

Director's Opening Remarks

Joint Transportation, Highways & Military Affairs Committee

**Interim Online Meeting
November 30, 2020**

**K. Luke Reiner
Director**



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2020 Highlights



I-90 / North Sheridan Interchange

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2020 Highlights



➤ EMPLOYEES

- ✓ Renee Krawiec, Drivers Services – Organ Donor Registration Award
- ✓ Advisory Teams – Help develop policies and efficiencies
- ✓ Work has continued through COVID-19 pandemic –
 - Transition to Telework
 - Ring Routes
 - 90+ Construction Projects
 - Snow and Maintenance Operations

➤ LEGISLATION

- ✓ Continue work with 9 interim committees on various issues and draft legislation affecting WYDOT operations and budget such as:
 - Broadband Task Force & Joint Corporations – Broadband expansion
 - Joint Judiciary – DUI statutes & Public works contracting
 - Tribal Relations – Tribal vehicle registration & Wind River Reservation law enforcement
 - Blockchain, Financial Technology & Digital Innovation – Digital IDs & Autonomous Vehicles

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Wyoming Transportation Authorization Program (W-TAP)



- Wyoming Travel Authorization Program (W-TAP) expands/streamlines WYDOT Authorized Travel (WAT)
 - Program permits motorists to drive on sections of closed roads when authorities judge it is safe to do so.
- W-TAP offers:
 1. WYDOT Authorized Travel
 - Open to all drivers
 - Requires justification
 - Typically up to seven segments allowed
 2. Rolling Closure Authorization
 - Available to those with Wyoming driver licenses
 - No travel justification needed
 3. W-TAP MOU
 - Intended for organizations and not individuals



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Wyoming Transportation Authorization Program (W-TAP)



Applying for W-TAP:

- Both instate and out-of-state drivers can apply
- Rolling Closure Authorizations are primarily for those with Wyoming driver licenses
- Those who participated in Wyoming Authorized Travel (WAT) previously will *need to reapply*
- Personal information *is not saved* on W-TAP database
- Visit WYDOT's 511 website to apply: <https://wyoroad.info/>



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Spending Cuts – 10 Rest Areas Closed



Name	Highway	Nearest Town	Nearest Services Miles	5 -Year Average Operating Annual Cost	Average Operating Cost/Month	Cost Savings Thru 9/30/2020	Cumulative Cost Savings Thru 9/30/2020	Cumulative Annual Operating Costs
Lusk	US 18	Lusk	1	\$ 98,422.52	\$ 8,201.88	\$24,605.63	\$24,605.63	\$98,422.52
Guernsey	US 26	Guernsey	2	\$ 75,783.75	\$ 6,315.31	\$18,945.93	\$43,551.57	\$174,206.27
Greybull	US 16	Greybull	2	\$ 71,238.59	\$ 5,936.55	\$17,809.65	\$61,361.22	\$245,444.86
Moorcroft	I-90	Moorcroft	0	\$ 70,279.07	\$ 5,856.59	\$17,569.77	\$78,930.99	\$315,723.93
Star Valley	US 89	Thayne	3	\$ 17,385.69	\$ 1,448.81	\$4,346.43	\$83,277.42	\$333,109.62
Ft. Steele	I-80	Sinclair	7	\$133,991.43	\$11,165.95	\$33,497.85	\$116,775.27	\$467,101.05
Sundance	I-25	Sundance	0	\$ 47,088.76	\$ 3,924.06	\$11,772.18	\$128,547.45	\$514,189.81
Upton	US 16	Upton	0	\$ 33,265.24	\$ 2,772.10	\$8,316.30	\$136,863.75	\$547,455.05
Orin Jct	I-25	Douglas	0	\$123,882.46	\$10,323.54	\$30,970.62	\$167,834.37	\$671,337.51
Chugwater	I-25	Chugwater	0	\$118,474.65	\$ 9,872.89	\$29,618.67	\$197,453.03	\$789,812.16

