

## Wyoming's 25 Most Needed Transportation Projects for Economic Development

	County	Route or facility	From/To	Length (Mi.)	Project Description	Cost (Mil.)	Current Project Status	Why is the project needed?	Importance to regional mobility	Benefits of project	Status of project by 2022 under current funding levels.
1	Uinta, Sweetwater, Carbon, Albany, Laramie	I-80	0.00 - 370.00	370	Truck climbing lanes, variable speed limit zones (this portion competed), truck parking and chain up areas, additional maintenance personnel & equipment.	290	Planning study completed.	This project is I-80 specific, not concentrating on maintenance. Regional/national economic improvements result from keeping roads open and freight moving, especially during winter.	These projects facilitate I-80 as a national route. Nearly all truck traffic on I-80 is through traffic, and does not originate or end in Wyoming.	Operational benefits to the state and highway users include reduced maintenance costs, improved on-time performance, and an increase in safety.	Partially Completed.
2	Campbell	Wyoming 59	Additional Lanes	35.5	Four lanes - from Wright to Gillette to handle capacity for energy extraction.	97	Multi-lane initiative, no funds available.	Most traffic supporting coal mines in the Powder River Basin must approach the mines from north (Gillette) or south (Douglas). Currently the heavier traffic is going south from Gillette, causing traffic delays at shift change times.	Projects would allow for continued expansion of mines at Powder River Basin, the largest producer of low sulfur coal in the nation.	Wyoming Coal is anticipated to be in demand for the foreseeable future, and Wyoming residents throughout the state realize economic benefit from tax revenues generated from the energy industry. Product demand may increase as other energy options diminish, so vehicle traffic is expected to remain high. Improved safety will be an economic benefit as well.	Partially Completed.
3	Laramie	I-80/I-25 Interchange	I-80 - 359.5, I-25 - 8.8	4.5	Reconstruct and redesign interchange	325	Engineering study completed, public input sought	I-80 and I-25 interchange in Cheyenne has higher than normal crashes related to the intersection. Clover leaf design impedes truck movements to nearby distribution centers, truck service areas, and industrial parks	This project facilitates I-80 as a national route. Nearly all truck traffic on I-80 is through traffic, and does not originate or end in Wyoming.	Safety improvements will reduce crashes, providing long term economic benefits in health and insurance cost control.	No
4	Natrona	Casper West Belt Loop New connector	New Alignment	5.68	New connector for freight movements in Casper	58	Scheduled for 2017	Proposed belt loop around Casper would allow better freight movement and create an alternate to I-80 during extreme weather. Current alternate route through Casper and back down I-25 carries freight traffic through residential areas. This route also gives the short cut for I-80 to I-25 traffic.	Facilitates freight movement from I-80 to I-25.	This route will potentially open new areas for commercial, industrial and possibly residential growth, dependant on local codes. Safety, health and insurance benefits will be realized through reduced truck traffic in residential areas.	Fully Completed
5	Goshen	US 85/US20-26	91.00 - 92.64	1.64	New connector to eliminate at grade crossing in Torrington.	34.9	Scheduled for 2013	The Powder River area is home to the largest coal producing area in the U.S. The majority of east-bound coal is moved by the double track through Torrington. The town of Torrington is split by a double track which disrupts truck freight movement and emergency response.	The Niobrara Oil Play has national implications as a major oil producing area, continuing to reduce our dependence on foreign oil.	This will facilitate vast energy development that will increase Wyoming's tax revenues while enhancing safety and economic development by separating the crossing. Improvements would improve freight connection for freight/livestock movement from Heartland Express connector to I-80 and I-25.	Fully Completed
6	Campbell	Various County Roads	Various	100.6	Realign highway to accommodate mine expansion and improve traffic flow to and from the mines	119.9	Identified in the Campbell County study	This region boasts coal seams up to 80 feet thick, which equates to 3.5 million tons of coal per mile of road. Current prices are over \$10 per ton. Movement of the highway is necessary to recover this coal.	Powder River Basin is the largest producer of low sulfur coal in the U.S. These projects would allow continued expansion of the mines.	Wyoming residents realize economic benefit from tax revenues generated by the energy industry.	No

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7	Fremont, Natrona	US 20/26	12.50 - 100.00	87.5	Add additional 2 lane divided highway, renovate existing 2 lanes from Casper to Shoshoni.	342	Multi-lane initiative, no funds available.	The central portion of Wyoming lacks connectivity, with the nearest multi-lane highways over 100 miles away. This lack of good transportation infrastructure stifles economic development for this area.	This highway is on the NHS and feeds freight to and from Teton and Yellowstone national parks and the Wind River Indian Reservation	This improvement would benefit operational flow and safety for tourism, agriculture and energy industry users. There may be some commercial benefit for residents between Casper and Shoshoni.	No. Maybe passing lanes if Energy development occurs.
