

TRANSPORTATION COMMISSION OF WYOMING

The Transportation Commission of Wyoming met in the Commission Room of the Transportation Headquarters building in Cheyenne on June 18, 2015. The meeting was convened at 8:30 a.m. by Chairman Anderson. The following members were present constituting a quorum:

Clair Anderson, Chairman, Riverton
K. John Dooley, Vice Chairman, Laramie
Bruce McCormack, Commissioner, Cody
Bob Ruwart, Commissioner, Wheatland
Todd Seeton, Commissioner, Jackson
Mike Larson, Commissioner, Lusk
Rick Newton, Commissioner, Buffalo
John Cox, Director
Sandra J. Scott, Commission Secretary

Also present at and participating in the meeting were: Delbert McOmie, Chief Engineer; Gregg Fredrick, Assistant Chief Engineer of Engineering and Planning; Ken Shultz, Assistant Chief Engineer of Operations; Lieutenant Colonel Shannon Ratliff, Interim Highway Patrol Administrator; Dennis Byrne, Aeronautics Administrator; Mike Kahler, Senior Assistant Attorney General; Rodney Freier, Budget Officer; Doug McGee, Public Affairs Manager; and Joe Dailey, Division Administrator, Federal Highway Administration.

Mr. Scott Cowley, principal engineer for AVI, p.c., in Cheyenne, also attended the meeting.

Mr. Tom Loftin, Support Services Administrator, was absent.

1. Pledge of Allegiance: Chairman Anderson led the attendees in the Pledge of Allegiance.
2. Approval of Minutes: It was recommended by Secretary Scott, moved by Commissioner McCormack, seconded by Commissioner Ruwart, and carried to approve the minutes from the May 28, 2015, teleconference meeting.
3. Correspondence: Secretary Scott presented six resolutions from the Wyoming Trucking Association that were established at their annual convention held in Casper, May 14-16, 2015.
4. Director Cox presented the Director's report.

Federal Highway Bill Update: Director Cox reported that the status of the federal highway bill remains unchanged from last month. The U.S. Congress continues to work toward a solution to shore up the Highway Trust Fund.

Mr. Paul Trombino, director of the Iowa Department of Transportation and 2015 Vice President of AASHTO, is scheduled to testify before the U.S. House Transportation and Infrastructure Committee's Subcommittee on Highways and Transit on June 24, 2015.

Director Cox anticipates another short-term funding extension soon, and hopes to see a multi-year funding bill by the end of 2015. In the meantime, WYDOT is bracing itself for the possibility of some strict fiscal management in case the FHWA deems it necessary to make only partial reimbursements and/or delay payments to states.

Lusk Flooding Update: Director Cox and Mr. McOmie traveled to Lusk yesterday to view the damage from recent flooding that occurred in the Lusk area. Governor Mead also visited the site.

Director Cox offered his gratitude and appreciation for Commissioner Larson's involvement in the recovery and rehabilitation efforts after the catastrophic event. Commissioner Larson's many years of railroad experience and his recent appointment to the Commission were a merger of knowledge, expertise, and position that was an invaluable asset to Lusk-area residents, the Department, and to the Union Pacific Railroad in a time of great need.

Director Cox also expressed his gratitude and appreciation for Messrs. McOmie and Fredrick, and to district personnel, for their stellar work during a difficult time. Mr. Cox also showed his respect and admiration for all the WYDOT employees who were so quick to lend a helping hand to anyone in need, which sometimes meant putting aside their own livelihood and damage to their own property to help others.

The WYDOT shop in Lusk was one of the many damaged properties in the Lusk area. A contractor is working to help reclaim the items that can be salvaged.

Letter from Teton County Commission: Director Cox is expecting a letter from the Teton County Commission about their desire to reduce the design and construction of the Jackson South project so that some of its funding can be used to widen WYO 59 between Douglas and Gillette. Director Cox advised that this is a very generous offer, but probably not workable in terms of the Environmental Impact Statement (EIS) Record of Decision, and he expressed great concern about the unsafe conditions this would create on the Jackson South road, which is currently beyond its capacity. The Department will work through the assertions made in the Teton County Commission letter versus the EIS, and Director Cox will ultimately meet with Governor Mead to discuss the details.

5. Mr. Freier presented the monthly Budget report.

Mr. Freier advised that the employee relocation account shows a 464 percent overrun this month because the Department recently purchased an employee's house as part of WYDOT's Employee Relocation Program. The house is under contract, and the Department anticipates recovering those costs in July.

6. Mr. McOmie presented the Chief Engineer's report.

June 18, 2015/Page 3 of 17

Flooding and Land Slides Statewide: WYDOT Maintenance forces have been very busy lately taking care of flooding, rock slides, and land slides. A significantly rainy spring and early summer has caused more flooding in the Cody, Basin, and Riverton areas. A heavy rain storm occurred near Cody on June 16 that caused a mud slide that closed the North Fork Highway into Yellowstone National Park. Interstate 90 has flooded three times, causing traffic to be significantly slowed on one occasion, and the road was closed two other times. Sheridan and Buffalo have also experienced recent flooding that caused damage to one county road, including some pipe in WYDOT's right-of-way.

One more notable event occurred in the Wind River Canyon causing severe damage to the highway on one side and to the railroad tracks on the other side of the river. WYDOT flew its photogrammetry plane over the highway to inspect the damage and also provided images of the damaged railroad tracks to the Burlington Northern Railroad for their information. The photos revealed 10 rock slide locations that had to be cleared before the road could be reopened. A local contractor was hired to remove the large rocks from the roadway and to repair some of the guardrail. The Department is also working with the U.S. Army Corps of Engineers to prevent further debris from falling into the Wind River.

Another land slide began over the Memorial Day weekend at Paint Creek, south of Sunlight Basin in the Cody area. Some traffic control has been set up, and WYDOT is closely monitoring the situation.

