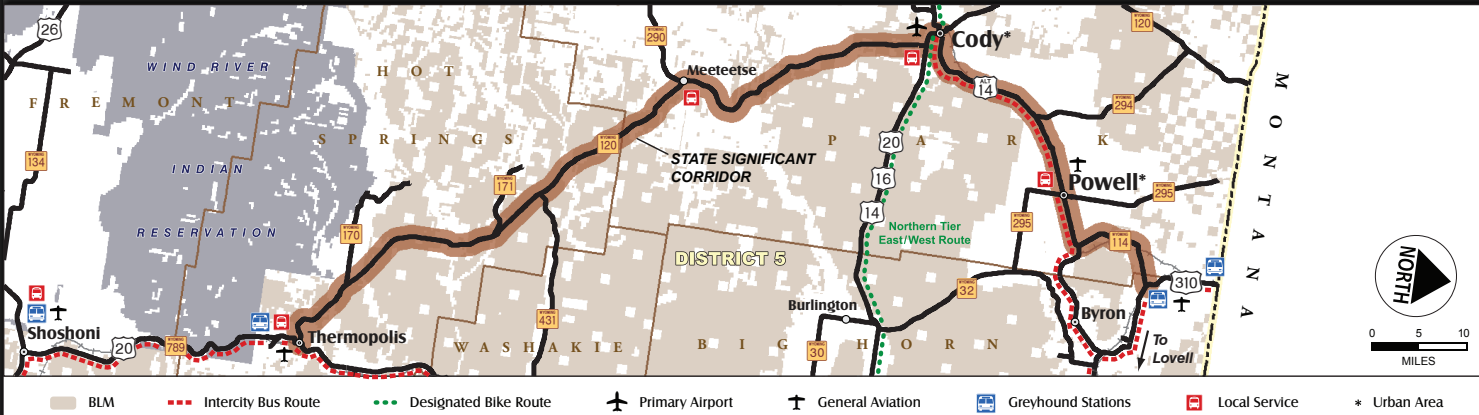




Old wagons and buildings in Cody



GOALS	CORRIDOR CHARACTERISTICS	
Economic Sustainability	Hot Springs State Park in Thermopolis is major tourist attraction	Tourism/travel/recreation important economically
Safety		
Congestion	Connects agricultural communities	Wildlife/vehicle crashes are problematic throughout
Public Transportation		
Aviation		

PRIMARY INVESTMENT TYPE: SYSTEM PRESERVATION

The primary investment need on this corridor is to preserve the existing system, especially roadway surface conditions. While relatively high AADT is observed on the section between Cody and Powell, current capacity will remain sufficient for the foreseeable future. Mobility improvements for public transportation to enhance shorter distance intercity travel, especially for work trips and services, could help reduce roadway demand.

CORRIDOR CHARACTERISTICS

Corridor Description

State Significant Corridor (SSC) 7 is 124 miles long. It follows WYO 120 northwest from Thermopolis to Cody and then US 14A northeast from Cody and WYO 114 to its intersection with US 310. SSC 7 goes through the counties of Hot Springs, Park, and Big Horn, all located in the north central part of Wyoming.

WYO 120 begins in Thermopolis at the US 20/WYO 789 intersection. Thermopolis is a small western town with a population of approximately 3,200 people. Thermopolis is renowned for its World's Largest Mineral Hot Spring and beautiful surroundings. Largely a tourism based economy, oil and gas, farming, ranching, recreation and health care help supplement the economy of Thermopolis.

Heading northwest from Thermopolis, SSC 7 traverses the high plains of Wyoming before entering Park County. Just north of the Park County line, WYO 120 serves the town of Meeteetse. Meeteetse provides various summer and winter recreational activities and provides convenient access to Cody (30 miles) and to the east entrance of Yellowstone National Park (80 miles).

