

Implementation of the Wyoming Rural Road Safety Program



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ABSTRACT

SAFETEA-LU contains language indicating that State Department of Transportation (DOTs) will be required to address safety on local and rural roads. It is important for state, county, and city officials to cooperate in producing a comprehensive safety plan to improve statewide safety. This legislation provides an opportunity to implement a more cohesive and comprehensive approach to local road safety in Wyoming. The Wyoming Local Technical Assistant Program (LTAP) coordinated an effort in cooperation with the Wyoming Department of Transportation (WYDOT), Wyoming Division of Federal Highway Administration (FHWA), as well as Wyoming counties and cities to identify low-cost safety improvements on high-risk rural roads in Wyoming.

Crash data was obtained from the WYDOT CARE program which includes all reported crashes on all rural county roads. Wyoming rural roads have relatively small numbers of crashes. Therefore, longer analysis periods were needed to identify high-risk locations. The Wyoming Rural Road Safety Program (WRRSP) obtained data over a 10-year period to conduct crash data analysis. The combined crash data and field safety evaluation procedure will result in the identification of high crash locations where specific safety countermeasures are recommended. The proposed benefit/cost analysis will insure that only cost-effective measures will be selected for funding.

WYDOT approved the WRRSP and recommended statewide implementation in 2008. In addition, WYDOT and the FHWA Division office approved the WRRSP for eligibility to receive funding from the High Risk Rural Road (HRRR) Program.

Three Wyoming counties were included in the initial study, and nine additional counties have participated since the initial study. Three additional counties have already requested help to implement this program in the near future. The statewide implementation was launched in 2009. Safety projects funded by the WRRSP included: Installation of advance warning signs, delineators, and guard railing, pavement striping; widening of shoulders; relocation of mail boxes from inside of right of way (ROW); installation of culvert and cattleguard extensions; relocation of fences, and improving horizontal and vertical alignments. A statewide sign program was also implemented with the WRRSP. This report summarizes the implementation of the WRRSP in Wyoming.

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1. INTRODUCTION

Identifying high-risk rural road segments and their corresponding safety countermeasures is one of the most efficient and cost effective ways to improve highway safety. Finding methods to improve the safety of the nation's rural roadways is very important. Rural roads are critical links in the nation's transportation system, providing travel and commerce for the approximately 60 million people living in rural America (1). About 80 percent of the nation's roadway miles are rural; more than 58 percent of the total fatalities occur in rural areas and the fatality rate for rural areas (per 100 million vehicles miles of travel) is more than twice that of urban centers (2). However, many rural roads lack important safety features and experience serious traffic accidents at a rate far higher than other highways. Nationally, about 60 percent of traffic fatalities occur on rural highways (3).

To help counties identify high-risk rural locations and develop a strategy to obtain funding to reduce crashes on the riskiest segments, the LTAP Center has developed the Wyoming Rural Road Safety Program (WRRSP)—which was funded by Mountain-Plains Consortium (MPC) and the Wyoming Department of Transportation (WYDOT) in cooperation with the Federal Highway Administration (FHWA). Program guidance was provided by a Local Road Safety Advisory Group with representatives from WYDOT, the Wyoming Local Technical Assistance Program (LTAP), the Wyoming Association of County Engineers and Road Supervisors, the Wyoming Association of Municipalities, and FHWA.

The pilot phase of the research project involved data collection and participation from Carbon, Laramie, and Johnson counties. The data collected included historical crash data as well as field conditions. A five-step procedure, shown in Figure 1.1, was developed and applied in these counties. These five steps are:

1. Crash data analysis
2. Level I field evaluation
3. Combined ranking to identify potential high-risk locations based on steps 1 and 2
4. Level II field evaluation to identify countermeasures
5. Benefit/cost analysis

