

WYOMING

DEPARTMENT OF TRANSPORTATION



ANNUAL REPORT

10



Matt Mead Governor of Wyoming

Message from Governor Mead

Wyoming's transportation infrastructure is vital to our state and our citizens. Our transportation system connects us in all directions with each other, with neighboring states, and with other parts of the country. The significance of this system—which regularly affects our lives—must not be overlooked. Maintaining our transportation system so it continues to run smoothly and function well is something about which I care deeply and for which we must all work hard. Every day, the men and women of the Wyoming Department of Transportation (WYDOT) undertake numerous activities to improve the state's large transportation network, maintaining the links between our citizens, the rest of the nation, and even world markets.

Central to these duties is taking care of the 6,700-mile state-owned highway system—including more than 900 miles of interstate. WYDOT personnel—in partnership with the private sector—plan, design, construct, and maintain highways, bridges, and roadsides; coordinate with federal and state agencies to protect the environment; manage traffic; promote safety; plow snow; build and maintain rest areas; and provide many other related services.

WYDOT's mission involves other critical services as well. Wyoming Highway Patrol troopers and other personnel enforce motor vehicle laws, investigate motor vehicle crashes, issue oversize and overweight permits, and collect commercial motor carrier fees. Support Services employees issue and monitor driver's licenses and vehicle registrations and provide fuel tax administration. Aeronautics personnel oversee the state's airport improvement program for 40 public-use airports, promote air service improvement, and operate state-

owned aircraft. WYDOT employees also work with Wyoming communities to provide local transportation planning, transit, bicycle and pedestrian pathways, and other services. In addition, Department personnel use a variety of outreach mechanisms to listen to Wyoming's citizens and identity their needs and preferences for transportation.

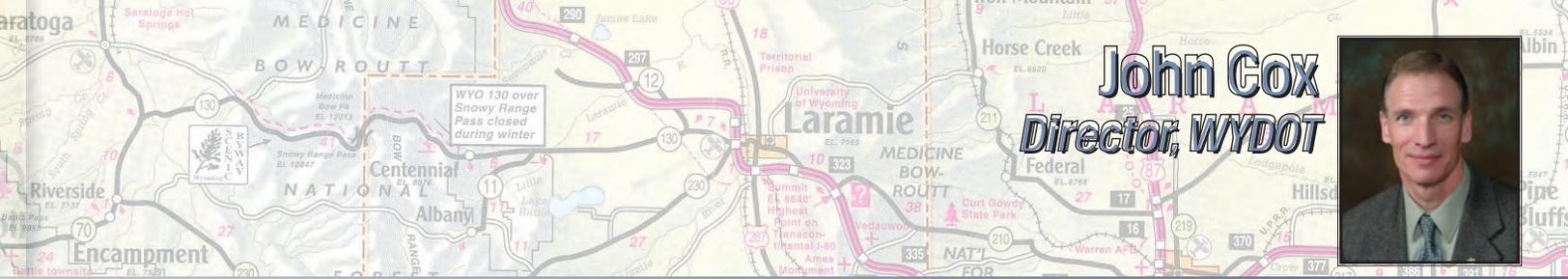
I invite you to examine WYDOT's challenges and the accomplishments of its dedicated employees as summarized on the following pages.



The Wyoming Department of Transportation maintains 6,700 miles of state-owned highway systems, including more than 900 miles of interstate.

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Message from the Director

Dear Wyoming Citizen:

Please take a few minutes to review your Department of Transportation's annual report. We are firmly committed to our mission, and it is our pleasure to serve the citizens of this great state.

Key Numbers. As a state agency, WYDOT tracks much data and many types of statistical information, which help us gauge our performance in fulfilling our mission and goals, receive and track the use of funding, and meet statutory requirements. While some of these numbers are out of the department's direct control, they nonetheless help guide our efforts.

Positive progress!

Fewer young drivers and passengers were killed. This total fell from 30 in 2009 to 14 for 2010. We believe that the success of the Wyoming Highway Patrol's Alive at 25 is in part responsible for this improvement.

Customer Satisfaction improved. In this important category, 83.6 percent of those surveyed in 2010 were satisfied with WYDOT's overall performance, up from 78.6 percent when the survey was last done in 2008. We are tremendously gratified by this result—but we pledge to look for ways to better our showing.

Road and airport pavements condition held their ground. This key area affects the safety and mobility of our citizens and others in the state. Our overall highways' condition rating of "good to excellent" is higher than was forecast for 2010. A year ago, WYDOT predicted 51 percent of road pavements in good to excellent condition for 2010. When the figures were tallied, 54 percent of roads were in this category. Airport pavement condition has also held steady over the last three years at 83 percent, and we look for this figure to improve a percentage point or two when the numbers are updated. These differences may seem modest, but they are significant in our growing challenge to have highways and runways in prime condition.

One reason for this improvement has been the department's ability to put funding to work quickly, and where it is most needed. For example, Wyoming was the nation's fastest state in awarding stimulus funds to contract for highway work, and as the year drew to a close, was among the top three states in the ongoing spending of its transportation stimulus dollars.

Our ability to select beneficial projects and complete them quickly will continue to play an important role as overall funding is expected to remain flat or even decrease in the next few years. This situation will make keeping pavements in good condition increasingly challenging.

We still face some challenges.

Wyoming occupant restraint use, at 77.3 percent, still lags behind the national rate of 85 percent, as reported by the National Highway Traffic Safety Administration. The non-use of restraints has always been directly involved in our fatality record.

In 2010, the number of motorcyclists killed in Wyoming was double the previous year, and deaths in alcohol- and drug-related crashes increased by a third.

We're staying the course—and we need your help.

WYDOT will continue to do all it can to influence these numbers positively, but we will need assistance from the citizens of Wyoming to realize progress in the areas of seatbelt use and reducing fatalities. Please join us in this effort so that a year from now, the key numbers will point to progress.

Sincerely, for the men and women of WYDOT,


Director

2010 in Review

The **Director** of the Wyoming Department of Transportation (WYDOT) leads the Department in its mission to keep people safe on the state transportation system, serve its customers, take care of all physical aspects of the state transportation system, develop and care for its people, respectfully perform its lawful responsibilities, and exercise good stewardship of its resources.

WYDOT is divided into six divisions that are made up of many programs. The following three programs answer right to the Director:

The **Internal Review (IR) Program** provides critical information to decision makers to mitigate risk and ensure compliance and good stewardship of resources through its auditing and informational resource roles. In FY 2010, IR completed the compliance portion of the required Office of Management and Budget, Circular A-133 audit, which required a significant amount of extra testing and staff resources due to the American Recovery & Reinvestment Act. This audit plays a critical role in determining WYDOT's eligibility to receive federal funding. IR also assisted on WYDOT's Indirect Cost Allocation Plan development and audit teams to develop a rate that was approved by the Federal Highway Administration for use for FY 2011-2013, which will allow WYDOT to allocate indirect costs to federal projects, and will allow state money to be used on other projects.

The **Public Affairs Office** uses a combination of video productions, public service announcements, monthly and special publications, news releases, media interviews, and advertisements to keep the public and WYDOT employees informed on departmental operations and highway safety issues. During FY 2010's winter months, PAO worked with the Highway Patrol and the Geographical Information System/Intelligent Transportation Systems Program to coordinate a public information campaign explaining the state's new chain law. PAO also worked with District 1 to plan and stage the ribbon cutting and grand opening for the new High Plains Road Interchange on I-25 south of Cheyenne, which features the first completed roundabouts on Wyoming's highway system.

The **Strategic Performance Improvement Program (SPIP)** helps WYDOT programs achieve their goals and plan for the future by establishing a balanced scorecard (BSC). In FY 2010, SPIP accomplished its goal of creating BSCs for all WYDOT programs and began reviewing all BSCs to emphasize that programs concentrate on more challenging targets and further improvements in performance. Please refer to WYDOT's strategic plan web page at www.dot.state.wy.us to view all the BSCs. Additionally, SPIP conducted customer satisfaction surveys for the Fuel Tax, Equipment, and Human Resources programs and continued to administer the Extra Mile Award program to recognize employees who go beyond the call of duty.



Del McOmie Chief Engineer



WYDOT's **Chief Engineer** oversees all five district offices, the Construction and Maintenance programs, and the Assistant Chief Engineer of Engineering & Planning and Assistant Chief Engineer of Operations divisions. The districts, with the assistance of the Construction and Maintenance programs, ensure construction projects are carried out according to specifications and ensure maintenance projects and services keep the highway system in good condition for the traveling public.

Construction Contracts Awarded in FY 2010		
District 1	17 projects	\$28.610 million
District 2	29 projects	\$65.987 million
District 3	26 projects	\$60.873 million
District 4	25 projects	\$60.292 million
District 5	26 projects	\$54.762 million
Statewide or Multiple Districts	5 projects	\$3.845 million
Total	128 projects	\$274.369 million

District 1 continued to focus on extending pavement life through chip sealing, crack sealing, concrete slab repair, and asphalt patching projects. Pavement overlay projects were completed on WYO 70 near Baggs, WYO 210 between Laramie and Cheyenne, and I-80 at Pine Bluffs. Other work included completing a four-mile section of roadway on US 287 south of Laramie as part of the plan to have a divided roadway from Laramie south to the Wyoming-Colorado border; replacing and installing new snow fence and providing additional motorist information systems and variable speed limits along I-80 between Laramie and Rawlins; completing the new High Plains Interchange on I-25 south of Cheyenne that includes a roundabout with access to the Clear Creek Parkway and future I-25 Welcome Center; and making emergency bridge deck repairs at the I-80 Herrick Lane Interchange west of Laramie.



