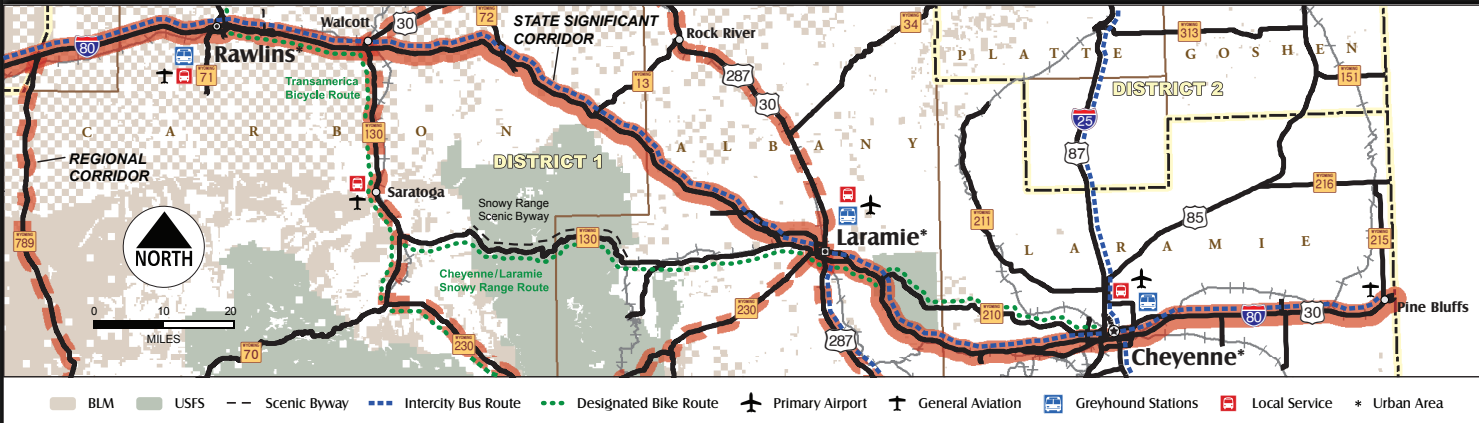


Snowy Range



GOALS	CORRIDOR CHARACTERISTICS	
Trucks	Primary interstate route for trucks hauling goods from West Coast to Midwest	Up to 50% trucks
Connectivity	Extensive gas and oil development, with associated truck traffic	Extensive and expensive backlog of improvements
Congestion	PRIMARY INVESTMENT TYPE: MOBILITY	
System Preservation	Primary needs for the corridor should focus investments on improving mobility, largely resulting from the high percentage of large trucks in the traffic mix. While congestion, strictly defined, is minimal for the mostly four-lane interstate, additional accommodations for trucks are warranted.	
Safety	Preserve the existing system, but safety and mobility improvements are needed now and in the future. These should include good roadway surface conditions. Options other than the traditional new through travel lane should be explored to help address the need. The corridor also exhibits a high number of bridges needing rehabilitation or replacement.	
Rail		

CORRIDOR CHARACTERISTICS

Corridor Description

State Significant Corridor (SSC) 1 is Interstate 80 (I-80), which enters the state from Utah; connects the cities and towns of Evanston, Green River, Rock Springs, Rawlins, Laramie and Cheyenne; and exits the state into Nebraska, just north of the Colorado state line. I-80 interchanges with Interstate 25 (I-25) in Cheyenne, the capital city of Wyoming, before continuing into Nebraska. Wyoming's 403 miles of I-80 serve as a primary route for trucks hauling goods between the western U.S. and the Midwest.

I-80 passes through Evanston, one of the larger towns in southwestern Wyoming. The economic foundation for the city is energy production, but tourism is becoming more prevalent. As the eastern gateway to Park City, Utah, Evanston experienced a boom in visitation as a result of the Salt Lake City Winter Olympic Games in Winter 2002. WYO 150 heads south to the Utah state line. The Mirror Lake Scenic Byway overlays the WYO 150 route.

East of Evanston, I-80 heads through an area known as “the Three Sisters.” WYDOT constructed a third climbing lane for trucks along the uphill portions of the roadway through the Three Sisters area. I-80 ascends to the first of the three

sisters at the Divide Interchange (elevation 7,470 feet). The highway then descends to Lazear Junction, where US 189 splits north to Kemmerer.

Continuing east, the town of Green River has a population of approximately 13,000. Mining, particularly of trona, is the major industry in the area. Trona fuels the Green River economy and is used to produce glass, baking soda, and detergent. The trona is shipped via the Union Pacific Railroad Company (UP) and via truck. Access to I-80 makes trucking very easy.

Fishing contributes to the ecotourism, which is important to this area. South of Green River, WYO 530 connects to the Flaming Gorge Reservoir.

I-80 continues east to Rock Springs, the “Energy Capital of the World.” Rock Springs has a population of approximately 18,708 and relies upon a large number of oil and gas wells in the area.

US 191 meets I-80 just west of Rock Springs. To the south, it is half of the loop around Flaming Gorge Reservoir (the other half is WYO 530). US 191 follows I-80 and US 30 around Rock Springs and then heads north toward Pinedale and Jackson.

