

## **TRANSPORTATION COMMISSION OF WYOMING**

The Transportation Commission of Wyoming met in the Garden Ballroom at the Hilton Garden Inn, 2229 Grand Avenue, in Laramie, on December 6, 2012. The meeting was convened at 1:30 p.m. by Chairman Latta. The following members were present constituting a quorum:

Jim Latta, Chairman, Pinedale  
Ted Ertman, Vice Chairman, Newcastle  
Cactus Covello, Jr., Commissioner, Torrington  
Clair Anderson, Commissioner, Riverton  
K. John Dooley, Commissioner, Laramie  
Bruce McCormack, Commissioner, Cody  
John F. Cox, Director  
Sandra J. Scott, Commission Secretary

Also present at and participating in the meeting were: Delbert McOmie, Chief Engineer; Gregg Fredrick, Assistant Chief Engineer of Engineering and Planning; Ken Shultz, Assistant Chief Engineer of Operations; Tom Loftin, Support Services Administrator; Colonel John Butler, Highway Patrol Administrator; Dennis Byrne, Aeronautics Administrator; Jackson Engels, Assistant Attorney General; Kevin Hibbard, Budget Officer; Doug McGee, Public Affairs Manager; and Joe Dailey, Division Administrator, Federal Highway Administration.

Others present: Sean Johnson, Territory Manager, and John Walsh, Wyoming Sales Manager, Honnen Equipment Co., of Casper, Wyoming; WYDOT District Engineers Pat Persson of Laramie, Lowell Fleenor of Casper, John Eddins of Rock Springs, Mark Gillett of Sheridan, Shelby Carlson of Basin; and District Construction Engineer Tom DeHoff of Laramie.

Commissioner Milt Coulter, of Gillette, was absent.

1. Pledge of Allegiance: Chairman Latta led the attendees in the Pledge of Allegiance.
2. Approval of Minutes: It was recommended by Secretary Scott, moved by Commissioner Covello, seconded by Commissioner McCormack, and carried to approve the minutes from the November 15, 2012, breakfast meeting, regular business meeting, and one-on-one meeting with Delbert McOmie.
3. Director Cox indicated that he did not have anything to present under the Director's report this month.
4. Mr. Hibbard advised that the December and January budget reports will be combined and presented at the January 17, 2013, Commission meeting.
5. Mr. Shultz presented the Operations report.

It was recommended by Mr. Shultz, moved by Commissioner Covello, seconded by Commissioner Anderson, and carried to approve purchase for bid number 13-031 to furnish 868 each, LED pedestrian lenses, for use in Rock Springs, Casper, Sheridan, and Basin. The bid was awarded to Leotek Electronics USA Corp., of Milpitas, California, for the sum of \$80,290.00.

It was recommended by Mr. Shultz, moved by Commissioner Dooley, seconded by Commissioner Covello, and carried to approve purchase for bid number 13-038 to furnish one each, new, current model, Class 8, conventional cab, tandem tractor, for delivery in Cheyenne. The bid was awarded to CMI-TECO, of Mills, Wyoming, for the sum of \$93,053.98.

It was recommended by Mr. Shultz, moved by Commissioner Dooley, seconded by Commissioner Covello, and carried to approve purchase for bid number 13-039 to furnish two each, new, current model, truck-mounted, rural striping units, to be delivered to the dealer. The bid was awarded to EZ-Liner Industries, of Orange City, Iowa, for the sum of \$497,900.00.

It was recommended by Mr. Shultz, moved by Commissioner Anderson, seconded by Commissioner McCormack, and carried to approve purchase for bid number 13-040 to furnish two each, new, current model, Class 8 cab and chassis for striper mount, for delivery in Laramie and Torrington. The bid was awarded to CMI-TECO, of Mills, Wyoming, for the sum of \$194,872.00.

It was recommended by Mr. Shultz, moved by Commissioner Covello, seconded by Commissioner Dooley, and carried to approve purchase for bid number 13-041 to furnish 27 each, new, current model, articulated wheel loaders, for delivery in Rock Springs, Sundance, Lander, Buffalo, Cheyenne, Casper, Laramie, and Thermopolis. The bid was awarded to Honnen Equipment, of Mills, Wyoming, for the sum of \$3,164,508.00.