Togwotee Pass also has an active slide, and district personnel are keeping watch over it, too.

Lusk Flooding Update: The Lusk flood event caused a bridge to collapse over the Union Pacific Railroad (UPRR), and a large culvert was washed out on US 18/20 that caused a very large gap in the road. The road to Van Tassel was also covered with flood waters and had to be closed. Repairs have been made to the roads that were washed out, and the UPRR has torn down the collapsed structure over the railroad tracks. A temporary bridge will be installed to restore traffic flow to and from the town of Lusk.

Mr. McOmie offered kudos to Joe Dailey of FHWA and his staff for their efforts in providing expertise in the reclamation efforts.

Teton Pass Runaway Truck Ramp: WYDOT crews were recently doing some survey staking on Teton Pass for the new truck arrest system to be installed on the upper portion of the pass. A runaway truck went by the surveyors and barely missed them. The driver jumped out of the truck as it passed the survey crew before it went over the side of the roadway.

7. Mr. Fredrick presented the Engineering and Planning report.

The June 2015 bid letting was cancelled because of the uncertainty of federal funding and the possibility that a cash management strategy may be implemented.

Glendo State Park Road, Commission Road Improvement Program (CRIP) Project: In April 2014, the Commission approved \$644,000 through its CRIP for the reconstruction of the Glendo State Park Road. Platte County let the project on June 9, 2015. Following are the bid tabulations from the letting.

| | |
|---|----------------------------|
| Engineer's Estimate | \$732,591.25 |
| JTL Group, dba Knife River, Cheyenne, WY | \$496,073.00 -32.3% |
| Simon Contractors, Cheyenne, WY | \$594,052.50 |
| STC Construction Co., Inc., Cheyenne, WY | \$744,787.50 |
| 71 Construction, Casper, WY | \$776,984.00 |

A letter was received from the Platte County Board of Commissioners recommending that the project be awarded to JTL Group, dba Knife River, of Cheyenne, Wyoming, in the amount of \$496,073.00.

It was recommended by Mr. Fredrick, moved by Commissioner Ruwart, seconded by Commissioner Seeton, and carried to concur in the award of Project STP-CR7.00 CN08079 to JTL Group, Inc., dba Knife River Contractors, of Cheyenne, Wyoming, in the amount of \$496,073.00. The Federal Highway Administration concurred with this decision.

Mr. Cowley left the meeting.

8. It was recommended by Mr. Fredrick, moved by Commissioner Seeton, seconded by Commissioner Ruwart, and carried to approve the following project authorizations:

COMMISSION DISTRICT 3

Rural Local

CD 0.00 CD15015; Lincoln County; Kemmerer, various locations; pedestrian and bicycle facilities; FY 2015; request federal construction engineering and construction funds of \$180,400

COMMISSION DISTRICT 4

Rural Interstate

NHPP-GM 32.60 B174019; Sheridan and Johnson counties; I-90, various locations; reference marker (RM) 32.60 to 48.40; spot safety improvements; FY 2017; request federal preliminary engineering funds of \$11,374; estimated construction engineering and construction is \$500,000

9. It was recommended by Mr. Fredrick, moved by Commissioner Newton, seconded by Commissioner Seeton, and carried to approve the following resolution for abandonment.

RESOLUTION FOR ABANDONMENT

WHEREAS, under the provisions and authority of W.S. 24-3-126, the Transportation Commission of Wyoming may abandon or relinquish any portion of state highways upon reconstruction or relocation of an existing state highway; and

WHEREAS, a portion of Wyoming Department of Transportation's right-of-way for U.S. Highway 14, Murphy Gulch, Sheridan County, Wyoming, established under Project Number 0302-00(039) is no longer needed for state highway or public use purposes. Said portion being described as follows:

PARCEL 1:

A strip of land located in the W $\frac{1}{2}$ NW $\frac{1}{4}$ of Section 34, and the NE $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 33, and the SE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 28 all of T55N, R83W of the 6th P.M., Sheridan County, Wyoming, being described by metes and bounds as follows.

Said tract of land lies between the presently existing northeasterly right-of-way boundary of U.S. Highway 14 as described in Project 0302-00(039) and the old northeasterly right-of-way boundary thereof as described in Project 200C:

Commencing at the West $\frac{1}{4}$ corner of said Section 34, said corner being monumented with a 3 $\frac{1}{4}$ inch aluminum cap inscribed P.L.S. 2615 from which the center $\frac{1}{4}$ corner thereof bears N88°22'00.1" E a distance of 810.415 meters (2,658.84 feet) said corner being monumented by a 3 $\frac{1}{4}$ inch aluminum cap inscribed P.L.S. 2615;

thence N88°22'00.1"E a distance of 310.081 meters (1,017.32 feet) to a point on the presently existing northeasterly right-of-way boundary of U.S. Highway 14, as described in project 0302-00(039), said point being the TRUE POINT OF BEGINNING ;

thence N19°22'26.6"W along said presently existing northeasterly right-of-way boundary a distance of 132.597 meters (435.03 feet) to the point of beginning of a circular curve concave southwesterly, the radius of which is 716.000 (2,349.08 feet). Said point being monumented with a highway monument inscribed P.L.S. 6812;

thence continuing along said presently existing northeasterly right-of-way boundary, northwesterly along said curve through a central angle of 05°47'50.2" a distance of 72.447 meters (237.68 feet) to the point of ending of said curve with chord bearing N22°16'22"W, a distance of 72.416 meters (237.58 feet), said point being monumented with a highway monument inscribed P.L.S. 6812.