Corridor Interests:

- Scenic Byway
- Visual Resources
- Recreation Management
- Travel Management
- Wildlife Connectivity, Habitat Fragmentation, and Fish Passage
- Wetlands; Fens
- Invasive Species

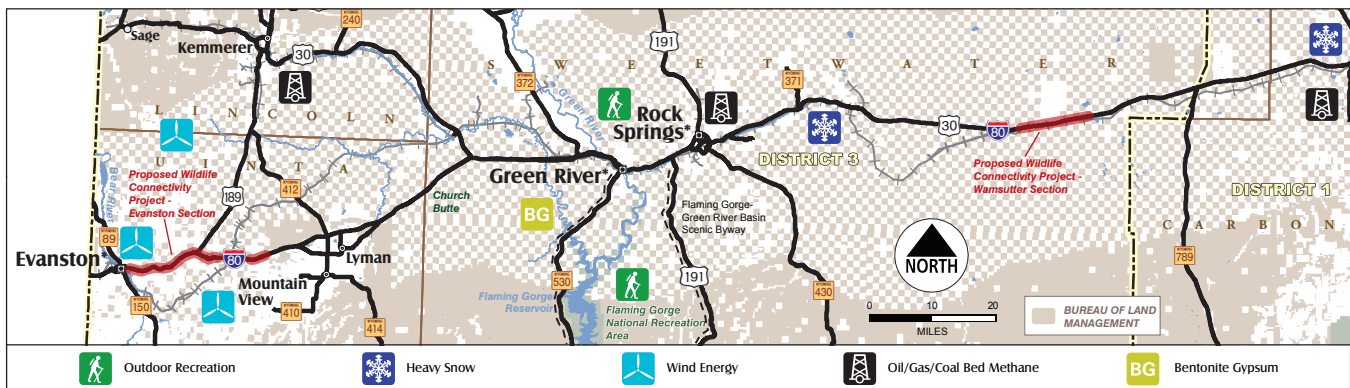
Source: U.S. Forest Service

Upon leaving Rock Springs on I-80, Exit 111 leads to the Rock Springs-Sweetwater County Airport. The Flaming Gorge-Green River Basin Scenic Byway overlays both US 191 and WYO 530.

The UP follows I-80 and US 30 for the next 100 miles. When US 30 was first built, it directly followed the UP alignment. While the railroad has several jogs and turns to avoid hills and valleys, I-80 was aligned along a more direct route.

The next major city along I-80 is Rawlins. At Rawlins, WYO 789/US 287 heads north to Muddy Gap while US 287 joins the I-80 westbound. US 30/US 287 are combined for the next 100 miles. At first, they merge with I-80, but split at Walcott to serve the towns of Hanna, Medicine Bow, and Rock River. To the south, WYO 130 heads south to Saratoga

ENVIRONMENTAL CONTEXT (WEST)





and the Snowy Range Scenic Byway. The TransAmerica Bicycle Route follows I-80 from Rawlins to Walcott, then turns south on WYO 130/230. The Cheyenne-Laramie-Snowy Range Bicycle Route follows WYO 130 east through Laramie and then WYO 210 on to Cheyenne.

Directly south of Rawlins, the Anschutz Corporation is proposing to build a turbine wind farm on a patchwork of private and public lands. It will cover 95,800 acres and generate 2,000 megawatts of power or more, equal to some of the biggest coal-fired power plants in the West. Currently there are approximately 80 windmills in the area with over 900 more planned

Environmental Context

I-80 crosses the Bear River in Uinta County just east of the Utah state line. The Bear River flows north across the southwest corner of Wyoming past Evanston, then weaves along the Utah-Wyoming state line to the north. It is the largest tributary of the Great Salt Lake, draining the mountainous area and farming valleys east of the lake and southwest of the Snake River Plain.

Wyoming has proposed three areas along I-80 as potential locations for the statewide wildlife connectivity project. The areas are known as the Evanston Section, Wamsutter

establishing Wyoming as the third-largest wind energy generation state, behind Texas and California.

I-80 heads along the northern fringe of the Snowy Range, passing by Elk Mountain. I-80 descends from an elevation of 7,781 feet into Arlington before entering Laramie.

In addition to being a major railroad hub, Laramie is also home to the University of Wyoming, the only state university in Wyoming and one which is locally described as the “coolest summer school” in the United States because of the high elevation (7,220 feet) and the relatively cool temperatures throughout the summer, especially at

Section, and Halleck Section. All three of these locations have seen high vehicle versus animal crashes which has severed historical pronghorn antelope habitat connectivity. Transportation improvements in these areas have the potential to enhance wildlife migration corridors and reduce migration disruption.

Heading east on I-80 toward the town of Green River, eroded blue and black sandstone cliffs can be seen from the highway. Resembling a cathedral that rises 75 feet above the surrounding hills, this area has been

named Church Buttes. I-80 then crosses the Green River. The Green River originates near the continental divide in the 13,000 foot Wind River mountains of central Wyoming. The Green River flows south to the Flaming Gorge National Recreation Area, centered around a large artificial lake formed by Flaming Gorge Dam. The river has been flooded for 91 miles above the dam, almost as far north as the namesake town of Green River.

I-80 continues east through Rawlins before crossing the North Platte River. In this area the North Platte

