

## **TRANSPORTATION COMMISSION OF WYOMING**

The Transportation Commission of Wyoming met in the Conference Room at the WYDOT District office, 900 Bryan Stock Trail, in Casper, on December 12, 2013. The meeting was convened at 1:30 p.m. by Chairman Ertman. The following members were present constituting a quorum:

Ted Ertman, Chairman, Newcastle  
Bruce McCormack, Vice Chairman, Cody  
Milt Coulter, Commissioner, Gillette  
Clair Anderson, Commissioner, Riverton  
K. John Dooley, Commissioner, Laramie  
Bob Ruwart, Commissioner, Wheatland  
Todd Seeton, Commissioner, Jackson  
John 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 and Mike Kahler, Assistant Attorneys General; Kevin Hibbard, Budget Officer; Doug McGee, Public Affairs Manager; and Joe Dailey, Division Administrator, Federal Highway Administration (FHWA).

Others present: District Engineers Pat Persson of Laramie, Lowell Fleenor of Casper, John Eddins of Rock Springs, Mark Gillett of Sheridan, and Shelby Carlson of Basin; Mark Williams, District Traffic Engineer; Terry Uhrich, District Equipment Supervisor; Jeff Goetz, Public Relations Specialist; and Lisa Fresquez, Disadvantaged Business Enterprise Coordinator.

1. Pledge of Allegiance: Chairman Ertman led the attendees in the Pledge of Allegiance.
2. Approval of Minutes: It was recommended by Secretary Scott, moved by Commissioner Coulter, seconded by Commissioner Ruwart, and carried to approve the minutes from the November 21, 2013, breakfast meeting, regular business meeting, executive session, and education session.
3. Director Cox presented the Director's report.

American Association of State Highway and Transportation Officials (AASHTO) Update: AASHTO recently conducted a survey to gain information about the impacts that will occur if the federal transportation funding bill, MAP-21, is not renewed. The survey inquires whether the states are making any special arrangements with their governors and/or legislatures to backfill the potential loss of federal highway funding with state money. Director Cox noted that a loss of federal funding in Wyoming would be catastrophic over time, and for some states the loss would act as a fiscal cliff. The results of the survey will be forwarded to the Commission when it becomes available.

FY 2014 Budget Request: WYDOT included a \$50 million request for surface transportation funding in its FY 2015 budget. Governor Mead recommended denial of the \$50 million line item to the Joint Appropriations Committee (JAC). Director Cox noted that the governor has been made aware of the amount of funding that is needed to maintain Wyoming's highways in their current condition, including the \$0.10 per gallon fuel tax, but he must set his fiscal priorities based upon the needs of all state government. The Legislature will take up the governor's proposed budget starting in December, with the WYDOT budget scheduled on January 17, 2014.

Federal Highway Trust Fund Update: The Associated General Contractors of America Chief Executive Officer Stephen Sandherr spoke about the status of the Federal Highway Trust Fund at the Wyoming Contractors Association annual convention earlier in the day. Director Cox advised that the Federal Highway Trust Fund will be depleted by the end of FY 2014 unless a new highway bill is funded, as well as funding the gaps that are generated from the revenue shortfall. According to Director Cox, a lot of work will need to be done to make the fund whole again, including identification of funding sources.

Chairman Ertman asked if WYDOT has any outstanding programs that will be jeopardized if the Federal Highway Trust Fund is not made whole. Mr. Hibbard advised that no programs will be jeopardized, as the Department does not obligate funds until after funding is received.

4. Mr. Hibbard advised that he had no report this month. The December Budget report will be combined with January 2014.

5. Mr. McOmie presented the Chief Engineer's report.

Chevron Energy Efficiency Project Update: Chevron Energy Solutions has provided the results of the Wyoming Energy Conservation Improvement Program. The program includes multiple self-funded energy efficiency projects, including lighting upgrades, controls upgrades, and water efficiency measures. The project is scheduled to be complete in February 2014, which is about three months ahead of schedule. It is under budget, and the direct cost budget has covered all construction costs so far without having to use the contingency fund. The energy savings so far have resulted in about 25 percent less energy output than originally anticipated. The Department will receive about \$145,000 in utility rebates, or about \$10,400 more than expected. The additional savings will be used to implement some unplanned energy efficiency measures. The measurement and verification process is complete, which reveals an energy savings of \$212,628 in the first year, or \$38,557 more than anticipated.

It was recommended by Mr. McOmie, moved by Commissioner Anderson, seconded by Commissioner Dooley, and carried to authorize work for the Chevron Energy Improvement Assessment, Phase II, of the Chevron Energy project.

The rebates from Phase 1 of the energy efficiency project will be used to fund virtually all of Phase II of the project. Roadway lighting, compressed natural gas maintenance facility upgrades, capital

improvement opportunities, and fuel savings as a funding source on WYDOT's equipment fleet will be included in Phase II.

Mr. McOmie asked the district engineers to provide their 2013 state-of-the-district report for each of the districts.

District 1: Mr. Persson presented the District 1 state-of-the-district report.