Snow fence installation in the Elk Mountain area.

In FY 2010, **District 2** projects included a district-wide bridge rehabilitation project involving 21 bridges; plant mix overlays on US 85 north of Lusk, US 26 west of I-25, WYO 487 near Shirley Rim, and I-25 on the Douglas Marginal; city street improvements in Casper; city street enhancements in Douglas; projects to install tower lighting, sign upgrades, and intelligent transportation systems (ITS) devices; projects to repair fencing and drainage; speed studies, traffic volume studies, and pedestrian studies to evaluate warrants for turn lanes, speed limit changes, and pedestrian crossings; and the addition of three new traffic signal systems to the state highway system in Casper.

During FY 2010, **District 3** saw award of the Alpine Junction - Hoback Junction, Snake River Bridge North and South project that includes replacing the bridge with a steel deck arch bridge and a roundabout to replace the three-way intersection at Hoback Junction; the Daniel Junction - Hoback Junction project, Dell Creek Section, to reconstruct the final section of the corridor through Bondurant; and the Rock Springs - Pinedale, US 191, Eden Section project. The District's Nugget Canyon Wildlife Underpass Project on US 30 west of Kemmerer was awarded the Federal Highway Administration's Exemplary Ecosystem Initiative (EEI) Award for the project's wildlife underpasses and 12 miles of special wildlife fencing alongside the road through the migration path of the Wyoming Range mule deer herd,

resulting in a substantially reduced vehicle-wildlife crash rate.

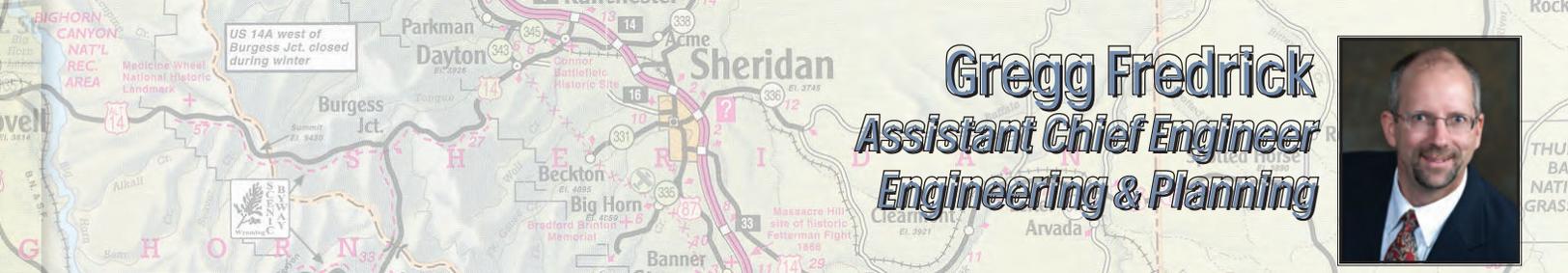
District 4 saw the completion of the project on US 14 west of Dayton in the Big Horn National Forest that included major alignment changes, wider shoulders, climbing/passing lanes, and new guardrail and fence. Also completed were a project to widen and extend Burma Road over I-90 to Lakeway Road in Gillette; a project in Buffalo to reconstruct WYO 16 from I-25 to I-90 by turning the two-lane rural road into a three-lane urban section with curb, gutter, sidewalk, storm sewer, and lighting; a reconstruction project on WYO 16 through Upton that included upgrading city utilities, new curb, gutter, sidewalk, storm sewer, decorative lighting, and other enhancements; a project on Main Street in Sheridan that included complete reconstruction of curb, gutter, sidewalk, and concrete pavement and storm sewer and city utility work; and major repair work on an active slide on WYO 24.

During the fiscal year in **District 5**, work continued on the Togwotee Pass corridor, in its fifth year of construction, resulting in 29.5 miles completed and 8.5 miles remaining. The District also wrapped up work on a 3.62 mile section of the five-lane improvement between Powell and Cody and began work on another 2.80 miles; worked with local, county, state, and federal agencies to mitigate flood damage to the highway system in Fremont County and on the Wind River Indian Reservation; and assisted the Shoshone Tribe with roadway design and traffic impact considerations for turning lanes on US 287 at the Shoshone Rose Casino.

The **Construction Program** provides engineering and staff support to field districts and other WYDOT programs by coordinating the development of specifications and special provisions and other activities involving contracts and contractors. In FY 2010, the Program tracked and collected monthly employment reports on all stimulus projects; developed, printed, and incorporated a new *Standard Specifications for Road and Bridge Construction* book, which reflects current practices and helps ensure WYDOT gets the highest quality project possible; monitored over 70 projects to ensure they stay on schedule so

that the Department can more efficiently allocate and appropriate funding; continued to use the Quality Control/Quality Assurance (QC/QA) for ride ability for bituminous pavements specification to measure pavement smoothness and apply either an incentive or disincentive based on the measurement; continued to use the QC/QA for contractor-produced materials for bituminous pavements and portland cement concrete products to increase product quality; and provided engineering support to address snow control issues.

The **Maintenance Program** provides staff support for the state maintenance work program, including Contract Maintenance and Special Maintenance programs; acts as an emergency management liaison with the Wyoming Office of Homeland Security; and develops statewide management practices for environmental quality issues in highway maintenance operations. In FY 2010, the Program continued to assist in operating and maintaining the Enterprise Resource Planning and Asset Management systems; worked to improve the Maintenance Performance Measurement System/Quality Assurance process, which measures WYDOT's overall effectiveness in road maintenance activities and indicates the condition of the entire surface transportation system; conducted 53 mechanized equipment training events; and implemented an interactive, online defensive driving course for snow plow operators.



Gregg Fredrick

Assistant Chief Engineer

Engineering & Planning



The **Assistant Chief Engineer**, Engineering & Planning Division, is charged with planning, designing, acquiring land, testing materials and pavements, letting contracts, and working with local entities for various bridge, roadway, and other transportation projects.

The **Bridge Program** plans, designs, and inspects bridges and other highway structures and performs hydraulic and hydrologic drainage analyses. In FY 2010, the Program prepared structure work totaling \$30.4 million, including replacement of 4 new on-system bridges; rehabilitation work on 49 bridges, 7 box culverts, and culvert extensions; and design of 8 retaining walls, 3 new overhead sign structures, and hydraulic structures. Two off-system bridges were let for \$1.3 million. The Program also reviewed and distributed 92 sets of shop plans and completed 4 shop inspections for fabrication of structural steel and concrete members; performed 27 bridge load ratings; finalized 44 bridge projects; administered inspections of 1,145 on-system bridges; analyzed the bridges crossed by 375 overweight permit vehicles; and inspected 545 bridges owned and maintained by cities, towns, and counties. The Douglas Streets—Yellowstone Highway Bridge Project, a new five-lane street and bridge over the North Platte River, received the Wyoming Engineering Society Presidential Award.

The **Contracts and Estimates (C&E) Program** handles all aspects of the process by which contractors bid on WYDOT contracts that will be awarded by the Transportation Commission of Wyoming. In FY 2010, C&E oversaw the letting of 122 total projects, many of them combined, for a total cost of \$274 million. More contractors have been downloading digital plans from the Internet, saving WYDOT both time and money. C&E now sends out three contract documents each month instead of ten.

The **Geology Program** provides the Department with engineering geology and geotechnical services. The Program's drill rigs completed 745 drill holes resulting in a total of 16,155 lineal feet of drilling for subsurface investigations in FY 2010. The Program also performed foundation investigations for 12 bridge structures, including four bridges for a wildlife connectivity project; performed 8 investigations to determine mitigation designs for landslides; installed 11 inclinometers and 13 piezometers to monitor slide movement and groundwater at landslide locations; were actively involved in the design and inspection for the installation of 121,275 lineal feet of horizontal drains on the Togwotee Pass and Rosie's Ridge projects; installed underdrains at five different landslide locations to lower groundwater levels in an effort to stabilize them; and was highly involved with the bridge replacement, retaining wall, and slide mitigation project at Hoback Junction.

The **Highway Development Program** consists of four sections responsible for tasks related to highway location and design, environmental impact, and project plan and specification preparation. In FY 2010, the Engineering Services Section worked on revisions to over 100 detail sheets from 12 different existing standard plans; processed about 109 projects through the Final Plans Checker; issued 29 new consultant contracts; and executed 102 change orders. The Photogrammetry and Surveys Section (P&S) flew aerial photography missions for 6 engineering projects; 5 county highway systems projects; 23 landslides; and 2 emergency missions associated with spring flooding, totaling 109.7 hours of flight time and resulting in 4,307 images. P&S also scanned from film 1,845 frames for other state agencies or private requests; compiled 13 projects for design; processed 140 surveys by consultants, field crews, and P&S crews; established 35 monuments on 6 projects; and completed 10 control surveys and supplemental or preliminary surveys on 21 projects. A flood emergency in Fremont County called for the largest controlled photography ever

collected by P&S. The Project Development Section in FY 2010 completed 109 projects with combined construction estimated costs of \$274 million, which included an additional 18 state legislature-funded projects for \$35 million and 2 additional American Recovery and Reinvestment Act of 2009 (ARRA) projects for \$11.5 million. One project designed and let in FY 2010 was the Alpine-Hoback Junction project, which was the first major roadway project in the state to include a roundabout to control the intersection of two U.S. highways.