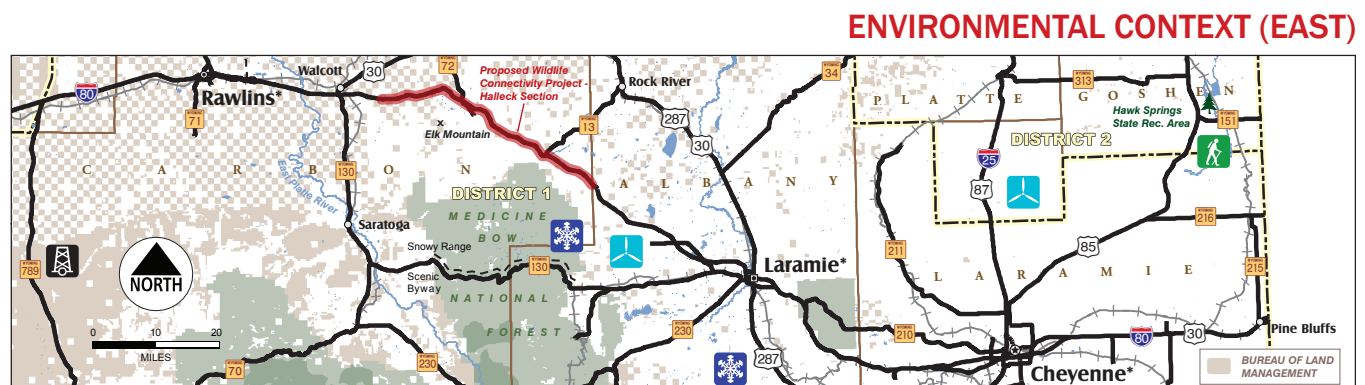
night. I-80 continues out of Laramie to ascend Sherman Hill through Telephone Canyon. The summit between Laramie and Cheyenne (elevation 8,640') is the highest point on the transcontinental I-80 Route.

At Cheyenne, I-80 intersects US 85, US 87, and I-25. Cheyenne (population 55,314) is the capital of Wyoming, the seat of Laramie County, and the site of F.E. Warren Air Force Base.

Traffic in and around Cheyenne is generated by the State and Federal Government and Warren Air Force Base. Truck traffic issues are discussed further in the Key Issues and Emerging Trends.

I-80 continues east through Rawlins before crossing the North Platte River. In this area the North Platte

I-80 continues east through Rawlins before crossing the North Platte River. In this area the North Platte



The above map identifies issues and environmental constraints that form the basis for environmental review. Future projects in the corridor will take these and other issues under consideration prior to final design.

River flows through the ranch bottomland of the Platte Valley and the town of Saratoga. From there, it winds through the high-desert plains into the Seminoe Reservoir.

The addition of a 1,000-turbine wind farm south of Rawlins would replace a coal-fired plant and keep 15 million tons of carbon dioxide, sulfur dioxide, and other pollutants out of the air each year. Although this would have a positive effect on air quality, there are several other environmental concerns that need to be considered. The new wind farm would require 300 miles of new roads including thousands of truck trips, visual impacts from the turbines, and potential impacts to core sage grouse habitat.

Just east of the North Platte River, I-80 heads along the northern fringe of the Snowy Range, passing by massive Elk Mountain. During winter storms, this area experiences blowing snow and is well-known for snow fence research. Snow collects at the snow fences so it doesn't blow or collect upon the interstate.

I-80 passes through Laramie, Wyoming before entering the Medicine Bow National Forest that extends from north central Colorado to central Wyoming. The forests encompass portions of many mountain ranges including the Gore Range, Flat Tops, Parks Range, Medicine Bow Mountains, Sierra Madre, and Laramie Range.

Key Issues and Emerging Trends

- Local economies along the I-80 corridor highly depend on mining, primarily oil and gas. Green River and Rock Springs have historically been known for large trucks due to mining, but Rawlins and areas to the south have recently seen increased traffic due to the recent boom in the energy sector. The generators used for these operations are five to six times the weight of normal loads and are significantly longer. Pine Bluffs has become known as an important wind energy area, but wind energy transport has negative impacts on pavement conditions due to the transported weight of the equipment. Energy companies would like to see improvements along I-80, but WYDOT is financially challenged to maintain the road to acceptable levels due to funding constraints.
- Through traffic on I-80 is approximately 12,000 - 17,000 vehicles per day, of which 50 percent is truck traffic. The volume of truck traffic on I-80 makes some drivers of other vehicles uncomfortable, making it seem as if capacity is an issue.
- F.E. Warren Air Force Base houses approximately 5,000 people and generates not only truck traffic, but traffic that requires convoys and special handling for sensitive cargo, resulting in frequent delays. Walmart, Lowes, and Sierra Trading Post all have distribution centers located in Cheyenne. The Walmart trucks have only a 10 minute window to deliver their cargo to these locations. If they miss this opportunity, they cannot deliver their goods, adding pressure on WYDOT to keep the traffic flowing amid weather, vehicle crashes, construction, and other delays.
- The entire I-80 corridor from the Utah to Nebraska state lines generally experiences severe weather conditions. I-80 has three areas that experience frequent severe weather conditions – between Arlington and Elk Mountain (west of Laramie); the Summit (elevation 8,640 feet) east of Laramie and Evanston to Ft. Bridger. US 287 south of Laramie into Colorado also experiences severe weather conditions. This contributes to a higher crash rate.
- Federal interstate maintenance funding levels are currently insufficient to properly maintain the Wyoming span of I-80. Planning for major projects other than resurfacing will continue to be challenging. WYDOT is able to make short-term improvements to address some of the most needed and visible problems. However, such improvements may delay more expensive and necessary major improvements.
- WYDOT is considering a proposal that would add tolls along the 403 miles of I-80 that pass through the state. Unlike interstate tolling plans introduced in other parts of the country as “congestion reduction” measures, one version of the plan would not add new lane capacity, but would allow revenues to be spent on badly needed maintenance. Another option would build a “truck-only” lane.
- A 1000-turbine wind farm proposed south of Rawlins would need to consider environmental issues. The new wind farm would require 300 miles of new roads including thousands of truck trips, visual impacts from the turbines, and potential impacts to core sage grouse habitat.



Goals & Strategies

Goals for the corridor represent issues communicated by participants in the planning process. These goals lay groundwork for the development of a financially feasible multi-modal transportation plan designed to support the planning, engineering, construction, operation, and maintenance of the State's transportation system.

