	Curve Type	# of Crashes
10.01	ML20	80.97	SAG	4
10.06	ML34	58.00	CREST	4
10.06	ML34	62.50	SAG	2
10.08	ML34	1.77	SAG	15
10.08	ML34	2.00	SAG	2
10.08	ML34	3.90	SAG	24
10.09	ML30	117.49	CREST	3

Crash Concentrations

Crash concentrations are identified by locating spatially significant clusters of individual crash events that are of a similar severity level. The concentrations fall into one of two severity types: Critical, which consists of only "Critical" level crashes, and Other, which consists of "Severe" and "Damage" level crashes.

There are seven Critical concentrations on Corridor 10, which are listed in Table 6. Additionally, there is one Other type concentration. Segment 10.08 exhibits the most crash concentrations with 3 Critical concentrations, which occur between RM 65 and 66.8, RM 54.5 and 54.8, and RM 51 and 52. Segments 10.03 and 10.05 have Other type concentrations between RM 125 and 125.4, resulting primarily from Damage level crashes.

Table 6 - Critical Crash Concentrations

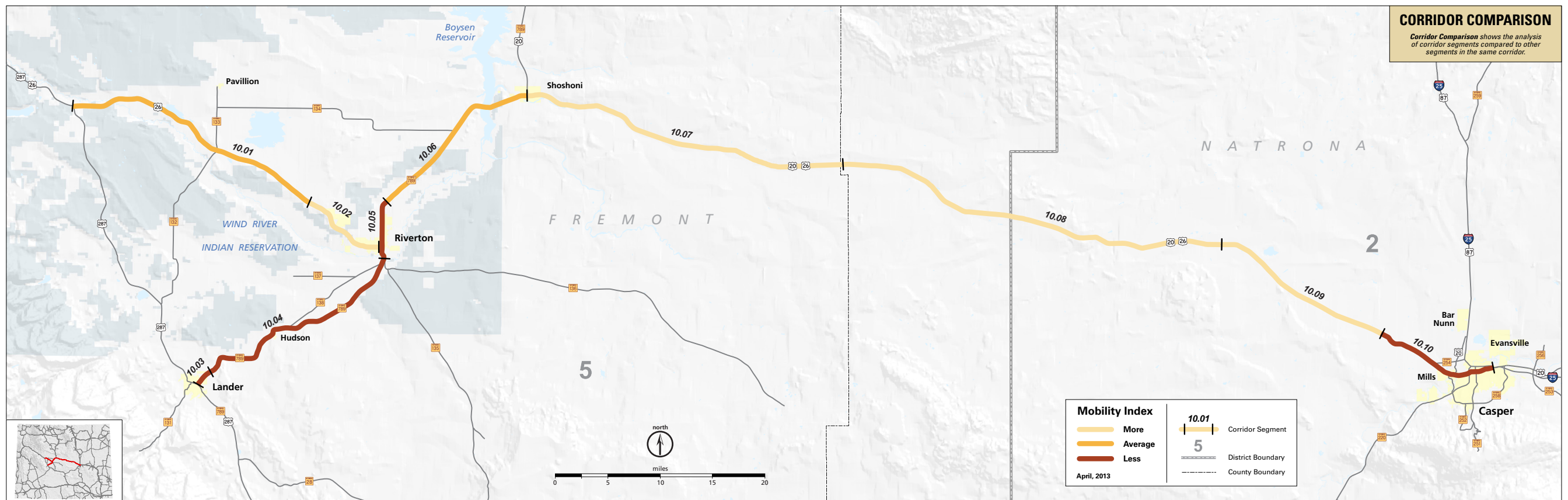
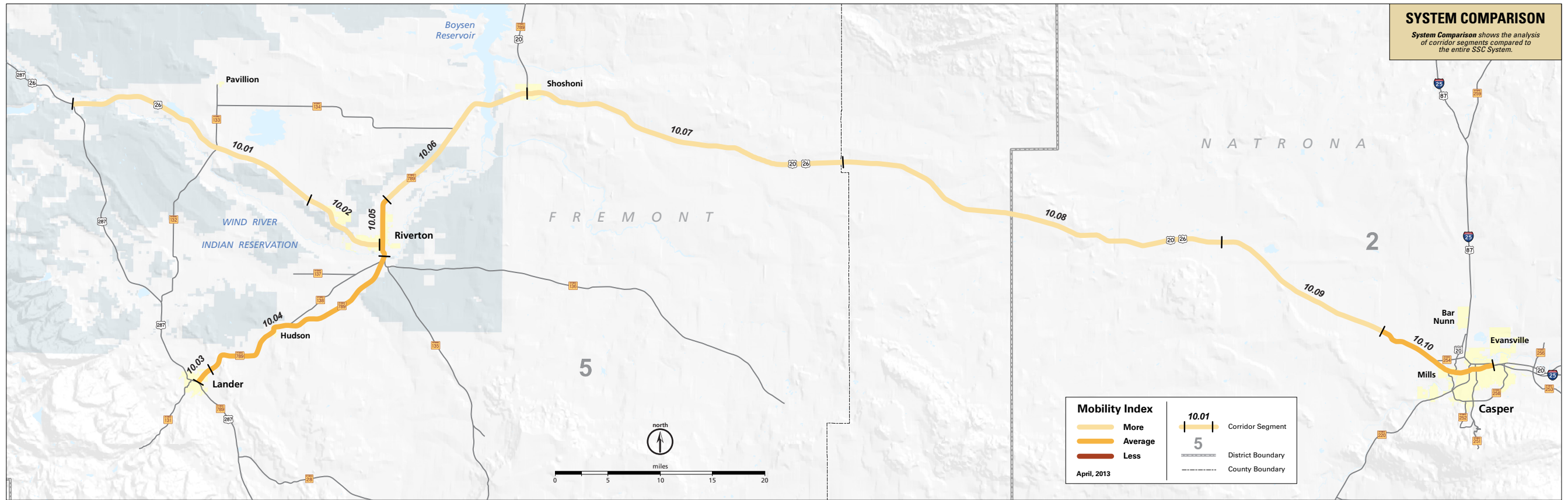
Segment	ML Route	Route Marker	
		From	To
10.06	ML20	125	125.4
10.07	ML34	80	80.7
10.08	ML34	65	66.8
10.08	ML34	54.5	54.8
10.08	ML34	51	52
10.10	ML34	7.5	8
10.10	ML34	6	6.5

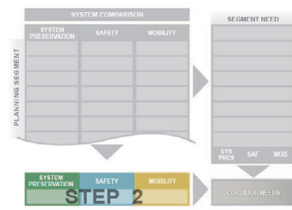
NOTE: See Appendix for maps documenting each performance qualifier.