The **Materials Program** provides materials and pavement engineering and testing services to WYDOT field offices and programs. The Program collected pavement condition data, by contract, on the state highways to measure the percentage of pavements in "good" or better condition; documented the deteriorating condition of the state's roadways and illustrated the need for additional funding; used the pavement management system to determine the location and type of pavement improvements (surface repair, overlays, or rehabilitation) that would most effectively maintain the roadway pavements with available funds; and conducted roadway investigations and pavement performance analysis to predict the impact of additional truck haul in the Medicine Bow Forest where beetle killed trees were logged and on the Chief Joseph Highway where mine tailings were hauled to a disposal site.

The **Planning Program** provides diverse services to the public, local agencies, and WYDOT. The Program's Planning Section updated the Long Range Transportation Plan; coordinated with local governments and tribal entities in their planning processes; continued work on road-crossing surface, approach, and circuitry upgrade projects on public rail-grade crossings; continued the Safe Routes to School Program to provide safer infrastructure for Wyoming's K-8 school children using non-motorized transportation; continued the Bicycle/Pedestrian Program by distributing safety information to schools; assisted communities with Scenic Byways and Backways programs; and gathered vehicle count and classification, truck weight, and vertical clearance data. The Programming Section produced the final 2010-2015 State Transportation Improvement Program report; helped ensure all ARRA projects met funding criteria; and completed seven research projects involving bridge decks, concrete longevity, safety, and gravel roads. The Environmental Services Section saw 51 categorical exclusions completed, which cleared 105 projects for construction; 51 projects archaeologically cleared through the State Historic Preservation Office; and 12 nationwide permits acquired for wetland impacts on WYDOT projects. The Local Government Coordination Section met with the state's independent living organizations on the New Freedoms program, administered ARRA transit projects, administered the Congestion Mitigation/Air Quality and Transportation Enhancement Activities—Local programs, and assisted communities with transportation/human services planning efforts.

The **Right-of-Way Program** provides real estate valuation, acquisition, property management, research, and real estate disposal services and furnishes relocation assistance to people displaced by construction projects and WYDOT employees transferred to other duty stations. In FY 2010, the Program worked with over 259 landowners, filed complaints on 9 parcels, and had 17 administrative settlements; continued to work with the impacts from additional good faith negotiation requirements as more landowners are retaining counsel; and awaited a court ruling that could impact the future of the four-lane Casper Outer Belt project as well as WYDOT's right to condemn property for larger projects when portions of the project will not be constructed until a future date.



Tim Hibbard

Assistant Chief Engineer Operations

The **Assistant Chief Engineer, Operations Division**, provides the technology, information, supplies, equipment, and other critical services WYDOT needs to operate efficiently and effectively.

The **Enterprise Technology Program** provides coordination and other support services to users of organization-wide technology systems, including WYDOT's Enterprise Resource Planning (ERP) system. During FY 2010, the Program continued to inventory and track pending and active technology projects so that they are funneled through a single point of contact to simplify tracking and reporting. The Program also continued to develop and update in-house PeopleSoft and Agile Assets training courses.

The **Equipment Program** purchases and maintains all Department vehicles and equipment. In FY 2010, the Program purchased 328 pieces of equipment, including 40 new snow plow trucks, at a cost of \$9.957 million; began using a new snow plow technology that eliminates bulky wiring harnesses, allows for easier and faster installation, and provides better visual displays and simplified color-coded operator messages for WYDOT snow plow operators; and continued using a buyback program for purchasing equipment that has resulted in considerable savings.

The **Facilities Management Program** performs maintenance functions in Cheyenne at the Headquarters complex, ports of entry, the Aeronautics Division's airport hangar, leased portions of the Qwest Building, the Tourist Information Center, and several other locations. During the fiscal year, the Program completed Planning and Patrol building renovations, processed and completed over 1,100 work orders, and issued access control cards to Headquarters employees.

The **Financial Services Program** provides WYDOT management and employees with accounting and financial information to assist them in performing their duties and prepares financial statements. During FY 2010, the Program processed and reported on WYDOT's financial activities, including revenues transactions of \$687 million; expenditures totaling \$616 million; highway, bridge, and communication infrastructure assets of \$5 billion; capital assets of \$151 million; and inventories totaling \$26 million.

The **Geographic Information Systems/Intelligent Transportation System (GIS/ITS) Program** captures, stores, analyzes, manages, and displays data with reference to geographic location and works to improve transportation safety and mobility by using wireless and wire line communications-based information and electronics technologies. The Program worked with other WYDOT programs and the University of Wyoming in FY 2010 to extend the GIS road layer to the city streets level; worked with other programs to update a map-based interface into several of WYDOT's information stores; and worked with Patrol and Maintenance to initiate a new process called WYDOT Authorized Travel, which allows limited travel on an otherwise closed road segment to pre-approved drivers who will receive official authorization via text or email message on a per-event basis.

The **Highway Safety Program** promotes safety on all Wyoming roadways through engineering, education, enforcement, and training programs. In FY 2010, the Program started new traffic records projects. Roadway and crash information, along with other WYDOT information,

is now more easily combined and readily accessible for safety studies and safety problem identification.

The **Information Technology (IT) Program** provides software development and implementation services; provides security and user support for the Department's ERP system; provides support for Patrol's dispatch system, WYDOT's computer-aided design and drafting systems, and the Falcon Document Management system; manages and supports the Department's networking infrastructure; and provides hardware and software support to WYDOT employees. During FY 2010, IT set up in-car computers for Patrol, initiated an upgrade and rehost of ERP, assisted with the install of the new Driver Services Program application, upgraded the Oracle database, deployed the Prestige license plates application, and assisted with the rollout of the new Fuel Master application.

The **Management Services Program** oversees the development of WYDOT policies and rules and regulations; monitors federal surface transportation legislation; researches, writes, edits, and publishes WYDOT manuals and reports; and provides computer graphics and original artwork services for Department programs and publications. In FY 2010, the Program continued activities related to the American Recovery and Reinvestment Act of 2009 (ARRA), including representing WYDOT on various committees and preparing and submitting reports and other documents; worked with the American Association of State Highway and Transportation Officials and other partners on surface transportation program reauthorization and other federal issues; compiled, designed, and edited information for WYDOT's transportation fact book and annual report; edited and assisted in the 2010 update of the *Specifications for Road and Bridge Construction* book; and reviewed, edited, and published 3 Department rules and regulations, 12 operating policies, and 14 Supervisor's Employee Management Manual (SEMM) policies.

The **Procurement Services Program** is the centralized purchasing authority for various supplies and services. During the fiscal year, the Program solicited 481 competitive bids for the purchase of equipment, materials, supplies, and services; issued 2,779 purchase orders totaling \$52.9 million; and issued 159 blanket purchase orders and extensions totaling \$8.02 million. In addition, Procurement Services brought in \$918,305 in revenue through sales of surplus property.

The **Telecommunications Program** maintains WYDOT's critical radio systems, microwave communications, dispatch consoles, and telephone systems as well as WYDOT building wiring, data communications to roadside devices, and more than 2,000 mobile/portable radios. In FY 2010, the Program continued to implement WyoLink, Wyoming's statewide, public safety, interoperable radio communications system, with 48 out of 55 sites functional and 4 more under construction.

The **Traffic Program** works to maximize safety and traffic flow on Wyoming's roadways using various methods. In FY 2010, Traffic personnel fabricated 10,180 signs; completed 86 projects for permanent signing and/or work zone traffic control; installed new traffic signal controllers with new operating software in five cities; installed new wireless vehicle detection systems in four towns; and completed projects related to lighting, variable speed limits, dynamic message signs, road closure systems, and flashing beacon alert systems.



The Information Technology Program set up in-car computers for the Wyoming Highway Patrol in 2010.

Photo courtesy WYDOT



The **Aeronautics Division** assists publicly-owned airports with state and federal funding for airport and runway improvements, planning, and construction and administers the projects from the design phase through construction. The Division also focuses on aviation safety, promotes air service in Wyoming, and provides flight services for the Governor and other state employees on state business.

In FY 2010, the Division administered total airport improvement funds of \$44,459,121. Of this total, \$8,498,424 was state funds; \$33,805,446 was federal funds; and \$2,155,250 was local funds. The state funds included \$1,204,237 in general funds provided by the legislature for airport improvement projects. Airport improvement grants for 96 projects were provided to 32 different airports. In addition, the Division issued two new loans totaling \$565,000. The first loan was for \$365,000 to the Powell Municipal Airport to construct five new aircraft hangars, and the second was for \$200,000 to the Yellowstone Regional Airport (Cody) for terminal construction.

Also during the fiscal year, the **Planning and Programming Program** staff oversaw the accomplishment of airport master plans and airport layout plans at the following airports: Cheyenne Regional; Dixon; Evanston-Uinta County Burns Field; Hulett; Ralph Wenz Field (Pinedale); Powell Municipal; and Rawlins Municipal. Special planning studies were completed at the following airports: Casper-Natrona County International—Cargo Master Plan, Dixon—Wildlife Hazard Study, and Wright—Airport Feasibility Study. Land acquisition was also initiated this fiscal year at Dubois Municipal, Gillette-Campbell County, Hunt Field (Lander), and Pine Bluffs Municipal Airports. Also, environmental analysis projects were funded at Mondell Field (Newcastle) and the Cheyenne Regional Airport.