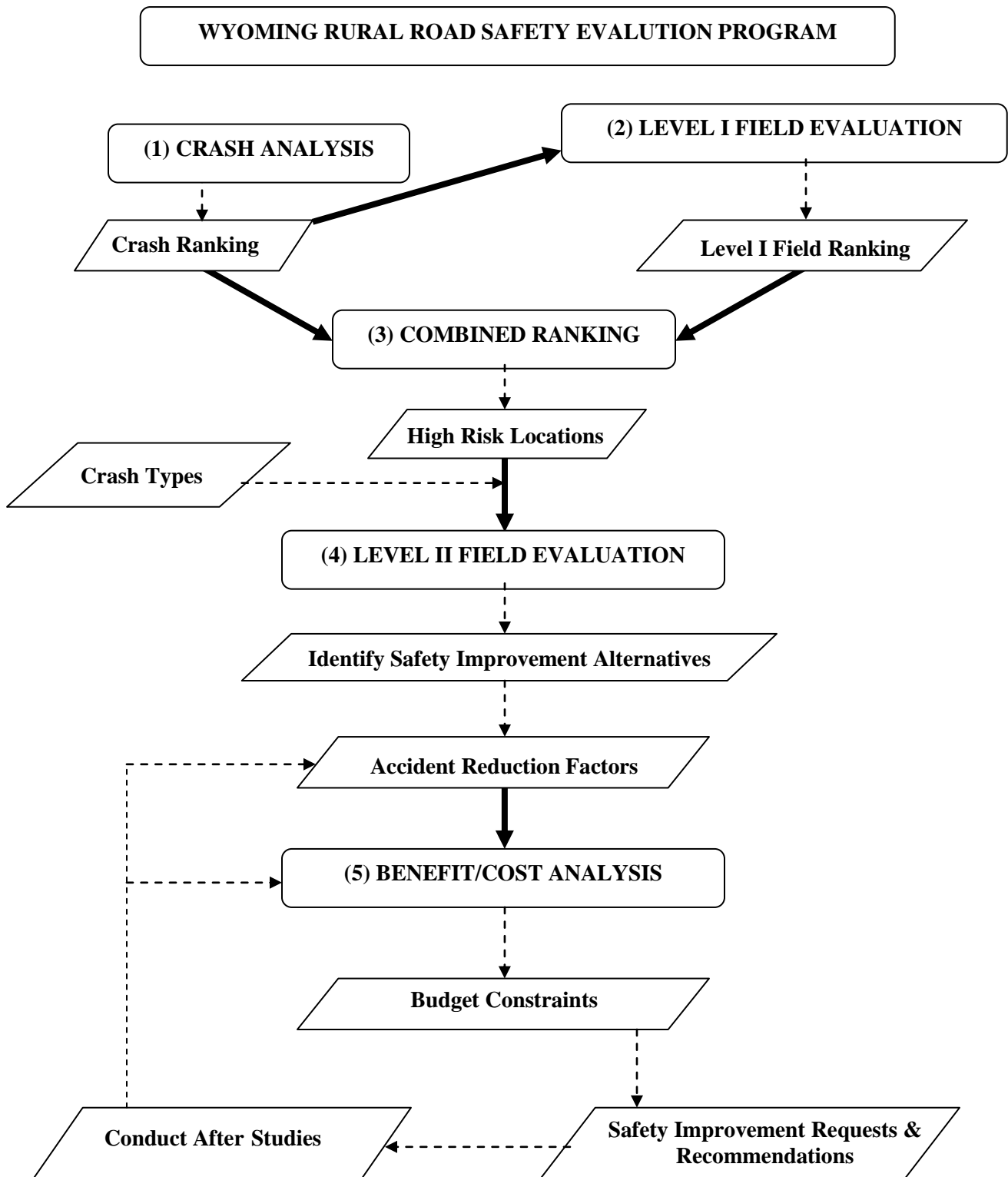


Figure 1.1 The Five-Step Process to Identify High-risk Rural Roads

Crash data were analyzed to identify high-risk segments with proportionately higher crashes during a 10-year analysis period. A Level I field evaluation was conducted to identify deficiencies in geometric conditions and shoulders as well as pavement markings and signage. Roadway segments were ranked on a scale from 0 to 10 in five risk categories based on the results of the field evaluation. The five categories are:

1. General
2. Intersection and Railroad Crossings
3. Signage and Pavement Markings
4. Fixed Objects and Clear Zones
5. Shoulder and ROW.