By identifying broad goals that are both visionary and practical, and that respond to the values of this region, the focus of the planning process can be more readily communicated to the public. The goals, in turn, are defined in greater detail with specific strategies for each goal. For this corridor, addressing the impact of trucks on I-80 is an immediate need since it is a primary route for long distance freight. Goals also focus on improvements to the existing system to enhance safety and promote multi-modal connections.

Major Traffic Generators

- Wind energy development – south of Rawlins & Arlington/Rock River
- Coal gasification south of Medicine Bow
- F.E. Warren Air Force Base-Cheyenne
- Trucking distribution centers – Cheyenne
- University of Wyoming (sports events) – Laramie

GOALS	STRATEGIES
Accommodate growth in truck freight transport	Dedicated truck lanes
Maintain statewide transportation connections	New general purpose lanes
Reduce traffic congestion and improve traffic flow	ITS/VMS
	Blowing and drifting snow mitigation
	TDM strategies in major traffic generators
Preserve the existing transportation system	Reconstruction
	Surface treatment/overlays
	Interchange – reconstruction
	Bridge rehabilitation/replacement
Reduce fatalities, injuries, and property damage crash rate	Safety - general improvements
	Safety education programs
Improve rail facilities	Intermodal freight connections
	Intermodal freight planning
	Rail capacity

**Solutions are being developed in conjunction with tolling study.*

*** Implementing rail solutions would required partnerships with the railroad and trucking industry.*

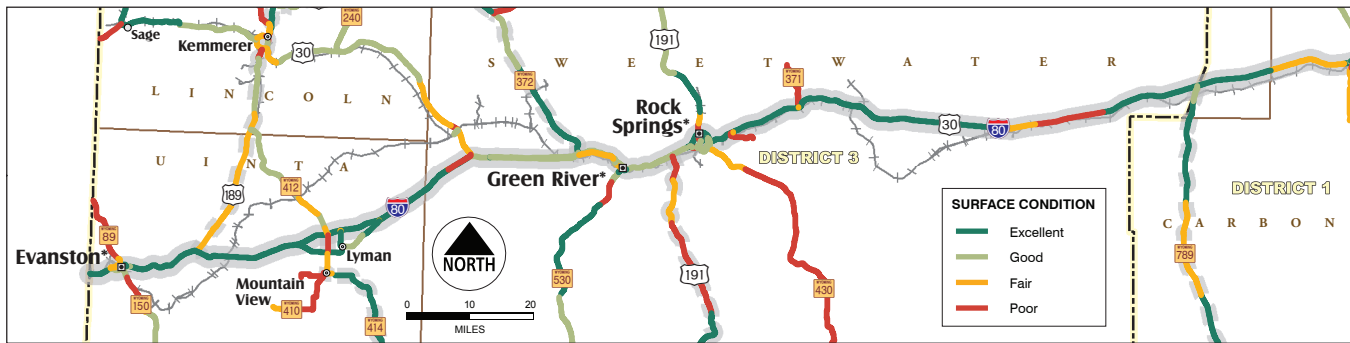
Primary Investment Type

MOBILITY – Primary needs for the corridor should focus investments on improving mobility, largely resulting from the high percentage of large trucks in the traffic mix. While congestion, strictly defined, is minimal for the mostly four-lane interstate, additional accommodations for trucks are warranted. Preserve the existing system, but safety and mobility improvements are needed now and in the future. These should include good roadway surface conditions. Options other than the traditional new through travel lane should be explored to help address the need. The corridor also exhibits a high number of bridges needing rehabilitation or replacement.

Roadway Characteristics

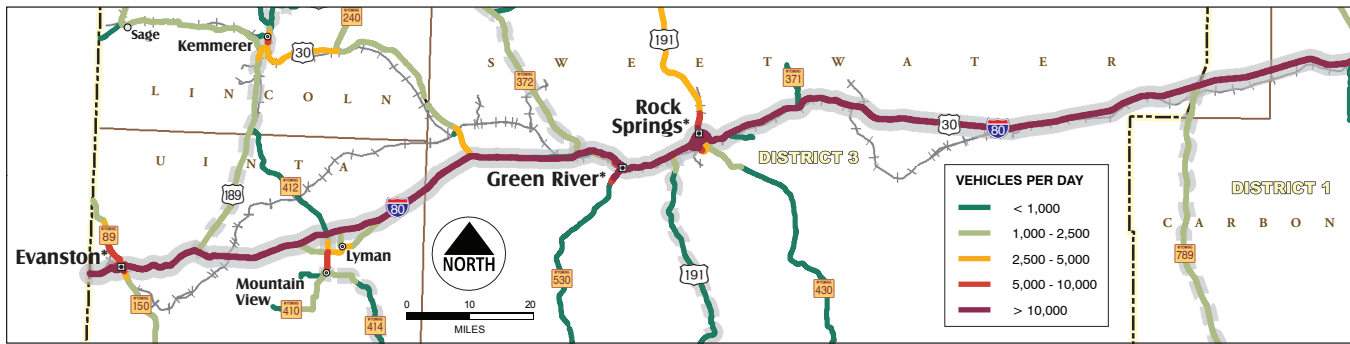
The following maps identify conditions on the corridor with respect to surface condition, total traffic, truck traffic, safety, and bridges. The data represent the most recent available and are subject to change over time as projects are completed or other factors affect existing conditions. The system data play a big part in determining current operating characteristics, the type of need, and the extent of improvements necessary to achieve corridor goals.

PAVEMENT SURFACE CONDITION (WEST)



I-80 is rated as good/excellent surface condition for 83 percent of the corridor. There are areas where the surface conditions are rated as Fair or Poor, but are intermittently dispersed throughout the corridor. The majority of the regional and local corridors are rated as having Good and Fair surface conditions with the exception of WYO 430.

