

GOALS	CORRIDOR CHARACTERISTICS	
Economic Sustainability	High plains	New prison facility opening in 2010
Safety	Wind energy development	
System Preservation		Interstate connection to Nebraska
Connectivity	Delayed maintenance	

PRIMARY INVESTMENT TYPE: SYSTEM PRESERVATION

The primary need for the corridor is to maintain the existing system in terms of roadway pavement conditions. Spot safety improvements, especially on local routes in the travelshed and east of Torrington, may also be required.

CORRIDOR CHARACTERISTICS

Corridor Description

State Significant Corridor (SSC) 16 includes US 26 southeast from I-25 (exit 92) to Torrington and beyond approximately eight miles east to the Wyoming-Nebraska border. US 26 continues for 21 miles to Scottsbluff and connects to Interstate 80 (I-80) at Ogallala, Nebraska. The State of Nebraska has initiated a project to widen US 26 to four lanes from the border to I-80. SSC 16 is a convenient shortcut between I-80 and I-25.

US 85, which is SSC 15, runs north/south near Wyoming's eastern border. US 85 and US 26 overlap for approximately 8 miles west of Torrington, then US 85 diverts from SSC 16 in Torrington and heads south to Cheyenne.

Traffic and truck volumes along SSC 16 are moderate except around Torrington, where higher local traffic is evident.

Originally a coal and water stop for the railroad, Torrington is the county seat for Goshen County. It is home to Eastern Wyoming College and the central trade area for surrounding ranch land. Livestock auctions are held several times a week in Torrington. There is also a sugar beet plant that supports local agriculture. A new prison, Wyoming Medium Correctional Institution, is expected to open in 2010.

Lingle, a small town that at one time competed for the honor of being the county seat, is ten miles west of Torrington. Northwest of Lingle is Fort Laramie, a small town of approximately 300. The original fort, built to protect and supply travelers on the California, Oregon, and Mormon trails, is a National Historic Site. Fort Laramie played an important role in the Plains Indian Wars that lasted from 1854 until the end of that century.

The area is renowned for camping, fishing, and hunting, as well as other recreational activities along the North Platte River and at Guernsey and Glendo State Parks. Guernsey is the site of a National Guard training area, creating short term large influx of convoys and slow moving military vehicles.



Environmental Context

US 26 heads east from I-25 toward Guernsey State Park and Reservoir, which is located on the North Platte River and is known for its collection of historic 1930s Civilian Conservation Corps buildings and recreational facilities. The park also offers boating, camping, fishing, hiking, bird-watching and picnicking. Guernsey State Park Historic District was declared a National Historic Landmark in 1975.

Remnants of the Oregon Trail are found throughout Wyoming, including in Guernsey, where the

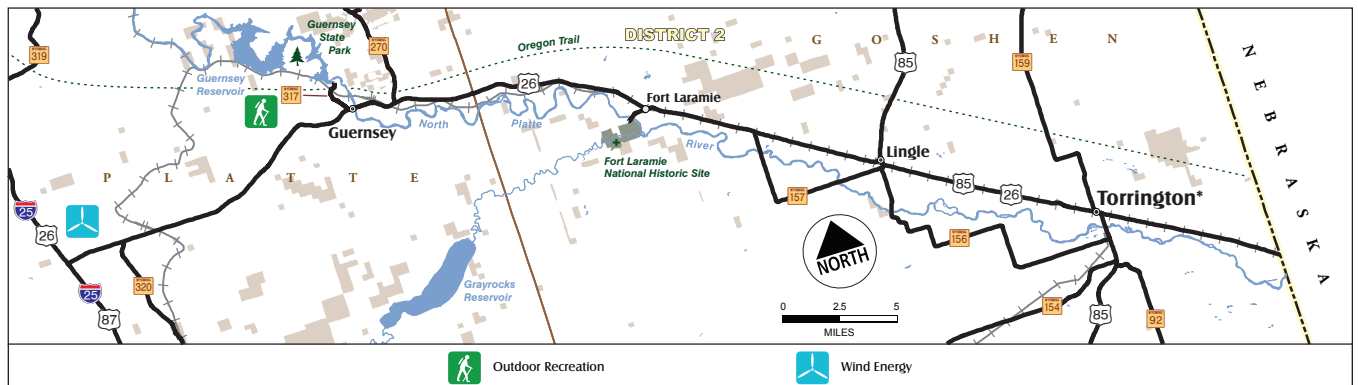
tracks were cut into solid rock. A short trail leads uphill to four-foot deep gouges cut by the wheels of thousands of wagons. US 26 follows the path of the historic Oregon Trail through Goshen County and Torrington before entering Nebraska.