It was recommended by Mr. Shultz, moved by Commissioner Anderson, seconded by Vice Chairman Ertman, and carried to approve purchase for bid number 13-044 to furnish 750,000 each, 2013 Wyoming State Highway Maps, for distribution by the Public Affairs Program. The bid was awarded to Digital Rio, Inc., of Marietta, Georgia, for the sum of \$73,200.00.

It was recommended by Mr. Shultz, moved by Vice Chairman Ertman, seconded by Commissioner Covello, and carried to approve purchase for Requisition Number 0000028478 to furnish Joma ABlackcat@ snow plow blades, for use by the Maintenance Program. The contract was awarded to Snowplow Technologies, LLC, of Cleveland, Ohio, for the sum of \$64,180.97.

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

The district engineers provided the annual state-of-the-district reports.

District 3: Mr. Eddins began by explaining the District 3 staffing and recruitment situation. The district currently has 60 construction positions with only 2 vacancies, both of which are

engineering positions. The maintenance crews currently have 3 vacancies of 84 total positions within the district. The traffic and shop crews are fully staffed at this time.

About \$76 million in construction projects were finalized between December 31, 2011, and December 6, 2012, which came in about 5.3 percent below the original contracted amount. Fuel adjustments on two of the district construction projects contributed substantially to the savings.

The district successfully finished several projects this year. An 8-mile section of US 30 was milled and replaced with a concrete overlay. A wildlife connectivity project was also done on US 191 north between Pinedale and The Rim. Two wildlife overpasses, six underpasses, and eight foot deer fencing was installed along both sides of the highway. The project was finished in time for the fall wildlife movement and usage is being monitored. Thousands of antelope have used the crossings within the first few months of implementation. The underpasses were built using National Highway System federal funds at a cost of about \$9.7 million. The project will save the public about \$800,000 per year by eliminating crashes and saving wildlife, and thereby paying for itself in about 12 to 15 years. The 2007 wildlife underpass project has also reduced crashes on US 30, through Nugget Canyon, by about 80 percent. Mr. Eddins noted that there are very few things that the Department can do on a highway to generate an 80 percent crash reduction, as these wildlife underpasses and overpasses have done.

Another successful project so far in District 3 has been the reconstruction of a 10-mile stretch of I-80 between Wamsutter and Point of Rocks. The contractor has been diligently working to finish the project ahead of schedule, with some minor paving and cleanup to be accomplished next spring.

The district has been working hard to bring all of its salt/sand storage sites up to comply with Department of Environmental Quality (DEQ) standards. Virtually all of its storage sites, except the Jackson site, will be brought to standard by the end of FY 2013. A salt brine plant has now been established in Cokeville, making it the third available salt brine station within the district. Mr. Eddins hopes to have enough history data by next year to calculate an accurate cost savings of salt/brine usage.

The district's urban and rural striping crews have worked hard to stripe all of its roads. Epoxy lane line striping jobs have been done, which last longer and tend to be more visible for motorists.

District 4: Mr. Gillett stated that District 4 let 28 highway construction projects in FY 2012 totaling \$73 million, of which \$52 million was federal, and \$21 million was state and other funds. The district completed \$2.5 million in emergency repair projects, which was primarily from the slides that occurred in 2011. The largest project let in District 4 was the Powder River West Section on I-90, at \$22.5 million. In addition to the highway projects, 15 local government projects were also let to contract, totaling more than \$9 million.

Only one small landslide occurred in District 4 in FY 2012, west of Sundance on I-90. The district experienced an employee shortage with 45 construction employees, including the five resident engineers, or only 1.5 employees per construction project. Fortunately, some maintenance personnel were able to assist with contract administration throughout the construction season.

District 4 maintenance forces had a very moderate winter last year, which resulted in a significant budget under-run. Unusually hot, dry weather contributed to several significant wildfires. The most notable was the Oil Creek fire along US 16, west of Newcastle. District personnel assisted in evacuating citizens from the town of Osage and the surrounding area by providing traffic control and daily updates to the Office of Homeland Security and other officials.

Maintenance personnel placed more than 38,000 tons of plant mix surfacing, of which 11,000 tons of surfacing material was able to be purchased because of the savings in the snow maintenance budget.

District 4 completed the installation of a brine-making facility in Sundance in FY 2012. There are now three such facilities throughout the district. Three salt/sand storage buildings are being constructed at Burgess Junction, Pole Creek, and Hulett. A third of four Department-owned houses has been constructed at the Burgess Junction Maintenance Camp, and the fourth house is in progress.