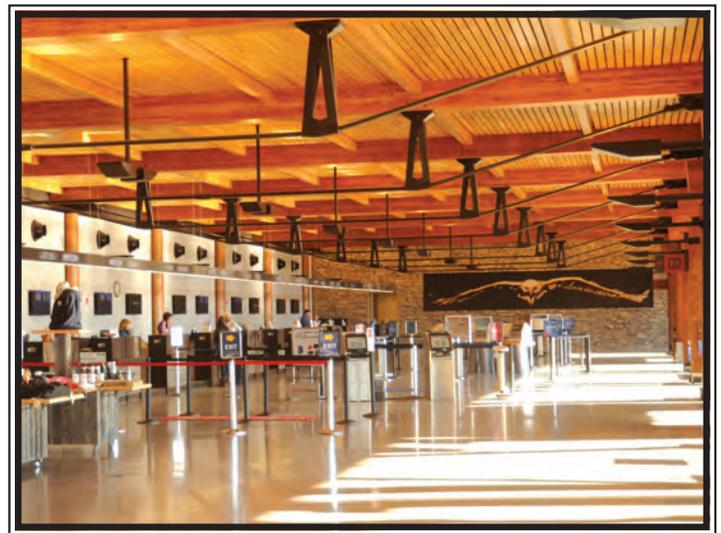
Gillette-Campbell County Airport entrance.

The state continuous system planning program is partially funded through grants from the Federal Aviation Administration (FAA). The purpose of the program is to determine the type, extent, location, timing, and cost of airport development needed in a state to establish a viable system of airports. In FY 2010, the FAA awarded one system planning grant totaling \$70,000 for an aeronautical survey.

The **Engineering and Construction Program** provided design and construction oversight for the following major construction projects

administered through the airport improvement program: Buffalo—runway rehabilitation, Yellowstone Regional (Cody)—completion of terminal construction, Greybull—completion of runway realignment and extension, Jackson—terminal expansion and improvements, Kemmerer—runway reconstruction, and Saratoga—apron reconstruction. The statewide group maintenance crack seal project involved eight airports for a total of \$180,000.

A statewide study for inventorying and analyzing the instrument approaches was completed in FY 2010 to provide recommendations for improvements that will result in a safer environment for pilots to navigate and land.



Jackson Airport terminal expansion and improvements ready to welcome travelers.

The **Air Service Enhancement Program** received an additional \$1.5 million this year for grant assistance to communities. Since it began in 2004, nine Wyoming communities have participated in the air service enhancement program, and the Wyoming Aeronautics Commission has approved 40 applications.

Although FY 2009 was a struggle for the airline industry as a whole, Wyoming was able to retain air service levels at the ten commercial airports as many states experienced some degree of loss in air service. Although passenger ridership decreased in FY 2009, traffic picked up significantly in many Wyoming communities in FY 2010.

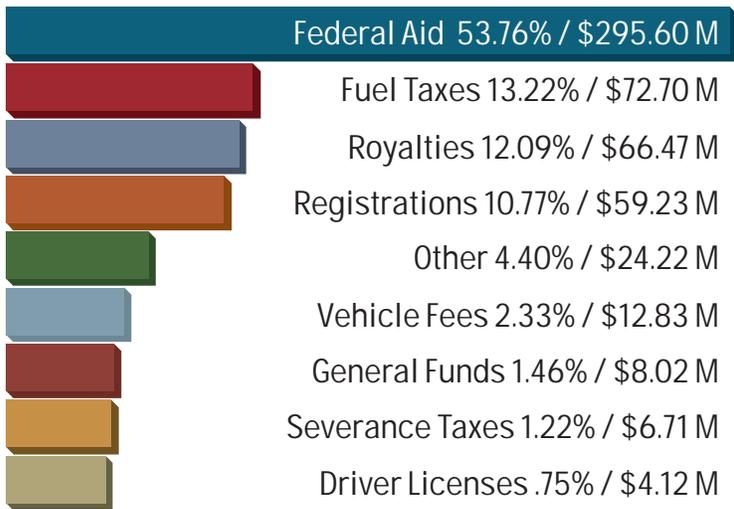
The Aeronautics Division has made strides in working with airlines to create fares similar to those of surrounding states. These reductions in many of Wyoming's communities have resulted in 5 percent more Wyoming residents flying from a Wyoming airport rather than driving to an airport outside the state.

In July 2010, new regional jet airline service was added in Cheyenne with American service direct to Dallas, Texas.

The Wyoming Aeronautics Commission Air Show and Fly-In Program has been well received by communities across the state. In the summer of 2010, five communities held an air show or fly-in to educate and raise awareness about aviation. This program supports each community with a \$5,000 grant to aid efforts in conducting an air show or fly-in.

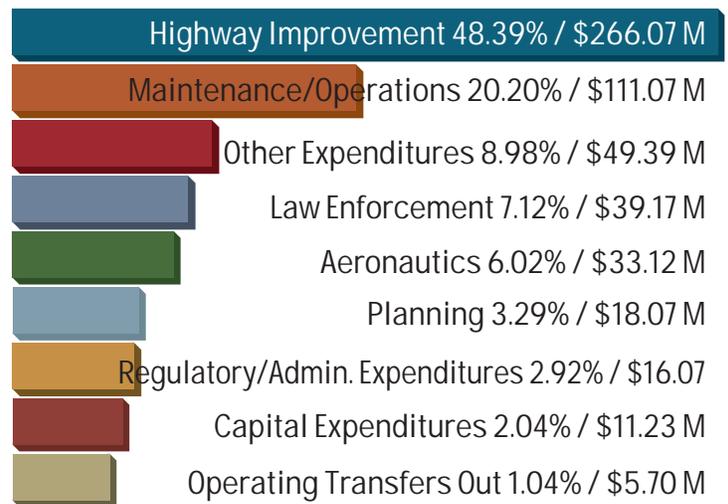
Budget Overview

2011 WYDOT ANTICIPATED REVENUE SOURCES



Anticipated Revenue Total: \$549.89 M

2011 WYDOT ALLOCATION OF REVENUE



Anticipated Tax Receipts Motor Fuel 2011

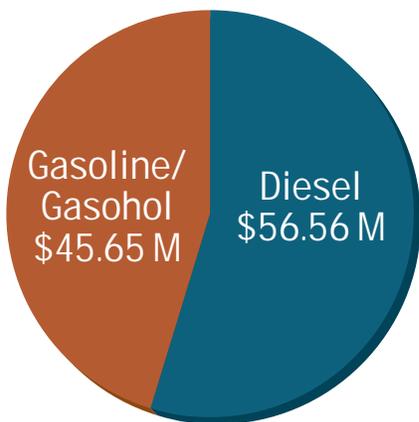
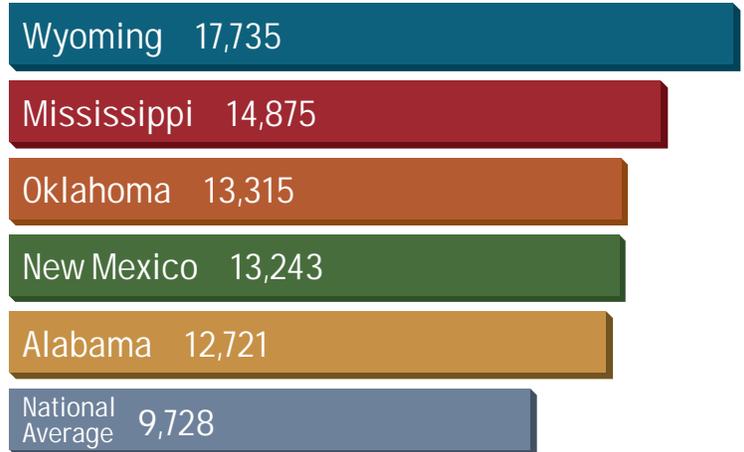
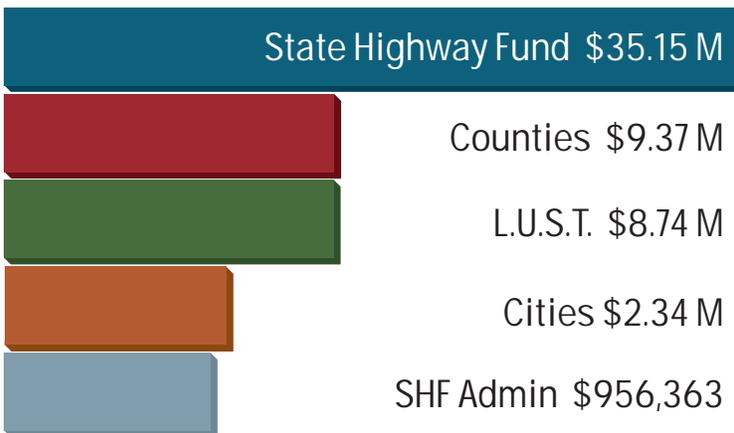


Chart Includes \$12.22 M for Leaking Underground Storage Tank (LUST Program)