CORRIDOR 10

MOBILITY - INDEX





Performance Index

The Mobility Performance Index for SSC 10 is average or better than average.

Segment	MOBILITY					
	Mobility Index	Volume to Capacity Rating	Pavement Variance Rating (L/R)	Traffic Growth	Truck Traffic Growth	Bridge Variance (L/R)
10.01	Better	Good	Good	Average	Less	Less
10.02	Better	Good	Fair	Less	Less	Less
10.03	Average	Good	Fair	Average	Average	Less
10.04	Average	Good	Fair	Average	Average	Less
10.05	Average	Good	Fair	Average	Average	Less
10.06	Better	Good	Good	Average	Average	Less
10.07	Better	Good	Fair	Less	Average	Less
10.08	Better	Good	Fair	Less	Less	Less
10.09	Better	Good	Fair	Average	Less	Less
10.10	Average	Good	Fair	Less	Less	Average

One regional route connects to SSC 10. The condition of each local and regional route is associated with a planning segment and directly influences the mobility of that segment. The condition of some local and regional routes is poor. There are currently no structurally deficient bridges on the local and regional routes.

SSC 10 serves as a commuter route combined with tourist traffic from Lander to Shoshoni. This route is subject to generally low volumes of traffic from Shoshoni to Casper. Agriculture is an important industry along SSC 10, but the mining and oil/gas is especially impacting the western end of the corridor with heavy truck traffic. Shoulder widths vary from 4' to 8' with some rumble strips noted.

Table 7 - Major Traffic Generators

Major Traffic Generators
Oil/gas production and transport
Employment centers - Lander, Riverton, Casper
Casinos - Riverton
Access route to National Park region
Dispersed local/regional recreation on public lands

Performance Qualifiers

Volume to Capacity Rating

Volume to Capacity Ratio (V/C) is a measure that reflects mobility and quality of travel of a corridor or section of a corridor. It compares roadway demand (vehicle volumes) with roadway supply (carrying capacity). The volume to capacity rating for the entire SSC 10 is good.

Traffic Growth

The average traffic growth within the SSC System is 1.42%. The majority of segments in this corridor are below this average. Segment 10.05 has the highest average annual traffic growth rate. This segment connects ML30 to Riverton on ML 20.

Table 8 - Traffic Growth

Segment	AADT 2010	Average 20 Year Growth
10.01	1,926	1.12%
10.02	10,642	0.71%
10.03	8,830	1.37%
10.04	5,571	1.54%
10.05	12,904	1.65%
10.06	4,677	1.34%
10.07	2,684	0.86%
10.08	2,497	0.89%
10.09	2,738	1.10%
10.10	10,381	0.88%

Truck Traffic Growth

The average truck traffic growth within the SSC System is 1.34%. The majority of SSC 10 is below this average and is a 2-lane rural classification. Segment 10.03 has the highest average annual truck growth rate. This segment is in the town of Lander via ML20.

Table 9 - Truck Traffic Growth

Segment	AADTT 2010	% Trucks 2010	Truck Traffic Growth
10.01	112	6.68%	-1.41%
10.02	283	2.67%	0.25%
10.03	504	5.47%	1.46%
10.04	396	9.45%	1.25%
10.05	616	5.23%	0.87%
10.06	543	11.55%	0.90%
10.07	427	16.41%	0.58%
10.08	436	17.54%	0.46%
10.09	431	15.33%	0.19%
10.10	529	5.83%	0.20%

Local and Regional Routes

Local and Regional Routes that connect to the SSC affect the Mobility Performance Indicator. These routes serve the important function of connecting rural areas to the primary routes. While traffic volumes are typically low on these secondary routes, maintaining them in acceptable condition is important to general mobility for the state. This analysis includes pavement and bridge condition as qualifiers.

Local and Regional Roads Impacting Pavement Variance Rating (L/R)

The Mobility Index may be affected by local and regional routes that have poor pavement condition as reflected by the Pavement Variance Rating (PVR). The PVR is the product of Pavement Sufficiency Rating (PSR) calculated as the deviation from the system average. Poor PSR is reported on local/regional routes associated with segments 10.04 and 10.10. Table 10 lists the local/regional routes with poor PSR.

Table 10 - Local/Regional Routes with Poor PSR

Segment	Average PVR	ML Route	Route Marker		Average PSR
			Begin	End	
10.04	1.01	ML709	17.55	19.00	2.24
10.10	0.98	ML1301	2.01	8.91	2.27
10.10	1.07	ML254	0.00	4.06	2.18
10.10	0.87	ML47	0.00	2.89	2.38

Bridge Variance Rating (L/R)

The bridge variance rating for local and regional routes on SSC 10 shows 1 structurally deficient bridge. The location of the bridge is shown in the table below.

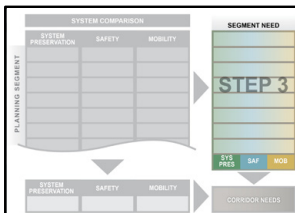
Table 11 - SSC 10 Structurally Deficient Bridges on Local/Regional Routes

Segment	ML Route	Route Marker
10.10	ML254	1.38

NOTE: See Appendix for maps documenting each performance qualifier.



STEP 3: ANALYSIS OF PLANNING SEGMENT NEEDS



10.01 US 287 to Riverton

- System Preservation Index – Average, with average or better performance across all performance qualifiers. Pavement projects are scheduled on the segment in 2013 and 2015.
- Safety Index – Fair, with more than average wildlife and alcohol related crashes. This segment reported 4 crashes on 1 deficient vertical curve. There were 149 total reported crashes during the 5-year planning period, with 2 fatalities.
- Mobility Index – Better than average, with average or better scores across all performance qualifiers. The segment reports AADT 1,926 with 7% trucks.