SSC 7 continues north until intersecting and joining US 14/US 16/US 20, known locally as Greybull Highway, and briefly heads west until entering the city of Cody. Cody is considered the preferred Gateway to Yellowstone National Park and prides itself on being a small western town where real cowboys still herd cattle but technology connects them to the global community. The economy in Cody is a mix of energy, agriculture, tourism and manufacturing.

Leaving Cody, WYO 120 heads northwest and SSC 7 heads northeast on US 14A, through the city of Powell and WYO 114 to its intersection with SSC 8 and US 310.



Environmental Context

SSC 7 begins in the town of Thermopolis, which is home to the World's Largest Mineral Hot Springs. Located in Hot Springs State Park just west of WYO 120, more than 8,000 gallons flow per day at a constant temperature of 135 degrees Fahrenheit. The Wyoming Dinosaur Center is also located in Thermopolis and includes over 60 identified dinosaur dig sites in a 500-acre area. The Center is a world-class museum with working dig sites.

North of Thermopolis, SSC 7 crosses Mud Creek, Owl Creek, Cottonwood Creek, and Gooseberry Creek, all tributaries to the Big Horn River. Closer to Meeteetse, WYO 120 crosses the Greybull River, a high-quality aquatic habitat. Invasive species are a concern throughout the basin.

The last known wild population of black-footed ferrets in the U.S. was discovered near Meeteetse in 1981. All black-footed ferrets today are descended from these animals.

WYO 120 passes to the north through Cody, which is discussed in more detail in SSC 6.

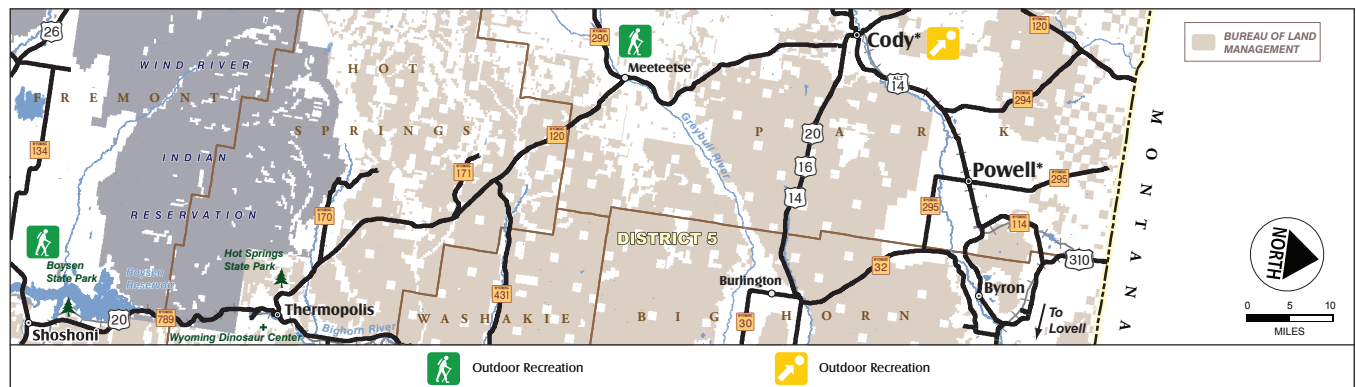
SSC 7 continues northeast on US 14A by Heart Mountain. North of Lovell, the Bureau of Land Management oversees the Pryor Mountain Wild Horse Range, home to approximately 120 wild horses, descended from the original Spanish Mustangs.

Big Horn Canyon National Recreation Area, including Big Horn Lake, is west of Lovell and discussed in detail in SSC 8.

Corridor Interests:

- Scenic Byway
- Cultural, Paleontological, and Historic Resources
- Visual Resources
- Recreation Management
- Travel Management
- Wildlife Connectivity, Habitat Fragmentation
- Threatened and Endangered Species

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

- Agricultural traffic – sugar beet industry
- Mineral production – bentonite/gypsum
- Hot Springs State Park – Thermopolis
- Other tourism destinations – Cody

- ↪ Vehicle/wildlife conflicts are a key issue, especially large animals, such as deer, that can cause serious crashes not only in collisions with the wildlife, but also when vehicles try to avoid hitting them and hit other objects or overturn.
- ↪ High numbers of traffic crashes north of Cody to Powell have been a concern in the past. This is currently being addressed with a series of major widening projects that should alleviate the problem. Similar safety issues exist on WYO 170 and WYO 290.
- ↪ Agricultural equipment and trucks use WYO 120 and US 14A as an integral part of their operations. These vehicles use general travel lanes, but often at very slow speeds, sometimes affecting other traffic. Many property owners require field access from highways.