Top Mileage States per Person

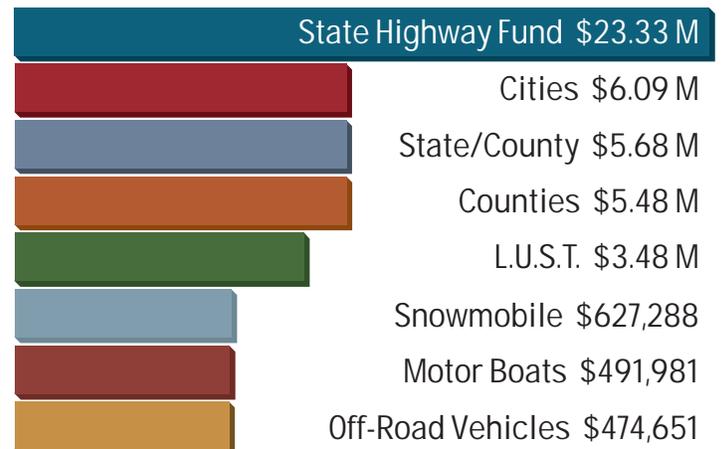


Fiscal Year 2011 – Diesel Tax



Projected Motor Fuel Collections
Diesel Tax Total: \$56,560,430

Fiscal Year 2011 – Gas Tax

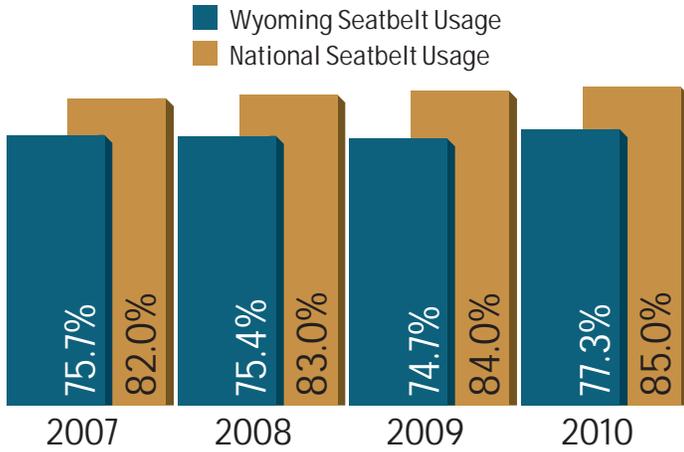


Projected Motor Fuel Collections
Gas Tax Total: \$45,645,533

Statewide and National Observed Seatbelt Usage*

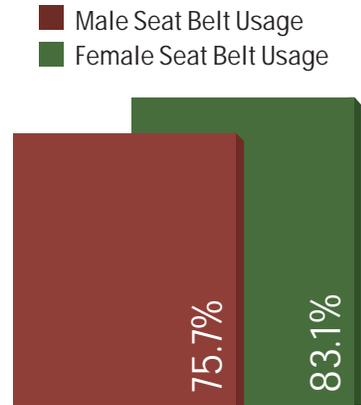
Target is 80% Usage

*These figures represent a change in methodology.

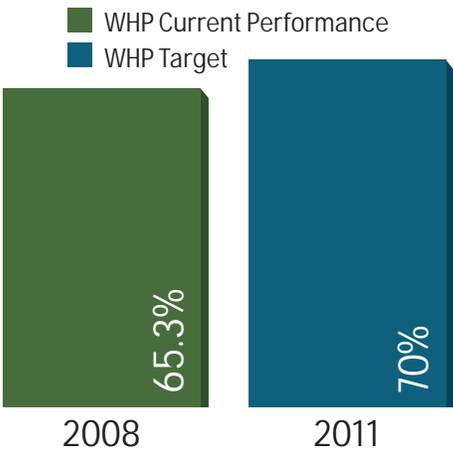


Percentage of Seatbelt Usage Statewide 2010

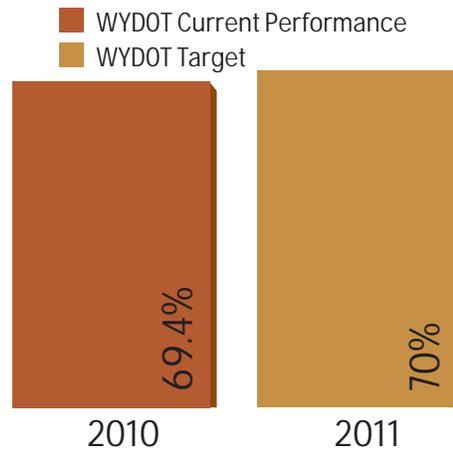
Target is 80% Usage



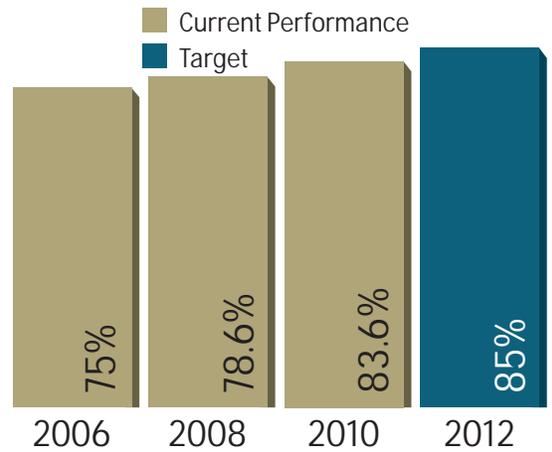
Overall Employee Satisfaction Rating - WHP



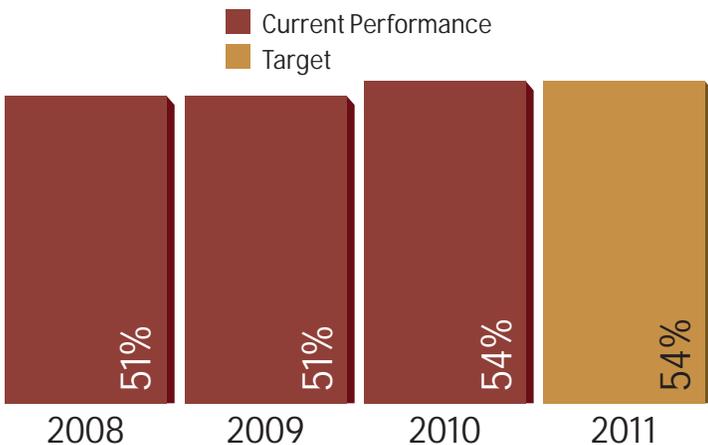
Overall Employee Satisfaction Rating - WYDOT



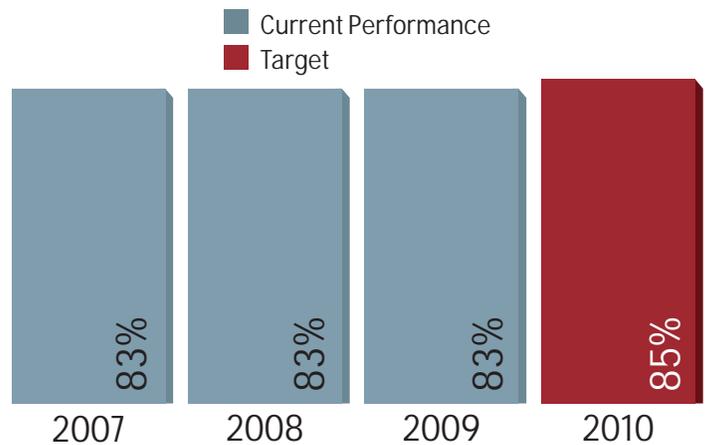
Overall Customer Satisfaction with WYDOT's Performance



Percentage of Road Pavements in Good to Excellent Condition

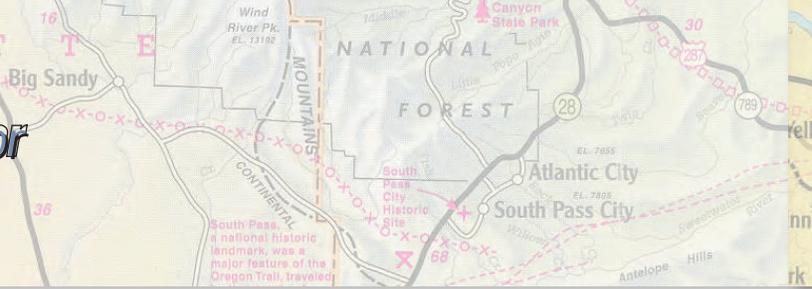


Percentage of Airport Pavements in Acceptable Condition





Colonel Jess Oyler Highway Patrol Administrator



The Wyoming Highway Patrol (WHP) not only patrols state highways and provides dispatch services for many Wyoming law enforcement agencies but also provides crucial functions that include commercial vehicle enforcement, executive and dignitary protection, K-9 drug interdiction, traffic safety education, and law enforcement-related training.

Patrol's mission is to serve and protect all people in Wyoming with courtesy, professionalism, and integrity. For the third year, Patrol operated under its strategic plan and met many performance measures for the fiscal year, including the following:

- The number of highway fatalities reached a 15-year low,
- Commercial vehicle crashes and fatalities dropped by 5 percent,
- Developed a customer satisfaction survey feedback card for port of entry customers,
- Increased the number of employees participating in the wellness program,
- Implemented a video camera project,
- Developed and implemented a replacement schedule for ballistic vests and vehicle equipment, and
- Recognized troopers statewide for their top performance under the strategic plan.

In Patrol's **Field Operations Section**, troopers spent 147,034 hours patrolling the highways, drove 5,660,689 miles, conducted 150,354 vehicle stops, wrote 89,853 citations, issued 79,020 warning contacts, issued 32,629 faulty equipment warnings, assisted 8,582 disabled motorists, investigated 6,276 motor vehicle crashes, spent 9,280 hours conducting on-scene crash investigations, and spent 7,712 hours on follow-up investigations and report writing.