AVERAGE ANNUAL DAILY TRAFFIC (AADT) (WEST)



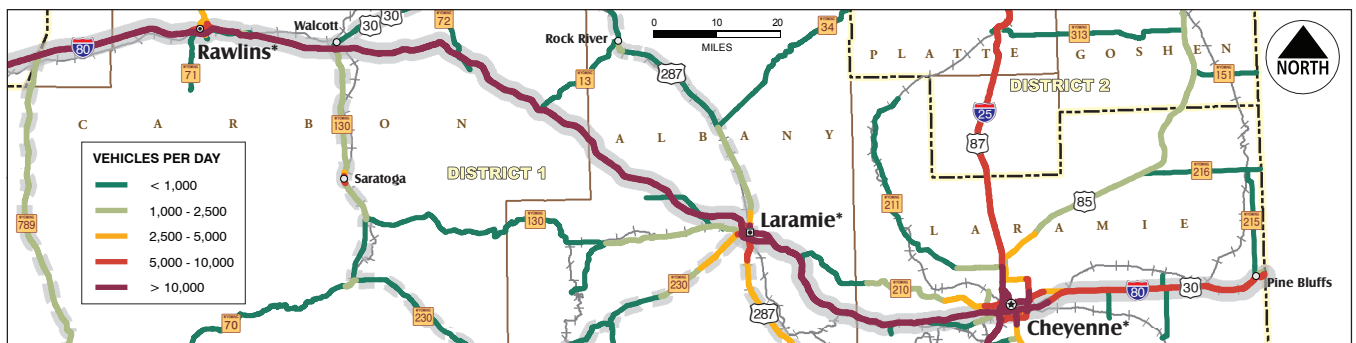
I-80, between Evanston and Cheyenne, consistently carries over 10,000 vehicles per day. SSC 1 is a primary thoroughfare for transporting goods across the county. Local and regional routes extending north and south of I-80 carry less than 2,500 vehicles per day (vpd), with the exception of US 287 south. US 287 south is a major connector from Laramie to Ft. Collins, Colorado and averages 2,500 to 5,000 vpd.



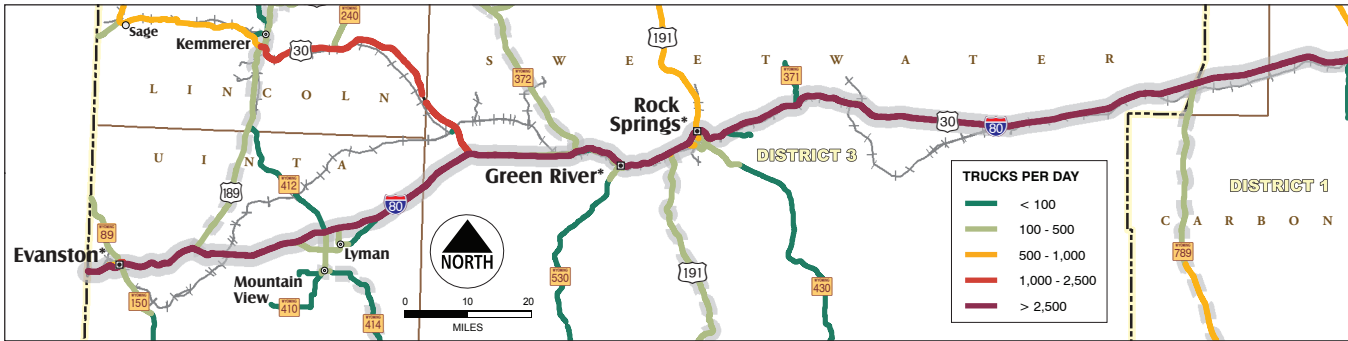
PAVEMENT SURFACE CONDITION (EAST)



AVERAGE ANNUAL DAILY TRAFFIC (AADT) (EAST)

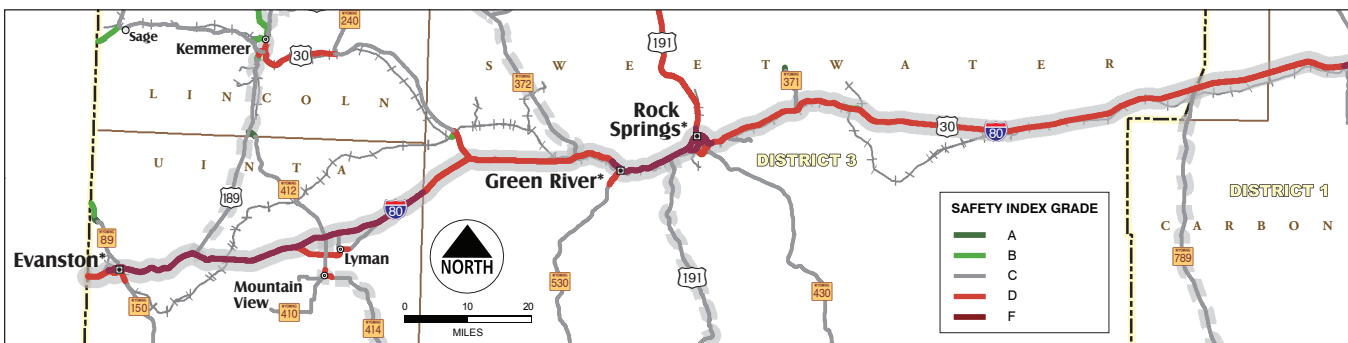


AVERAGE ANNUAL DAILY TRUCK TRAFFIC (WEST)