thence N64°49'43.0"E along a jog in said presently existing right-of-way boundary a distance of 8.000 meters (26.25) feet to the point of beginning of a circular curve concave southwesterly the radius of which is 724.000 meters (2,375.32 feet), and at which point a line tangent to said curve bears N25°10'16.8"W, said point being monumented with a highway monument inscribed P.L.S. 6812;

thence continuing along said presently existing right-of-way boundary, northwesterly along said curve, through a central angle of 09°01'19.1" a distance of 114.005 meters (374.03 feet) to the point of ending of said curve with a chord bearing N29°40'56"W, a distance of 113.885 meters (373.64 feet), said point being monumented with a highway monument inscribed P.L.S. 6812;

thence continuing along said presently existing right-of-way boundary, N $34^{\circ}11'35.9''W$ a distance of 207.868 meters (681.98 feet) to the point of beginning of a circular curve concave northeasterly, the radius of which is 626.000 meters (2,053.80 feet), said point being monumented with a highway monument inscribed P.L.S. 6812;

thence continuing along said presently existing right-of-way boundary northwesterly along said curve through a central angle of $02^{\circ}48'45.8''$ a distance of 30.731 meters (100.82 feet) to the point of ending of said curve with a chord bearing of N $32^{\circ}47'13''W$, a distance of 30.728 meters (100.81 feet), said point being monumented with a highway monument inscribed P.L.S. 6812;

thence continuing along a jog on said presently existing right-of-way boundary, S $58^{\circ}37'09.7''W$ a distance of 8.000 meters (26.25 feet) to the point of beginning of a circular curve concave northeasterly, the radius of which is 634.000 meters (2,080.05 feet) and at which point a line tangent to said curve bears N $31^{\circ}22'50.1''W$, said point being monumented with a highway monument inscribed P.L.S. 6812;

thence continuing along said presently existing right-of-way boundary northwesterly along said curve through a central angle of $13^{\circ}45'24.5''$ a distance of 152.224 meters (499.42 feet) to the point of ending of said curve with a chord bearing of N $24^{\circ}30'07.9''W$, a distance of 151.859 meters (498.22 feet), said point being monumented with a highway monument inscribed P.L.S. 6812;

thence continuing along said presently existing right-of-way boundary N $17^{\circ}37'25.6''W$ a distance of 224.606 meters (736.89 feet) to the point of beginning of circular curve concave southwesterly the radius of which is 666.000 meters (2,185.03 feet);

thence continuing along said presently existing right-of-way boundary northwesterly along said curve through a central angle of $21^{\circ}32'13.3''$ a distance of 250.343 meters (821.33 feet) to the point of ending of said curve with a chord bearing of N $28^{\circ}23'32.2''W$, a distance of 248.872 meters (816.51 feet), said point being monumented with highway monument inscribed P.L.S. 6812;

thence N $50^{\circ}50'25.1''E$ along a jog on said presently existing right-of-way boundary a distance of 1.100 meters (3.61 feet) to a point of intersection with the old northeasterly right-of-way boundary as described in project 200C, said point being monumented with a highway monument inscribed P.L.S. 6812;

thence S $43^{\circ}26'16.3''E$ a distance of 28.422 meters (93.25 feet), along said old northeasterly right-of-way boundary to the point of beginning of a circular curve concave southwesterly, the radius of which is 454.881 meters (1,492.39 feet);

thence southeasterly continuing along said old right-of-way boundary along said curve through a central angle of $25^{\circ}48'52.1''$ a distance of 204.945 meters (672.39 feet) to the point of ending of said curve with chord bearing of S $30^{\circ}31'50.0''E$, a distance of 203.216 meters (666.72 feet);

thence continuing along said old right-of-way boundary, S $17^{\circ}37'24.0''E$ a distance of 276.079 meters (905.77 feet) to the point of beginning of a circular curve concave northeasterly the radius of which is 418.360 meters (1,372.57 feet);

thence continuing along said old right-of-way boundary southeasterly along said curve through a central angle of $20^{\circ}00'00.2''$ a distance of 146.210 meters (479.69 feet) to the point of ending of said curve with a chord bearing S $27^{\circ}37'24''E$, a distance of 145.295 meters (476.69 feet);

thence continuing along said old right-of-way boundary S $37^{\circ}37'24.0''E$ a distance of 179.893 meters (590.20 feet) to the point of beginning of circular curve concave southwesterly, the radius of which is 600.460 meters (1,970.01 feet);

thence southeasterly along said curve, continuing along said old right-of-way boundary through a central angle of $19^{\circ}30'00.0''$ a distance of 204.360 meters (670.47 feet) to the point of ending of said curve with a chord bearing S $27^{\circ}52'24.1''E$, a distance of 203.375 meters (667.24 feet);

thence S $18^{\circ}07'24.0''E$ continuing along said old right-of-way boundary a distance of 157.264 meters (515.94 feet) to a point on the south boundary of the SW $\frac{1}{4}$ NW $\frac{1}{4}$ of said Section 34.

thence S $88^{\circ}22'00.1''W$ along said south boundary of the SW $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 34 a distance of 18.294 meters (60.02 feet), more or less, to the point of beginning.

The above described Parcel of land contains 15,439 square meters, 1.544 Ha (166,183 square feet, 3.82 acres), more or less.