Combined rankings based on crash data and field evaluations were used to identify segments with the highest potential crash risks. A comprehensive analysis was then conducted on each high-risk segment. The objective of this evaluation was to identify low-cost safety countermeasures for segments identified as high-risk locations. A benefit/cost analysis was performed to help identify the most cost-effective safety measures. Two worksheets were developed to perform the benefit/cost analysis based on the estimated costs and the anticipated reduction in crashes. The first worksheet was designed for a single segment while the second one can be used to perform the analysis on multiple segments. After all the required information was entered, the worksheets automatically calculated the benefit and the benefit/cost ratio for each countermeasure and the combined value if multiple countermeasures are used. Higher benefit-to-cost ratios reflect more cost-effective countermeasures.

As a result of this successful pilot study, the Local Road Safety Advisory Group approved the WRRSP procedure as a means of improving safety on rural roads in Wyoming. Once a county has completed the five-step procedure, it has the necessary information to develop plans to fund safety improvements using the High Risk Rural Road Program or other funding sources. WYDOT is funding some of the counties' safety requests, providing the incentive for other Wyoming counties to establish their own local safety programs.

In this second phase of the project, MPC and WYDOT are facilitating implementation of the WRRSP on a statewide basis. The LTAP Center is providing technical help and training to counties interested in implementing the program. So far, the LTAP Center has helped half of the 23 counties in Wyoming to implement the WRRSP. Multiple low-cost safety projects have been approved for funding on roads with the highest risk levels. Currently, 20 safety improvement projects around the state have been funded. Eventually, all counties in the state are expected to follow the five-step procedure developed in this study to identify their high-risk rural road segments and safety countermeasures. Funding requests from all counties are ranked by the Wyoming Safety Management System Committee. In this way, the distribution of available funding will be optimized. The LTAP Center will do a follow-up study in three years on all of the improved sections to determine the effectiveness of the program in reducing crashes and fatalities. Three years is the minimum required wait time after installation of safety improvements to get meaningful results on benefits.

The methodology of the Wyoming Rural Road Safety Program (WRRSP) is described in detail elsewhere (MPC 09-215 and WYDOT FHWA-WY-09/064). This report will concentrate on summarizing the safety projects funded in 12 counties as a result of implementing the WRRSP.

2. IMPLEMENTATION OF WRRSP

The Wyoming LTAP has helped to implement the Wyoming Rural Safety Program (WRRSP) in 12 of the 23 counties in Wyoming, as shown in Figure 2.1. Nine out of the 12 counties have already submitted applications for low-cost safety improvements. There have been three rounds of funding advertised by WYDOT and the Wyoming LTAP. Five counties received funding for eight projects in round one and all of the projects are currently under construction. Round two resulted in funding for nine projects in three counties. The plans for four have been approved, while the remaining five are being prepared. Six counties submitted five proposals for funding in round three. The WYDOT safety office is currently reviewing these requests. Three additional counties are interested in participating in round four.

Table 2.1 shows which counties participated in each round of funding. It also shows the steps for each application from the completed application to the final payment. Table 2.2 shows the funding breakdown for the nine counties that have submitted applications and have been approved for funding. As shown in the table, \$1,624,947.00 has been approved for funding.

Table 2.3 shows the benefit to cost (B/C) ratios for each county based on step 5 of the WRRSP. The expected benefit for the three rounds of the WRRSP was \$21,023,047 with a total cost of \$1,624,692. The B/C ratio for all three rounds combined comes out to be 12.9.

Appendix A summarizes the WRRSP program implementation in 12 Wyoming counties. The appendix has a table for each county showing the selected high risk rural roads that were eligible for the WRRSP. The roads were selected as per the first three steps of the WRRSP. The appendix also gives a list of appropriate countermeasures/safety improvements that each county selected. The countermeasures/safety improvements were arrived at by using steps four and five of the WRRSP.