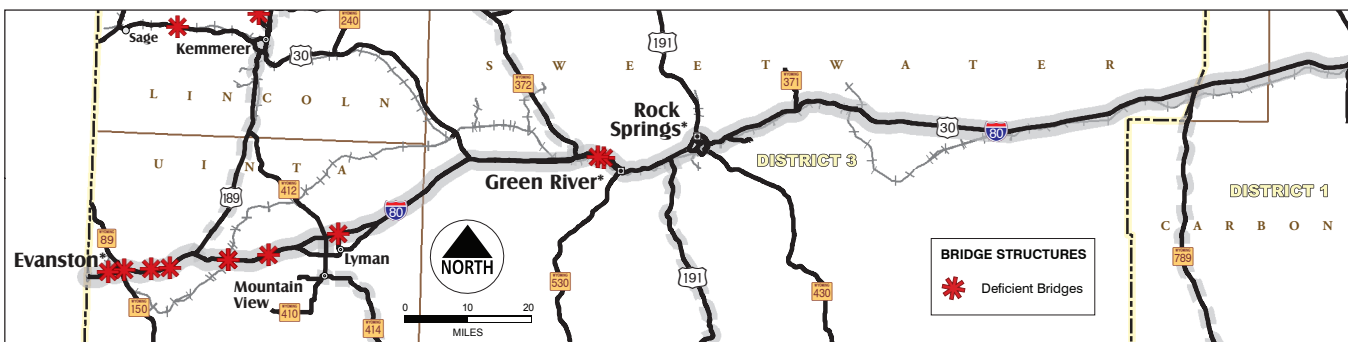
Truck traffic along SSC 1 is also very high, carrying over 2,500 trucks per day. The Walmart and Lowes distribution centers in Cheyenne and the F.E. Warren Air Force Base contribute to the significant amount of truck traffic along I-80.

SAFETY INDEX (WEST)



The entire I-80 corridor shows a below average Safety Index grade of D or F. Segments from Evanston to Lyman, Green River to Rock Springs, near Rawlins, and near Laramie fall in the F category, the worst grade. Intersecting regional corridors US 287 and US 85 are graded D. The extent of the poor safety ratings make the corridor one of the worst in the State, indicating that a high level of attention to the issue is necessary.

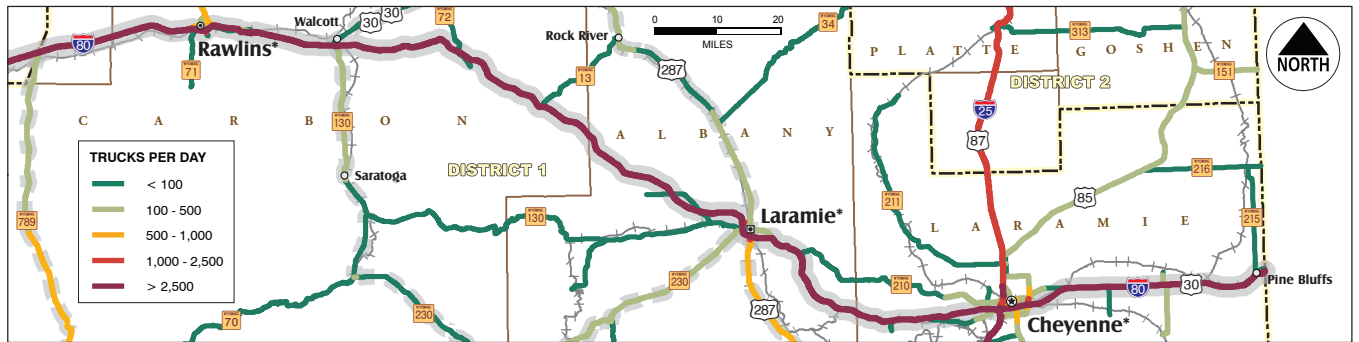
DEFICIENT BRIDGES (WEST)



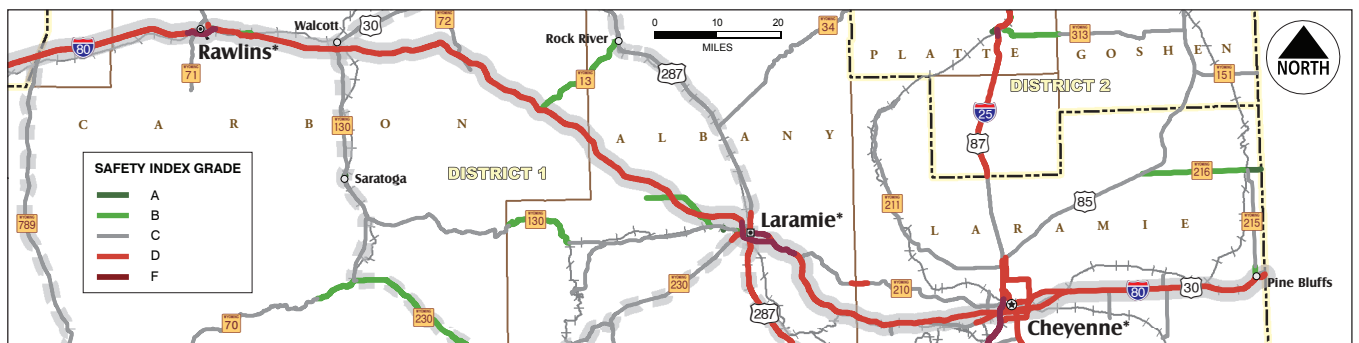
There are 19 deficient bridges along SSC 1. Eleven of the 19 bridges are located along I-80. The remaining eight bridges are located on other routes connecting to I-80. All deficient bridges visible in the map window are displayed, regardless of designation as SSC, Regional, or Local Routes.