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. Supporting the agricultural economy and improving safety emerged as key goals for the corridor.

GOALS	STRATEGIES
Support farm to market economic sustainability	Auxiliary lanes if warranted (passing, turn, accel/decel)
Reduce fatalities, injuries, and property damage crash rate	Safety - general improvements
Reduce traffic congestion and improve traffic flow	Access management
	TDM strategies in major traffic generators
Improve public transportation opportunities	Intercity bus
	Local transit services/operations
Ensure airport facility meets existing and projected demands	Passenger air service

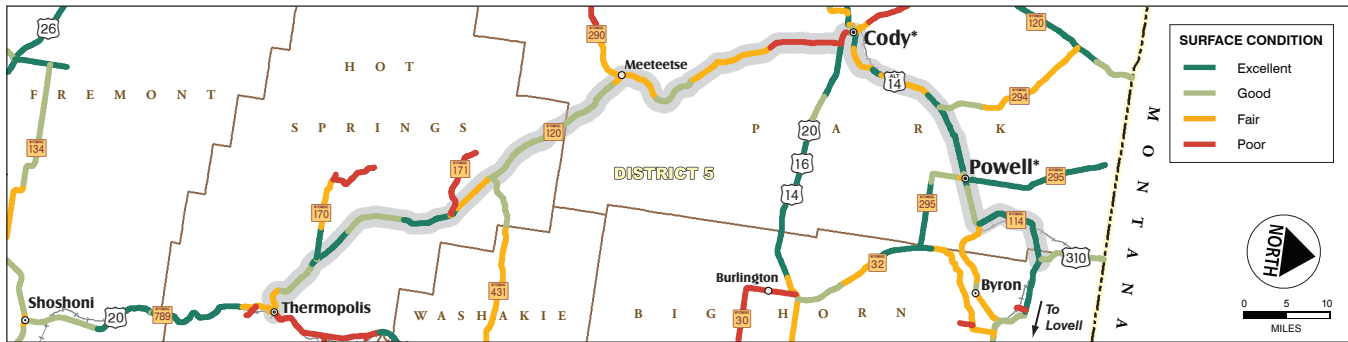
Primary Investment Type

SYSTEM PRESERVATION – The primary investment need on this corridor is to preserve the existing system, especially roadway surface conditions. While relatively high AADT is observed on the section between Cody and Lovell, current capacity will remain sufficient for the foreseeable future. Mobility improvements for public transportation to enhance shorter distance intercity travel, especially for work trips and services, could help reduce roadway demand.

Roadway Characteristics

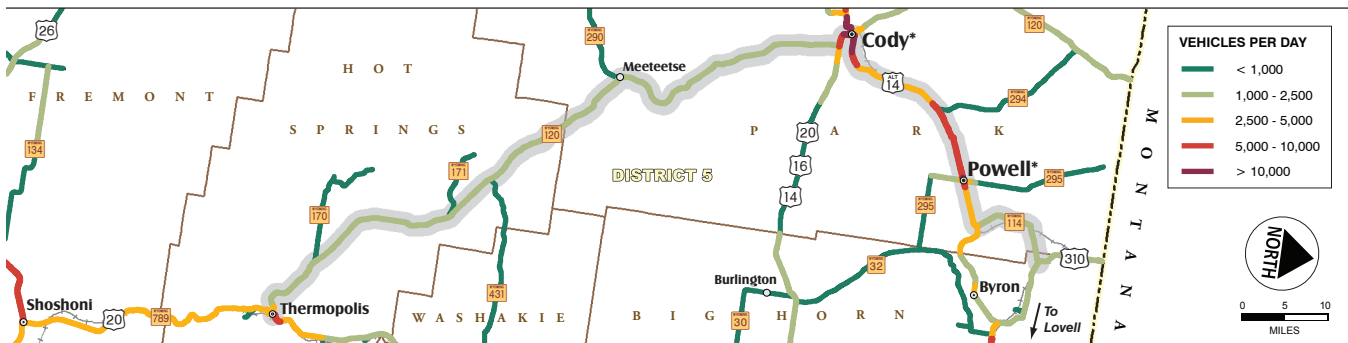
The following maps identify conditions on the corridor with respect to surface condition, total traffic, truck traffic, safety, and bridges. The data represent the most recent available and are subject to change over time as projects are completed or other factors affect existing conditions. The system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