The district faces a challenge of identifying corroded and failing culverts. Maintenance forces have begun the process of installing culvert linings, particularly along the 50-year-old Interstate highway system, to repair the structures. The district has also experienced a loss of manpower to work in the field. The implementation of the traffic control procedures for road work operations and the time that is needed for data entry have strained maintenance forces' ability to accomplish the field work.

District traffic forces used more than 79,000 gallons of traffic striping paint, the sign crew maintained more than 10,000 signs throughout the district, and two electrical technicians maintained more than 1,400 electrical devices in FY 2012.

The traffic program has inventoried virtually all highway accesses district-wide, with the exception of two road sections near Buffalo that will be finished by the end of the year. District 4 had only 1,400 permits for access on file, but the actual inventory resulted in more than 7,700 accesses in the district so far.

Traffic crews experienced an inordinate amount of turnover, particularly on the two striping crews. The mechanic shop had an uneventful year because of a very light winter, which allowed personnel to complete the necessary annual inspections and implement a pre-season inspection program for the district's seasonal equipment.

Retirements are impacting district staffing more than ever before. Mr. Gillett anticipates that this will become a trend, as 52 percent of District 4 employees are over 50 years of age. More than one-third of its employees have less than five years of experience. Retirements over the next 10 years will create a significant void in the experience needed to continue operations. Recruiting has also become more difficult in Reno Junction, Gillette, and Hulett because of better paying jobs in the energy industry.

District 5: District maintenance forces experienced a light winter last year. Salt/sand storage buildings have been constructed at Togwotee Pass, Basin, Thermopolis, Meeteetse, and Russell Creek, and construction of salt/sand facilities is ongoing at South Pass, Riverton, Ten Sleep, Cody, and Waltman. Future salt/sand facilities are planned for Shoshoni, Dubois, and Lovell. Riverton has the heaviest salt-brine usage. The light winter of 2011 has afforded the installation of a new brine plant and salt building there to improve response time and reduce operation costs.

The northern part of District 5 has experienced an increase in culvert failures. Maintenance forces have slip-lined some culverts over the last two years, which is cost effective, fast and, in most cases, does not require road closures. An assessment is ongoing to determine how many culverts may need rehabilitation. The Department's move from a highway improvement program to a pavement preservation program lends itself to doing more culvert slip-lining in the future to maintain Wyoming's infrastructure.

During the 2012 construction season, District 5 managed 35 construction projects for a total of \$57.6 million, of which \$9.6 million was to repair landslides and flooding issues that occurred during the summers of 2010 and 2011.

Major work was completed on the Togwotee Trail to Yellowstone with the paving of the Rosie's Ridge section in September. A ribbon cutting was held on October 16, 2012, to celebrate its completion. Two projects, a wetland mitigation and a landslide mitigation project at the Quarantine Slide, will be done next summer. A skeleton crew remains in Dubois to manage and to finalize these projects next summer. WYDOT is preparing to sell one of its temporary houses that was purchased for use by WYDOT workers while the Togwotee project was underway, and one other may be considered for sale in the near future. The district is working with the Wind River Visitor's Council to transfer the use of the Togwotee Trail marketing campaign to the Visitor's Council. Under the agreement, WYDOT will retain ownership of the brand and the logo, but the Wind River Visitor's Council will be able to use the campaign to promote tourism.

Chip seal projects were very challenging in 2012, probably as a result of a slow-curing oil that was used, causing the gravel to not adhere to the roadway. Ms. Carlson has fielded many complaints from motorists about loose gravel on the roadway. Maintenance crews have worked to sweep up the loose gravel and signs have been installed to alert motorists to the problem and to reduce speed to avoid broken windshields.

The Wind River Reservation (WRR) was successful in acquiring an \$8.23 million Transportation Investment Generating Economic Recovery III grant to complete the remaining portion of the 17 Mile Road. The project is a joint effort between the Tribal Transportation, Bureau of Indian Affairs, Fremont County, Central Federal Lands Division of the FHWA, and WYDOT. Work is well underway on the \$18.9 million project. There were 2,700 landowners on the project, of which one has not yet signed a consent agreement. The tribes are actively building the new roadway, and ACE Engineering is working on the irrigation system and providing the necessary traffic control. The CFLD has been instrumental in developing a federal contract that allows more flexibility with conflicts caused by right-of-way acquisition and utility relocation.