10.02 Riverton Urban Area

- System Preservation Index – Average, with average or better performance across all performance qualifiers. There is 1 pavement hotspot reported just west of Riverton.
- Safety Index – Poor, with more than average crashes with non-use of safety restraints. There were 217 total reported crashes during the 5-year planning period, with 0 fatalities.
- Mobility Index – Better than average, with average or better scores across all performance qualifiers. The segment reports AADT 10,642 with 3% trucks.

10.07 Shoshoni to Fremont/Natrona County Line

- System Preservation Index – Average, with average or better performance across all performance qualifiers. There is 1 pavement hotspot reported near Shoshoni.
- Safety Index – Fair, with more than average wildlife related crashes. There is 1 critical crash concentration at RM 80. There were 94 total reported crashes during the 5-year planning period, with 1 fatality.
- Mobility Index – Average, with average or better performance across all performance qualifiers. The segment reports AADT 2,684 with 16% trucks.

10.08 Fremont/Natrona County Line

- System Preservation Index – Average, with average or better performance across all performance qualifiers. There is 1 pavement hotspot reported.
- Safety Index – Poor, with 3 critical crash concentrations at RM 66, RM 55, and RM 51. This segment reported 41 crashes on 3 deficient vertical curves at RM 1.7, RM 2, and RM 4. There were 143 total reported crashes during the 5-year planning period, with 6 fatalities.
- Mobility Index – Average, with average or better performance across all performance qualifiers. The segment reports AADT 2,497 with 18% trucks.

10.10 Casper MPO

- System Preservation Index – Worse than average with poor pavement rutting. There are 2 structurally deficient bridges and 2 pavement hotspots reported in Casper. A pavement project is scheduled on the segment in 2013.
- Safety Index – Poor, with more than average alcohol related crashes, crashes with non-use of safety restraints, and deficient horizontal curves. There are 2 critical crash concentrations at RM 6 and RM 8. There were 550 total reported crashes during the 5-year planning period, with 0 fatalities.
- Mobility Index – Average, with average or better performance across all performance qualifiers. Poor PSR is reported on local/regional routes ML1301B, ML254B, and ML47B. There is 1 structurally deficient bridge on ML254 at RM 1.38. The segment reports AADT 10,381 with 6% trucks.

10.03 Lander Urban Area

- System Preservation Index – Average, with average or better performance across all performance qualifiers. There are 2 pavement hotspots reported in Lander.
- Safety Index – Good, with more than average deficient vertical curves. There were 27 total reported crashes during the 5-year planning period, with 0 fatalities.
- Mobility Index – Average, with average or better performance across all performance qualifiers. The segment reports AADT 8,830 with 5% trucks.

10.04 Lander to Riverton

- System Preservation Index – Average, with average or better performance across all performance qualifiers. A pavement project is scheduled on the segment in 2015.
- Safety Index – Poor, with more than average wildlife related crashes. There were 294 total reported crashes during the 5-year planning period, with 4 fatalities.
- Mobility Index – Average, with average or better performance across all performance qualifiers. Poor PSR is reported on local/regional route ML709B. The segment reports AADT 5,571 with 9% trucks.

10.05 Riverton Urban Area

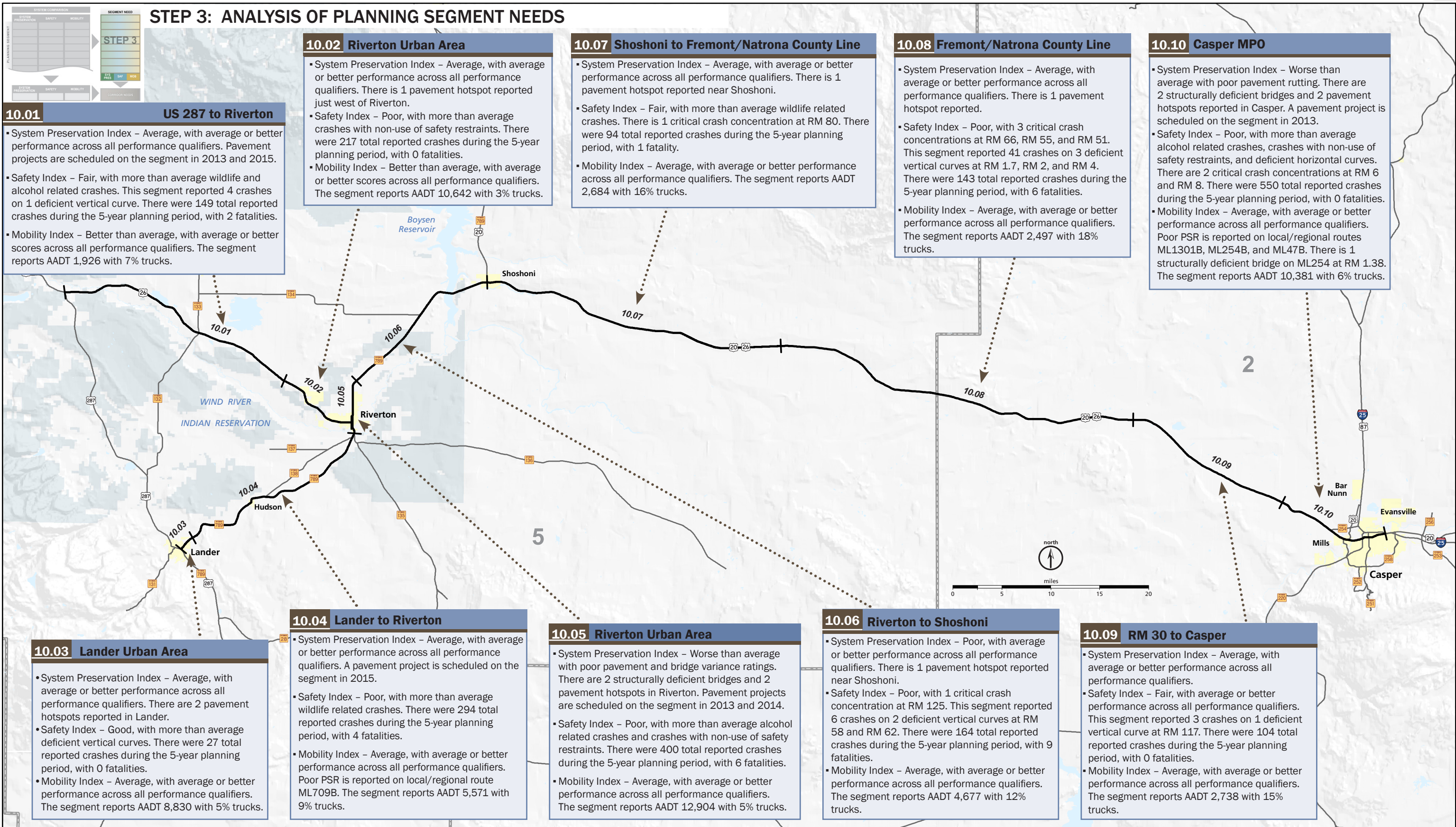
- System Preservation Index – Worse than average with poor pavement and bridge variance ratings. There are 2 structurally deficient bridges and 2 pavement hotspots in Riverton. Pavement projects are scheduled on the segment in 2013 and 2014.
- Safety Index – Poor, with more than average alcohol related crashes and crashes with non-use of safety restraints. There were 400 total reported crashes during the 5-year planning period, with 6 fatalities.
- Mobility Index – Average, with average or better performance across all performance qualifiers. The segment reports AADT 12,904 with 5% trucks.