SSC 16 follows the North Platte River through the town of Fort Laramie and the Fort Laramie National Historic Site. The military post was founded in 1849 when the army purchased the old Fort John for \$4000 and began to build military outposts along the Oregon Trail.

Corridor Interests

- Cultural and Paleontological Resources
- Recreation Management

ENVIRONMENTAL CONTEXT



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.

Key Issues and Emerging Trends

Major Traffic Generators

- Livestock auctions – Torrington
- National Historic Site - Fort Laramie and Guernsey
- Guernsey State Park – Glendo State Park

- Lack of funding results in higher costs due to delayed maintenance. Drainage, minor resurfacing, and other improvements have not kept pace with needs. Therefore, the number of miles of roadway in good or excellent condition has declined.
- Impacts from wind energy development and the transport of oversize/overweight loads (towers and turbines) on secondary road, additional gravel trucks to build access roads, and power line construction have caused significant road damage.
- Secondary roads are “orphaned” with few resources available for maintenance or improvements, with most improvements going to more heavily traveled roads. These secondary roads are important to local travel.
- Land use development sometimes results in the need to improve intersections, turn lanes, sight distances, and drainage facilities. Delayed communication with WYDOT can inhibit programming of funds on a timely basis
- WYDOT will have to accommodate traffic associated with the opening of the Wyoming Medium Correctional Institution opening in early 2010.
- Coordination with Nebraska’s DOT on their improvements to four-lane US 26, the Heartland Express, to the state border will be an upcoming task for WYDOT.
- US 18 south of Newcastle is a major connector between US 85 and WYO 79 for trucks moving from Rapid City to Cheyenne, I-25, and beyond.



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 future actions is readily identified. The goals are further defined with specific supporting strategies to attain each goal. Key goals for the corridor have been developed to support local economic development through the coordination of access improvements and maintenance activities.

GOALS	STRATEGIES
Support farm to market economic sustainability	Auxiliary lanes if warranted (passing, turn, accel/decel)
Preserve the existing transportation system	Surface treatment/overlays
Maintain statewide transportation connections	Traveler information
	TDM strategies in major traffic generators
Reduce fatalities, injuries, and property damage crash rates	Safety - general improvements