The WRR Safety Campaign has focused on school bus safety and proper use of child safety restraints this year. Last year's campaign, "Buckle Up Tough Guy," was so well received that it is being carried to reservations nationwide by the Bureau of Indian Affairs. Ms. Carlson offered kudos to Mr. Cody Beers, the District 5 public relations specialist, for his hard work in developing the campaign.

The WRR has also started its work again on the Corridor Management Plan for the Wind River Canyon Scenic Byway. WYDOT remains actively engaged in the process.

Staffing has been stable, and most vacancies have come from employees being promoted throughout the year. District construction and maintenance personnel continue to cross train between district programs. Employees have voiced some discouragement, and they are feeling the effects of no pay increase in the last four years.

District 2: Mr. Fleenor advised that District 2 let about \$60 million in highway construction projects in FY 2012. About \$15 million in additional projects was delayed because of right-of-way, utility, and/or environmental issues that arose. Some projects are still underway, including the Casper West Belt Loop, the Casper South four-lane extension on WYO 220 to Rawlins, the Casper South slide project, US 85 realignment in Torrington, and work on the Douglas complex.

Salt/sand storage buildings have been constructed in Kaycee, Midwest, and Muddy Gap, and buildings in Glendo, Torrington, and Douglas are well underway. Storage buildings are planned for Chugwater, Guernsey, and Shirley Rim in FY 2013. Future buildings will include Casper and Lusk, and satellite stations at Pine Tree and Nimmo. Salt/brine facilities have been constructed at Casper and Midwest. Future facilities will be built at Wheatland, Chugwater, Torrington, and Douglas.

The 2012 fire season was difficult for district crews in Wheatland, Casper, Douglas, and Lusk.

The traffic program had a fairly routine year in 2012. Some signal upgrades were done in the Casper area, and another phase of upgrades will take place in 2013. The district has ordered a

new rural striper, which will arrive in 2013. The energy industry has impacted traffic on WYO 59 north of Douglas.

The equipment program has had a positive response from the operators about the heavy equipment buyback program that the Department has participated in over the past few years. The operators also look forward to upgrading to heavy duty, 8-yard trucks in the coming year.

Employees have expressed apprehension about the lack of compensation, the Performance Management Initiative evaluation process, pay for performance, and rumors of budget cuts. The maintenance program has experienced the most significant turnover within the district, with eight vacancies today, primarily because of the demand from the energy industry. It has been particularly difficult to recruit employees for the Shirley Rim and Muddy Gap areas. Mr. Fleenor voiced concern that approximately 60 percent of the District 2 employees have five years of service or less, which appears will be an accelerating trend with a number of retirements looming within the district.

District 1: Mr. Persson briefed the Commission on the district=s employment history. District 1 lost 20 of its employees in 2012, and four other employees transferred to other districts. The majority of the district=s turnover was in its maintenance section.

District 1 stresses the importance of traffic and safety among its employees. Management and leadership skills training for its current and future supervisors, and working relationships between employees and with its customers, contractors, and resource agencies are a top priority within the district.

Approximately \$58 million in State Transportation Improvement Program (STIP) funding was expended in District 1 during FY 2012. In FY 2013, the district=s funding will be reduced to \$45 million, and FY 2014 is projected to be \$38 million. Declining revenues will continue to impact highways and bridges, particularly the interstates. The roadway and bridges on I-80 are beginning to require more rehabilitation work, as they are now over 50 years old and have reached their expected life span. Urban roadways are also facing some very expensive rehabilitation work. Urban maintenance is also very expensive because of the American Disability Act (ADA) requirements that come with making minor modifications to a roadway.

The landslide that occurred on WYO 70 between Baggs and Encampment in May 2011 has been repaired. The slide required a detour, and about one mile of roadway was realigned on the project. The road is not paved yet, but it is open to traffic. Mr. Persson credited the U.S. Forest Service, local governments and school districts, Wyoming State Parks and Cultural Resources, and WYDOT=s Headquarters programs and the district for the project=s success.

On July 19, 2011, a flood occurred on WYO 130, Snowy Range Road, about 20 miles southeast of Saratoga, Wyoming. A van carrying a family was washed downstream in the flood, and the mother and three children died in the event. On July 24 an Acrow panel bridge was installed as a

temporary solution to opening the roadway. Mr. Persson credited WYDOT's maintenance crews for quick action in getting the road open to traffic. Engineering crews continued to work on a permanent design solution, and a contract was let in January 2012 for constructing a new bridge. The structure was complete in mid-April 2012 at a cost of about \$829,000. The U.S. Forest Service, Wyoming State Parks and Cultural Resources, local landowners, and WYDOT crews were instrumental in accomplishing this project in such an expeditious manner.