District 1 employment history for 2013 included a turnover of 21 employees compared to 24 employees last year. The majority included 16 people from the Maintenance division, with 11 leaving for other employment and 5 retirements.

Approximately \$45 million in State Transportation Improvement Program (STIP) funding was expended in District 1 during FY 2013. About 40 to 45 percent of the district STIP budget was expended on I-80 and I-25. Roadway and bridges on the Interstate system are aging and need rehabilitation or replacement. The I-25/I-80 interchange is one of the most heavily traveled in the state. This junction serves important national mobility needs, particularly in the cross country freight movement. A 2008 study proposed construction in four phases at a cost of \$220 million. A new type of interchange was provided at the I-25 and College Drive Interchange at the south edge of Cheyenne. A diverging diamond interchange was built, at a cost of \$3.1 million, to reduce congestion and motorist delays.

WYDOT is working with several companies for the placement of fiber optic lines in the interstate rights-of-way, including I-25 from the Wyoming/Colorado state line northbound through Cheyenne to Casper, and along I-80 in the Rawlins and Cheyenne areas.

The district continues to remove hazardous trees from the vast beetle kill along forest roadways, including WYO 210 (Happy Jack Road) and I-80 in Telephone Canyon. Similar work needs to continue on WYO 130 (Snowy Range Road) and on WYO 70 in FY 2014, but environmental concerns have delayed those projects.

Mr. Persson reported on several areas where safety efforts are being made on I-80. The average daily traffic on I-80 west of Laramie is approximately 10,000 vehicles per day (VPD), west of Cheyenne is approximately 13,000 VPD, and south of Cheyenne is approximately 19,000 VPD. Over 50 percent of this traffic on I-80 is tractor-trailer-type vehicles.

District 1 maintenance crews continued to work hard to keep roads open, but wind and blowing snow, even during times outside storm events, create blizzard conditions and closures on I-80.

Efforts to improve safety on I-80 include the use of WYDOT's road and travel site, and the "511" and "511 Notify" services. About 300 system devices are employed for information on roadway and weather conditions, including 72 variable speed limit installations with 56 speed sensors, 32 dynamic

message signs, highway advisory radio (HAR) systems, 31 road weather information system (RWIS) sites that gauge temperature and wind speeds, and 41 web cameras.

The district also used various anti-icing and de-icing products and salt/sand mixtures for maintenance operations, including ice slicers (solid), Apex (magnesium chloride), and salt brine. The sand mixture contains about 7 percent salt. Satellite salt/sand stockpile sites have been established to keep trucks on the roadways and to reduce the number of trips to the main shop sites for reloading materials.

High wind closures for high profile vehicles were imposed throughout the year on I-25 from the Colorado state line north to the District 2 boundary, and on I-80 from Cheyenne to Walcott Junction. The chain law was also established at Walcott Junction eastbound and at Laramie eastbound.

Contracts were made for epoxy pavement markings to extend the life in high-wear areas. Rumble strips were installed on roadway shoulders, and a high-performance wearing course (Nova Chip) was placed over concrete to improve traction on I-80 just east of Laramie in Telephone Canyon. WYDOT coordinated with Colorado, Nebraska, and Utah, other districts, and local communities for emergency management, law enforcement, and traffic management efforts. Eight-yard plow trucks were equipped with global positioning systems for location, material usage monitoring and instrumentation, and roadway weather conditions information for operator use.

Aging snow fence was replaced, and new snow fence was installed at priority locations. Public relations efforts were made through WYDOT Headquarters and the district office to educate the traveling public about winter weather and adverse road conditions.

District 1 continued its efforts to develop management and leadership skills for current and potential future supervisors. Employees are encouraged to take advantage of educational opportunities, with an emphasis on developing good internal and external working relationships.

District 2: Mr. Fleenor presented the District 2 state-of-the-district report.

The District 2 Traffic Program completed its annual traffic signal and signing maintenance. The Torrington striping crew received a new striping machine truck in July 2013, and it striped about 3,000 miles of the district's roadway in FY 2013. Durable pavement markings were installed through private contracts on the Casper I-25 Marginal. The district is hopeful that this type of pavement markings will endure the heavier traffic on I-25. The district also completed its installation of the flashing yellow, left-turn arrow signal heads in the Casper area. The adaptive signal system on Wyoming Boulevard in Casper, which meets the requirements of the FHWA "Every Day Counts Initiative," designed to identify and deploy innovation aimed at reducing the time it takes to deliver highway projects, enhance safety, and protect the environment. The CY Avenue/Wyoming Boulevard intersection was modified to include dual left-turn lanes.

Mr. Fleenor advised that the majority of traffic-related work was implemented in the Casper area since that area is very robust right now because of the energy industry. The district has seen an increased need for highway accesses to various property developments, particularly along WYO 59 north of Douglas to Wright, Wyoming. US 20/26 and WYO 387 have also experienced increased traffic. Energy development on US 20/26 west of Shoshoni will put even more pressure on that route, and the district will carefully monitor that roadway. Oversize/overweight loads have also taxed District 2 routes, particularly in the Casper area, with large mining equipment loads continuing to grow.