10.06 Riverton to Shoshoni

- System Preservation Index – Poor, with average or better performance across all performance qualifiers. There is 1 pavement hotspot reported near Shoshoni.
- Safety Index – Poor, with 1 critical crash concentration at RM 125. This segment reported 6 crashes on 2 deficient vertical curves at RM 58 and RM 62. There were 164 total reported crashes during the 5-year planning period, with 9 fatalities.
- Mobility Index – Average, with average or better performance across all performance qualifiers. The segment reports AADT 4,677 with 12% trucks.

10.09 RM 30 to Casper

- System Preservation Index – Average, with average or better performance across all performance qualifiers.
- Safety Index – Fair, with average or better performance across all performance qualifiers. This segment reported 3 crashes on 1 deficient vertical curve at RM 117. There were 104 total reported crashes during the 5-year planning period, with 0 fatalities.
- Mobility Index – Average, with average or better performance across all performance qualifiers. The segment reports AADT 2,738 with 15% trucks.





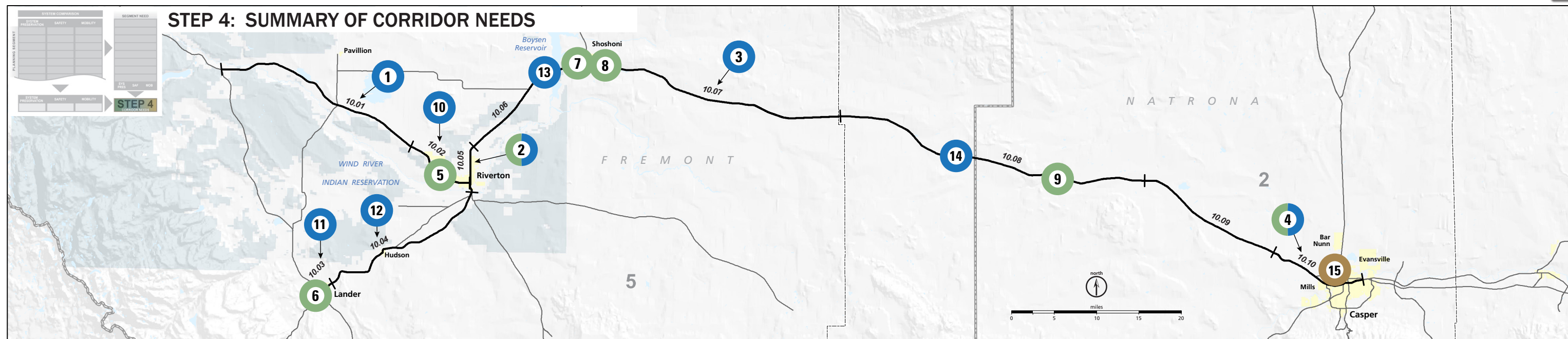
Environmental Overview

The Wyoming Interagency Spatial Database and Online Management System (WISDOM) was queried to identify natural resources that could be impacted by transportation projects. The following summary lists the general type of potentially impacted resources. The project development phase should investigate these resources in more detail to determine if mitigation activities are required. Please see Appendix and <http://wisdom.wygisc.org/> for detailed information.

There are eight different terrestrial habitat types located throughout the ten special management areas within SSC 10. Three federally listed species within the corridor fall into one of three categories, candidate, endangered, and threatened. Two big game species and twelve raptor species are found in SSC 10. There are four different categories that fall under the aquatic habitat. There are sixteen watersheds, three aquatic crucial priority areas, one aquatic enhancement priority areas, and one combined enhancement priority area. See Table 12 for general locations.