PARCEL 2:

A strip of land located in the N $\frac{1}{2}$ SW $\frac{1}{4}$ of Section 34, T55N, R83W of the 6th P.M., Wyoming, being described by metes and bounds as follows, said tract of land lies between the presently existing northeasterly right-of-way boundary of U.S. Highway 14, as described in project 0302-00(039) and the old northeasterly right-of-way boundary described in Project 200C;

Commencing at the West $\frac{1}{4}$ corner of said Section 34, said corner being monumented with a 3 $\frac{1}{4}$ inch aluminum cap inscribed P.L.S. 2615 from which the center $\frac{1}{4}$ corner thereof bears N $88^{\circ}22'00.1''E$ a distance of 810.415 meters (2,658.84 feet) said corner being monumented by a 3 $\frac{1}{4}$ inch aluminum cap inscribed P.L.S. 2615;

thence N $88^{\circ}22'00.1''E$ a distance of 310.081 meters (1,017.32 feet) to a point on the presently existing northeasterly right-of-way boundary of U.S. Highway 14, as described in project 0302-00(039), said point being the TRUE POINT OF BEGINNING;

thence continuing N $88^{\circ}22'00.1''E$ along the north boundary of the NW $\frac{1}{4}$ SW $\frac{1}{4}$ of said Section 34, a distance of 18.294 meters (60.02 feet) to a point on said old northeasterly right-of-way boundary of U.S. Highway 14, as described in project 200C;

thence S $18^{\circ}07'24.0''E$, along said old northeasterly right-of-way boundary a distance of 316.077 meters (1,037.00 feet) to a point monumented with a highway monument inscribed P.L.S. 6812;

thence along a jog on said presently existing right-of-way boundary, S $70^{\circ}37'33.4''W$, a distance of 10.485 meters (34.40 feet) to a point monumented with a highway monument inscribed P.L.S. 6812;

thence N $19^{\circ}22'26.6''W$, along said presently existing right-of-way boundary a distance of 185.000 meters (606.95 feet) said point being a jog on the presently existing right of way;

thence N $70^{\circ}37'33.4''E$, along said jog a distance of 8.000 meters (26.25 feet);

thence N $19^{\circ}22'26.6''W$, along said jog a distance of 15.000 meters (49.21 feet);

thence S $70^{\circ}37'33.4''W$, along said jog towards the presently existing right of way boundary a distance of 8.000 meters (26.25 feet);

thence N $19^{\circ}22'26.6''W$, a distance of 121.575 meters (398.87 feet) along the presently existing right-of-way boundary to the point of beginning.

The above described parcel of land contains 4,338 sq meters, 0.434 Ha (46,694 square feet, 1.07 acres), more or less.

PARCEL 3:

A strip of land located in the Government Lot 3 and SE $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 3, T54N, R83W, and the SE $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 34, T55N, R83W, all of the 6th P.M., Wyoming, being described by metes and bounds as follows:

Said tract of land lies between the presently existing westerly right-of-way boundary of U.S. Highway 14, as described in Project 0302-00(039) and the old westerly right-of-way boundary, as described in Project 200C of U.S. Highway 14:

Commencing at the south $\frac{1}{4}$ corner of said Section 34, said corner being monumented with a 3 $\frac{1}{4}$ inch aluminum cap inscribed P.L.S. 2615 from which the southwest corner thereof bears S89°21'20.2"W, a distance of 810.556 meters (2,659.30 feet) said corner being monumented by a 3 $\frac{1}{4}$ inch aluminum cap inscribed P.L.S. 2615;

thence N75°44'06.9"W, a distance of 315.649 meters (1,035.59 feet) to a point on the presently existing westerly right-of-way boundary of U.S. Highway 14, as described in project 0302-00(039), said point being the TRUE POINT OF BEGINNING;

thence S19°22'26.6"E along said presently existing right-of-way boundary a distance of 243.815 meters (799.92 feet) to the point of beginning of a circular curve concave westerly, the radius of which is 784.00 meters (2,572.17 feet), said point being monumented with a highway monument inscribed P.L.S. 6812;

thence continuing along said presently existing right-of-way boundary, southerly along said curve through a central angle of 10°27'23.1" a distance of 143.079 meters (469.42 feet) to the point of ending of said curve with a chord bearing of S14°08'45"E, a distance of 142.881 meters (468.77 feet), said point being monumented with a highway monument inscribed P.L.S. 6812;

thence S81°04'56.6"W, along a jog in said presently existing right-of-way boundary a distance of 8.000 meters (26.25 feet) to the point of beginning of a circular curve concave westerly, the radius of which is 776.000 meters (2,545.93 feet), and at which point a line tangent to said curve bears S08°55'03.5"E, said point of being monumented with a highway monument inscribed P.L.S. 6812;

thence continuing along said presently existing right-of-way boundary southerly along said curve through a central angle of 10°04'39.0" a distance of 136.487 meters (447.79 feet) to the point of ending of said curve with a chord bearing of S03°52'44.0"E, a distance of 136.311 meters (447.21 feet), said point being monumented with a highway monument inscribed P.L.S. 6812;

thence continuing along said presently existing right of way boundary S01°09'35.5"W, a distance of 134.292 meters (440.59 feet) to a highway monument inscribed P.L.S. 6812;

thence continuing along a jog on said presently existing right-of-way boundary S88°50'24.5"E, a distance of 8.000 meters (26.25 feet) to a highway monument inscribed P.L.S. 6812;

thence continuing along said presently existing right-of-way boundary S01°09'35.5"W, a distance of 63.226 meters (207.43 feet) to a point of intersection with the old westerly right-of-way boundary of U.S. Highway 14, as described in project 200C.

thence N07°01'32.0"W, along said old right-of-way boundary a distance of 112.908 meters (370.43 feet) to the point of beginning of a circular curve concave easterly the radius of which is 594.282 meters (1,949.74 feet);

thence continuing along said old right-of-way boundary northerly along said curve, through a central angle of 09°00'01.7" a distance of 93.351 meters (306.27 feet) to the point of ending of said curve with a chord bearing of N02°31'32"W, a distance of 93.257 meters (305.96 feet);

thence N01°58'28.0"E, continuing along said old right-of-way boundary a distance of 73.942 meters (242.59 feet) to the point of beginning of a circular curve concave southwesterly, the radius of which is 424.401 meters (1,392.39 feet);

thence continuing along said old right-of-way boundary, northerly along said curve through a central angle of 19°00'00.0" a distance of 140.736 meters (461.73 feet) to the point of ending of said curve with a chord bearing of N07°31'32"W, a distance of 140.092 meters (459.62 feet);

thence continuing along said old right-of-way boundary, N17°01'30.0"W, a distance of 298.506 meters (979.35 feet), more or less, to the point of beginning.