The Equipment Program has performed over 1,700 preventative maintenance inspections and services on 754 pieces of equipment district-wide. A new fuel tanker for hot plant operations and five 8-yard plow trucks were purchased, bringing the district's heavy fleet to 40 trucks. Those 40 trucks are equipped with the new Force America plow electronics. The district plans to purchase two tow plows in the near future, which will be installed on existing snowplow trucks for use in the winter of 2014-2015. The equipment buyback program is working well for District 2.

The new Douglas Complex was completed in 2013. A few pieces of equipment will be moved from Casper to Douglas to take advantage of the new facility, and employee positions will also eventually be moved from Casper to Douglas, through attrition, for a more efficient and balanced workload district-wide.

About \$56 million worth of highway construction projects were let to contract in District 2 in 2013. About \$50 million was already under contract, with about 23 active projects, primarily in the Casper area. The US 85 overpass and realignment project near Torrington is almost complete. The Wheatland to Glendo, El Rancho Section, Project is well underway, and Phase II of the I-25 Douglas West (northbound lane) Project, and the Hackalo Quarry reclamation projects are near completion.

Several information technology systems (ITS) projects were installed in the Casper area in 2013. Dynamic message signs (DMS) were installed north of Medicine Bow, on WYO 220 at Clark's Corner, on US 20/26 west of Casper to Shoshoni (two DMS), and on Wyoming Boulevard in Casper.

A landslide was repaired on WYO 220 at the Narrows Section, south of Casper. The four-lane highway south of Casper is complete, and the district has received many favorable comments about the project. All other District 2 four-lane projects that were planned have been removed from the State Transportation Improvement Program (STIP). The dirt work and structures portion of the Casper West Belt Loop project is also virtually complete, and the surfacing contract will be let in fiscal year 2015.

The District 2 Maintenance Program placed over 22,000 tons of patching mix and purchased about 9,000 tons of commercial mix in 2013. Salt/sand facilities were erected in Guernsey, Chugwater, and Wheatland. Similar facilities are planned in the future for Lusk, Shirley Rim, Nimmo, Casper, and Pine Tree Junction. The district now has salt/brine-making equipment in Torrington, Wheatland, Chugwater, Douglas, Casper, and Midwest, which accommodates virtually all of the salt/brine

application needs for I-25 throughout the district. Salt/brine tankers are currently located in Casper and Wheatland, and Mr. Fleenor hopes that another tanker can be installed at the new Douglas Shop in the future.

District 2 currently employs about 104 maintenance personnel, and has 12 vacant maintenance positions. The energy industry makes it difficult to keep maintenance personnel, particularly in areas like Shirley Rim and Muddy Gap.

District 3: Mr. Eddins presented the District 3 state-of-the-district report.

In an effort to improve safety, District 3 increased its public service announcements for the enforcement of seatbelt usage and for the prevention of drinking and driving for the past two years. Mr. Eddins credited the District 3 public involvement specialist, Stephanie Harsha, for her promotional efforts and for the success of these safety campaigns in 2013.

The effective use of the variable speed limit (VSL) devices between Rock Springs and Green River, and between Evanston and Fort Bridger, has also played a significant role in providing increased highway safety. Data from the VSL system is now being used as a valuable tool in a safety management system to identify and focus on high-crash curves and rural high-speed intersections on the highway system. The pavement management system, bridge management system, and the needs analysis process have also gained data for future pavement preservation projects.

District 3 continuously strives to meet its goals and to improve upon its customer satisfaction survey results.

Mr. Eddins met one-on-one with every crew in District 3 in 2013. His goal was to get a feel for the needs of each crew and the attitudes of the crew members. The overall employee consensus is that morale is lower than in past years, primarily because of the lack of pay raises and the economic situation of our nation. Mr. Eddins also stressed the need for continued good training for supervisors and crew leaders throughout the district, and supervisors were given a goal of attending some sort of management training in 2013. Virtually all District 3 supervisors met that goal.

The District Traffic and District Maintenance Programs each won the Director's Award of Excellence for Safety in 2013.

The district finalized 23 projects in 2013 worth \$36.8 million, which was within .006 percent of the actual bids for those projects. The Maintenance, Construction, and Shop Program budgets were within the allowable 5 percent budget tolerance.

Remote salt/sand sites were added this year between Pinedale and Hoback Junction, on US 30 between Cokeville and Kemmerer, between Evanston and Fort Bridger, and between Patrick Draw and Wamsutter for improved snow maintenance efficiency. All of the district maintenance stations

are now equipped with liquid tank storage facilities so that the Force America snow maintenance systems can be utilized at full capacity.

Construction crews are now equipped with global positioning system (GPS) survey equipment, which allows one individual to do the work of three, as in the past. Electronic documentation of construction projects, pay items, and pay quantities has also become more efficient with the use of the web-based pavement management system and the bridge management system.

District 3 employs 175 individuals, which provides a good level of service for the Department.

District 4: Mr. Gillett presented the District 4 state-of-the-district report.

District 4 began the year with a mild winter, but was hit with above-normal precipitation in the spring and summer months. The district experienced four landslides in 2013. The largest, the Martin Slide, occurred on WYO 24 north of Sundance. A contractor was hired to repair the slide, but encountered some problems that have delayed its completion.