**Some diminimus costs due to utilities, mowing, etc. after closure*

Revised 5/19/2020

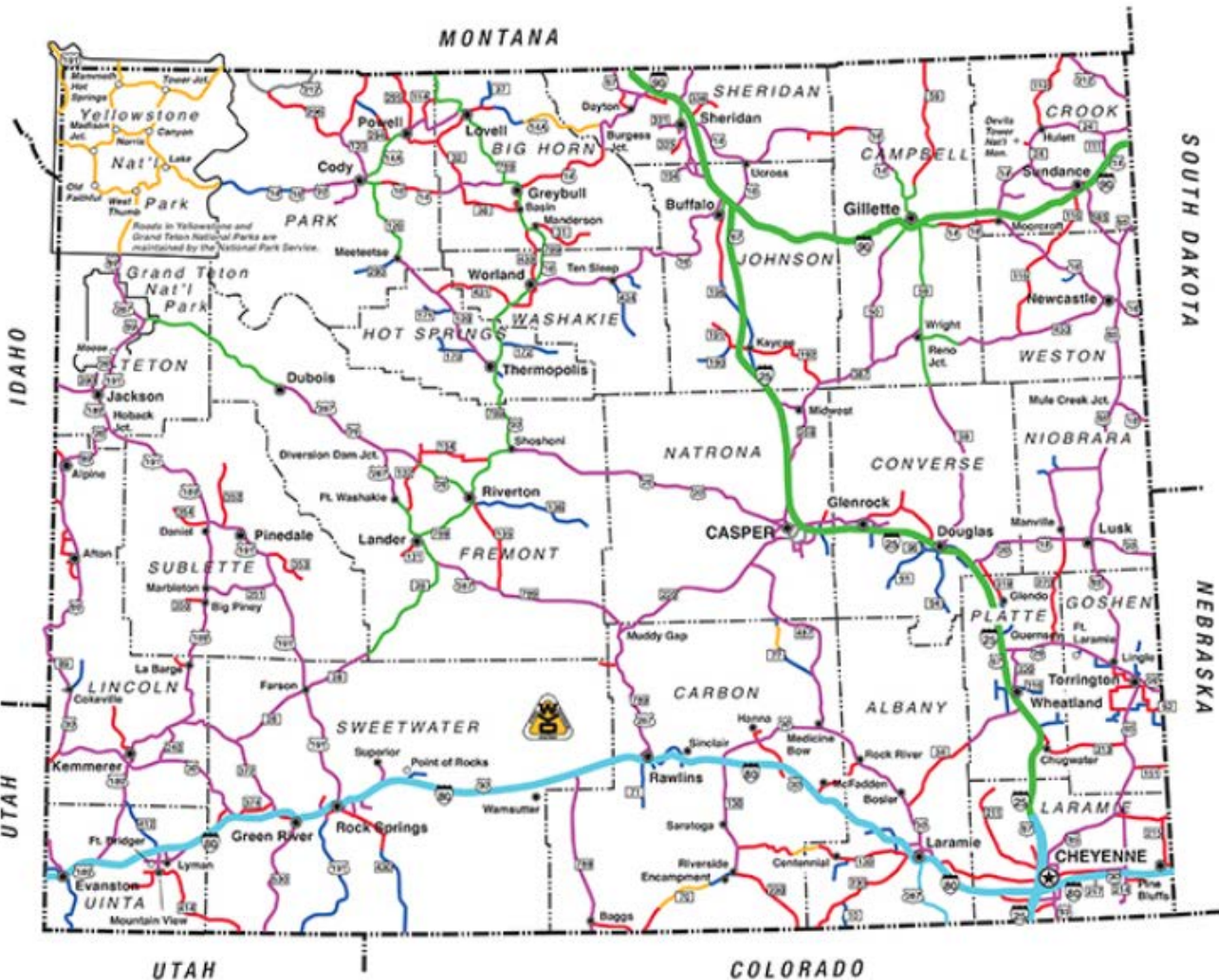
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Spending Cuts – Snowplow Priority Plan



Service-level classifications (Subject to change)

High volume/24 hr.	I(A)	Medium volume/16 hr.	II	Low volume/As available	III(B)	Not plowed by WYDOT
High volume/20 hr.	I(B)	Low volume/No drifting or ridges	III(A)	Closed Seasonally	IV	



High volume (IA, IB) service is provided on interstates and principal arterial and urban routes. If necessary, crews will work up to 24 hours a day on IA highways and up to 20 hours a day on IB highways with a goal of maintaining a bare roadway for driving safely at reasonable speeds.

Medium volume (II) service is provided on lesser used minor arterial routes. The goal is to keep the roadway passable for drivers who are taking reasonable winter driving precautions, although with less emphasis on keeping the roadway bare.

Low volume (IIIA, IIIB) service generally involves other less busy minor arterial and collector routes and is provided after high-volume and medium-volume routes have been cleared, with exceptions sometimes made for school buses or similar traffic. Low-volume service is provided only during daylight hours. Level IIIB state highways receive minimum levels of service as resources become available. During severe storms, scheduling depends on available personnel and equipment.

Closed (IV) service-level roads are the few that are allowed to close seasonally as snow accumulation dictates. For these roads, the cost of keeping them open through the winter overrides the benefits to the few travelers that might regularly use them.

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Spending Cuts – 11 Construction Projects Delayed



Description	Cost	Project	Originally Scheduled FY	WYDOT District
I-80 / I-25 Interchange	\$310,000, 000	Reconstruction	Not Assigned	1
US 89 Thayne to Alpine	\$22,972,466	Widen to 5 lanes	2022	3
Laramie Streets / Bill Nye Ave.	\$9,045,984	New Construction	2022	1
US 20/26 Waltman to Shoshoni	\$7,523,112	Passing lane	2022	5
US 20 / WY 789 Shoshoni to Thermopolis	\$3,632,196	Passing lane	2022	5
US 87 / WY 335 Sheridan/Coffeen Ave.	\$18,702,499	Widen to 5 lanes	2022	4
I-25 Wheatland to Glendo	\$7,386,482	Reconstruction	2024	2
WY 212 Cheyenne / College Drive / S. Greeley to Fox Farm Rd	\$18,684,126	Widen to 5 lanes	2025	1
WY 434 Ten Sleep to Big Trails	\$1,800,001	2" overlay and chip seal	2025	5
WY 59 Wright to Gillette	\$20,834,031	Widen to 5 lanes	2026	4
WY 487 Shirley Rim to Casper	\$15,157,455	Reconstruction	2026	2
TOTAL	\$435,738,152			

Delayed construction projects are statewide and allow WYDOT to reallocate funds over the next six years from new capacity improvement (growth) to maintenance of current assets. (Press Release July 16, 2020)

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QUESTIONS