The above described parcel of land contains 5,567 square meters, 0.557 Ha, (59,922 square feet, 1.38 acres), more or less.

PARCEL 4:

A strip of land located in the SE $\frac{1}{4}$ NW $\frac{1}{4}$ and NE $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 3, T54N, R83W of the 6th P.M., Wyoming, said strip of land lies between the presently existing easterly right-of-way boundary of U.S. Highway 14, as described in Project 0302-00(039), and the old easterly right-of-way boundary of U.S. Highway 14, as described in Project 200C:

Commencing at the South $\frac{1}{4}$ corner of said Section 3, said corner being monumented with a 3 $\frac{1}{4}$ inch aluminum cap inscribed P.L.S. 2615 from which the southeast corner thereof bears N89°49'53.0"E a distance of 802.931 meters (2,634.28 feet) said corner being monumented by a 1 $\frac{1}{2}$ -inch aluminum cap inscribed P.L.S. 2615;

thence N08°01'19.0"W, a distance of 406.766 meters (1,334.53 feet) to a point on said presently existing right-of-way boundary, said point being monumented with a highway monument inscribed P.L.S. 6812, said point being the TRUE POINT OF BEGINNING;

thence N16°06'20.8"W, along said presently existing easterly right-of-way boundary as described in Project 0302-00(039), a distance of 111.990 meters (367.42 feet) to the point of beginning of a circular curve concave easterly the radius of which is 1484.000 meters (4868.76 feet);

thence continuing along said presently existing easterly right-of-way boundary, northerly along said curve through a central angle of 00°41'16.6" a distance of 17.819 meters (58.46 feet) with a chord bearing N15°45'41.4"W, a distance of 17.819 meters (58.46 feet) to a jog along presently existing right of way;

thence N74°34'55.8"E, along said jog a distance of 5.000 meters (16.40 feet) to the point of beginning of a circular curve concave easterly the radius of which is 1,479.000 meters (4,852.35 feet);

thence continuing along said jog and along said curve through a central angle of 00°22'55.1" a distance of 9.860 meters (32.35 feet); with a chord bearing of N15°13'36.6"W, a distance of 9.86 meters (32.35 feet). and a line tangent to said curve bears N15°25'04.2"W;

thence S74°57'50.9"W, towards the presently existing right-of-way boundary a distance of 5.000 meters (16.40 feet); to the point of beginning of a circular curve concave easterly, the radius

of which is 1,484.000 meters (4,868.76 feet), and at which point a line tangent to said curve bears N15°02'09.1"W;

thence continuing along said presently existing right of way boundary northerly along said curve through a central angle of 13°10'40.9", a distance of 341.319 meters (1,119.81 feet) with a chord bearing N08°26'48.7"W, a distance of 340.567 meters (1,117.34 feet), said point being monumented with a highway monument inscribed P.L.S. 6812;

thence N88°08'31.8"E continuing along a jog on said presently existing right-of-way boundary a distance of 8.000 meters (26.25 feet) to the point of beginning of a circular curve concave easterly, the radius of which is 1,476.000 meters (4842.51 feet), and at which point a line tangent to said curve bears N01°51'28.4"W, said point being monumented with a highway monument inscribed P.L.S. 6812;

thence northerly along said curve continuing along said presently existing right-of-way boundary through a central angle of 03°01'03.7" a distance of 77.740 meters (255.05 feet) to the point of ending of said curve with a chord bearing N00°20'56.4"W, a distance of 77.731 meters (255.02 feet), said point being monumented with a highway monument inscribed P.L.S. 6812;

thence N01°09'35.5"E, continuing along said presently existing right-of-way boundary a distance of 15.996 meters (52.48 feet) to a jog along the presently existing right of way boundary;

thence S88°50'24.5"E, along said jog on the presently existing right of way a distance of 8.000 meters (26.25 feet);

thence N01°09'35.5"E, continuing along said jog a distance of 20.000 meters (65.62 feet);

thence N88°50'24.5"W, continuing along said jog to presently existing right of way a distance of 8.000 meters (26.25 feet);

thence N01°09'35.5"E, along the said presently existing right-of-way to a jog a distance of 135.000 meters (442.91 feet), said point being monumented by a highway monument inscribed P.L.S. 6812;

thence N88°50'24.4"W continuing along a jog in said presently existing right-of-way boundary a distance of 8.000 meters (26.25 feet) to a point being monumented with a highway monument inscribed P.L.S. 6812;

thence N01°09'35.5"E continuing along said presently existing right-of-way boundary a distance of 128.389 meters (421.22 feet) to a point of intersection with the old right of way boundary of U.S. Highway 14, as described in project 200C;

thence S07°01'32.0"E along said old right-of-way boundary a distance of 124.782 meters (409.39 feet) to the point of beginning of a circular curve concave westerly, the radius of which is 891.685 meters (2,925.47 feet);

thence continuing along said old right-of-way boundary, southerly along said curve through a central angle of 10°30'00.0" a distance of 163.410 meters (536.12 feet) with a chord bearing S01°46'32.0"E, a distance of 163.410 meters (535.37 feet) to the point of ending of said curve;

thence S03°28'28.0"W continuing along said old right-of-way boundary a distance of 59.192 meters (194.20 feet) to the point of beginning of a circular curve concave easterly the radius of which is 563.982 meters (1850.33 feet);

thence continuing along said old right-of-way boundary, southerly along said curve through a central angle of 15°00'00.0" a distance of 147.652 meters (484.42 feet) with chord bearing S04°01'32.0"E, a distance of 147.228 meters (483.03 feet) to the point of ending of said curve;

thence continuing along said old right-of-way boundary, S11°31'32.0"E a distance of 358.422 meters (1,175.92 feet) to a point monumented with a highway monument inscribed P.L.S. 6812; thence S73°53'39.1"W a distance of 16.376 meters (53.73 feet), to the point of beginning.