There were 17 highway construction projects let in 2013 that totaled about \$53 million, of which \$41 million was federal funds. Mr. Gillett categorized 13 of the projects as preservation-type projects. The largest project that was let was the Newcastle to South Dakota State Line, U.S. Highway 16, reconstruction, which cost about \$20 million. The district also let 7 local government projects totaling \$2.3 million. The district had no construction claims filed on any of its projects in 2013. Mr. Gillett advised that one of the most frequent complaints that he receives from his construction personnel is that it's becoming more difficult in today's construction industry to hire contractors that are capable of managing a project from start to finish.

Maintenance crews began the winter with a light workload, but experienced a heavy workload in the spring with the increased snowfall, which necessitated overrunning the district's snow removal budget by about 10 percent. A few of the snowplow trucks were equipped with a "JOMA" plow blades that are comprised of strips of heavy steel that are encased in rubber. The new blades enable snow removal on somewhat rutted surfaces, and the district has been pleased with the results so far. Plow trucks that are assigned to interstate routes were equipped with the precise material data systems to aid in tracking the inventory of snow maintenance materials and led to more efficient equipment and manpower use.

District 4 placed 31,000 tons of hot plant mix on the roadway surface throughout the district. Construction was completed on salt/sand storage facilities at Burgess Junction, Pole Creek, and Hulett. The biggest impact to maintenance personnel is the amount of time that is spent entering computer system data, significantly reducing the number of productive work hours in the field.

The Traffic Operations crew met its goals for 2013 by successfully dispensing 72,000 gallons of striping paint on the highways. Sign crews maintained about 10,000 signs and the electrical crews worked on about 1,400 electrical devices district-wide. The Traffic Program completed the task of

creating a business-ready highway access database. The project revealed that District 4 has over 7,900 accesses on its highway system.

The district Traffic Operations Program experienced a significant turnover on its two striping crews in 2013.

Mechanics crews had a reasonably light year until the spring snowstorms hit the district, when the rotary plows and other snow maintenance equipment were heavily used within the district and in plowing operations to open Yellowstone National Park. Annual equipment inspections were completed by maintenance crews. Mr. Gillett offered kudos to the maintenance crews for keeping the district's equipment fleet in good working condition.

Mr. Gillett provided a handout depicting WYDOT's vacancies in Campbell County from 2006 through 2013. Retirements and turnover continue to be a challenge for the district's maintenance and traffic crews, particularly in Campbell County. Filling positions in Campbell County can be difficult because of competition with the mining industry, making long-term vacancies common.

District personnel cited the lack of adequate compensation and the Performance Management Initiative (PMI) evaluation system as primary obstacles in their jobs. The amount of time that supervisors spend on preparing employee evaluations has become overwhelming with the PMI system, particularly for those supervisors that have a lot of employees who work under them. The NEOGOV Software system and the Employee Self-Service (ESS) System have also added to the workload of front-line supervisors, as only one computer is available for use by some crews.

District personnel reported that district management did a better job of passing down information to its workers in 2013. The quality of equipment that was purchased last year is also far superior to the equipment that is being replaced, and personnel have expressed their appreciation for the new equipment.

District 5: Ms. Carlson presented the District 5 state-of-the-district report.

The District 5 Maintenance Program performed its usual maintenance operations throughout the year, but the highlight of the year was assisting with the opening of the roadway into Yellowstone National Park. The U.S. Government had shut down because of the lack of an approved federal budget bill, so WYDOT was asked to assist in opening the road in the spring of 2013. A rotary plow was borrowed from District 4, a bulldozer was borrowed from District 2, and WYDOT personnel were brought in from various locations to clear 17 miles of roadway at the east Yellowstone entrance. The effort cost about \$62,000, which was paid for by local businesses, private entities, and with local government funds. Ms. Carlson offered kudos and her appreciation for the collaborative effort in accomplishing such a project with great success.

The district placed 22,800 tons of asphalt and chip sealed 79 miles of roadway throughout the summer with WYDOT maintenance forces. A salt/sand pad and pond combination is under construction in Shoshoni, in accordance with the Department of Environmental Quality standards,

and smaller pole buildings are planned in 2014 for Sweetwater Station, Diversion Dam, and between Cody and Powell. Future salt/sand facilities are planned in Worland and Lander.

Using the salt/brine, the chain law, and variable speed limits has allowed the Department to keep South Pass open more than it has been in the past.

Twenty-eight highway construction projects were let in 2013 that totaled \$57 million. About \$9.5 million of that total was spent on the Brett and Upper Shell landslides, which is the last of the slide repairs that occurred during the 2011 spring runoff.

The 17 Mile Road project is virtually complete, with only the chip seal to be accomplished by the Wind River Tribe's workforces in the summer of 2014, with some guidance and training from WYDOT's maintenance crews. The final cost of the project will be about \$17.6 million, or about \$500,000 under budget. The project involved a unique partnership between WYDOT forces, the Central Federal Lands Highway Division, the Shoshone and Arapaho Tribes, the FHWA, Wyoming Travel and Tourism, and Fremont County to accomplish the project. The successful completion of the project marks the end of a 17-year effort to reconstruct the roadway. The ownership of the roadway will be transferred to the Wind River Indian Reservation upon final acceptance of the work.