In 2009, about 4.2 miles of divided highway was constructed on U.S. Highway 287 south of Laramie near Tie Siding, at a cost of about \$10 million. A pavement overlay was done in 2011 on about 12 miles of roadway from Tie Siding northbound to Laramie at a cost of about \$3.9 million in 2011. A 5.8 mile, four-lane section is now being designed for the segment from Tie Siding to the Colorado state line. The project will be let in FY 2014 and is expected to cost about \$15 million. There are three other sections on U.S. Highway 287 south of Laramie that need work, but they are not in the STIP at this time because of the lack of funding. The combined estimated cost of those projects is about \$40 million.

One animal underpass and about 9 miles of game fence was installed north of Baggs, Wyoming, at a cost of about \$1 million. The project yielded about 6,000 animals using the underpass in the fall of 2011 and 6,000 in the spring of 2012. Another wildlife underpass was constructed in 2012 near Baggs. The Game and Fish, Federal Bureau of Land Management, and area landowners played a part in making this project come to fruition, with funding from WYDOT, the Wyoming Game and Fish Department, the Wyoming Landscape Conservation Initiative, and the Wyoming Wildlife and Natural Resource Trust Fund.

Fewer snowfall events occurred in 2012, but a minor snowstorm led to a crash involving eight vehicles on I-80 at Milepost 330. Another accident occurred about five miles west of Cheyenne on I-80 that involved multiple semi tractor-trailers. A review was conducted of the accident at Milepost 330, and it revealed that WYDOT is doing its part in trying to prevent crashes with its use of web cameras, variable speed limits, and overhead message signs. Blowing snow played a significant role in both of these crashes.

Several Industrial Road Program (IRP) projects were accomplished in 2012, including one north of Laramie that will involve a very large lime processing plant. The project includes future plans to provide rail access to the plant, which will have to cross U.S. Highway 30. WYDOT and Albany County have played a key role in building the project.

A new type of project has been brought to the district, fiber optic utilities to interstate rights-of-way. The project is proposed for construction in 2013 using grant funds. A Colorado-based company is also investigating the possibility of bringing fiber optic utilities into Cheyenne for potential use by National Center for Atmospheric Research (NCAR), and some other interest has been expressed to bring fiber optic capabilities east of Cheyenne to Hillsdale and Burns, and northbound from Cheyenne to Casper.

A major fire, the Squirrel Creek Fire, occurred about 30 miles southwest of Laramie near Woods Landing, requiring road closures on WYO 10 (Jelm Road) and WYO 230 to Woods Landing. The district worked closely with various law enforcement agencies to manage the closures and to provide traffic control and variable messages to keep travelers informed.

The NCAR held its grand opening in Cheyenne in the fall of 2012. Microsoft is also working to establish a data center in Cheyenne in 2013 that will bring about 40 jobs to the area.

Mr. Persson advised that Mountain Pine Beetle kill has decimated the forest areas throughout the district. The Department has spent about \$600,000 so far in District 1 to remove trees from the areas where they could fall onto the roadway. Future contracts will be needed as the forests continue to be affected by the Mountain Pine Beetle.

Significantly low snowfall in 2012 allowed the opening of WYO 230, Snowy Range Road, about two weeks earlier than usual. The road was opened on May 14, 2012, and was still not closed as of December 6, 2012, which may be the latest that it has ever remained opened.

A project to construct 1,000 wind turbines in Carbon County will begin in 2013 and will continue through 2017. The project will cost \$4 to \$6 billion and will be constructed on a 320,000 acre private ranch south of Rawlins, of which the project will consume about 2,000. A railway will be used to haul the majority of the necessary construction materials to the site. A much smaller wind turbine project will be constructed near Tie Siding, and another site will be developed on the Belvoir Ranch west of Cheyenne.

The Niobrara oil play project that was proposed in Laramie County in recent years has become very inactive.

According to a December 2, 2012, news release, a China-based company plans to build a coal-to-gasoline conversion plant near Medicine Bow in 2013. Carbon County provided \$245 million in bonds to fund the project. The state did not participate in funding the project. The project will require about 2,200 workers to construct the plant, and over 400 permanent jobs will be created for its operations. The project could pose some challenges for winter travel, roadway deterioration, and law enforcement.