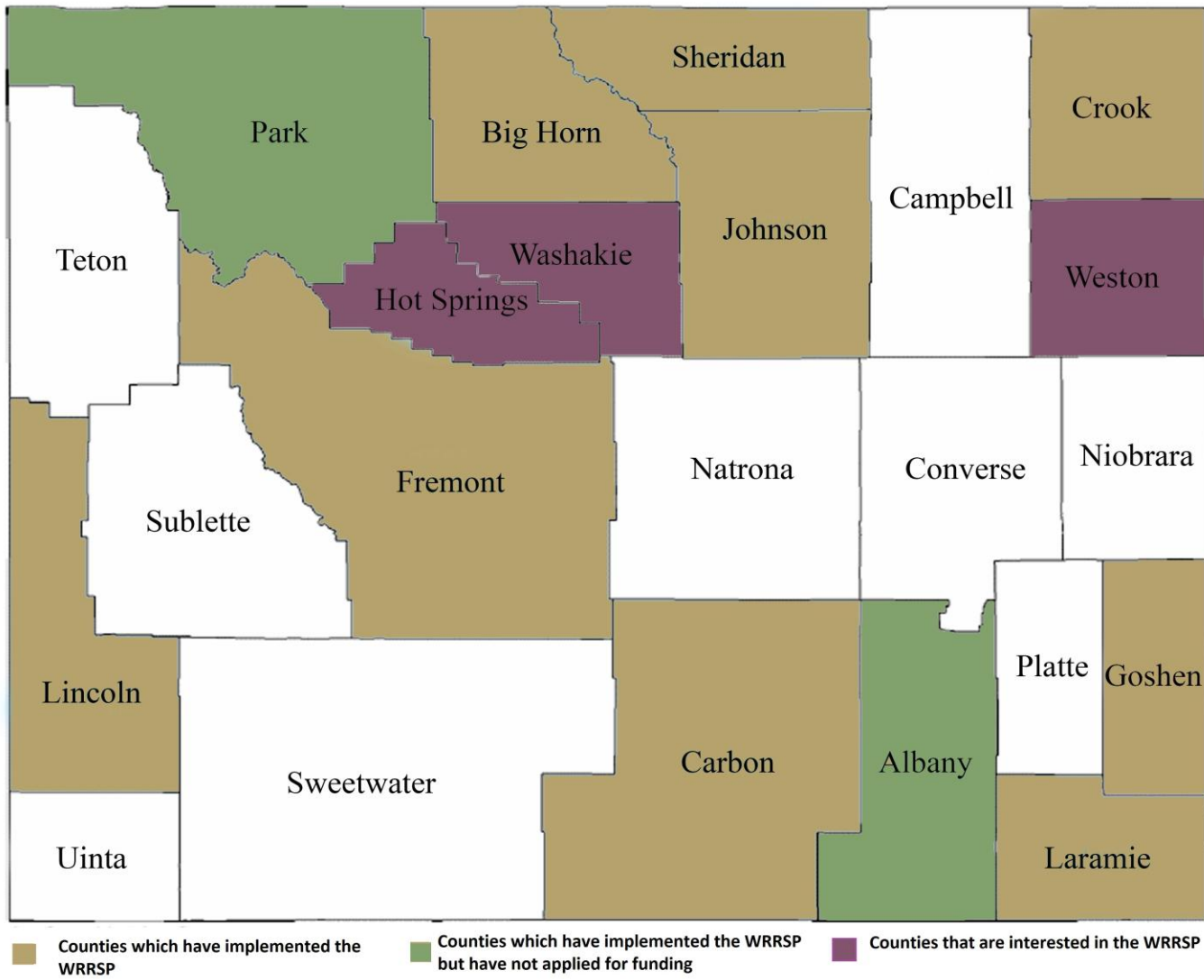


Figure 2.1 Implementation of the WRRSP by Wyoming Counties

Table 2.1 WRRSP Progress Report

| | COUNTIES & # | Completed Application | COOPERATIVE AGREEMENT | R.O.W. Certificate | Environmental Clearance Letter By County To WYDOT | Environmental Clearance To FHWA From WYDOT | Public Interest Finding | Plans Submitted | Notice to Proceed | Inspection Date | Acceptance Certificate | Project Cost Reimbursement Statement | Final Payment |
|-----------|------------------|-----------------------|-----------------------|--------------------|---|--|-------------------------|-----------------|-------------------|-----------------|------------------------|--------------------------------------|---------------|
| ROUND #1 | Carbon CN06065 | 10/1/2008 | 7/23/2009 | 12/19/2009 | 8/25/2009 | 9/21/2009 | N/A | 1/28/2010 | 4/12/2010 | 3/1/2011 | | | |
| | Johnson CN16022 | 10/1/2008 | 6/15/2009 | 9/18/2009 | 9/8/2009 | 9/21/2009 | N/A | 1/25/2010 | 4/12/2010 | | | | |
| | Laramie CN02090 | 10/1/2008 | 8/6/2009 | 11/3/2009 | 10/4/2009 | 9/21/2009 | 10/26/2009 | 10/10/2009 | 1/29/2010 | 1/10/2010 | NA | NA | 6/8/2010 |
| | Lincoln CN12051 | 4/28/2009 | 9/18/2009 | 11/4/2009 | 9/9/2009 | 9/21/2009 | N/A | 1/27/2010 | 1/29/2010 | 3/28/2011 | | 1/2/2010 PART | |
| | Lincoln CN12052 | 4/28/2009 | 9/18/2009 | 11/4/2009 | 9/9/2009 | 9/21/2009 | N/A | 1/27/2010 | 1/29/2010 | 3/28/2011 | 3/2/2011 | 3/2/2011 | |
| | Lincoln CN12053 | 4/28/2009 | 9/18/2009 | 11/4/2009 | 9/9/2009 | 9/21/2009 | N/A | 1/27/2010 | 1/29/2010 | | | | |