The above described parcel of land contains 16,916 square meters, 1.692 Ha (182,082 square feet, 4.18 acres), more or less.

PARCEL 5:

A strip of land located in the NE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 10, T54W, R83W of the 6th P.M., Sheridan County, Wyoming, said strip of land lies between the presently existing easterly right of way boundary of U.S. Highway 14, as described in Project 0302-00(039) and the old easterly right-of-way boundary of U.S. Highway 14, as described in Project 200C:

Commencing at the East $\frac{1}{4}$ corner of said Section 10, said corner being monumented with a 1 $\frac{1}{2}$ -inch aluminum cap inscribed P.E. & P.L.S. 2614 from which the Southeast corner, thereof bears S00°18'12.6"E, a distance of 795.541 meters (2610.04 feet) said corner being monumented by a 3 $\frac{1}{4}$ inch aluminum cap inscribed P.L.S. 2615, said strip of land lies between the presently existing easterly right-of-way boundary of U.S. Highway 14, as described in Project 0302-00(039) and the old easterly right-of-way boundary of U.S. Highway 14, as described in project 200C:

thence S37°08'32.9"W, a distance of 185.213 meters (607.65 feet) to a point on said old easterly right-of-way boundary of U.S. Highway 14, said point being monumented with a highway monument inscribed P.L.S. 6812, said point being the point of beginning of a circular curve concave westerly, the radius of which is 454.884 meters (1492.40 feet), and the TRUE POINT OF BEGINNING; and which point a line tangent to said curve bears S20°25'03.3"E;

thence along said old easterly right-of-way boundary southeasterly along said curve through a central angle of 04°23'36.2", a distance of 34.880 meters (114.44 feet), with a chord bearing S18°13'15.0"E, a distance of 34.872 meters (114.41 feet) to the point of ending of said curve;

thence S16°01'27.0"E, continuing along said old easterly right-of-way boundary a distance of 64.232 meters (210.73 feet);

thence S73°04'06.5"W, a distance of 14.252 meters (46.76 feet), said point be the presently existing right-of-way boundary and the beginning of circular curve concave westerly, the radius 816.000 meters (2,677.16 feet); and at which point a line tangent to said curve bears N16°55'53.5"W;

thence continuing along said presently existing right-of-way boundary northwesterly along said curve through a central angle of 06°48'13.9", a distance of 96.900 meters (317.91 feet), with a chord bearing N20°20'00.5"W, a distance of 96.843 meters (317.73 feet), said point being monumented with a highway monument inscribed P.L.S. 6812;

thence N66°15'52"E, continuing along a jog of said presently existing right-of-way boundary a distance of 20.375 meters (66.85 feet), said point being monumented by a highway monument inscribed P.L.S. 6812, said point being the point of beginning.

The above described parcel of land contains 1,649 square meters, 0.165 Ha (17,750 square feet, 0.41 acres), more or less.

PARCEL 6:

A strip of land located in the E $\frac{1}{2}$ SE $\frac{1}{4}$ of Section 10, SW $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 11, all of T54N, R83W of the 6th P.M., Sheridan County, Wyoming, said strip of land lies between the presently existing easterly right of way boundary of U.S. Highway 14, as described in Project 0302-00(039), and the old easterly right of way boundary of U.S. Highway 14, as described in Project 200C:

Commencing at the southwest corner of said Section 11, said corner being monumented with a 3 $\frac{1}{4}$ inch aluminum cap inscribed P.L.S. 2615 from which the south $\frac{1}{4}$ corner thereof bears S89°01'57.7"E a distance of 814.822 meters (2673.30 feet) said corner being monumented by a 3 $\frac{1}{4}$ inch brass cap inscribed P.L.S. 520;

thence N39°52'10.0"E a distance of 46.096 meters (151.23 feet) to a point on said presently existing easterly right-of-way boundary of U.S. Highway 14, said point being monumented with a highway monument inscribed P.L.S. 6812, said point being the TRUE POINT OF BEGINNING;

thence N12°43'43.5"W along said presently existing right-of-way boundary of U.S. Highway 14, a distance of 32.515 meters (106.68 feet) to a point monumented with a highway monument inscribed P.L.S. 6812;

thence N12°28'19.1"W continuing along said presently existing easterly right of way boundary a distance of 195.360 meters (640.94 feet) to a point monumented with a highway monument inscribed P.L.S. 6812;

thence S77°31'40.9"W continuing along a jog on said presently existing easterly right-of-way boundary a distance of 14.000 meters (45.93 feet) to a point monumented with a highway monument inscribed P.L.S. 6812;

thence N12°28'19.1"W continuing along said presently existing easterly right-of-way boundary a distance of 238.264 meters (781.70 feet) to a point monumented with a highway monument inscribed P.L.S. 6812, said point being the point of beginning of a circular curve concave westerly, the radius of which is 816.000 meters (2,677.16 feet);

thence continuing along said presently existing easterly right-of-way boundary northwesterly along said curve through a central angle of 03°23'06.9" a distance of 48.212 meters (158.18 feet) with a chord bearing of N14°09'52.6"W, a distance of 48.205 meters (158.15 feet) to the point of ending of said curve;

thence N74°08'34.0"E, a distance of 14.152 meters (46.43 feet) to a point on the old easterly right of way boundary;

thence along said old easterly right-of-way boundary, S16°01'27.0"E a distance of 515.736 meters (1,692.04 feet) to a point of intersection with said presently existing easterly right-of-way boundary, said point being monumented with a highway monument inscribed P.L.S. 6812;

thence S76°45'06.4"W along a jog on said presently existing easterly right-of-way boundary, a distance of 30.514 meters (100.11 feet), more or less, to the point of beginning.