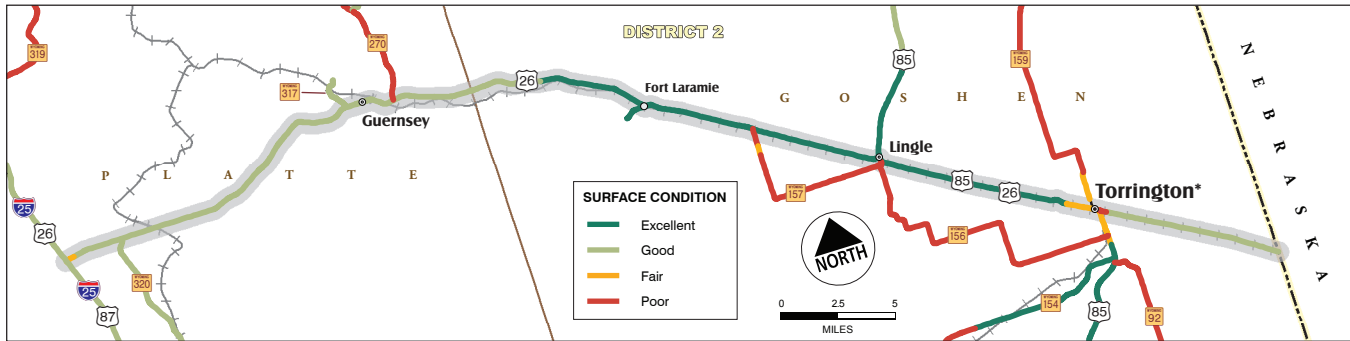
Primary Investment Type

SYSTEM PRESERVATION - The primary need for the corridor is to maintain the existing system in terms of roadway pavement conditions. Spot safety improvements, especially on local routes in the travelshed and east of Torrington, may also be required.

Roadway Characteristics

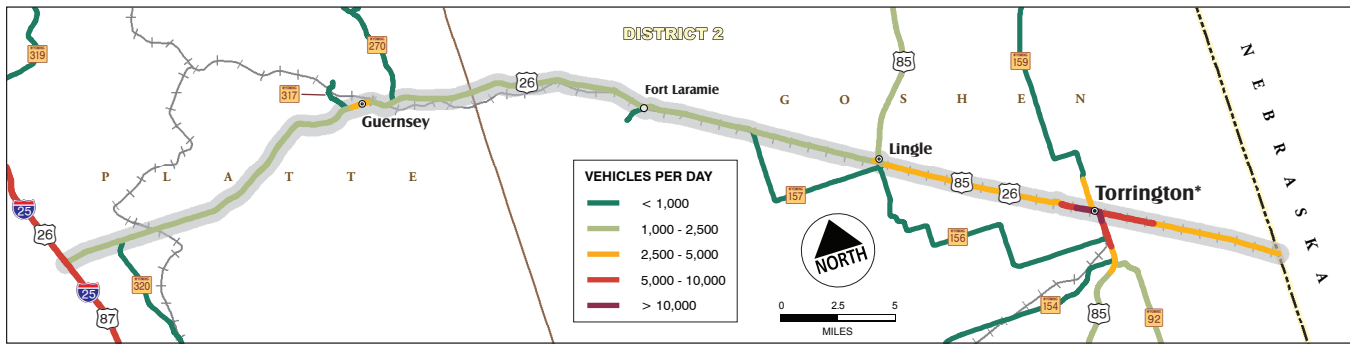
The following maps identify conditions on the corridor with respect to surface condition, total traffic, truck traffic, safety, and bridges. The data represent the most recent available, and are subject to change over time as projects are completed or other factors affect existing conditions. The system 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



Most of pavement conditions along SSC 16 are rated good/excellent.. Ninety-six percent of the corridor is rated good/excellent and four percent is rated fair.

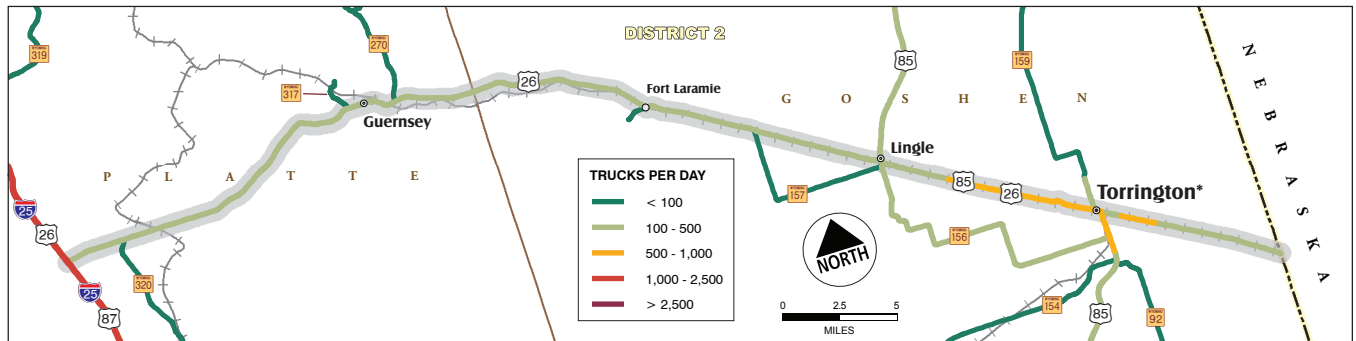
AVERAGE ANNUAL DAILY TRAFFIC (AADT)