| | Sheridan CN03033 | 5/5/2009 | 9/30/2009 | 1/26/2010 | 10/5/2009 | 10/15/2009 | N/A | 1/27/2010 | 4/12/2010 | | | | |
| | Sheridan CN03034 | 5/5/2009 | 9/30/2009 | 1/26/2010 | 10/5/2009 | 10/15/2009 | N/A | 1/27/2010 | 4/12/2010 | | | | |
| ROUND # 2 | Big Horn CN09056 | 6/6/2009 | 8/5/2010 | 9/15/2009 | 8/5/210 | 2/23/2011 | N/A | | | | | | |
| | Fremont CN10095 | 1/12/2010 | 8/5/2010 | | | | N/A | | | | | | |
| | Fremont CN10096 | 1/12/2010 | 8/5/2010 | | | | N/A | | | | | | |
| | Lincoln CN12054 | 8/16/2010 | 9/5/2010 | 2/3/2010 | 10/29/2010 | 2/23/2011 | N/A | 2/1/2011 | 5/10/2011 | | | | |
| | Lincoln CN12055 | 8/16/2010 | 9/5/2010 | 2/3/2010 | 10/29/2010 | 2/23/2011 | N/A | 11/16/2010 | 5/10/2011 | | | | |
| | Lincoln CN12056 | 8/16/2010 | 9/5/2010 | 2/3/2010 | 10/29/2010 | 2/23/2011 | N/A | | | | | | |
| | Lincoln CN12057 | 8/16/2010 | 9/5/2010 | 2/3/2010 | 10/29/2010 | 2/23/2011 | N/A | 5/20/2011 | | | | | |
| | Lincoln CN12058 | 8/16/2010 | 9/5/2010 | 2/3/2010 | 10/29/2010 | 2/23/2011 | N/A | 2/1/2011 | 5/10/2011 | | | | |
| | Lincoln CN12059 | 8/16/2010 | 9/5/2010 | 2/3/2010 | 10/29/2010 | 2/23/2011 | N/A | 11/16/2010 | 5/10/2011 | | | | |
| ROUND # 3 | Big Horn CN???? | 8/26/2010 | | | | | | | | | | | |
| | Carbon CN???? | 8/24/2010 | | | | | | | | | | | |
| | Crook CN???? | 9/16/2010 | | | | | | | | | | | |
| | Goshen CN???? | 9/7/2010 | | | | | | | | | | | |
| | Lincoln CN???? | 8/16/210 | | | | | | | | | | | |
| | Sheridan CN???? | 3/4/2011 | | | | | | | | | | | |
| | SIGN PROGAM | Dec-10 | | | | | | | | | | | |
| ROUND # 4 | Hot Springs | | | | | | | | | | | | |
| | Washakie | | | | | | | | | | | | |
| | Weston | | | | | | | | | | | | |