WY 120 is rated mostly good/excellent surface conditions from Thermopolis to Meeteetse. From Meeteetse to Cody, WY 120 is mostly rated fair to poor. From Cody to Powell along US 14A the surface conditions are mostly rated excellent, with intermittent areas where the surface conditions are rated fair. From Powell northeast to the junction with US 310 the surface conditions are rated mostly fair.

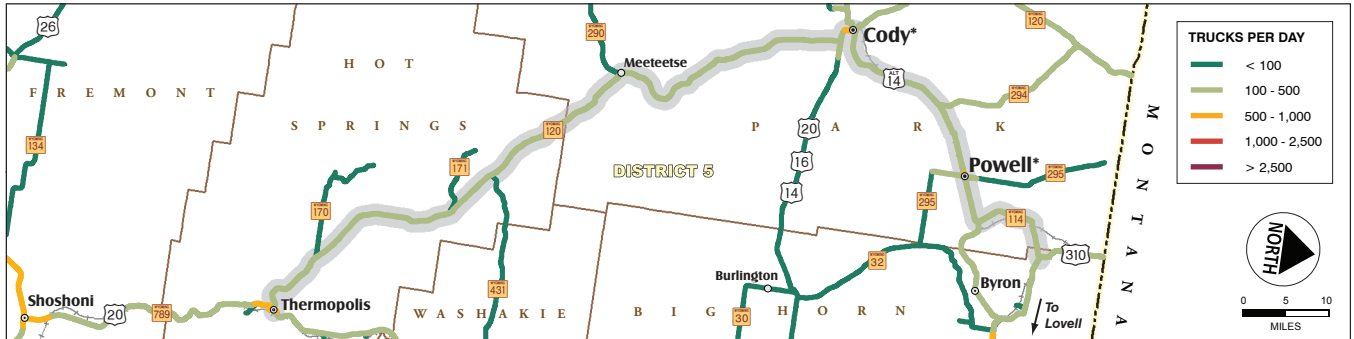
AVERAGE ANNUAL DAILY TRAFFIC (AADT)



The majority of SSC 7, from Thermopolis to Cody along WYO 120, averages 1,000 to 2,500 vehicles per day (vpd). Just northeast of Cody, along US 14A, the AADT increases to 2,500 to 5,000 vpd and then 5,000 to 10,000 vpd from just southwest of WYO 294 to Powell. From Powell to the junction with US 310, US 14A carries less than 5,000 vpd.