Table 12 - Environmental Considerations

Category	WEST (State Hwy 26) (Lander - State Hwy 26)	CENTRAL (Alcova - State Hwy 487)	EAST (State Hwy 487 - Casper)
Big Game Crucial Range	Mule Deer Pronghorn Antelope	Mule Deer Pronghorn Antelope	Pronghorn Antelope
Big Game Migration Route	na	na	na
WGFD Aquatic Crucial Priority Areas SHP	Wind River Basin Burbot	Wind River Basin Burbot Wind River Basin Sauger	North Platte Corridor
WGFD Terrestrial Crucial Priority Areas SHP	Pope Agie-Beaver Creek River Watershed	Poison Creek Watershed	Badwater Creek Watershed Dry Creek-Rattlesnake Hills North Natrona
WGFD Combined Crucial Priority Areas SHP	na	na	na
Occurrence & Distribution (Federally Listed Species)	Canada Lynx Greater Sage Grouse Yellow-billed Cuckoo	Greater Sage Grouse Yellow-billed Cuckoo	Greater Sage Grouse Yellow-billed Cuckoo



Summary of Needs

This section summarizes needs by planning segment for each of the three performance indicators and the supporting performance qualifiers. The summary identifies overlapping needs, which provides guidance in the efficient prioritization of projects to best address deficiencies. The practice of completing projects that simultaneously address multiple needs may present cost savings as well as being most effective in improving performance indexes across the system. The summary also lists other needs in each of the three performance measurement areas. For more information about needs at the corridor level, see the maps in the appendix which compare both system level and corridor level needs.

SSC 10 needs occur primarily in System Preservation and Safety. Within System Preservation, nine pavement hotspots are documented along with four structurally deficient bridges and one segment with a poor rutting score. Within Safety, wildlife and alcohol related crashes, as well as crashes related to deficient vertical curves are documented. Seven areas of critical crash concentrations occur on the corridor. The non-use of safety restraints is noted on three segments. Within Mobility, one structurally deficient bridge on a local/regional route is reported.

Several big game crucial ranges for Mule Deer and Pronghorn Antelope intersect parts of the corridor and should be investigated for concurrence with wildlife related crashes. The Wind River basin is considered an Aquatic Crucial Priority Area by the Wyoming Game and Fish Department and several watersheds are noted as Terrestrial Crucial Priority Areas. Several federally listed endangered species are found in the corridor and should be considered in all project planning.

Based on the needs identified in this analysis and the recommended strategies and solution sets, this plan does not identify specific needs to preserve or acquire additional rights of way to accommodate improvements. Heavier traffic in the Casper and Riverton urban areas present challenges for pavement management and safety and should be evaluated for future improvements. Local and specific ROW requirements based on urban area needs should be evaluated in the Urban Areas Corridor Plan in cooperation with local governments and planning organizations.

Overlapping Needs

Overlapping needs are identified on four segments:

- 1 10.01 - SAFETY: Wildlife Related Crashes, Alcohol Related Crashes
- 2 10.05 - SYSTEM PRESERVATION/SAFETY: Pavement Hotspots, Bridge Variance Ratings, Alcohol Related Crashes, Non-use of Safety Restraints
- 3 10.07 - SAFETY: Wildlife Related Crashes, Crash Concentrations
- 4 10.10 - SYSTEM PRESERVATION/SAFETY: Rutting, Pavement Hotspots, Bridge Variance Rating, Alcohol Related Crashes, Non-use of Safety Restraints, Crashes on Curves with a Vertical Deficiency, Crash Concentrations

Other Performance Index Needs

System Preservation

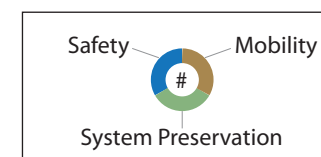
- 5 10.02 - Pavement Hotspot
- 6 10.03 - Pavement Hotspot
- 7 10.06 - Pavement Hotspot
- 8 10.07 - Pavement Hotspot
- 9 10.08 - Pavement Hotspot

Safety

- 10 10.02 - Non-use of Safety Restraints
- 11 10.03 - Crashes on Curves with Vertical Geometric Insufficiency
- 12 10.04 - Wildlife Related Crashes
- 13 10.06 - Crash Concentrations
- 14 10.08 - Crash Concentrations

Mobility

- 15 10.10 - Structurally Deficient Bridge (L/R)





III. SOLUTION SETS

A solutions menu was created to address the needs identified in the previous sections. This menu identifies potential solution strategies grouped by performance measure categories. The strategies are a preliminary list based on industry accepted approaches and the efforts to date of WYDOT programs to document preferred approaches. This list is not intended to be all-inclusive, but represents types of improvements that may be employed to address documented needs.

Section IV recommends how the solution sets may be efficiently grouped depending on funding availability.

Table 13 - Recommended Solution Sets to Improve Performance in Each Index

System Preservation	Safety		Mobility	
<p><i>Pavement Maintenance Requirement & Pavement Variance Rating</i></p> <p><i>Rutting</i> Mill Mill and overlay</p> <p><i>1S Treatments</i> Mill and overlay Seal Coat Cleaning and sealing joints Patching pavement Micro surfacing</p> <p><i>2S Treatments</i> Roadway Restoration</p> <p><i>3S Treatments</i> Reconstruct Roadway Roadway widening Upgrade geometric design</p> <p><i>Bridge Variance Rating</i> Bridge Replacement Channel reconstruction Cleaning and sealing bridge members Lower weight limits Restore drainage systems Scour countermeasures</p>	<p><i>Weather Related</i> Signage Automated anti-icing systems Grooved pavement ITS Larger signs Snow berms/grading Snow fencing Warning beacons</p> <p><i>Wildlife Related</i> Animal detection systems Animal jump-out or one-way gates ITS Remove brush from ROW Signage Warning beacons Wildlife bridge/underpass Wildlife fencing</p> <p><i>Alcohol Related</i> Centerline rumble strips ITS Law Enforcement Media campaign Shoulder rumble strips</p>	<p><i>Horizontal Geometry</i> Centerline rumble strips Dynamic curve warning system Guardrail Improve/restore superelevation Lighting Oversize/length restrictions Reconstruction/realignment Reduce posted speed Reflectors Shoulder rumble strips Signage Warning beacons</p> <p><i>Vertical Geometry</i> Larger signs Reconstruction/realignment Reduce posted speed Reflectors Signage Warning beacons</p> <p><i>Safety Restraints</i> ITS Law Enforcement Media campaign</p>	<p><i>Volume to Capacity Rating & Traffic Growth / Truck Traffic Growth</i> Acceleration lane Capacity improvements Deceleration lane Increase lane width Intersection/interchange improvements Multimodal improvements Passing lanes Shoulder widening Through lanes Turn lane</p> <p><i>Bridge Variance (L/R)</i> Bridge Replacement Channel reconstruction Cleaning and sealing bridge members Lower allowable weight limits on bridge Restore drainage systems Scour countermeasures</p>	<p><i>Pavement Variance Rating (L/R)</i></p> <p><i>Rutting</i> Mill Mill and overlay</p> <p><i>1S Treatments</i> Cleaning and sealing joints Micro surfacing Mill and overlay Patching pavement Seal Coat</p> <p><i>2S Treatments</i> Roadway Restoration</p> <p><i>3S Treatments</i> Reconstruct Roadway Roadway widening Upgrade geometric design</p>



IV. RECOMMENDATIONS

This section describes recommendations for strategies and priorities to address corridor needs. The selected strategies address the needs described in previous sections and are organized by the three strategic performance areas: System Preservation, Safety, and Mobility. These recommendations provide information and guidance consistent with the Strategic and Long Range Plans to help WYDOT select projects in coordination with the STIP process.