Most of SSC 16 from I-25 to the Nebraska state line averages less than 5,000 vehicles per day (vpd). US 26, from I-25 to US 85, averages 1,000 to 2,500 vpd with a short segment west of WYO 270 averaging 2,500 to 5,000 vpd. From US 85 to the Nebraska state line, US 26 averages 2,500 to 5,000 vpd increasing to 5,000 to 10,000 vpd for a short segment entering and exiting Torrington.

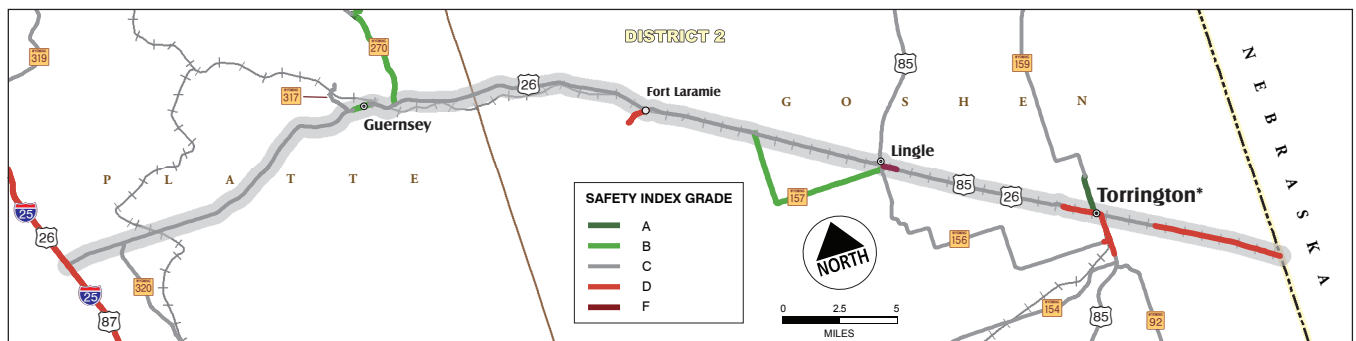


AVERAGE ANNUAL DAILY TRUCK TRAFFIC (AADTT)



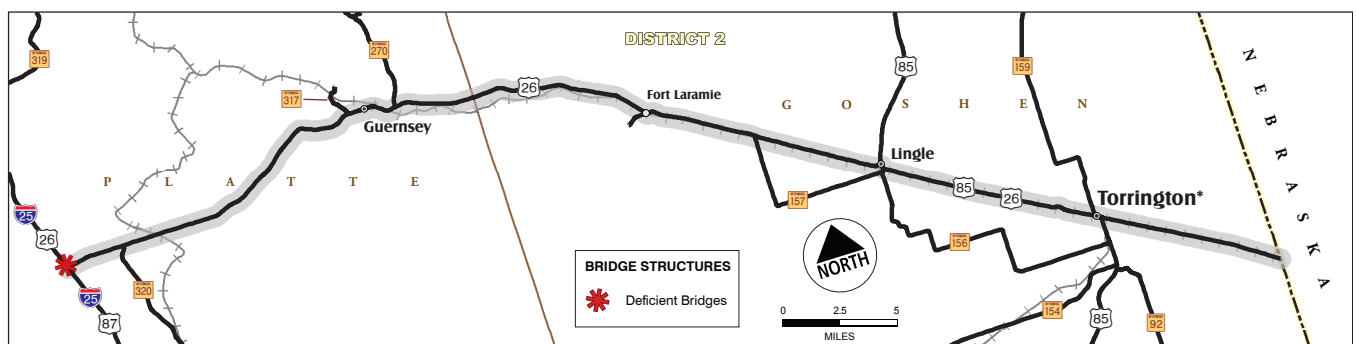
From I-25 to the Nebraska state line, 86 percent of SSC 16 averages 100 to 500 trucks per day. A short 8-mile section near Torrington averages 500 to 1,000 trucks per day.