8	Hot Springs	US 20	115.84 - 116.52	0.68	Widen existing Wind River Canyon tunnels to accommodate increased freight oversize movements.	16	Scheduled for 2018, funding not secure	Freight movement into the Big Horn Basin moves through three tunnels that cannot accommodate oversize loads from southern Wyoming. The alternate is to drive through Billings, MT and back down to Wyoming.	This highway is on the National Highway System (NHS) and is a critical route north and south through the Big Horn Basin.	This route impacts tourism and agriculture in the Big Horn Basin, both integral to Wyoming's economy. Safety will also be enhanced, providing an overall cost benefit.	No
9	Laramie	Wyoming 213	0.00 - 3.00	3	Provide new connector from I-80 over RR to WY 213 past Burns, WY.	8.7	Scheduled for 2012	This Southeast Wyoming project is in the area of the developing Niobrara Oil Play. The current crossing is an at-grade crossing on the double-track Union Pacific Railroad, causing long delays each time truck freight and rail come together.	The Niobrara Oil Play has national implications as a major oil producing area, continuing to reduce our dependence on foreign oil.	This will facilitate vast energy development that will increase Wyoming's tax revenues while enhancing safety and economic development by separating the crossing. Improvements would improve freight connection for freight/livestock movement from Heartland Express connector to I-80 and I-25.	Fully Completed
10	Sheridan	New West Belt Loop in Sheridan	New Alignment	15.75	New belt loop to alleviate truck traffic in town	80	Currently in the urban plans, no funds available	Sheridan's western growth is hampered by the lack of connectivity to the interstate system. Belt loop is planned to relieve truck pressure in town.	Sheridan is experiencing growth due to oil, gas, and coal, providing the nation with energy.	This project will open the west urban system limits to commercial and residential development, providing economic enhancement to the community.	No
11	Campbell	Gillette South Belt Loop/Force Rd.	New Alignment	14	New belt loop to alleviate truck traffic in town	70	Currently in the urban plans, no funds available	Gillette is Wyoming's 4th largest city and remains the hub for oil, gas, and coal production while seeing some of the largest population growth in the state. This project will relieve the bottle neck created at the southern edge of town due to heavy equipment needed to perform the tasks.	Gillette draws heavy industry due to proximity of the coal mines. This project facilitates movement of this equipment to the region to support mining, oil, and gas production	This project focuses on residential, commercial and industrial development in SW Gillette. It will also provide safety, livability and economic benefits by reducing truck travel through town.	No
12	Campbell	Wyoming 51	128.43 - 144.36	15.93	Widen & resurface road moved by Wyodak mine.	27.2	Two projects scheduled for 2014 & 2020	This region boasts coal seams up to 80 feet thick, which equates to 3.5 million tons of coal per mile of road. Current prices are over \$10 per ton. Movement of the highway is necessary to recover this coal.	Powder River Basin is the largest producer of low sulfur coal in the U.S. These projects would allow continued expansion of the mines.	Wyoming residents realize economic benefit from tax revenues generated by the energy industry.	Fully Completed
13	Campbell	US 14	60.17 - 69.60	9.43	Widening, resurfacing, drainage. Major route servicing oil & gas. Ucross to Gillette.	16.8	Scheduled for 2013	Oil and gas development has caused a strain on highways that were never designed to accommodate large loads. Existing template does not allow for adequate passing movements, causing a higher than normal crash rate.	The transportation system supporting oil and gas development also keeps the nation in good economic condition.	Wyoming natural gas is anticipated to be in demand for the foreseeable future, and Wyoming residents realize economic benefit from tax revenues generated from the energy industry. Product demand may increase as other energy options diminish, so vehicle traffic is expected to remain high. Improved safety will be an economic benefit as well.	Fully Completed