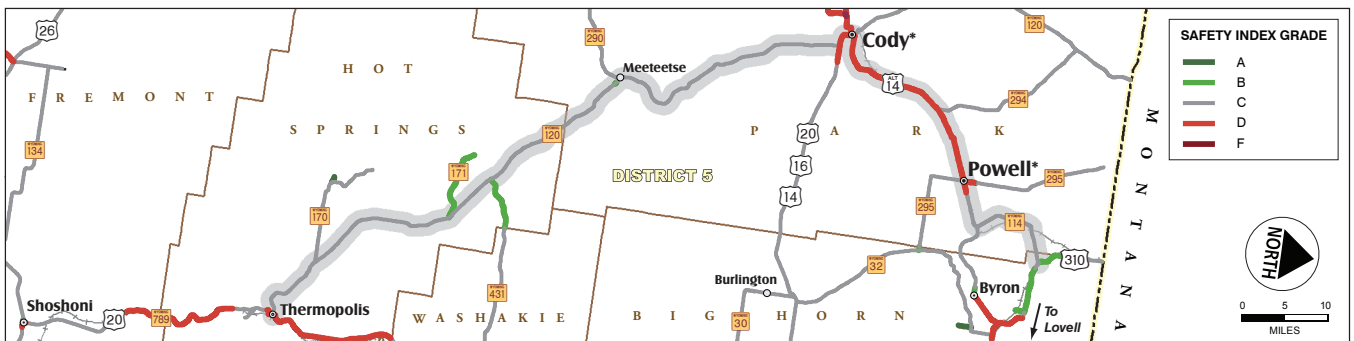


AVERAGE ANNUAL DAILY TRUCK TRAFFIC (AADTT)



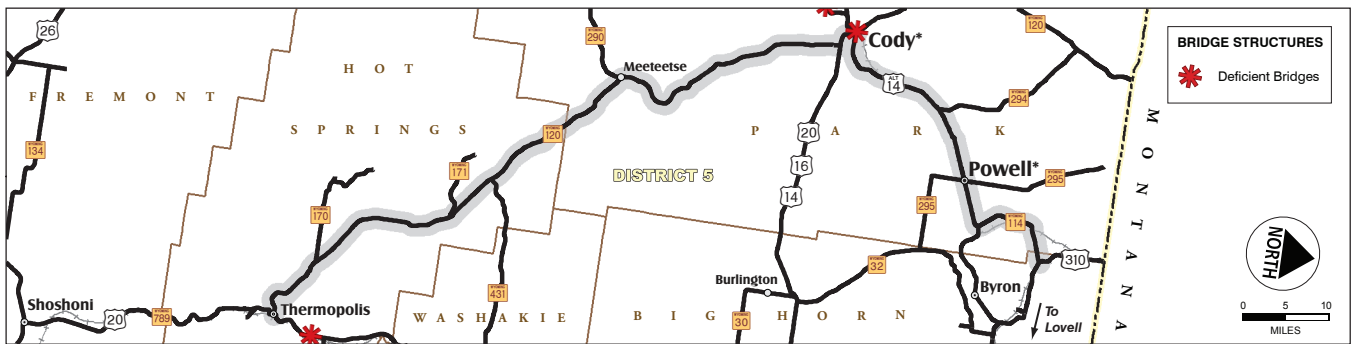
The majority of SSC 7, from Thermopolls to Cody along WY 120, averages approximately 100 to 500 trucks per day. Just north of Cody, WY 120 becomes US 14A and continues northeast through Powell and on to its intersection with US 310. The number of trucks on this stretch is 100 to 500 vpd.

SAFETY INDEX



The section of US 14A from Cody to Powell, approximately 25 percent of the total corridor length, has a below average Safety Index grade of D.

DEFICIENT BRIDGES



There are no deficient bridges directly on SSC 7; however, two bridges near Cody and Thermopolls have been included in the Corridor Vision for SSC 6. All deficient bridges visible in the map window are displayed, regardless of designation as SSC, Regional, or Local Routes.

REGIONAL REFERENCE INFORMATION

REGIONAL ROUTES

None

URBAN AREAS

Cody and Powell are the only Urban Areas along SSC 7. They have populations of approximately 9,300 and 5,500 people respectively. These urban areas are discussed in detail in the Urban Corridors section later in the document.