The Cody East project is under contract and will be constructed at a cost of \$12.3 million. This project is the last portion of the five-lane section to be constructed along the Cody to Powell corridor. The Beaver Creek Section of the Beaver Rim project was also let to contract at a cost of \$4.4 million, and the Thermopolis Northwest project was let at a cost of \$6.7 million.

The Dubois engineering crew has been dismantled and the office will be closed by the end of January 2014. The crew was no longer necessary after the Togwotee Pass project was completed. The office building and the three remaining Department-owned houses will be sold. The only small scale projects remaining on Togwotee Pass, Quarantine and Wet Meadow landslides will be repaired by crews that are based in Riverton and/or Lander.

The Quarantine and Wet Meadow landslides, located near Dubois, will be repaired by crews that are based in Riverton and Lander.

The district Traffic Program had a routine year. Traffic signals were retrofitted with new pedestrian crossing signs, and that project has received many favorable comments from the public. About 69,000 gallons of striping paint was placed on the roadway in 2013.

As a requirement of the Transportation Investment Generating Economic Recovery (TIGER) Grant that was utilized for the 17 Mile Road project, anticipated crash rates were reported in the reporting process. Crash data was gathered for the three years before and three years after the 17 Mile Road East project was built. Fatal crashes on the 17 Mile Road East Section were reduced by 75 percent, and injury crashes and property damage crashes were reduced by 72 percent. Overall, the number of crashes fell 72 percent.

The 17 Mile Road project paid out \$4.5 million in wages to Native American workers, and \$180,000 was spent to train the work force.

The last major construction project to be constructed on the Wind River Reservation is the Ethete South project. The project hit some major obstacles with cultural and wetland clearances. The project has been realigned and redesigned, and is now progressing again. About \$1.8 million in structural work is planned for the current fiscal year, and the road work is scheduled in 2017, pending right-of-way acquisition.

The District 5 safety campaign for 2013 was focused on school bus safety and child seat restraint usage on the Wind River Reservation.

The district experienced some personnel turnover last year. Some retirement vacancies were temporarily double-filled, allowing some beneficial cross training before retirees left the Department. Ms. Carlson anticipates an increase in employee turnover, as the Gas Hills Uranium site is in its final development stage and will soon begin operation, as well as the forthcoming Moneta Divide project.

Fifty-one percent of the District 5 workforce is over 50 years of age, and 54 percent of the workforce has less than 10 years of experience. There are currently six vacancies within the district, with one construction, three maintenance, one mechanic, and one traffic position open. Engineers have been particularly difficult to recruit into the district, particularly in Worland where an engineering position has been advertised and a job offer was made twice, but turned down by the applicant.

Five District 5 employees are working a dual role, working for the maintenance crews in the winter and for the construction or traffic crews in the summer months.

Ms. Carlson recently polled District 5 to determine the employees' most desired job aspects. Some of the top results were, "job security, loyalty of management, and good working conditions," but overwhelmingly the top answer was "good wages." The lack of an increase in compensation in today's economy is taking its toll on WYDOT workers.

Efforts have been made to bring employee training into the district so that employees don't have to spend several days away from work to attend classes at WYDOT University in Cheyenne. Participation has increased, particularly in the area of leadership and supervisory training.

New snowplow trucks have been ordered for the Riverton crew. The trucks will be outfitted with the salt/brine system. A 5,000-gallon application tank has also been installed at the Riverton Shop for use by the snow maintenance crew. Rotary plow maintenance continues to be a significant expense for the district. Ms. Carlson advised that the district will need to consider purchasing a new rotary plow in the future. If a new rotary plow is acquired, only one or two employees will be trained and designated as operators in an effort to maintain better care of that piece of equipment.

District Engineers John Eddins and Pat Persson left the meeting.

6. Mr. Fredrick presented the Engineering and Planning report, beginning with the bid tabulations from the letting held December 11, 2013, in Casper.

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

Federal project NHPPI-I805164, involving milling plant mix, bituminous pavement surfacing, plant mix wearing course, bridge deck repair, and miscellaneous work on 6.27 miles of I-80, beginning at reference marker (RM) 324.11, between Laramie and Cheyenne (Vedauwoo Section), in Albany County.

Engineer's Estimate	\$6,498,170.25	
<b>Knife River, Casper, WY</b>	<b>\$5,508,349.30</b>	<b>-15.2%</b>
Simon Contractors and its Subsidiaries, Cheyenne, WY	\$5,789,464.50	
Border States Paving, Inc., Fargo, ND	\$5,960,300.25	

It was recommended by Mr. Fredrick, moved by Commissioner Dooley, seconded by Commissioner Anderson, and carried that **Knife River, Casper, Wyoming**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder. The Federal Highway Administration concurred with this decision.