Table 2.2 WRRSP Funding Progress Report

| ROUND # 1 | FUNDED AMOUNT | 7/1/2011 | ROUND # 2 | FUNDED AMOUNT | 7/1/2011 | ROUND #3 | 7/1/2011 | FUNDS REQUESTED |
|---------------------|---------------|---|------------------|---------------|------------------|----------|----------------------|-----------------|
| Carbon CN06065 | \$55,145.00 | Have Installed Culvert Extensions and Half of Signs, County will Finish Signs and Delineators | Big Horn CN09056 | \$90,692.00 | Working on Plans | Big Horn | Application in CN??? | \$90,692.00 |
| Johnson CN16022 | \$51,000.00 | Contractor finished installing Cattleguards. County plans to install signs and delineators, will put together a Public interest form. | Fremont CN10095 | \$89,857.00 | Working on Plans | Carbon | Application in CN??? | \$27,200.00 |
| Laramie CN02090 | \$46,150.00 | Finished I Need Final Payment form. | Fremont CN10096 | \$90,490.00 | Working on Plans | Crook | Application in CN??? | \$74,464.00 |
| Lincoln CN12051 | \$94,745.00 | Have Billed \$22,238.78 | Lincoln CN12054 | \$73,393.00 | Plans In | Goshen | Application in CN??? | \$100,000.00 |
| Lincoln CN12052 | \$58,638 | Complete Invoice \$22,123.94 | Lincoln CN12055 | \$75,107.00 | Plans In | Lincoln | Application in CN??? | \$30,767.00 |
| Lincoln CN12053 | \$32,395.00 | Have Not Started. | Lincoln CN12056 | \$67,662.00 | Working on Plans | Sheridan | Application in CN??? | \$95,917.00 |
| Sheridan CN03033 | \$61,985.00 | Started Construction | Lincoln CN12057 | \$83,884.00 | Plans In | | | |
| Sheridan CN03034 | \$98,634.00 | Started Construction | Lincoln CN12058 | \$76,917.00 | Plans In | | | |
| | | | Lincoln CN12059 | \$59,213.00 | Plans In | | | |

Total \$498,692.00

Total \$707,215.00

Total \$419,040.00

GRAND TOTAL \$1,624,947.00

AS of 7-1-2011

Table 2.3 Benefit Cost Ratios for Each County

| | County | Funded Amount | B/C Ratio | Approximate Benefit |
|-----------------|---------------|----------------------|------------------|----------------------------|
| Round #1 | Carbon | \$55,145 | 70.0 | \$3,858,496 |
| | Johnson | \$51,000 | 8.0 | \$407,490 |
| | Laramie | \$46,150 | 28.1 | \$1,296,354 |
| | Lincoln | \$185,778 | 5.1 | \$947,468 |
| | Sheridan | \$160,619 | 5.7 | \$910,710 |
| Round #2 | Big Horn | \$90,692 | 28.8 | \$2,615,557 |
| | Fremont | \$180,347 | 1.2 | \$207,399 |
| | Lincoln | \$436,176 | 12.2 | \$5,338,794 |
| Round #3 | Big Horn | \$90,692 | 28.8 | \$2,615,557 |
| | Carbon | \$27,200 | 39.4 | \$1,072,224 |
| | Crook | \$74,464 | 13.4 | \$999,307 |
| | Goshen | \$100,000 | 1.6 | \$160,000 |
| | Lincoln | \$30,767 | 1.6 | \$49,843 |
| | Sheridan | \$95,917 | 5.7 | \$543,849 |
| | Totals | \$1,624,692 | | \$21,023,047 |

3. IMPLEMENTATION OF THE STATEWIDE SIGN PROGRAM

A statewide sign program has also been implemented as part of the WRRSP initiative. The LTAP Center provided each county with a list of eligible roads where a significant number of crashes took place between 2000 and 2009. These roads are high-risk locations in each county. The list was obtained from WYDOT crash data, as explained in step one of the WRRSP and then the crashes were based on Equivalent Property Damage Only (EPDO) weighting factors (see the EPDO explanation below). The statewide sign program provided advance warning signs for high-risk rural roads in locations where signs have not previously existed or where enhancement would be beneficial. Funding for the signs and posts were provided from the WRRSP. The counties are responsible for identifying the quantity and locations, and for the installation of the signs. As shown in Table 3.1, 10 counties participated in the program, for a total of 136 roads, 1,812 signs, and 1,595 sign posts. A total of 123 different advance warning signs were requested by the counties.