The recommended strategies have been packaged into solution sets that recognize the inherent overlap that investments may have across performance areas. For example, truck passing lanes may simultaneously improve traffic flow (Mobility) and reduce crashes (Safety).

The solution sets are tiered to the three Funding Scenarios identified in the Long Range Transportation Plan. The funding scenarios describe a progressively increasing budget, with generally defined allocations to System Preservation, Safety, and Mobility. With each succeeding level of investment, additional funding is allocated to address shortfalls in performance-based goals.

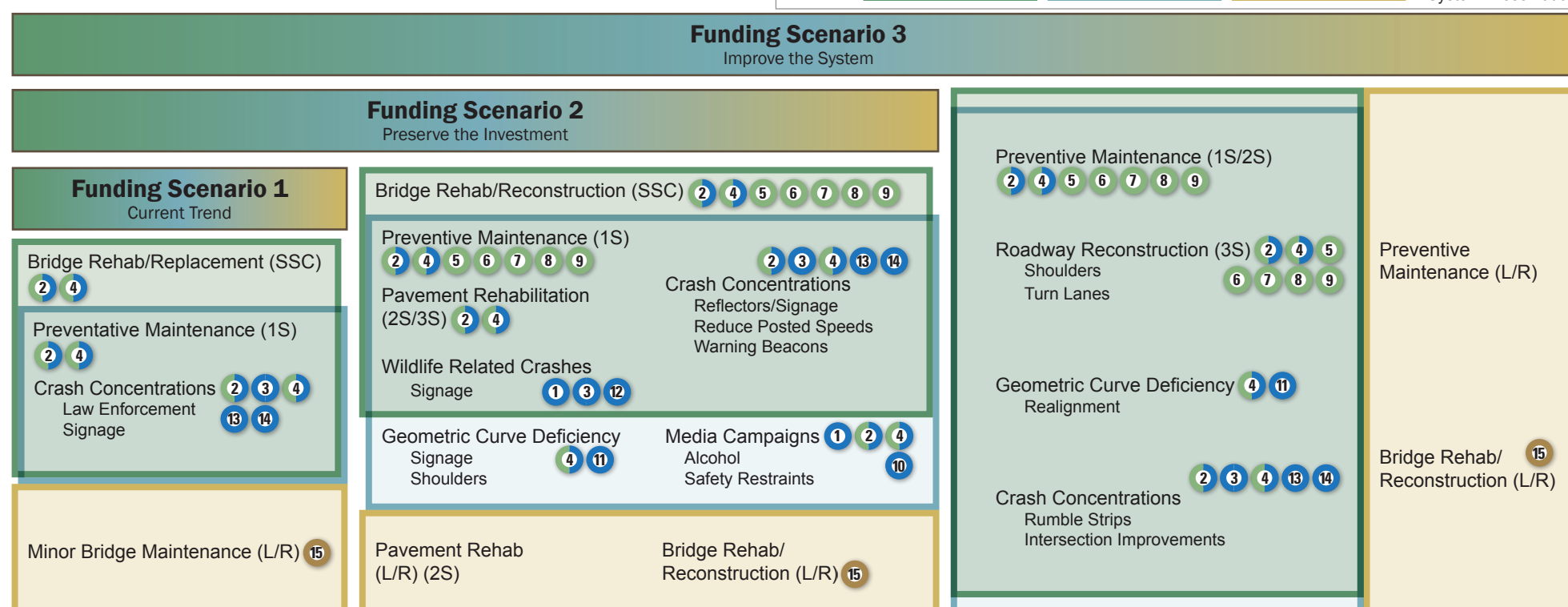
- Funding Scenario 1 – The continuation of program funding at current levels. Most funding is directed to System Preservation needs. System characteristics are expected to decline with inflation and increasing construction costs over time. Few major projects to address Safety, other than with specially restricted and allocated funds, or Mobility would be implemented.
- Funding Scenario 2 – Funding over and above the base level would allow additional investments in pavement and bridge projects to meet WYDOT goals.
- Funding Scenario 3 – Additional funding over and above Scenario 2 would allow WYDOT to maintain and improve existing conditions, achieve pavement and bridge condition goals, plus invest in major projects to improve Mobility.

Funding Scenario 1

Funding Scenario 1, defined as the continuation of current program funding, is focused primarily on addressing System Preservation needs through preventive maintenance efforts. The plan recommends that funds remain allocated to preventive pavement maintenance and bridge repair/rehabilitation on the main corridor, along with reserving a portion to address identified safety needs. Safety needs include specific wildlife, alcohol and geometry-related crash prone areas. Seven critical crash concentrations are reported. Several segments report higher than average non-use of safety restraints. These needs may be only partially met under current funding and should be focused on areas with documented overlapping needs. Additional needs that cannot be met under Scenario 1 may be delayed pending additional funds under Scenarios 2 or 3.

- Minor surface treatments on the SSC mainline, including mill and overlay, including pavement hotspots.
- Bridge rehabilitation or replacement of structurally deficient bridges on the SSC mainline.
- Minor projects to improve safety not involving major construction, such as signage on deficient curves and in areas likely to experience wildlife related crashes, as well as alcohol-related and safety restraint law enforcement.