WHP Troopers at a highway vehicle stop.

Troopers also initiated 85 felony drug interdiction stops, of which 32 involved WHP drug detection dogs, and transferred 57 of these cases to the Wyoming Division of Criminal Investigation; seized more than 1,002 pounds of illegal narcotics and 842 pharmaceutical tablets for an estimated street value of \$5,099,953; and recovered \$239,827 in U.S. currency.

The Section's **Capitol Protective Services (CPS)** troopers provides law enforcement services in the Capitol complex area in Cheyenne and provides protective services for the Governor during travel. There were 257 security details for a total of 4,185 protective detail hours in FY 2010. The CPS canine that detects explosives was used 12 times before events involving dignitary protection and twice as a call for service.

During FY 2010, WHP's **Communications Center** answered 395,279 phone calls and logged 238,623 events of which 222,326 were related to Patrol activities and 16,297 were related to State Agency Law Enforcement Communications System (SALECS) agencies. Traffic stops (130,387), motorist assists (17,443), and reported crashes (9,432) accounted for the

majority of Patrol's events logged.

Patrol's **Technology Section** worked with WYDOT's Information Technology Program to test and develop specification requirements for ruggedized laptop computers for use by all 207 troopers. Mounts were installed in every marked patrol car, and computers were issued to every uniformed trooper and staff. To reduce costs, office desktop computers were eliminated from the division offices once the new computers were issued. The Section also began implementing a new Records Management System that will be used statewide and will allow for a more centralized database for all Patrol activities and reports.

During the year, troopers entered 7,496 records into the Evidence on Q system. The **Evidence Section** processed 3,194 items seized as either felony or misdemeanor evidence and property that was taken for safe keeping; documented 1,280 photo CDs and 3,022 video DVDs; and processed about 450 requests from insurance companies, attorneys, and other law enforcement agencies. The **K-9 Section** currently has ten K-9 teams assigned to eight different counties. The one explosive and nine drug detection K-9 teams all play an integral part in Patrol's criminal interdiction program.

The **Safety Education Section** continued to instruct the Alive-At-25 program across the state and reached more than 1,200 teens at 53 locations in FY 2010. Since this program's inception, of the 4,100 teens who have completed the course, to date none of them has been involved as a driver in a fatal motor vehicle crash. The **Training Section** continued to actively recruit across the U.S. to promote Patrol openings; conducted two recruit tests with over 200 applicants per testing cycle for 20 openings; ran two recruit academies; and tracked the new troopers through the training process. **Records Section** personnel entered over 86,000 citations, 87,000 warnings, 12,000 commercial vehicle inspections, 600 vehicle searches, and the daily activity logs for 207 Patrol officers.

In the **Commercial Carrier Section (CCS)** there were 18,898 inspections conducted throughout the state with 23.8 percent of commercial vehicles and 10.9 percent of drivers being placed out-of-service (OOS). There were 30,333 total violations for both vehicles and drivers, of which 5,148 were OOS violations. CCS also conducted 74 new entrant safety audits on new interstate carriers and 47 compliance reviews on intrastate carriers to ensure carriers are complying with state and federal safety rules and regulations.

The **Ports of Entry** weighed 661,936 commercial vehicles (33,872 were overweight); conducted 1,629 vehicle/driver safety inspections and an additional 5,969 driver-only inspections; cleared 1,464,050 commercial vehicles by having the drivers come into the location and performing a credential check; cleared over 1,320,380 commercial vehicles using PrePass, the Certified Quality Carrier program, or the green light system; issued 136,290 permits, 2,545 Mobile Machinery decals, and 882 official receipts for a total of \$8,986,385; and issued 655 emergency response permits totaling \$375,800.

Mobile Education and Enforcement Team members weighed 1,041 commercial vehicles (114 were overweight), conducted 286 vehicle/driver safety inspections and 186 driver-only safety inspections, and issued 153 permits.

The **Overweight Loads Office** authorized 8,031 loads; issued 32,998 permits; collected initial application fees for four new companies; submitted 375 loads for bridge analysis; sold 36 truck size, weight, and permits manuals; and collected a total of \$2,838,179.



The Department's **Support Services Division** works to ensure WYDOT and other governmental and private entities comply with a variety of state and federal laws. The Division additionally provides WYDOT employees with educational opportunities and employment and office management services.

The **Budget Program** allocates WYDOT's resources, estimates and manages all budgeted revenue and expenditure streams, and maintains the funding streams available to the Department. In FY 2010, the Program assisted all WYDOT programs in building their FY 2011 budgets; managed the project budgets and the reporting of the stimulus funds to the state, Federal Highway Administration, and Office of Management and Budget; and assisted internal and external auditors in stimulus project audits. WYDOT led the nation in getting American Reinvestment and Recovery Act (ARRA) funds obligated and closed the fiscal year leading the nation in expending ARRA funds.

The **Compliance & Investigation Program** is responsible for education and enforcement of statutes pertaining to vehicle-related industries in Wyoming, including title and registration issues, vehicle dealers, salvage yards, rental vehicle agencies, taxi and shuttle services, and motor fuel companies. During FY 2010, Compliance assisted county clerks and treasurers in implementing new vehicle title and registration procedures and assisted with the implementation and use of the National Motor Vehicle Title Information System.

The **Driver Services Program** administers and maintains Wyoming's driver record system for testing, issuing, and processing all driver licenses and identification cards; maintains a record system of convictions for motor vehicle offenses and accident involvement; and administers the process of withdrawing and reinstating driving privileges, as provided by law. During FY 2010, Driver Services completed 308,979 transactions for issuing driver license and driving records and collecting reinstatement fees. At the end of FY 2010, there were 431,995 licensed drivers in Wyoming. The Program also brought a new card system online that complies with the federal Real ID Act and enhances card and driver record security. Driver Services' web-based insurance verification was expanded in FY 2010 and is now set up in 13 counties to verify insurance and notify registered owners of their insurance status when they renew their license plates.

The **Employee Safety Program** promotes safe work habits by WYDOT employees, ensures employee compliance with state and federal regulations and standards through continual safety training, and shares work zone safety information with the Wyoming Contractor's Association. In FY 2010, the Program represented WYDOT on the Governor's Workplace Taskforce on Worker Fatalities, whose recommendations led to the hiring of a state epidemiologist to track workplace injuries and fatalities.

The **Fuel Tax Administration Program** administers Wyoming's motor fuel tax laws. The Program processed for distribution \$42.2 million in gasoline taxes, \$47.59 million in diesel taxes, and \$408,949 in aviation fuel taxes in FY 2010.

The **Human Resources (HR) Program** is responsible for recruiting, retention, placement, and classification of over 2,000 positions; records management of all active employees' records and inactive records; and employee benefits, compensation, and employee relations. HR continued working with Administration & Information's Human Resource Division on the Hay Study by refining job qualification standards and classification for the new statewide system. HR also kept WYDOT employees informed on group insurance, benefits, Equal Employment Opportunity (EEO), and personnel matters. WYDOT had 2,012 permanent and 44 non-permanent employees at the beginning of FY 2010 and 1,990 permanent and 42 non-permanent employees at the end of the fiscal year.

The **Motor Vehicle Services (MVS) Program** is responsible for the administration of vehicle titling and registration at the county level, licensing of vehicle dealers and manufacturers, production of license plates, commercial vehicle registration under the International Registration Plan (IRP), and collection and distribution of jurisdictional (states and Canadian provinces) fuel taxes under the International Fuel Tax Agreement (IFTA). In FY 2010, MVS production staff, along with Magic City personnel and clients, produced and distributed about 264,000 Teton license plates and more than 2 million license plate validation stickers to the counties. MVS also collected about \$21 million in state registration fees; facilitated the transfer of 976,813 vehicle registration and 220,656 title transactions; issued 553 vehicle dealer and manufacturer licenses; assigned 2,113 state vehicle identification numbers; processed 7,493 specialty license plate applications; collected \$38.6 million in IRP fees and distributed \$7.6 million of it to 57 jurisdictions and \$3.7 million to the counties; and collected \$604,601 in fuel tax and decal revenues from Wyoming-based carriers and received \$972,000 from other jurisdictions.

The **Office Services Program** provides WYDOT with mailing and printing services and records management. In FY 2010, the Program mailed out over 600,000 items, including pre-sorting certain mailings that resulted in a \$25,000 savings; began creating a disaster recovery plan; scanned 3,200 as-constructed roadway project sheets and entered them into the Falcon Document Management System; indexed over 800 new WYDOT agreements; managed and maintained 1,750 agreements; and continued to meet the Department's needs for standard, oversized, and color copies as well as finish work, such as binding, stapling, folding, laminating, shrink wrapping, cutting, and hole punching.

WYDOT's **Training Services Program** provides employees with a wide array of training opportunities, from enhancing leadership skills to keeping current with transportation and technology trends. In spite of financial and other outside factors affecting WYDOT University and the Transportation Learning Network (TLN), attendance in FY 2010 remained stable with 425 people attending WYDOT-U classes and 550 people taking TLN courses.



The Employee Safety Program sponsors a Red Cross CPR class at WYDOT.