**COMMISSION DISTRICTS 2 and 3**  
**K. John Dooley - Commissioner**  
**Todd Seeton - Commissioner**

State project SCP-TC-P141021, involving milling plant mix, pit run subbase, bituminous pavement surfacing, and miscellaneous work on 9.98 miles of WYO 28, beginning at RM 14.42, between Farson and Lander, in Sublette and Sweetwater counties.

Engineer's Estimate	\$2,298,496.25	
<b>McGarvin-Moberly Construction Company, Worland, WY</b>	<b>\$1,891,380.84</b>	<b>-17.7%</b>
Lewis & Lewis Inc., Rock Springs, WY	\$2,000,300.72	
LeGrand Johnson Construction Co., Logan, UT	\$2,092,439.25	
Plus 5% for Comparison	\$2,197,061.21	
Mountain Construction Company, Lovell, WY	\$2,112,074.61	
HK Contractors, Inc., Idaho Falls, ID	\$2,199,624.00	
Plus 5% for Comparison	\$2,309,605.20	
DePatco, Group, St. Anthony, ID	\$2,296,113.25	
Plus 5% for Comparison	\$2,410,918.91	

It was recommended by Mr. Fredrick, moved by Commissioner Dooley, seconded by Commissioner Seeton, and carried that **McGarvin-Moberly Construction Company, Worland, 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 3**  
**Todd Seeton - Commissioner**

State project SCP-TC-P112022, involving grading, milling plant mix, bituminous pavement surfacing, reclaimed asphalt widening, and miscellaneous work on 10.50 miles of US 189, beginning at RM 24.00, between Lazeart Junction and Kemmerer (Kemmerer South Section), in Lincoln County.

Engineer's Estimate	\$3,076,141.75	
<b>LeGrand Johnson Construction Co., Logan, UT</b>	<b>\$2,758,139.50</b>	<b>-10.3%</b>
Plus 5% for Comparison	\$2,896,046.48	
HK Contractors, Inc., Idaho Falls, ID	\$2,956,286.50	
Plus 5% for Comparison	\$3,104,100.83	
McGarvin-Moberly Construction Company, Worland, WY	\$3,185,237.74	
DePatco, Group., St. Anthony, ID	\$3,239,550.00	
Plus 5% for Comparison	\$3,401,527.50	
Lewis & Lewis Inc., Rock Springs, WY	\$3,398,749.00	

It was recommended by Mr. Fredrick, moved by Vice Chairman McCormack, seconded by Commissioner Coulter, and carried that **LeGrand Johnson Construction Co., Logan, Utah**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder.

**COMMISSION DISTRICT 6**  
**Ted Ertman - Chairman**

State project SCP-TC-0600020, involving grading, draining, milling plant mix, placing crushed base and bituminous pavement surfacing, removal and replacement of a structure, signing, fencing, and miscellaneous work on 5.11 miles of WYO 116, beginning at RM 16.46, between Sundance and Upton (County Line North Section), in Crook County.

Engineer's Estimate	\$6,997,140.75	
<b>High Country Construction, Inc., Lander, WY</b>	<b>\$6,923,414.82</b>	<b>-1.1%</b>
Intermountain Construction & Materials, Gillette, WY	\$6,982,135.40	
Foothills Contracting, Inc., Webster, SD	\$7,276,922.65	
Plus 5% for Comparison	\$7,640,768.78	
Oftedal Construction, Inc., Casper, WY	\$7,319,096.60	
Border States Paving, Inc., Fargo, ND	\$7,370,723.40	
Plus 5% for Comparison	\$7,739,259.57	
Mountain Construction Company, Lovell, WY	\$7,546,997.82	
Simon Contractors and its Subsidiaries, Cheyenne, WY	\$7,744,916.62	

It was recommended by Mr. Fredrick, moved by Commissioner Seeton, seconded by Commissioner Ruwart, and carried that **High Country Construction, Inc., Lander, 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 7  
Clair Anderson - Commissioner**

Federal project NHPPI-I254150, involving the installation of overhead dynamic message signs and miscellaneous work at various locations on I-25, in the city of Casper, in Natrona County.

Engineer's Estimate	\$1,368,833.30	
<b>Advanced Electrical Contracting, Inc., Sheridan, WY</b>	<b>\$1,262,115.00</b>	<b>-7.8%</b>
Custom Lighting Services, LLC, d/b/a Black and McDonald and Subsidiaries, West Jordan, UT	\$1,321,321.00	
Casper Electric, Inc., Casper, WY	\$1,338,914.42	
Modern Electric Co. and its subsidiary, Casper, WY	\$1,385,129.00	
Electrofab, Inc., Gillette, WY	\$1,399,100.00	
Hidden Peak Electric Co., Inc., Murray, UT	\$1,626,048.50	

It was recommended by Mr. Fredrick, moved by Commissioner Anderson, seconded by Vice Chairman McCormack, and carried that **Advanced Electrical Contracting, Inc., Sheridan, Wyoming**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder. The Federal Highway Administration concurred with this decision.

State project SCP-TC-N342045, involving milling concrete and plant mix bituminous pavement surfacing, and miscellaneous work on 0.3 mile of US 20, beginning at RM 116.14, between Shoshoni and Thermopolis (Wind River Tunnels), in Fremont County.