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14	Sublette	Wyoming 351	0.00 - 24.18	24.18	Widen and resurface heavy freight use road between Big Piney and Pinedale.	45	Not in STIP	Oil and gas development has caused a strain on highways that were never designed to accommodate large loads. Existing template does not allow for adequate passing movements, causing a higher than normal crash rate.	The area in south west Wyoming has some of the largest gas fields in the nation. Gas from these areas is shipped throughout the nation.	Wyoming natural gas is anticipated to be in demand for the foreseeable future, and Wyoming residents realize economic benefit from tax revenues generated by the energy industry. Product demand may increase as other energy options diminish, so vehicle traffic is expected to remain high. Improved safety will be an economic benefit as well.	No
15	Albany	US 287	409.35 - 415.80, 419.67 - 425.41	12.2	Widen to multi-lane from Laramie to Colorado state line	55.9	Two projects scheduled for 2014 & 2020 (2020 project will move back unless additional funding received.)	I-80 freight to Colorado often uses this road as a cut-off, especially in bad weather. Widening provides for the traffic that develops when the interstate closes due to accidents or weather.	This route allows for the movement of freight during inclement weather, which otherwise would be stopped.	This project will focus on safety improvements that will reduce crashes and provide long term economic benefits in health and insurance cost control. Operational benefits may be realized under inclement conditions, and on-time freight will benefit end-users.	Partially Completed.
16	Laramie	US 85	24.10 - 56.54	32.44	Construct passing lanes from Cheyenne towards Torrington.	8.6	Two projects scheduled for 2012 & 2016	Freight movement continues to increase on US 85 between Cheyenne and Torrington. The Niobrara Oil Play will have a very large impact on this road. Oil rigs moving onto and out of state highways cause bottle necks for freight and passenger movement through the area.	The Niobrara Oil Play has national implications as a major oil producing area, continuing to reduce our dependence on foreign oil.	This will potentially facilitate vast energy development that will increase Wyoming's tax revenues. Safety is enhanced by separating the crossing (another economically favorable factor). Improvements would also improve freight connection for freight/livestock movement from Heartland Express connector to I-80 and I-25.	Fully Completed
17	Campbell	Wyoming 450	Realignment	21.6	Realign highway to accommodate mine expansion. Newcastle to Wright.	40	Identified in the Campbell County study	This region boasts coal seams up to 80 feet thick, which equates to 3.5 million tons of coal per mile of road. Current prices are over \$10 per ton. Movement of the highway is necessary to recover this coal.	Powder River Basin is the largest producer of low sulfur coal in the U.S. These projects would allow continued expansion of the mines.	Wyoming residents realize economic benefit from tax revenues generated by the energy industry.	No
18	Converse	Wyoming 59	1.50 - 12.00	10.5	Widen & resurface. Douglas North.	28	Multi-lane initiative, no funds available.	Most traffic supporting Powder River Basin coal mines must approach from north (Gillette) or south (Douglas). Future projections indicate the road going north out of Douglas will begin reaching capacity for the work force.	Powder River Basin is the largest producer of low sulfur coal in the U.S. These projects would allow continued expansion of the mines.	Wyoming coal is anticipated to be in demand for the foreseeable future, and Wyoming residents realize economic benefit from tax revenues generated by the energy industry. Product demand may increase as other energy options diminish, so vehicle traffic is expected to remain high. Improved safety will be an economic benefit as well.	No
19	Fremont	Wyoming 132	0.00 - 6.98	6.98	Reconstruction, bridge replacement, and safety work.	14	Scheduled for 2014	Although only 24 feet wide, this road handles most traffic in the Ethete area of the Wind River Indian Reservation. Inadequate roads, bridges, and alignment stifle possible development of this community.	This project would allow for the further development of a economically depressed area.	This project would enhance safety in an area of known crash incidents, and would benefit the region by allowing further development of an economically depressed area.	Fully Completed