The above described parcel of land contains 11,601 square meters, 1.160 Ha (124,872 square feet, 2.87 acres), more or less.

PARCEL 7:

A tract of land located in Lots 1 and 2 of the Sierra Dawn #4 Subdivision located in the SE $\frac{1}{4}$ NW $\frac{1}{4}$ and NE $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 24 and Lot 2 of the Sierra Dawn #1 Subdivision located in the SE $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 24 and Lot 2 of the Conklin Subdivision located in the E $\frac{1}{2}$ NW $\frac{1}{4}$ of Section 24 all of T54N, R83W of the 6th P.M.; Sheridan County, Wyoming, being described by metes and bounds as follows:

Said tract of land lies between the presently existing southwesterly right-of-way boundary of U.S. Highway 14, as described in Project 0302-00(039) and the old southwesterly right-of-way boundary as described in Project 200C:

Commencing at the center $\frac{1}{4}$ corner of said Section 24, said corner being monumented with a 3 $\frac{1}{4}$ inch aluminum cap inscribed P.L.S. 5369 from which the west $\frac{1}{4}$ corner thereof bears S89°07'36.0"W, a distance of 798.793 meters (2,620.71 feet) said corner being monumented by a 3 $\frac{1}{4}$ inch aluminum cap inscribed P.L.S. 2615;

thence S37°46'02.5"W a distance of 35.734 meters (117.24 feet) to a point on said presently existing right-of-way boundary of U.S. Highway 14, as described in Project 0302-00(039), said point being monumented with a highway monument inscribed P.L.S. 6812, said point being the TRUE POINT OF BEGINNING:

thence S54°51'19.8"W a distance of 3.670 meters (12.04 feet) to a point on said old southwesterly right-of-way boundary of U.S. Highway 14, as described in Project 200C;

thence N39°10'13.2W along said old southwesterly right-of-way boundary as described in Project 200C a distance of 531.685 meters (1,744.37 feet);

thence continuing along said old southwesterly right-of-way boundary N39°46'13.7"W, a distance of 56.374 meters (184.95 feet) to a point, said point being the end of the old southwesterly right of way boundary;

thence N48°21'31.2"E, a distance of 0.229 meters (0.75 feet) to a point, on said presently existing southwesterly right-of-way boundary; said point being located on a circular curve concave southwesterly, the radius of which is 3984.000 meters (13,070.84 feet) and at which point a line tangent to said curve bears S41°38'28.8"E;

thence southeasterly along said presently existing southwesterly right-of-way boundary along said curve through a central angle of 00°49'09.7" a distance of 56.973 meters (186.92 feet) with a chord bearing of S41°13'54.2"E, a distance of 56.973 meters (186.92 feet) to the point of ending of said curve said point being monumented with a highway monument inscribed P.L.S. 6812;

thence N69°03'31.2"E, a distance of 1.336 meters (4.38 feet) along a jog in said presently existing southwesterly right of way boundary to a point monumented with a highway mounument inscribed P.L.S. 6812;

thence S39°14'47.0"E, a distance of 530.969 meters (1,742.02 feet) along said presently existing southwesterly right of way boundary, more or less, to the point of beginning.

The above described parcel of land contains 1,816 square meters, 0.182 Ha (19,547square feet, 0.45 of an acre), more or less.

NOW, THEREFORE BE IT RESOLVED, the Transportation Commission of Wyoming hereby abandons the above-described land as provided for under provisions and authority of W.S. 24-3-126.

10. US 14, Sundance West, Rupe Hill Landslide, Resolution for Abandonment: Mr. Fredrick explained that only one land acquisition remains to be gained to build the Sundance West project. The project involves relocating about 1.4 miles of roadway to eliminate a progressive landslide from the path of the roadway.

WYDOT's Right-of-Way staff has made every attempt to negotiate with the landowner, but to no avail. The final 15-day letter was sent to the landowner on June 3, 2015, and a 23-page response was received on June 16. Mr. Fredrick has not had an opportunity to thoroughly review the response about WYDOT's final offer, but it is apparent that the landowner disagrees with the project being built and the compensation that has been offered for the property.

The Sundance West realignment project was scheduled to be let in July 2015, but it has been delayed to FY 2016 because of right-of-way negotiations and budgetary constraints. Mr. Fredrick will review the landowner's 23-page letter and visit with the project design team before taking any further action. According to Mr. Fredrick, the Department has negotiated in good faith. The resolution below is a preliminary measure that, if approved, will allow the Department to move forward with the eminent domain process, if needed, so the project can proceed. Mr. Fredrick noted that between October 2008 and April 2014 the Department has filed complaints on approximately 3 percent of the parcels that were brought before the Commission, and only four parcels have resulted in hearings during that time.

It was recommended by Mr. Fredrick, moved by Commissioner McCormack, seconded by Commissioner Ruwart, and carried to approve the following resolution where property for public use cannot be acquired through good faith negotiation by purchase or gift.

RESOLUTION FOR EXERCISE OF EMINENT DOMAIN

WHEREAS, pursuant to W.S. 1-26-512, 1-26-801 and 24-2-102, the Transportation Commission of Wyoming is authorized to institute condemnation proceedings where property for public use cannot be acquired through good faith negotiation by purchase or gift; and

WHEREAS, the public interest and necessity require the construction of Project DR41319, the Sundance West, US 14 realignment, in Crook County, and that the property shown on the right of way plans for this project is required for highway purposes; and

WHEREAS, the Transportation Commission of Wyoming has determined that the aforementioned project is planned or located to be most compatible with the greatest public good and the least private injury; and

WHEREAS, the right-of-way and/or temporary construction easements to be acquired are identified as being located in the W $\frac{1}{2}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$, Section 17, T51N, R63W, of the 6th P.M., Crook County, Wyoming, and constitute approximately 10.05 acres of property for additional right-of-way and approximately 0.72 of an acre of property for temporary construction easements.