Table 3.1 Road Sign Detail Report

| ROAD SIGN PROGRAM (RSP) REQUEST FORM | | | |
|---|----------------|----------------|----------------|
| COUNTY | # SIGNS | # POSTS | # ROADS |
| Big Horn | 471 | 444 | 22 |
| Campbell | 494 | 404 | 33 |
| Fremont | 123 | 123 | 6 |
| Hot Springs | 50 | 49 | 8 |
| Laramie | 76 | 76 | 19 |
| Sheridan | 63 | 56 | 10 |
| Sublette | 7 | 7 | 4 |
| Sweetwater | 250 | 220 | 31 |
| Washakie | 34 | 22 | 3 |
| Weston | 244 | 194 | 12 |
| TOTAL | 1812 | 1595 | 136 |

Appendix B summarizes the 10 counties' sign request forms, which shows the quantity, type, and size, as well as the quantity and type of posts. Multiple tables in Appendix B list the eligible roads in each of the 10 participating counties. The tables also show the crash locations, severity types, the EPDO, and the number of signs for each road.

The EPDO is a performance measure where weighting factors relative to PDO crashes are assigned by severity types to develop a single equivalent combined frequency. The EPDO value was determined for this study utilizing present comprehensive crash cost values from the 2010 Highway Safety Manual for five severity types (HSM reference). Because Wyoming roadways have a low number of crashes, typical crash performance measures are more sensitive to fatal crashes and have the potential of being over-emphasized. To avoid this situation, WYDOT recently started combining four of the severity categories defined in Equation 1 (K, A, B, and C) into two categories: critical and serious. Critical crashes combine the K and A crash severity categories, and serious crashes combine the B and C severity categories.

To get appropriate values for the critical and serious crash categories, they were weighted again by the number of crashes in Wyoming for each category. The 10-year crash total on all Wyoming roadways was then determined for each severity category recognized in the Highway Safety Manual. The combined severity categories were weighted against the Wyoming 10-year crash totals to establish a comprehensive crash cost by severity type for Wyoming.

Equation 1 is the EPDO formula utilized for the data analysis.

$$\text{EPDO} = 9*(A+K) + 3.5*(B+C) + \text{PDO} \quad (\text{Equation 1})$$

where:

- EPDO: Equivalent property damage only
- K: Number of fatal crashes
- A: Number of A injury crashes (incapacitating injuries that will prevent normal activities for more than 24 hours)
- B: Number of B injury crashes (non-incapacitating injuries that will not prevent normal activities for more than 24 hours)
- C: Number of C injury crashes (complaint of pain or momentary unconsciousness), and
- PDO: Property Damage Only Crashes

4. CONCLUSIONS

The methodology developed in this project has been presented nationally at the Transportation Research Board Annual Meeting and the National LTAP Association Annual Meeting. In addition, workshops and presentations have been given in Wyoming and throughout the broader Mountain-Plains region. Other states can benefit from this procedure when they are considering the distribution of their high-risk rural road funding. North Dakota has already initiated a study similar to WRRSP. This program has made \$1.5 million available for low-cost safety improvements for local governments in the State of Wyoming. In addition, the program will provide a steady stream of funding for safety improvements on local roads in the future. Providing local governments with a potential funding source for safety improvements is very important in insuring that safety is considered at the local level.

As part of the WRRSP, a statewide sign program for local governments is being implemented. Ten counties in the state have submitted requests for signs at high-risk locations. More than 1,800 signs will be purchased by WYDOT and then distributed to counties for installation to provide advanced warning to the driving public at high crash locations. The Wyoming LTAP Center will conduct a follow-up study to quantify the effectiveness of all of these improvements.

The program has truly been a success story, showing how Wyoming local governments can work closely with WYDOT and FHWA to improve the safety of rural roads across the state. For the first time in the state of Wyoming, local governments can apply for safety funding by following a systematic procedure.

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APPENDIX A.

DETAILS FOR WRRSP IMPLEMENTATION IN EACH COUNTY

A-1. Albany County

The WRRSP has been implemented in Albany County and 12 high-risk locations have been identified as shown in Table A-1.1. Albany County is working on obtaining the right-of-way certificates for their roads. The county will submit a request for funding after securing the required documents.

Several roads can be selected for the implementation of the WRRSP, after Albany County obtains the right-of-way certificates for their roads.