LOCAL ROUTES

LOCAL ROUTE	COUNTY	FROM	TO
WYO114	Park / Big Horn	US 14	WYO 789
WYO 170	Hot Springs	WYO 120	WYO 120 (Northwest)
WYO 171	Hot Springs	WYO 120	Grass Creek
WYO 290	Park	WYO 120	Southwest to Rd 5Xe
WYO 294	Park	US 14A	WYO 120
WYO 295	Park	WYO 32	North to Elk Basin
WYO 431	Hot Springs/Washakie	WYO 120	US 20/WYO 789

Source: Official State Highway Map of Wyoming

INTERMODAL FACILITIES

Intercity Bus Routes

Intercity bus service is available on US 14A between Cody and Lovell.

Class 1 Railroads

The BNSF Railway Company operates a Class 1 rail line runs in the corridor from Cody to Garland.

Public Transportation Agencies

PROVIDER AGENCY NAME	LOCATION	TYPE OF SERVICE	SIZE OF FLEET	ANNUAL PASSENGER TRIPS FY08
NOWCAP Foster Grandparents Program	Thermopolis	Non-Profit - Demand Response	2 Vehicle	10,737
Hot Springs County Senior Citizens Center	Thermopolis	Non-Profit - Demand Response	3 Vehicles	15,385
Meeteetse Recreation District	Meeteetse	Non-Profit - Demand Response	3 Vehicles	1,658
City of Cody	Cody	Public; Seasonal Shuttle Service (June 1 - September 30)	1 Vehicle	2,569
Cody Council on Aging	Cody	Non-Profit - Demand Response	4 Vehicles	12,192
Powell Senior Center	Powell	Private; Fixed Route Intercity Bus	N/A	N/A
North Big Horn Senior Citizens	Lovell	Non-Profit - Demand Response	4 Vehicles	12,698
Arrow/Black Hills Stage Line	Billings, MT to Denver, CO through Lovell	Private; Fixed Route Intercity Bus	N/A	N/A

Source: WYDOT



DEMOGRAPHIC CHARACTERISTICS

SSC 7 travels through three counties: Hot Springs, Park, and Big Horn. The county with the fastest growth rate was Park County with 6.9 percent growth between 2000 and 2008. Park County includes Cody, which had a population of approximately 9,300 in 2008, saw a 4.7 percent growth rate from 2000. Meeteetse, located south of Cody along WYO 120 in Park County, had a 2.6 percent decrease in population for the same time period.

Big Horn County and Hot Springs County also decreased in population between 2000 and 2008. Two towns, Thermopolis and Lovell, experienced a similar trend, decreasing between three and six percent.

Education & Health jobs account for the highest category of employment for all three counties. In Hot Springs and Park County, the next major employment areas are in Arts & Recreation followed by Retail. In Big Horn County, Agriculture accounts for 11 percent of employment, making it the largest agricultural county in the corridor. See Appendix B for more details about employment by county.

POPULATION: 2000-2008					
COUNTY	CITY	2000	2008	% GROWTH	% STATE TOTAL (2008)
Big Horn County		11,461	11,322	-1.2	2.1
	Basin	1,238	1,243	-0.2	
	Burlington	250	253	1.2	
	Byron	557	557	0.0	
	Cowley	560	614	9.6	
	Deaver	177	177	0.0	
	Frannie (pt.)	180	179	-0.6	
	Greybull	1,815	1,739	-4.2	
	Lovell	2,281	2,276	-3.6	
	Manderson	104	100	-3.8	
Hot Springs County		4,882	4,622	-5.3	0.9
	East Thermopolis	274	264	-3.6	
	Kirby	57	55	-3.5	
	Thermopolis	3,172	2,971	-6.3	
Park County		25,786	27,574	6.9	5.2
	Cody	8,835	9,309	4.7	
	Frannie (pt.)	29	29	0.0	
	Meeteetse	351	342	-2.6	
	Powell	5,373	5,524	2.4	

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)
Yellowstone Regional Airport (Cody)	P - N	NPIAS	Commercial	Commercial	38,285	57	51,841
Powell Municipal Airport (Powell)	GA	NPIAS	Intermediate	Intermediate	3,130	17	N/A
Hot Springs County- Thermopolis Airport (Thermopolis)	GA	NPIAS	Local	Local	2,580	8	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