Commissions

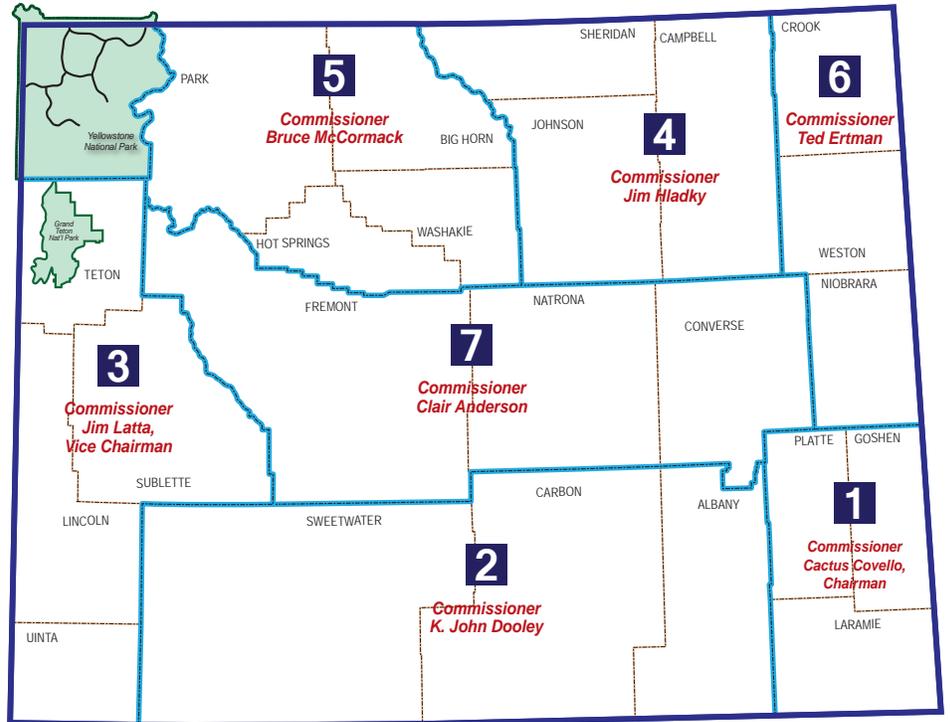
Transportation & Aeronautics



Transportation Commission

The Transportation Commission of Wyoming oversees WYDOT activities, including adopting rules and regulations; awarding road construction and maintenance contracts to the lowest qualified bidder; approving all motor vehicle purchases; and entering into contracts and agreements with the federal government as well as with cities, counties, and other agencies for road construction and maintenance and other approved projects.

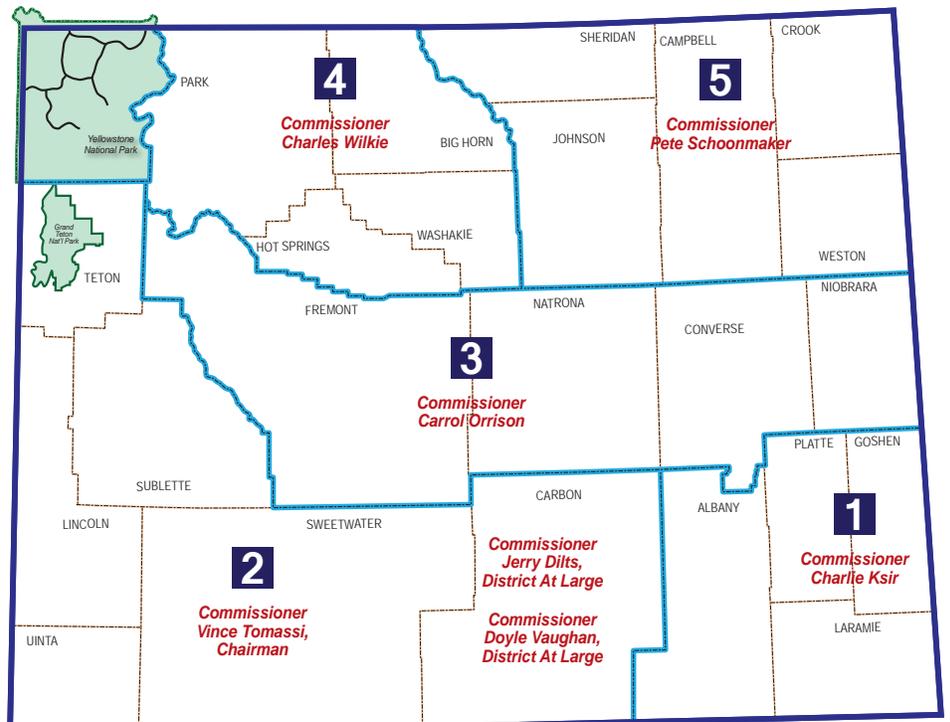
Wyoming's Governor selects the seven Transportation Commissioners, who are then approved by the Wyoming Senate. Appointments rotate among the counties in each district, and the commissioners may serve one six-year term. Meetings are usually held each month at Headquarters in Cheyenne.

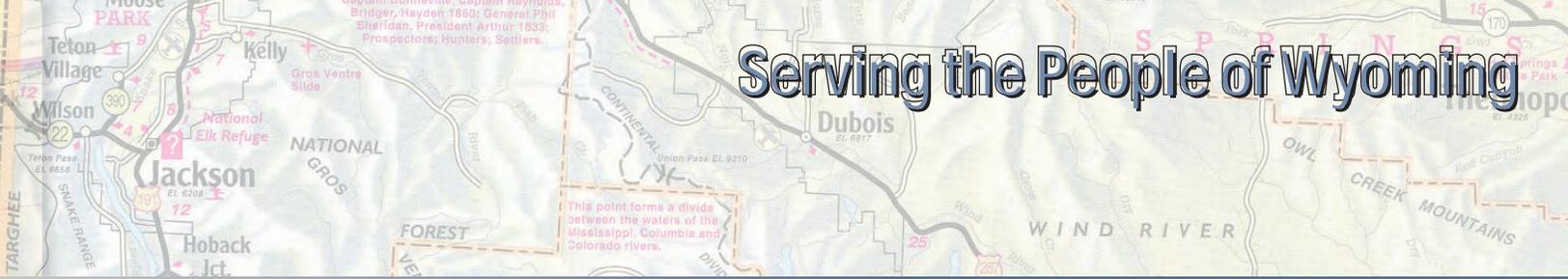


Aeronautics Commission

The Wyoming Aeronautics Commission oversees certain Aeronautics activities, including administering airport improvement projects for runway construction and rehabilitation; making loans and approving grants to Wyoming airports for airport infrastructure and various other projects; encouraging air travelers to fly directly into and out of Wyoming airports through the Air Service Enhancement Program; and supporting fly-ins and air shows across the state each summer.

The Governor also appoints the seven Aeronautics Commissioners, who may serve a maximum of two six-year terms. The Aeronautics Commission does not have a geographic rotation requirement within the districts. Quarterly meetings are held at various locations across the state, and monthly teleconferences are held during the rest of the year.





Improving Traveler Safety and Wildlife Habitat Connectivity

WYDOT has worked with the Wyoming Game and Fish Department to develop a series of wildlife crossings in Nugget Canyon, along US Highway 30, and at other key locations in the state. Both agencies recognize the significant benefits for highway users, local communities, and wildlife.

To date, WYDOT has installed seven crossings in Nugget Canyon and one outside Baggs, along Highway 789. Another three locations along Highway 789 are in the design stages. In fiscal year 2011, construction is planned to begin near the Trappers Point region, along US Highway 191 near Pinedale. These innovative crossings will facilitate greatly improved safety for the motoring public and allow many big game species access to migratory routes.

Increasingly, vehicle versus animal collisions have become hazards to wildlife populations and highway travelers at strategic locations. In some areas, animals have curtailed or abandoned movements because they cannot find suitable passage. This situation denies species access to crucial habitat they need to maintain adequate population levels and limits public opportunity to view wildlife in its natural surroundings.

These wildlife crossings have received acclaimed nationwide notice and place Wyoming among the states taking steps to ensure wildlife have reliable and safe access to habitat. Connectivity is critical to maintaining species diversity, movement, health, and viable gene pools.



Photo courtesy WYDOT

A deer herd safely makes passage through one of the many wildlife crossings built in Nugget Canyon, along US Highway 30.

Wildlife is an integral component of Wyoming tourism, accounting for \$2.9 billion annually. Tourism is the state's second leading industry and supports nearly 31,000 jobs each year. As wildlife is important to the human inhabitants of Wyoming, these crossings increase the livability of local communities.

At Trappers Point, these crossings will prevent conflicts and allow the expansion of the energy and natural resources industries, both very important to Wyoming.

Insurance agencies and conservation groups have also lauded these efforts, noting the decline in wildlife-vehicle collisions and the increase in crossing usage each year.

WYDOT uses a U.S. Department of Transportation model for assigning an economic value to each crash. Barring serious injuries or fatalities, most crashes cost an estimated \$11,600. The value of wildlife ranges from \$3,000 for a pronghorn to \$7,500 for a moose. Annual crash and wildlife costs at two studied locations, Trappers Point and Dry Piney Creek, averaged \$4.9



Photo courtesy WYDOT

Many species, such as this stealthy coyote, are observed by the wildlife crossing's infrared camera, day or night.

million and \$3.2 million, respectively. The Federal Highway Administration has commented that proper wildlife crossings can reduce wildlife-vehicle collisions by 80 percent. Clearly, wildlife crossings at critical spots promote substantial savings, along with increased safety for the motoring public and Wyoming game.