20	Sublette	US 189	85.70 - 91.52	9.82	Widen and resurface heavy freight use road between LaBarge and Big Piney.	9.7	Scheduled for 2014	Oil and gas development has caused a strain on highways that were never designed for large loads. The existing template does not allow for adequate passing movements, causing a higher than normal crash rate.	The area in south west Wyoming has some of the largest gas fields in the nation. Gas from these areas is shipped throughout the nation.	Wyoming natural gas is anticipated to be in demand for the foreseeable future, and Wyoming residents realize economic benefit from tax revenues generated by the energy industry. Product demand may increase as other energy options diminish, so vehicle traffic is expected to remain high. Improved safety will be an economic benefit.	No

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21	Fremont	US 287	97.25 - 104.76	7.51	Reconstruct severely distressed road through Wind River Reservation	18.1	Two projects scheduled for 2016 & 2018	This NHS road runs east-west through the Wind River Indian Reservation and serves as the principle arterial for the area.	This highway is on the NHS and feeds freight to and from Teton and Yellowstone national parks and the Wind River Indian Reservation	This route impacts tourism and agriculture in Fremont County, and Tourism in the Big Horn Basin, both integral to Wyoming's economy. Safety will also be enhanced, providing an overall cost benefit.	Partially Completed.
22	Sweetwater	Blairtown Road/Guken		1.5	Reconstruct road, add new interchange in Rock Springs	14.67	P.E. only - Construction not in STIP	Rock Springs is Wyoming's 5th largest urban area, and has one of the fastest growing populations due to oil and gas development in the area. Many large companies are locating large yards in the area to maintain the gas fields, and need better access to the interstate.	Facilitates freight movement from Rock Springs to the entire south west Wyoming region.	This route will open new areas for commercial and industrial growth. Safety, health and insurance benefits will be realized through reduced truck traffic in residential areas. Users currently traveling 3-5 miles out of direction will see economic benefits.	No
23	Sublette	US 191	89.90 - 91.70	1.8	Widen to 5 lanes Pinedale South. Eliminate safety hazards.	3.7	Scheduled for 2013	Oil and gas development has caused a large increase of traffic in the Pinedale area, creating traffic delays and unsafe turning movements south of town.	The area in south west Wyoming has some of the largest gas fields in the nation. Gas from these areas are shipped throughout the nation.	Wyoming natural gas is anticipated to be in demand for the foreseeable future, and Wyoming residents realize economic benefit from tax revenues generated by the energy industry. Product demand may increase as other energy options diminish, so vehicle traffic is expected to remain high. Improved safety will be an economic benefit as well.	Fully Completed
24	Sublette	US 191	72.00 - 80.00	8	Widen and turn lanes for freight movements to Big Piney road.	3	Scheduled for 2015	Oil and gas development has caused a strain on highways that were never designed for large loads. The existing template does not allow for adequate passing movements, causing a higher than normal crash rate.	The area in south west Wyoming has some of the largest gas fields in the nation. Gas from these areas is shipped throughout the nation.	Wyoming natural gas is anticipated to be in demand for the foreseeable future, and Wyoming residents realize economic benefit from tax revenues generated by the energy industry. Product demand may increase as other energy options diminish, so vehicle traffic is expected to remain high. Improved safety will be an economic benefit as well.	Fully Completed
25	Laramie	New I-25 to US 85/Speedway Connector	New Alignment	1.5	Construct Speedway Rd to connect I-25 to US85 in Cheyenne	4.5	Currently in the urban plans, no funds available	Cheyenne, Wyoming's largest city, has recently completed a new industrial park that dead-ends at the interstate. Cheyenne wants to continue the route to tie into US Route 85, to allow for continued expansion and traffic routing.	Encourages planned growth for Cheyenne, connecting industrial locations to the region. Cheyenne has enjoyed growth in businesses such as distribution warehouses and technology.	Cheyenne's current plan calls for residential and mixed use development along this proposed corridor. The value to the local economy will be significant based on projected growth and expected energy development in Laramie County.	No