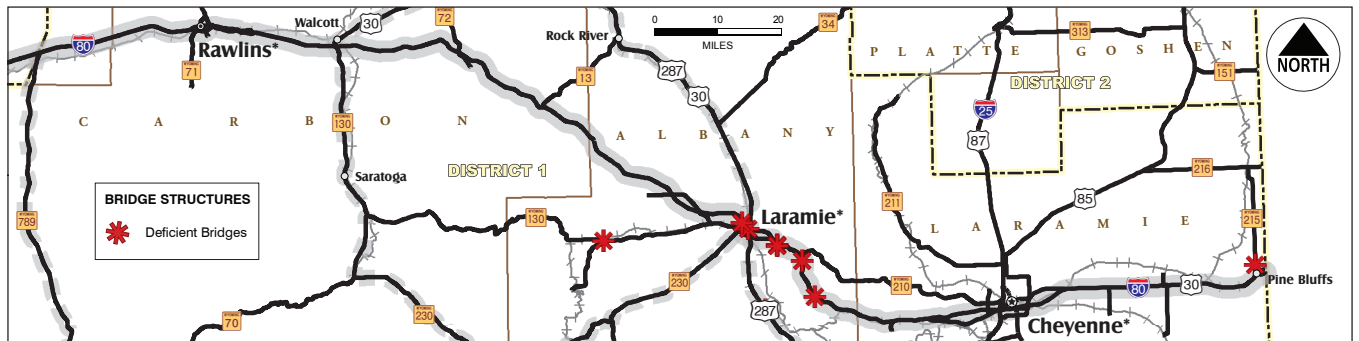
AVERAGE ANNUAL DAILY TRUCK TRAFFIC (EAST)



SAFETY INDEX (EAST)



DEFICIENT BRIDGES (EAST)



REGIONAL REFERENCE INFORMATION

REGIONAL ROUTES

Just east of Evanston, US 189 splits north to Kemmerer. Wyoming has proposed this section of US 189 as a potential location for a statewide wildlife connectivity project. The existing right-of-way fence and reinforced box culverts do not facilitate the wildlife movement for mule deer, pronghorn antelope, and other animals in this area.

Southeast of Fort Bridger, WYO 414 is often used to access the Flaming Gorge National Recreation Area. The pavement continues north of I-80 as local route WYO 412.

From Green River, WYO 372 heads north to the Seedskafee National Wildlife Refuge (NWR) before connecting with US 189.

Between Green River and Rock Springs, US 191 heads south and forms half of the loop around Flaming Gorge Reservoir. The other half is WYO 530.

WYO 789 heads south at exit 187 along I-80. WYO 789 continues south for about 50 miles until it reaches the Colorado border.

US 30/US 287 (north) often serves as an alternative route to I-80 during weather or other closures. A new 4-lane segment is under construction west of Rock River, but the highway is generally not adequate to handle large (truck) volumes during events. From Rawlins, US 30 follows I-80 to the east for about 20 miles to Walcott before US 30/287 splits north to serve towns such as Hanna, Medicine Bow, Rock River, and Laramie.

WYO 130/230 (south) serves Saratoga and the Snowy Range Scenic Byway and the Cheyenne-Laramie-Snowy Range Bicycle Route before connecting back to I-80 in Laramie.

US 287 (south) from Laramie is often used as a route to Ft. Collins, Colorado. US 287 crosses into Colorado about eight miles south of Tie Siding. All along this route, there are several miles of snow fences to protect the road from blowing snow and ground blizzards. Just over a mile north of the state line, US 287 reaches a summit of 8,106 feet on the Pumpkin Vine Hill.

LOCAL ROUTES

LOCAL ROUTE	COUNTY	FROM	TO
WYO 10	Albany	WYO 230	Colorado
WYO 11	Albany	WYO130	Albany
WYO 12	Albany	WYO 130	Albany Co. Rd. 57
WYO 13	Carbon/Albany	I-80	US 30/287
WYO 70	Carbon	WYO 789/13	WYO 230
WYO 71	Carbon	I-80	South
WYO 72	Carbon	I-80	US 30/287
WYO 76	Carbon	I-80 / US 30	I-80 / US 30
WYO 78	Carbon	I-80 / US 30	I-80 / US 30
WYO 89	Carbon	I-80 / US 30	Utah
WYO 130	Carbon/Albany	WYO 130	I-80 / US 30
WYO 210	Albany/Laramie	I-80 / US 30	I-80 / US 30
WYO 212	Laramie	I-25/US 287	Yellowstone Rd/WYO 219
WYO 213	Laramie	I-80 / US 30	Burns
WYO 214	Laramie	I-80 / US 30	South
WYO 215	Laramie	I-80 / US 30	WYO 216
WYO 217	Laramie	I-80 / US 30	South
WYO 218	Laramie	I-80 / US 30	South
WYO 221	Laramie	US 85	WYO 212
WYO 222	Laramie	WYO 225	Randall Avenue
WYO 225	Laramie	I-80 / US 30	I-80 / US 30
WYO 370	Sweetwater	I-80 / US 30	Airport Road
WYO 371	Sweetwater	I-80 / US 30	North
WYO 410	Unita	Co. Rd 173	WYO 414
WYO 411	Unita	Co. Rd 217	WYO 410
WYO 412	Unita	I-80 / US 30	US 189
WYO 413	Unita	I-80 / US 30	I-80 Bus.
WYO 430	Sweetwater	Colorado	I-80 Bus.
WYO 530	Sweetwater	Utah	I-80 Bus./ WYO 374

Source: Official State Highway Map of Wyoming



URBAN AREAS

Evanston, Green River, Rock Springs, Rawlins, Laramie, and Cheyenne are urban areas with populations exceeding 5,000. These urban areas are discussed in detail in the Urban Corridors section later in the document.