The state is using cameras to document the success of the crossings. Tens of thousands of animals have taken advantage of a traffic-free alternative to crossing highways. In 2010, over 15,000 crossings were recorded, and these cameras only run during the migration seasons. Clearly, the odds of vehicle-wildlife collisions are decreasing. The years ahead should see them continue to drop as Wyoming strives toward greater safety for motorists and increased wildlife habitat connectivity for the game of this state.

As reported on page 4, the Federal Highway Administration recognized these strategic efforts and awarded WYDOT the Exemplary Ecosystem Initiative (EEI) Award for a series of these wildlife crossings placed along migratory routes and at high risk locations. The U.S. Departments of the Interior, Agriculture, and Energy, as well as the Western Governors Association have all signed memoranda of understanding on wildlife corridors. Wyoming is leading by example and demonstrating that economic growth and wildlife health and security are not mutually exclusive. To this end, essential wildlife habitat connectivity serves the needs of animals and humans alike, without fostering the negative spirit bred by excluding either wildlife or economic concerns.



Photo courtesy Tom Hart

The tracks in the snow attest to the frequent use of the underpass. The infrared camera that monitors the wildlife can be seen on the left wall of the structure.



Photo courtesy WYDOT

Fall colors on a well-maintained Wyoming state highway.

Following is a glimpse of some issues that will concern the Wyoming Department of Transportation in the coming year.

Transition to Pavement Preservation Philosophy

With American Recovery and Reinvestment Act and other significant work, such as reconstruction of the Togwatee Trail west of Dubois, quickly nearing completion, WYDOT is entering a new phase of project activity. In the coming months, the Department's focus will shift from major reconstruction projects to those geared toward extending the life of pavements.

This change has been brought about as a result of the funding realities that WYDOT faces.

Because of national economic conditions, the Department anticipates federal funding to be flat or even reduced in 2011 and beyond. While additional state funding is being studied, it is too early to predict an increase from state sources. Based on *current* funding levels, WYDOT's pavement management system predicts a steady decline in the overall condition of the state transportation system.

To adapt, the Department will gear project selection toward extending the life of the state's pavements, shifting future focus away from the major corridor reconstruction projects such as Moran Junction - Dubois, which is currently being completed. To assist in the selection of highway projects to reduce the overall decline of the statewide pavement condition, WYDOT is using its pavement management system to identify the appropriate rehabilitation strategy for particular roadway sections.

Pavement preservation activities will include preventative rehabilitation such as microsurfacing and thin overlays having a thickness of less than 2 inches. Minor rehabilitation projects that include milling the roadway surface and installing a new roadway surface will also be more common. Fewer major rehabilitation projects involving widening and overlaying the existing roadway will be pursued. Major reconstruction projects will be programmed only as funding permits.

Even with this transition to a pavement preservation philosophy, the

Department will inevitably have to address highway reconstruction needs in the future.

Safety Innovations

In the coming year, WYDOT will also be involved in a number of initiatives to improve safety for roadway users and keep highways from closing during adverse weather.

One major innovation involves expanding the use of variable speed limit zones in Wyoming. Using authority granted by the Wyoming Legislature in 2007, these zones have proven successful in cutting crashes and closures at locations prone to severe weather, which can develop quickly and surprise drivers. Personnel from the Wyoming Highway Patrol, district maintenance crews, and the Department's Transportation Management Center work together continuously to set and communicate reduced speed limits as appropriate during inclement weather.

Statistics from the first two winters of variable sign use on Interstate 80 between Rawlins and Laramie indicate that crash rates have been cut by up to 50 percent and closure rates reduced by more than a third. Hoping to capitalize on these benefits, the Department is expanding the use of variable speed limit signs to other locations on Interstate 80, including between Rock Springs and Green River and in the area just east of Evanston in southwest Wyoming, as well as between Cheyenne and Laramie in southeastern Wyoming. The stretch of US 287 south of Laramie is expected to become the fifth variable speed limit zone in the state.

As resources become available, WYDOT will evaluate other areas for variable speed limit zones as well.

Another initiative involves closing highways to light, high-profile vehicles during times of extremely strong, gusty winds.



Photo courtesy WYDOT

Accident rates have decreased by 50 percent on Interstate 80 between Rawlins and Laramie with the use of variable speed limit signs.

Windy conditions are common throughout Wyoming, but certain locations, such as along Interstate 25 at Bordeaux (10 miles south of Wheatland in southeastern Wyoming), are prone to dangerously high winds. During the winter and spring months, wind gusts of 65 miles per hour or greater occur at Bordeaux with some frequency. These extreme wind gusts can easily topple light, high-profile vehicles, such as empty semi-trailer combinations, causing property damage, injuries, or fatalities as well as road closures. Traffic monitoring cameras at Bordeaux have captured as many as five vehicles blown over at one time during gusty conditions.

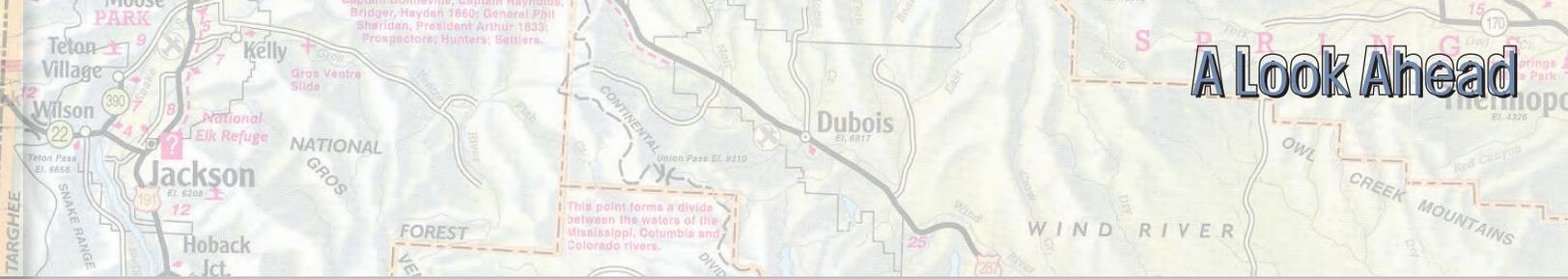


Photo courtesy WYDOT

While in transit, a portion of a modular home was blown over by high winds along I-80.



Photo courtesy WYDOT

Strong winds contributed to the overturning of this semi truck on I-25 near the Colorado border.

WYDOT has recently begun implementation trials of closing the highway at Bordeaux and other locations to prevent mishaps. While such closures stop a small percentage of vehicles from using the affected road, the practice allows the vast majority of travelers to continue. It's worth noting that a single overturned vehicle can result in a closure to all traffic or create secondary crashes involving other road users.

While preliminary results are encouraging, the Department is currently evaluating the effectiveness of these closures and the best method for communicating them to truckers and other travelers.

A third project is ongoing at the Arlington Maintenance Station on Interstate 80 in south central Wyoming. Here crews are using pre-wetted sand to cut material use and cost.

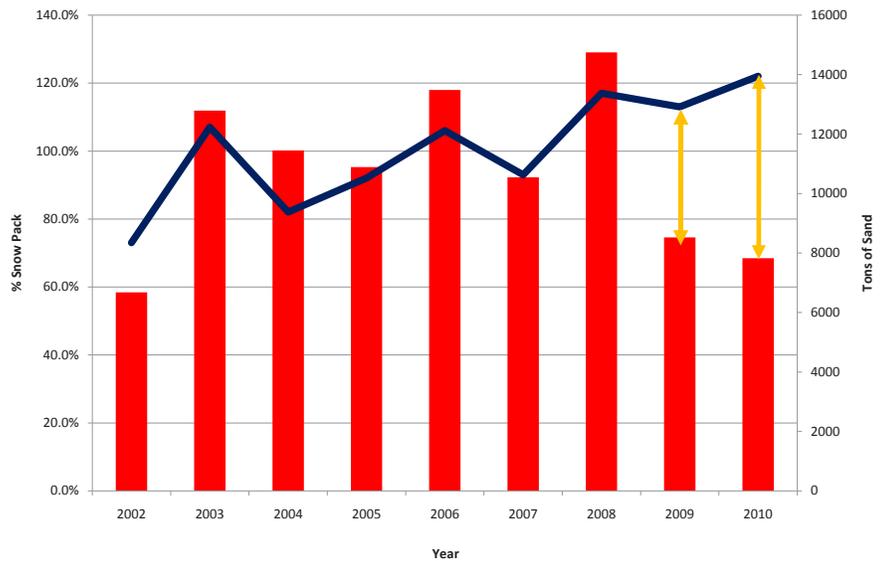
Spreading sand on slick roadway surfaces is known to improve traction, but getting it to stay in place, especially during windy conditions, can be difficult. More sand must then be applied to the roadway, and vehicles forego the traction benefit until the sand stays in place.

By wetting the sand with de-icer chemical as it is applied to the road, though, the maintenance crew at Arlington has been able to maximize the benefit of the sand and keep it in place. This method has resulted in a reduction of required sanding material by up to 46 percent. Crashes and road closures are down, and the crew believes that the pre-treated sand is in part responsible for the improvement. No serious problems have been seen with using the pre-wetted sand in blowing snow conditions.

Based on the success at Arlington, WYDOT is expanding the use of this technique to other locations.

As the preceding illustrates, the Wyoming Department of Transportation is constantly seeking cost-effective methods for enhancing safety and improving system reliability.

Despite above average snow pack the past two winters, sand use is down in the Arlington area because of the effectiveness of pre-wetted sand.



Credits & Thanks To:

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- Rick Carpenter—WYDOT Public Affairs Office