Table 14 - SSC 10 Recommended Strategies for Long Range Plan Funding Scenarios



Funding Scenario 2

If sufficient funds to preserve the system in at least its current operational form are made available, WYDOT will direct funding to strengthen pavement and bridge conditions across the system, including on local and regional routes. SSC 10 has four structurally deficient bridges on the main route. This scenario would allow investments to fully achieve WYDOT goals in pavement and bridge conditions. One structurally deficient bridge is reported on a local/regional route. Additional investments should be made to improve safety for wildlife/alcohol related crashes, other areas of crash concentrations, and to address the non-use of safety restraints.

- Preventive maintenance could be deferred and/or advanced, depending on life cycle, as recommended by the Pavement Management System.
- Reconstruction (2S/3S) to address higher traffic volumes to address pavement hotspots, if required.
- Minor maintenance on bridges on local and regional routes so as to maintain bridge condition and the Mobility Index.
- Minor projects to improve safety not involving major construction, such as lighted signage to address wildlife-related crashes, and safety restraint/alcohol-related media campaigns.
- Minor improvements to address geometric deficiencies, such as signage, lighting, and rumble strips.

Funding Scenario 3

If additional funds are made available to WYDOT under Funding Scenario 3, opportunities would be created to address all three investment categories, thus preserving the investment and improving the overall “health” of the system. Additional funds allow project selection to address overlapping needs, therefore investing funds most effectively. The additional funds would expand to include other items to improve performance in the Mobility Index.

- Roadway reconstruction (3S) to meet long term goals, including on local/regional routes.
- Roadway reconstruction (3S) to meet standards on curves with deficient geometry that experience high crash rates.
- Transit improvements in Casper, Riverton, and Lander.

Performance Measurement over Time

As these performance measures are continually monitored over time it will become evident how the recommended solution strategies and the selected projects address the needs of the corridor and the overall system. Addressing deficiencies documented in the corridor plan will effectively improve the System Preservation, Safety, and Mobility indexes at both the corridor and system level.

Ongoing performance measure documentation is critical to identify trends, capture the existing health of the system, and allowing an accurate forecast of the future health of Wyoming’s Transportation system. The need for additional funding and/or more aggressive solutions will become evident if performance measures fail to meet WYDOT goals.

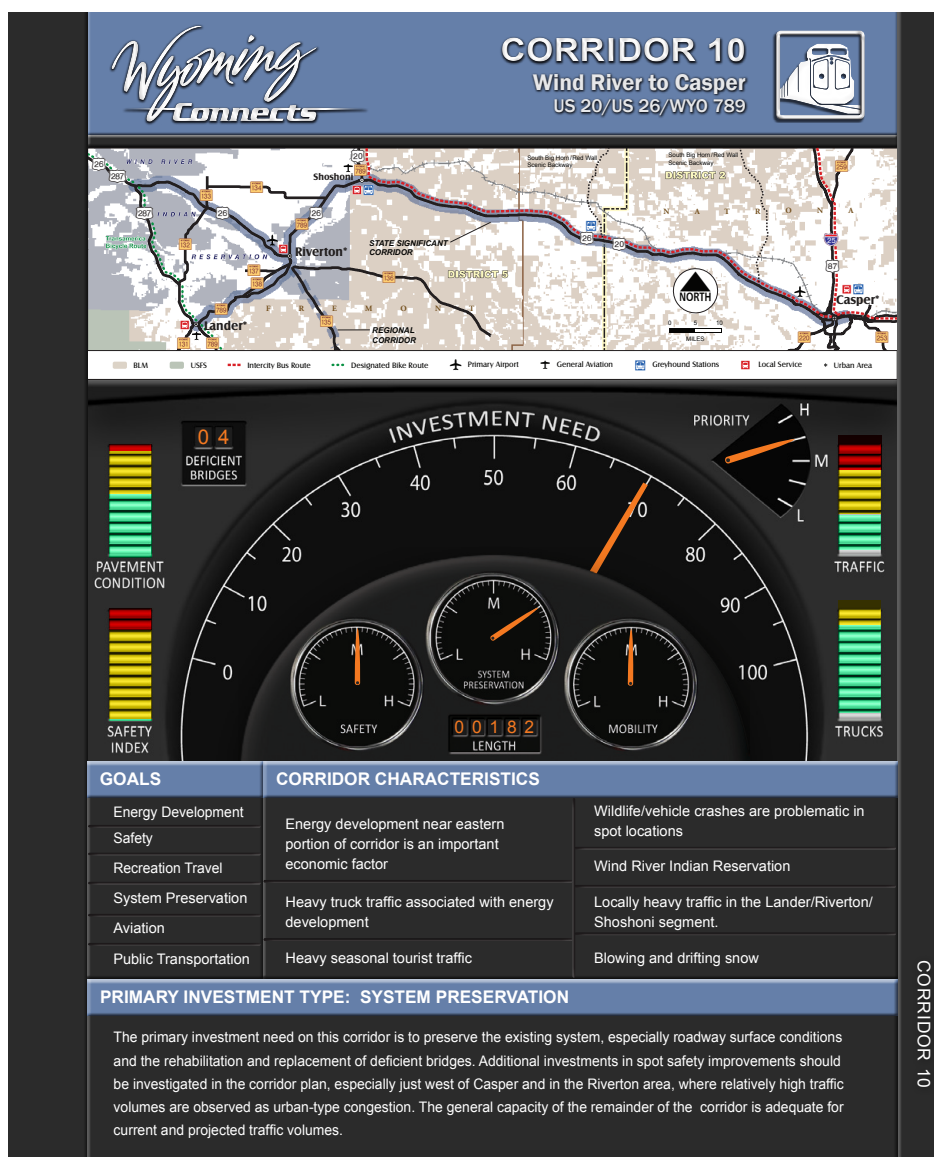


REALIZING THE CORRIDOR VISION

As part of the statewide Wyoming Connects and Long Range Transportation Plan, the Corridor Vision for SSC 10 - and all SSCs - focuses on the identification of overall system performance aggregated from the evaluations of each individual corridor's "health" relative to WYDOT's long-term Strategic Goals. The identified types of investment needs (system preservation, safety, and mobility) expressed in the Corridor Vision are reflected in the three primary need indicators of this Corridor Plan. The analysis of each investment type generated goals representing corridor health issues as communicated by the planning and public process used in development of the Vision. See *Wyoming Connects: Corridor Visions* for more information.