7. Mr. Fredrick presented the Engineering and Planning report, beginning with the bid tabulations from the letting held December 5, 2012, in Laramie.

**COMMISSION DISTRICT 1**  
**Cactus Covello - Commissioner**

State project SCP-SL13-P561033, involving milling plant mix, placing crushed base and bituminous pavement surfacing, plant mix wearing course, sidewalk, curb and gutter, thermoplastic pavement markings, and miscellaneous work on 1.77 miles of US 30, beginning at

reference marker ‘RM) 363.47, between Big Horn Avenue and College Drive ‘East Lincolnway), in Laramie County.

Engineer=s Estimate	\$1,560,186.00	
<b>Simon Contractors and Subsidiaries, Cheyenne, WY</b>	<b>\$1,536,890.46</b>	<b>-1.5%</b>
Knife River, Cheyenne, WY	\$1,805,698.67	

It was recommended by Mr. Fredrick, moved by Commissioner Covello, seconded by Commissioner McCormack, and carried that **Simon Contractors and Subsidiaries, Cheyenne, Wyoming**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder.

**COMMISSION DISTRICTS 1 and 2**  
**Cactus Covello - Commissioner**  
**K. John Dooley - Commissioner**

Federal project AML13-PM-B131002, involving contract patching and miscellaneous work on 5.11 miles of various roads in Transportation District 1, including Albany and Laramie counties.

Engineer=s Estimate	\$1,835,184.50	
<b>Simon Contractors and Subsidiaries, Cheyenne, WY</b>	<b>\$1,834,362.25</b>	<b>0.0%</b>
Knife River, Cheyenne, WY	\$1,992,078.40	

It was recommended by Mr. Fredrick, moved by Commissioner Dooley, seconded by Commissioner Covello, and carried that **Simon Contractors and Subsidiaries, Cheyenne, Wyoming**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder.

**COMMISSION DISTRICT 2**  
**K. John Dooley - Commissioner**

State project SCP-SL13-N211056, involving grading, draining, milling plant mix, placing crushed base and bituminous pavement surfacing, chip seal, box culvert extensions, fencing, snow fence, and miscellaneous work on 10.34 miles of US 287, beginning at RM 12.55, between Rawlins and Muddy Gap ‘Bell Springs Section), in Carbon County.

Engineer=s Estimate	\$13,596,630.62	
<b>McMurry Ready-Mix Co., Casper, WY</b>	<b>\$11,887,848.72</b>	<b>-12.6%</b>
Oftedal Construction, Inc., Miles City, MT	\$13,541,699.25	
LeGrand Johnson Construction Co., Logan, UT	\$13,648,525.18	
Plus 5% for Comparison	\$14,330,951.44	
Simon Contractors and Subsidiaries, Cheyenne, WY	\$13,946,887.90	
McGarvin-Moberly Construction Company, Worland, WY	\$14,211,801.96	
W.W. Clyde & Co., Springville, UT	\$14,378,340.26	
Plus 5% for Comparison	\$15,097,257.27	
Mountain Construction Company, Lovell, WY	\$16,813,415.87	

It was recommended by Mr. Fredrick, moved by Commissioner Dooley, seconded by Commissioner Covello, and carried that **McMurry Ready-Mix Co., Casper, Wyoming**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder.

State project CMP-PM-SL13-B131019, involving concrete slab repair and miscellaneous work at various locations in Transportation District 1, in Albany and Carbon counties.

Engineer=s Estimate	\$411,950.00	
<b>B. Jackson Construction Group, West Jordan, UT</b>	<b>\$463,845.00</b>	<b>+12.6%</b>
Plus 5% for Comparison	\$487,037.25	
Simon Contractors and Subsidiaries, Cheyenne, WY	\$501,990.00	
A-Core Concrete Cutting, Inc., A-Core of Idaho, Inc., and A-Core of Boise, Inc., Murray, UT	\$502,573.00	
Plus 5% for Comparison	\$527,701.65	
S & S Builders, LLC, Gillette, WY	\$534,143.00	
Reiman Corp. and Subsidiary, Cheyenne, WY	\$563,640.00	
Multiple Concrete Enterprises, Inc., Ogden, UT	\$574,195.00	
Plus 5% for Comparison	\$602,904.75	
Noraa Concrete Construction Corporation, Keenesburg, CO	\$585,850.00	
Plus 5% for Comparison	\$615,142.50	

It was recommended by Mr. Fredrick, moved by Commissioner Dooley, seconded by Commissioner Covello, and carried that **B. Jackson Construction Group, West Jordan, Utah**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder.

