

INTRODUCTION

The Wyoming Department of Transportation utilizes a continuing and comprehensive process of Asset Management that encourages input from various sources to assist in determining capital improvement projects that will maintain and enhance Wyoming's Transportation system (see attached flowchart). Through an extensive public involvement process, input from engineering studies, the collective judgment of the Transportation Commission, and the Department of Transportation, capital improvement projects are culminated into the Statewide Transportation Improvement Program, commonly known as the STIP. The STIP is not meant to serve solely as an accounting document. Rather, it is a snapshot of expected projects and their schedules.

The Wyoming STIP is a six-year approved program that is fiscally constrained for the years 2012-2017. The financial budget is constrained based on projected federal and state funding. The actual funding level that will be available depends upon Congressional appropriations as well as State appropriations. This STIP presents the planned construction and preliminary engineering programs for fiscal year 2012. Preliminary engineering is also programmed for some projects having an anticipated construction date beyond fiscal year 2017. This is due to a need to indicate planned continuity of construction or because of an anticipated lengthy preliminary engineering process.

Since both the nature of the projects and the funding is dynamic, and subject to many sources of change, the STIP is inherently fluid. Scheduling projects for improvement is a very complex undertaking in that there are a very large number of challenges that must be addressed prior to a project being ready for letting. Many of these challenges are outside of the Department's ability to predict or control at the time the project is initially programmed or scheduled. Some of the challenges faced can be funding source changes, increases in construction costs, right-of-way acquisition delay, and environmental issues. Wyoming continues to be faced with cost volatility for some construction materials, such as oil, steel, cement and some sources of aggregate. WYDOT is also taking advantage of new technology to help identify the roads that would have the highest return on investment and is using this data to create a more maintenance centric project balance for years beyond 2015.

WYDOT pledges to do its best to adhere to this program and to serve the public interest through these projects. WYDOT values your input, advice, and support. Any significant changes in either revenues and/or expenses will result in adjusting the schedule of projects. For an online view of the STIP follow the link:

http://www.dot.state.wy.us/wydot/engineering_technical_programs/stip_project_listing

NOTE: Project cost estimates contained in the publication, as always, represent the planning estimates of the project. These include: utilities, construction and construction engineering costs. Other costs may be contained in an estimate also. They do not represent the final estimated construction cost of any project which goes to letting for bid by contractors.

ELEMENTS COMPRISING THE WYOMING TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