DEMOGRAPHIC CHARACTERISTICS

Counties along this corridor have experienced moderate growth between the 2000 Census and 2008 data. Laramie County has seen the most significant growth, especially in the towns of Burns and Cheyenne. Also located along the I-80 corridor, Sweetwater County has seen similar growth, with a significant increase in population in Rock Springs.

The major employment industry for the five counties is Education & Health. This is followed by Public Administration, Retail, and Arts & Recreation. The leading industry in Albany County is Education & Health (37 percent) due to the presence of the University of Wyoming.

See Appendix B for more details about employment by county.

POPULATION: 2000-2008					
COUNTY	CITY	2000	2008	% GROWTH	% STATE TOTAL (2008)
Albany County		32,014	32,758	2.3	6.1
	Laramie	27,204	27,664	1.7	
	Rock River	235	213	-9.4	
Carbon County		15,639	15,624	-0.1	2.9
	Baggs	348	400	14.9	
	Dixon	79	81	2.5	
	Elk Mountain	192	200	4.2	
	Encampment	X	452	2.0	
	Hanna	873	866	-0.8	
	Medicine Bow	274	267	-2.6	
	Rawlins	8,538	8,740	3.0	
	Riverside	59	63	6.8	
	Saratoga	1,726	1,759	1.9	
	Sinclair	423	405	-4.3	
Laramie County		81,607	87,542	7.3	16.4
	Albin	120	116	-3.3	
	Burns	285	314	10.2	
	Cheyenne	53,011	56,915	7.4	
	Pine Bluffs	1,153	1,155	0.2	
Sweetwater County		37,613	39,944	6.2	7.5
	Bairoil	97	96	-1.0	
	Granger	146	145	-0.7	
	Green River	11,808	12,149	2.9	
	Rock Springs	18,708	20,200	8.0	
	Superior	244	237	-2.9	
	Wamsutter	261	269	3.1	
Uinta County		19,742	20,617	4.4	3.9
	Bear River	X	513	7.5	
	Evanston	11,507	11,781	2.4	
	Lyman	1,938	2,009	3.7	
	Mountain View	1,153	1,202	4.2	

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

INTERMODAL FACILITIES

Intercity Bus Routes

Intercity bus service is available along I-80 with bus stations located in Cheyenne, Laramie, Rawlins, Rock Springs and Evanston.

Class 1 Railroads

The UP runs parallel to I-80 from the state line on the east through Evanston into Utah on the west end of SSC 1.

Public Transportation Agencies

PROVIDER AGENCY NAME	LOCATION	TYPE OF SERVICE	SIZE OF FLEET	ANNUAL PASSENGER TRIPS FY08
Uinta County Seniors	Evanston and Mountain View	Non-Profit Demand Response	8 Vehicles	45,531
Sweetwater Transit Authority Resources (STAR)	Green River and Rock Springs	Deviated Fixed Route and Demand Response	13 Vehicles	106,574
Carbon County Senior Service	Baggs, Dixon, Elk Mountain, Hanna, Medicine, Rawlins	Non-Profit Demand Response	5 Vehicles	19,999
Eppson Center for Seniors dba Public Assisted Transportation Services (PATS)	Laramie	Deviated Fixed Route and Demand Response	9 Vehicles	34,620
University of Wyoming TransPark	Laramie	Fixed Route and Demand Response	19 Vehicles	453,733
City of Cheyenne Transit Program	Cheyenne	Fixed Route and Demand Response	27 Vehicles	289,623
Young at Heart Seniors of Rock Springs	Rock Springs	Public Transit		
Saratoga Senior Center	Saratoga	Public Transit		

Source: WYDOT



Airport Information

AIRPORT NAME (Associated City)	NPIAS ROLE & HUB TYPE ¹	NPIAS	WYDOT CLASSIFICATION (2008)	WYDOT CLASSIFICATION (FUTURE)	TOTAL AIRPORT OPERATIONS	BASED AIRCRAFT	TOTAL PASSENGERS (2006)
Cheyenne Regional- Jerry Olsen Field (Cheyenne)	P - N	NPIAS	Commercial	Commercial	58,953	77	29,945
Laramie Regional Airport (Laramie)	P - N	NPIAS	Commercial	Commercial	10,090	39	19,165
Rock Springs- Sweetwater County (Rock Springs)	P - N	NPIAS	Commercial	Commercial	17,017	49	49,572
Evanston Uinta County Burns Field (Evanston)	GA	NPIAS	Business	Business	6,080	18	N/A
Fort Bridger Airport (Fort Bridger)	GA	NPIAS	Local	Local	3,500	10	N/A
Pine Bluffs Municipal Airport (Pine Bluffs)	GA	NPIAS	Local	Local	8,000	9	N/A
Rawlins Municipal/ Harvey Field (Rawlins)	GA	NPIAS	Intermediate	Business	12,000	22	N/A
Shively Field (Saratoga)	GA	NPIAS	Business	Business	8,965	27	N/A
Green River Intergalactic Spaceport (Green River) (non- paved)		Non- NPIAS	Local	Local	34	0	N/A
Medicine Bow Airport (Medicine Bow) (non- paved)		Non- NPIAS	Local	Local	40	0	N/A

Notes: P - Primary Commercial Service, N - Non-hub Facility, GA - General Aviation
¹NPIAS (National Plan of Integrated Airport Systems) Role and Hub Type are same for both existing (2007) and 5-year federal forecast

Source: WYDOT and FAA