Corridor Vision Goals

The Wind River to Casper Corridor Vision captured Key Issues and Emerging Trends of critical importance and how SSC 10 could best serve the communities it connects over the long term. While issues were identified relative to each investment type, the Primary Investment Type is System Preservation:



The primary investment need on this corridor is to preserve the existing system, especially roadway surface conditions and the rehabilitation and replacement of deficient bridges. Additional investments in spot safety improvements should be investigated in the corridor plan, especially just west of Casper and in the Riverton area, where relatively high traffic volumes are observed as urban-type congestion. The general capacity of the remainder of the corridor is adequate for current and projected traffic volumes.

Additional goals which reflect the full context, character, and issues of SSC 10 were set as high priority goals as indicated in Table 15. A review of these Vision Goals compared to the findings of this Corridor Plan provides for a conformance check and identifies additional issues to be considered when evaluating potential projects and implementation plans.

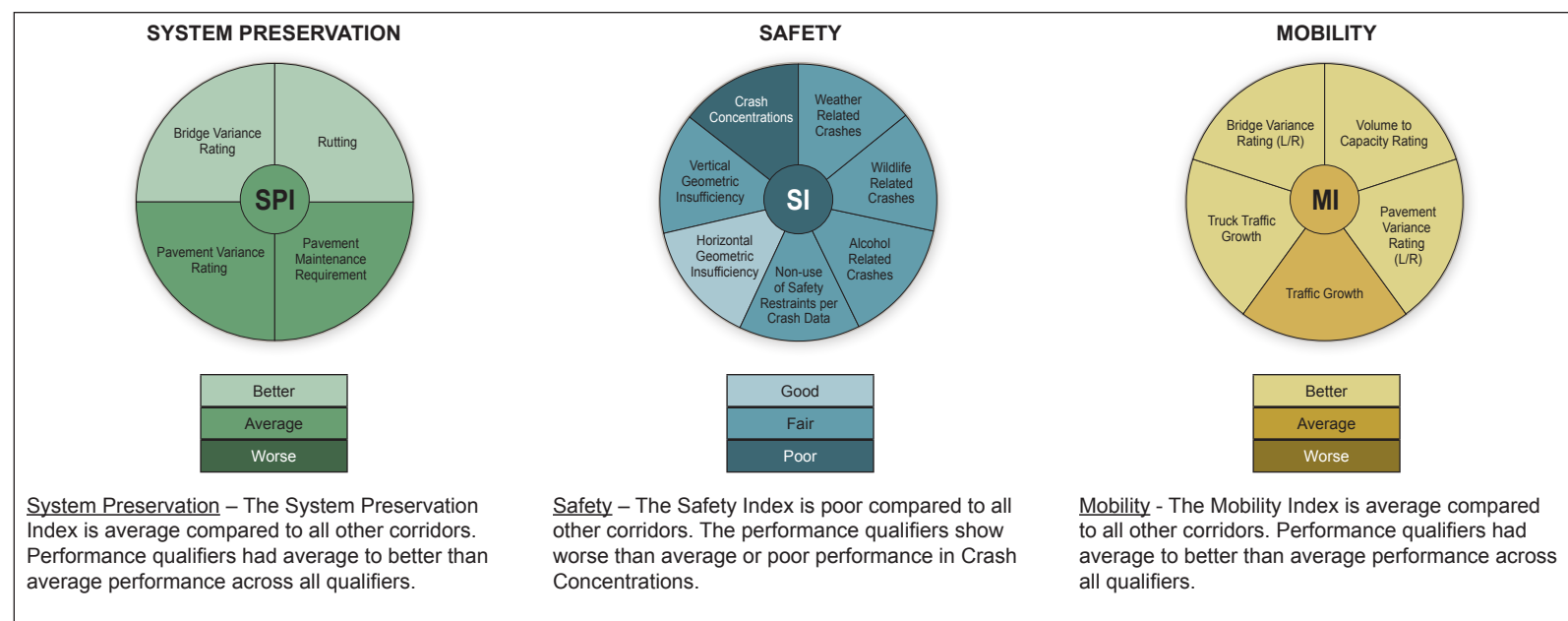
Table 15 - Review of Corridor Vision Goals and Other Considerations

Corridor Visions		High Priority	Other Considerations
Investment Category	Goal		
System Preservation	Plan for continuing energy industry impacts to road system	✓	Pavement hotspots will need to be addressed to keep the system functioning well and maintain conditions for truck traffic.
	Preserve the existing transportation system	✓	Poor pavement conditions identified in spot locations as well as several structurally deficient bridges that require maintenance or rehabilitation.
Safety	Reduce fatalities, injuries, and property damage crash rate	✓	Corridor Plan identifies multiple crash concentrations and other specific causes such as wildlife and alcohol.
Mobility	Support recreation travel		Maintaining this route, also known as the Yellowstone Highway, is an important link in the state's recreation industry.
	Ensure airport facility meets existing and projected demands		The Casper airport is one of the busiest in the state and supports the energy industry.
	Improve public transportation opportunities		Local transit improvements in Casper, Lander, and Riverton would help improve mobility for local residents.

CORRIDOR PERFORMANCE

Table 16 shows SSC 10 corridor performance compared to the system. The center of each chart indicates the value of the performance index, with each section indicating the performance qualifier for each measure.

Table 16 - Corridor Performance



Coordination with System Priorities

The corridor comparison can be used to help assign a priority level to entire corridors, if conditions warrant. The Corridor Plans – Executive Summary is published under separate cover and provides an overview of corridor comparisons. The summary identifies areas of greatest need within all performance indexes and for performance qualifiers across the state system. By addressing these areas of greatest need, whether by program, corridor, or corridor segment WYDOT will ensure positive changes in reported conditions throughout Wyoming.

Dashboard from Corridor Visions