Engineer's Estimate	\$284,265.00	
<b>71 Construction, Casper, WY</b>	<b>\$368,971.62</b>	<b>+29.8%</b>
Mountain Construction Company, Lovell, WY	\$387,797.51	
McGarvin-Moberly Construction Company, Worland, WY	\$451,436.45	

It was recommended by Mr. Fredrick, moved by Vice Chairman McCormack, seconded by Commissioner Anderson, and carried that **71 Construction, Casper, Wyoming**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder.

7. Mr. Fredrick presented information about the proposed slate of Transportation Alternatives Program (TAP) Advisory Committee nominees. The nominees are:

- Dr. Wendy Braund, Wyoming Department of Health, Cheyenne, 3-year term
- Delbert Eitel, Wyoming County Commissioners Association, Johnson County Commission, Kaycee, 5-year term
- David Koskelowski, Wyoming Department of Education, Cheyenne, 5-year term
- Kristin Phipps, Wyoming Office of Tourism, Cheyenne, 3-year term
- Dicky Shanor, Wyoming Association of Municipalities, Cheyenne, 5-year term
- Amber Travsky, Wyoming Department of Transportation, Laramie, 3-year term
- Taylor Rossetti, Wyoming Department of Transportation, Cheyenne, Chairman

It was recommended by Mr. Fredrick, moved by Vice Chairman McCormack, seconded by Commissioner Anderson, and carried to approve the slate of TAP Advisory Committee members.

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

### **COMMISSION DISTRICT 1**

#### Urban Interstate

DR 360.78 DR13383; Laramie County; I-80, Parsley Boulevard bridge; RM 360.78; damage repair; FY 2014; request state preliminary engineering funds of \$36,595; request state construction engineering and construction funds of \$910,807

### **COMMISSION DISTRICT 2**

#### Local

CD 0.00 CD14003; Albany County; Laramie Streets, 15<sup>th</sup> and 30<sup>th</sup> Street; pedestrian and bicycle facilities, scenic turnouts and overlooks; FY 2014; request federal construction funds of \$1,053,139; local overmatch is \$618,000

RHC 0.00 CN04110; Sweetwater County; town of Granger, Main Street; circuitry and new house; FY 2014; request federal preliminary engineering funds of \$15,000; request federal construction engineering and construction funds of \$605,000

### **COMMISSION DISTRICT 3**

#### Local

CD 0.00 CD14002; Lincoln County; city of Kemmerer, various locations; pedestrian and bicycle facilities; FY 2014; request federal construction engineering and construction funds of \$180,400

CD 0.00 CD14006; Lincoln County; town of Afton, Swift Creek; pedestrian bridge and pathway; FY 2014; request federal construction engineering and construction funds of \$376,972

CD 0.00 CD14007; Teton County; town of Jackson, US 26/89; pedestrian and bicycle facility; FY 2014; request federal construction funds of \$1,095,000; local overmatch is \$775,000

CD 0.00 CD14008; Lincoln County; town of Thayne, various locations; pedestrian and bicycle facilities; FY 2014; request federal construction engineering and construction funds of \$60,000

#### **COMMISSION DISTRICT 4**

##### Urban Minor Arterial

ARSCT 0.00 4641A01; Campbell County; Gillette Streets, Boxelder Road, WYO 50 to Overdale Drive; water line and sanitary sewer; FY 2016; request preliminary engineering funds of \$50,400; estimated construction engineering and construction cost is \$554,400; to be reimbursed by the City of Gillette

##### Local

CD 0.00 CD14001; Campbell County; Gillette Streets, various locations; pedestrian and bicycle facilities; FY 2014; request federal construction funds of \$242,050

#### **COMMISSION DISTRICT 7**

##### Local

CD 0.00 CD14004; Fremont County; Mortimore Lane; pedestrian and bicycle facility; FY 2014; request federal preliminary engineering funds of \$53,120; request federal construction engineering and construction funds of \$232,980

CD 0.00 CD14005; Natrona County; town of Casper, Robertson Road; pedestrian and bicycle facility; FY 2014; request federal preliminary engineering funds of \$28,000; request federal construction engineering and construction funds of \$392,000

9. Colonel Butler presented the Highway Patrol report.

The Fatal Crash Summary through November 30, 2013, includes 69 fatal crashes involving 79 deaths. The fatalities include 40 rollover crashes, 24 multi-car crashes, 2 fixed objects, 10 motorcycles and all-terrain vehicles, and 3 pedestrians. Of the 69 crashes that occurred so far this year, 20<sup>1</sup> involved commercial vehicles.

There have been 15<sup>2</sup> crashes to date deemed alcohol related, resulting in 17<sup>2</sup> deaths. Of those deaths, 14<sup>2</sup> were attributed to not using occupant restraints.

Of the 79 deaths that have occurred to date this year, 40 can be attributed to the non-use of occupant restraints, with 33 involving rollover crashes, and 7 involving multi-car collisions. Of the 40 deaths

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<sup>1</sup>This is sub-crash data, and is not included in the total deaths.