**COMMISSION DISTRICTS 2 and 4**  
**K. John Dooley - Commissioner**  
**Milt Coulter - Commissioner**

Federal projects AML13-PO-B133023 and CMP-PO-SL13-B133010 combined, involving overlay and salt/sand pads, including grading, placing bituminous pavement surfacing, and miscellaneous work at various locations in Transportation District 3, including Lincoln, Sublette, Sweetwater, Teton and Uinta counties.

Engineer=s Estimate	\$2,676,803.00	
<b>HK Contractors, Inc., Idaho Falls, ID</b>	<b>\$2,732,883.88</b>	<b>+2.1%</b>
Mountain Construction Company, Lovell, WY	\$3,101,228.97	

It was recommended by Mr. Fredrick, moved by Commissioner Dooley, seconded by Commissioner Anderson, and carried that **HK Contractors, Inc., Idaho Falls, Idaho**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder.

**COMMISSION DISTRICT 5**  
**Bruce McCormack - Commissioner**

Federal project STP-DR50935, involving damage repair, including grading, fencing, and miscellaneous work on County Road 432 at RM 0.547, at Paintrock Creek, in Big Horn County.

Engineer=s Estimate	\$419,565.50	
<b>Habitat Construction, LLC, Rocky Ford, CO</b>	<b>\$371,569.54</b>	<b>-11.4%</b>
Patrick Construction, Inc., Lander, WY	\$386,772.58	
Wilson Bros. Construction, Inc., Cowley, WY	\$415,725.00	
Pab Good Trucking, LLC, Greybull, WY	\$539,325.00	
Oftedal Construction, Inc., Miles City, MT	\$599,800.00	

It was recommended by Mr. Fredrick, moved by Commissioner McCormack, seconded by Commissioner Anderson, and carried that **Habitat Construction, LLC, Rocky Ford, Colorado**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder, contingent upon concurrence from Big Horn County. The Federal Highway Administration concurred with this decision.

**COMMISSION DISTRICT 7**  
**Clair Anderson - Commissioner**

State project SCP-SL13-0711005, involving grading, chip sealing and hot plant mix leveling, and miscellaneous work on WYO 137, beginning at RM 3.03, for 2.99 miles near the town of Riverton, in Fremont County.

Engineer=s Estimate	\$1,391,343.74	
<b>Mountain Construction Company, Lovell, WY</b>	<b>\$1,339,057.20</b>	<b>-3.8%</b>
HK Contractors, Inc., Idaho Falls, ID	\$1,385,788.00	

Plus 5% for Comparison	\$1,455,077.40
McGarvin-Moberly Construction Company, Worland, WY	\$1,399,541.00
71 Construction, Casper, WY	\$1,844,720.00

It was recommended by Mr. Fredrick, moved by Commissioner Anderson, seconded by Commissioner Covello, and carried that **Mountain Construction Company, Lovell, Wyoming**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder.

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

### **COMMISSION DISTRICT 1**

#### Rural Principal Arterial

NH-PM 46.00 B141031; Laramie County; Highway District 1, US 85; reference markers 'RM) 46.00 to 56.64; chip seal; request federal preliminary engineering funds of \$14,218.00; Fiscal year 'FY) 2014; construction engineering and construction estimate is \$500,000

#### Rural Local

SPR 0.00 B132110; Platte County; Glendo State Park; new gravel road for new dump station; FY 2013; request Wyoming State Park funds \$175,000; project to be administered by the Wyoming State Parks

#### Urban Principal Arterial

IM-PM 365.00 B141032; Laramie County; I-80; RM 365.00 to 377.35; crack seal; request federal preliminary engineering funds of \$14,218.00; FY 2014; construction engineering and construction estimate is \$500,000

### **COMMISSION DISTRICT 3**

#### Rural Principal Arterial

SBWY 0.00 WY11001; Teton County; Jackson, Centennial Scenic Byway; RM 153.05 to 153.98; pedestrian and bicycle facilities; FY 2013; request federal construction funds of \$1,253,575; match/overmatch to be made by the Town of Jackson in the amount of \$1,292,191

### **COMMISSION DISTRICT 4**

#### Urban Principal Arterial

ROW 25.94 N601038; Sheridan County; Sheridan Streets, Coffeen Avenue, Woodland Park, LLC; advance right-of-way acquisition; FY 2013; request state funds of \$350,000