NOW, THEREFORE, BE IT RESOLVED that the property sought to be acquired is necessary and appropriate for the proposed project and in the event successful negotiations cannot be effectuated with any owners thereof, condemnation proceedings are authorized to be commenced and prosecuted to acquire the necessary additional right-of-way and/or temporary construction easements.

11. Lusk Railroad Overpass Briefing: HDR Engineering, of Denver, Colorado, has been hired to design a replacement bridge for the US 85 structure that collapsed during the recent flood event in Lusk. A geotechnical consultant was also hired to design a retaining wall to stabilize the slope with the intent of incorporating it into the final bridge design.

A sheet-piling retaining wall will be installed next week to prevent further fill slope debris from falling onto the railroad tracks. The Department is working with the Union Pacific Railroad and plans to replace the bridge with a like-size structure. A temporary structure will be erected at the site in the next few weeks to reestablish US 85 over the railroad while the new bridge is being designed.

Other bridges in the Lusk area are being monitored to ensure the safety of the traveling public.

12. Lieutenant Colonel Ratliff presented the Highway Patrol report.

The Fatal Crash Summary through May 31, 2015, includes 45¹ fatal crashes involving 51¹ deaths. The fatalities include 25 rollover crashes, 16 multi-car crashes, 3 fixed objects, 5 motorcycles and all-terrain vehicles, and 2 pedestrians and/or bicyclists. Of the 45 crashes that occurred so far this year, 7² involved commercial vehicles.

There have been 18³ crashes to date deemed alcohol related, resulting in 18³ deaths. Of those deaths, 15 were attributed to not using occupant restraints.

Of the 51 deaths that have occurred to date this year, 27 can be attributed to the non-use of occupant restraints, with 20 involving rollover crashes, 4 involving multi-car collisions, and 3 involving fixed objects. Of the 27 deaths that occurred from non-use of occupant restraints, 25 were Wyoming residents, and 2 were non-residents. Six of those who perished were under 21 years of age, and 4 of those fatalities were attributed to the failure to use proper occupant restraints.

¹Numbers reported at the time of report; final numbers may change.

²Number not included in total deaths (sub-crash data).

³Not all chemical test results were available at the time of report.

Of the 51 fatal crashes that have occurred to date this year, 25 (52 percent) of them occurred on primary/secondary highways, 9 (19 percent) occurred on interstate highways, and 14 (29 percent) occurred on city/county roads.

Inclement weather or road conditions contributed to 7 vehicle crashes so far this year, which resulted in 11 deaths. Speed was considered a factor in 16 of the vehicle crashes that caused 16 deaths.

The days of the week for fatal crashes in 2015 are as follows:

| | |
|-----------|-----------|
| Sunday | 6 crashes |
| Monday | 6 crashes |
| Tuesday | 6 crashes |
| Wednesday | 8 crashes |
| Thursday | 5 crashes |
| Friday | 8 crashes |
| Saturday | 9 crashes |

The times of day for fatal crashes in 2015 are as follows:

| | |
|-------------------------|------------|
| 12:00 a.m. to 6:00 a.m. | 11 crashes |
| 6:00 a.m. to 12:00 p.m. | 10 crashes |
| 12:00 p.m. to 6:00 p.m. | 14 crashes |
| 6:00 p.m. to 12:00 p.m. | 13 crashes |

Four multi-fatality crashes have occurred on Wyoming highways so far this year, of which three involved multiple vehicles, two involved commercial vehicles, and one was alcohol related.

Patrol-Investigated Crash Summary: The Patrol-Investigated Crash Summary depicts 2,233⁴ crashes statewide, of which 1,788 involved non-commercial vehicles, and 445 involved commercial vehicles.

Education Session: Lieutenant Colonel Ratliff advised that Highway Patrol will provide education sessions later that afternoon to show a new trooper vehicle and how it is rigged, as well as a Highway Patrol K-9 demonstration and an explanation of the extensive training.

13. Mr. Byrne presented the Aeronautics report, including the May 2015 Aeronautics Flight Operations Passenger Summary Report.

14. Mr. Shultz presented the Operations report.

It was recommended by Mr. Shultz, moved by Commissioner Seeton, seconded by Commissioner Larson, and carried to approve, by consent, the following bids:

⁴Does not contain all crashes worked; some reports are still pending.

- Bid number 15-232 to furnish four each fabric covered salt/sand storage buildings at WYDOT locations in Arlington, Elk Mountain, Laramie, and Rawlins. The bid was awarded to A & B Construction, Ltd., of Harper, Iowa, for the sum of \$435,200.00.
- Bid number 15-235 to furnish a 65' x 130' fabric salt/sand storage building at the Cheyenne River Rest Area. The bid was awarded to A & B Construction, Ltd., of Harper, Iowa, for the sum of \$249,899.00.

It was recommended by Mr. Shultz, moved by Commissioner Newton, seconded by Commissioner McCormack, and carried to approve purchase for bid number 15-248 to furnish one each, 8,000-gallon, hot emulsion oil storage tank, for delivery in Gillette. The bid was awarded to Normont Equipment Co., of Black Eagle, Montana, for the sum of \$76,620.00.

It was recommended by Mr. Shultz, moved by Commissioner Larson, seconded by Commissioner Ruwart, and carried to approve purchase for bid number 15-250 to furnish 11,700 each aluminum sheets and sign blanks for reflective sheeting application, for delivery in Cheyenne. The bid was awarded to U.S. Standard Sign, of Franklin Park, Illinois, for the sum of \$119,146.00.

15. It was moved by Commissioner Seeton, seconded by Commissioner Ruwart, and carried to adjourn the meeting. Chairman Anderson adjourned the meeting at 10:40 a.m., on Thursday, June 18, 2015.