<sup>2</sup>Not all chemical test results were available at the time of report.

that occurred from non-use of occupant restraints, 55 were Wyoming residents, and 24 were non-residents. Eighteen of those who perished were under 20 years of age, and 11 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, 2013. The summary depicts 5,108 crashes statewide, of which 4,253 involved non-commercial vehicles, and 855 involved commercial vehicles.

Patrol Field Arrest Activity: Field arrest activity indicates that the majority of arrests made as of November 30, 2013, have been DUI related. There have been 1,071 field arrests made so far this year, including:

- DUI arrests from crashes – 71
- DUI arrests from traffic stops – 361
- DUI arrests from the REDDI Program – 116
- DUI arrests from ports-of-entry – 5
- NCIC hits (person) – 39
- Wyoming warrants hits – 172
- Drug arrests – 178
- Other arrests – 129

10. Mr. Byrne presented the Aeronautics report, including the November 2013 Aeronautics Flight Operations Passenger Summary Report and the Wyoming Aircraft Accident Report.

11. Mr. Shultz presented the Operations report.

It was recommended by Mr. Shultz, moved by Commissioner Dooley, seconded by Vice Chairman McCormack, and carried to approve, by consent, the following bids:

- Bid number 14-032 to furnish 775,000 each, 2014 Wyoming state highway maps, for distribution by the Public Affairs Program. The bid was awarded to Frederic Printing of Aurora, Colorado, for the sum of \$81,375.00.
- Bid number 14-037 to furnish HAZMAT and Confined Training for one year. The bid was awarded to Peak Environmental Management, Inc., of Green River, Wyoming, for the sum of \$57,000.00.
- Bid number 14-041 to furnish two each, new, current model, Class 8, cab and chassis for stake body trucks, for delivery in Sheridan and Lander. The bid was awarded to Jack's Truck & Equipment of Gillette, Wyoming, for the sum of \$179,392.00.
- Bid number 14-042 to furnish two each, new, current model, Class 8, cab and chassis, for striping trucks, for delivery in Afton and Sheridan. The bid was awarded to Floyd's Truck Center, Inc., of Cheyenne, Wyoming, for the sum of \$186,740.00.

- Bid number 14-043 to furnish two each, new, current model truck-mounted, rural stripers, for delivery at the dealership. The bid was awarded to EZ-Liner Industries of Orange City, California, for the sum of \$494,720.00.
- Bid number 14-044 to furnish 12 each, new, current model, three-yard, articulated wheel loaders, for delivery in Laramie, Evanston, Thermopolis, Elk Mountain, Cheyenne, Basin, Wheatland, Casper, Gillette, and Lander. The bid was awarded to Wyoming Machinery Co. of Cheyenne, Wyoming, for the sum of \$1,431,228.00.
- Bid number 14-045 to furnish one each, new, current model, four-yard, articulated wheel loader, for delivery in Jackson. The bid was awarded to Honnen Equipment of Mills, Wyoming, for the sum of \$192,509.00.
- Bid number 14-061 to furnish 120,000 pounds of aluminum for use in manufacturing motor vehicle license plates. The bid was awarded to Juniper Aluminum Corp of Hammond, Indiana, for the sum of \$160,680.00.
- Bid number 14-062 to furnish 5,000 tons of maintenance stockpiled, Type A, ½-inch material, for delivery in Hulett. The bid was awarded to Croell Redi-Mix of Sundance, Wyoming, for the sum of \$130,000.00.

It was recommended by Mr. Shultz, moved by Commissioner Anderson, seconded by Commissioner Seeton, and carried to approve purchase for Requisition Number 0000032631 to furnish 21 each Force America 8-yard plow control system and hydraulics, and 3 each Force America 4-yard plow control system and hydraulics, for use by the Equipment Program in Cheyenne. The contract was awarded to Force America, Inc., of Burnsville, Minnesota, for the sum of \$433,572.00.

It was recommended by Mr. Shultz, moved by Commissioner Ruwart, seconded by Commissioner Seeton, and carried to approve purchase for Requisition Number 00000112313 to furnish automobile tires, for use statewide. The contract was awarded to The Goodyear Tire & Rubber Company of Akron, Ohio; Michelin North America, Inc., of Greenville, South Carolina; and Bridgestone/Firestone, Inc., of Nashville, Tennessee; for the estimated total annual sum of \$700,000.00.

12. It was moved by Commissioner Anderson, seconded by Commissioner Dooley, and carried to move into executive session to discuss a legal matter. The Commission went into executive session at 4:45 p.m., on Thursday, December 12, 2013.

District Engineers Fleenor and Gillett, and Messrs. Hibbard, McGee, Dailey, Williams, Goetz, and Ms. Fresquez left the meeting.

13. It was moved by Vice Chairman McCormack, seconded by Commissioner Dooley, and carried to come out of executive session. The Commission came out of executive session at 5:00 p.m., on Thursday, December 12, 2013.

14. It was moved by Commissioner Dooley, seconded by Commissioner Anderson, and carried to adjourn the meeting. Chairman Ertman adjourned the meeting at 5:00 p.m., on Thursday, December 12, 2013.