### **COMMISSION DISTRICT 6**

#### Rural Principal Arterial

ARSCT 0.00 N442A02; Weston County; crush and stockpile material; FY 2013; request preliminary engineering funds of \$2,715; request construction engineering and construction funds of \$274,215; to be reimbursed by Weston County

**COMMISSION DISTRICT 7**

Urban Major Collector

RHP 0.00 CN01069; Natrona County; Evansville, Curtis Street; circuitry upgrade; request move from FY 2014 to FY 2013; request federal preliminary engineering funds of \$1,000; request federal construction engineering and construction funds of \$201,000

**COMMISSION DISTRICT M (Miscellaneous)**

Rural Interstate

HSIP 0.00 B139108; Natrona, Sweetwater, and Uinta counties; I-25 and I-80, various locations; preformed tape markings; FY 2013; request federal preliminary engineering funds of \$7,500; request federal construction engineering and construction funds of \$875,000

Rural Principal Arterial

NH-PM 0.00 B143034; Lincoln, Sublette, Sweetwater, and Teton counties; Highway District 3, NHS locations; chip seal; request federal preliminary engineering funds of \$15,000; FY 2014; construction engineering and construction estimate is \$500,000

NH-PM 0.00 B144033; Campbell, Crook, Sheridan, and Weston counties; Highway District 4, NHS locations; chip seal; request federal preliminary engineering funds of \$30,000; FY 2014; construction engineering and construction estimate is \$1,000,000

NH-PM 0.00 B145030; Big Horn, Fremont, and Park counties; Highway District 5, NHS locations; crack seal; request federal preliminary engineering funds of \$14,787; FY 2014; construction engineering and construction estimate is \$520,000

Various

RHC 0.00 B139109; statewide railroad crossings; yield signs; FY 2013; request federal construction funds of \$20,000

9. Colonel Butler presented the Highway Patrol report.

The Fatal Crash Summary through November 30, 2012, includes 99 fatal crashes involving 110 deaths. The fatalities include 53 rollover crashes, 36 multi-car crashes, 4 fixed objects, 12 motorcycles and all-terrain vehicles, and 5 pedestrians. Of the 99 crashes that occurred so far this year, 24 involved commercial vehicles.

There have been 27 crashes to date deemed alcohol related that resulted in 29 deaths. Of those deaths, 19 were attributed to not using occupant restraints.

Of the 110 deaths that have occurred so far this year, 49 can be attributed to the non-use of occupant restraints, with 35 involving rollover crashes, 10 involving multi-car collisions, and 4 involving fixed objects. Of the 49 deaths that occurred from non-use of occupant restraints, 42 were Wyoming residents, and 7 were non-residents. Twelve of those who perished were under 20 years of age, and 6 of those fatalities were attributed to the failure to use proper occupant restraints.

Patrol-Investigated Crash Summary: The Patrol-Investigated Crash Summary reflects activity through October 31, 2012. The summary depicts 4,850 crashes statewide, of which 4,012 involved non-commercial vehicles, and 838 involved commercial vehicles.

Patrol Field Arrest Activity: Field arrest activity indicates that the majority of arrests made as of November 30, 2012, have been DUI related. There have been 1,327 field arrests made so far this year, including:

- X DUI arrests from crashes B 116
- X DUI arrests from traffic stops B 573
- X DUI arrests from the REDDI Program B 135
- X DUI arrests from ports-of-entry B 6
- X NCIC hits (person) B 54
- X Wyoming warrants hits B 169
- X Drug arrests B 132
- X Other arrests B 142

Traffic fatalities in 2012 are significantly less than previous years. Colonel Butler offered his appreciation to the members of the Highway Patrol for efforts toward preventing further tragedies, as well as the district engineers for their part preventing secondary crashes by recognizing and overseeing the necessary maintenance and construction on Wyoming highways. The prevention of secondary crashes has become more recognized nationwide, and the districts' efforts have significantly contributed the successful reduction of crashes in our state.

Colonel Butler advised that about two-thirds of Wyoming's alcohol/drug-related fatal crashes involve one-vehicle rollovers.

10. Mr. Byrne presented the Aeronautics report, including the Aeronautics Flight Operations Passenger Summary Report for November 2012.

11. It was moved by Commissioner Anderson, seconded by Commissioner Dooley, and carried to adjourn the meeting. Chairman Latta adjourned the meeting at 3:11 p.m., on Thursday, December 6, 2012.