SAFETY INDEX



SSC 16 shows a below average Safety Index grade of D on 14 percent (eight miles) of the total length of the corridor.

DEFICIENT BRIDGES



There are no deficient bridges along SSC 16. All deficient bridges visible in the map window are displayed, regardless of designation as SSC, Regional, or Local Routes.

REGIONAL REFERENCE INFORMATION

REGIONAL ROUTES

No regional routes connect to SSC 16; however, SSC 15 (US 85) connects west of Torrington and is an important part of the SSC 16 travelshed.

URBAN AREAS

Torrington is the only urban area along SSC 16. It has a population of approximately 5,500. Urban areas are discussed in detail in the Urban Corridors section later in the document.

LOCAL ROUTES

LOCAL ROUTE	COUNTY	FROM	TO
WYO 156	Goshen	US 85	US 85/26
WYO 157	Goshen	WYO 156	US 26
WYO 159	Goshen	US 85/26	CR 18
WYO 160	Goshen	S. Guernsey Rd	US 26
WYO 270	Platte/ Niobrara	US 26	US 18/20
WYO 317	Platte	US 26	WYO 270
WYO 318	Platte	WYO 270	Sunrise
WYO 320	Platte	I-25 Bus./US 87 Bus.	US 26

Source: Official State Highway Map of Wyoming

INTERMODAL FACILITIES

Intercity Bus Routes

None

Class 1 Railroads

A BNSF Railway Company Class I railroad runs parallel to SSC 16 eastward into Nebraska.

Public Transportation Agencies

PROVIDER AGENCY NAME	LOCATION	TYPE OF SERVICE	SIZE OF FLEET	ANNUAL PASSENGER TRIPS FY08
Goshen County Senior Friendship Center	Torrington	Non-Profit - Demand Response	6 Vehicles	46,806
Diversified Services	Torrington	Non-Profit - Demand Response	13 Vehicles	35,832

Source: WYDOT



DEMOGRAPHIC CHARACTERISTICS

SSC 16 passes through Goshen and Platte Counties. Both counties have lost population between 2000 and 2008. Goshen County has lost 3.7 percent and Platte County has lost 5.8 percent. Small populations can be dramatically impacted by small numerical changes.

The major employment in both Platte and Goshen Counties is in the Education & Health fields, comprising 21 percent and 26 percent respectively. Transportation & Utilities employment accounts for 14 percent of the workforce in Platte County. In both counties, Agriculture accounts for 12 percent of employment. Arts & Recreation as well as Retail are important economic factors in both counties. See Appendix B for more details about employment by county.

POPULATION: 2000-2008					
COUNTY	CITY	2000	2008	% GROWTH	% STATE TOTAL (2008)
Goshen County		12,538	12,072	-3.7	2.3
	Fort Laramie	243	228	-6.2	
	La Grange	332	326	-1.8	
	Lingle	510	484	-5.1	
	Torrington	5,776	5,514	-4.5	
	Yoder	169	159	-5.9	
Platte County		8,807	8,294	-5.8	1.6
	Chugwater	244	221	-9.4	
	Glendo	229	215	-6.1	
	Guernsey	1,147	1,072	-6.5	
	Hartville	76	70	-7.9	
	Wheatland	3,548	3,298	-7.2	

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

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)
Torrington Municipal Airport (Torrington)	GA	NPIAS	Intermediate	Intermediate	4,431	27	N/A
Camp Guernsey Army Airfield (Camp Guernsey)		Non- NPIAS	Intermediate	Intermediate	3,900	6	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