Table A-1.1 Selected high-risk rural roads in Albany County

| Road # | Road Name |
|---------------|--|
| 17 | Roger Canyon Road-U |
| 21 | Fort Sanders Road (Blackfoot Street)-U |
| 22 | Howe Road (Quarry) |
| 34 | Sand Creek Road-U |
| 45 | Lake Hattie Road |
| 47 | Fox Creed Road |
| 55 | Welsh Lane-U |
| 57 | Dutton Creek Road |
| 210 | Soldier Springs Road-U |
| 422 | Pahlow Lane |
| 424 | Hanson Lane |
| 522 | Curtis Street West (stockyards)-U |

A-2. Big Horn County

Big Horn County had 14 roads rated as high-risk locations, as shown in Table A-2.1. The county selected one road from the combined ranking for implementation of the WRRSP: Sand Hill Road #5. The Wyoming Transportation Commission approved the recommendations of the Safety Management System projects sub-committee at their regularly scheduled meeting. The federal project number is HRRR 0.00 CN09056. The county is currently working on construction plans.

Big Horn County also submitted a second application for the WRRSP for the same road, Sand Hill Road #5. The request for funding is under review.

Big Horn County's application for safety improvements on Sand Hill Road #5 consists of performing some corrective excavation work to help flatten out two major curves and bring the super elevations of the curves to be within the current guidelines for unpaved rural roads. The safety project will also place correct signage at the curves to help motorists be more aware of the nature of the roadway.

Table A-2.1 Selected high-risk rural roads in Big Horn County

| Road # | Road Name |
|---------------|---------------------|
| 11 ½ | Road 11 1/2 |
| 177 | Greybull River Road |
| 196 | Basin Gardens Road |
| 229 | Orchard Bench Road |
| 140A | Lane 40 |
| L12B | Lane 12 |
| L33H | Lane 33 |
| L38A | Lane 38 |
| R12 1/2A | Road 12 1/2 |
| R26 | Road 26 |
| R43 ½ | Road 43 1/2 |
| R5B | Road 5 |
| R7A | Road 7 |
| R9B | Road 9 |

A-3. Carbon County

Carbon County had eight roads rated as high-risk locations, as shown in Table A-3.1. The county selected one road from the combined ranking for implementation of the WRRSP, Hanna Leo, Kortes Road #291. The Wyoming Transportation Commission approved the recommendations of the Safety Management System projects sub-committee at their regularly scheduled meeting. The federal project number is HRRR 0.00 CN06065.

Carbon County also submitted a second application for the WRRSP for the Seminoe Road #351. Safety improvements include advance warning signs, edge rumble strips, and pavement markings. The request for funding is under review.

Table A-3.1 Selected high-risk rural roads in Carbon County

| Road # | Road Name |
|---------------|-------------------------------------|
| 291 | Hanna Leo, Kortes |
| 324 | Sinclair-Platte River (Golf Course) |
| 351 | Seminoe |
| 385 | North Spring Creek |
| 401 | Sage Creek (South) |
| 500 | Jack Creek |
| 504 | Saratoga/Ten Mile/Ryan Park |
| 561N | Savery North |
| 700 | Poison Butte/Government |
| 701 | Dad-Wamsutter |
| 704 | Baggs-Dixon-Savery |

A-3.1 Countermeasures/Safety Improvements Hanna-Leo-Kortes Road #291

Safety improvements included installation of 28 advance warning signs, as shown in Table A-3.2, installation of 148 delineators, as shown in Table A-3.3 and extending five existing culverts by 20 feet, as shown in Table A-3.4. Carbon County finished this WHRRR safety project in February of 2011, and will be inspected for approval by the LTAP Center.

Table A-3.2 Sign Summary for Hanna-Leo-Kortes Road #291

| SIGN # | LOCATION | DESCRIPTION & SIZE | MUTCD # |
|--------|-----------|--|---------------|
| 1 | 1.1 East | Intersection Rt. 24" x 24" | W2-2 |
| 2 | 1.2 East | Curve Left 24" x 24" | W1-2 |
| 3 | 1.4 West | Curve Right 24" x 24" | W1-2 |
| 4 | 1.6 Lt | Intersection Rt. 24" x 24" | W2-2 |
| 5 | 1.9 East | Curve Left 24" x 24" | W1-2 |
| 6 | 2.2 West | Curve Right 24" x 24" Speed Limit 40 18" x 18" | W1-2 W13-1 |
| 7 | 3.3 West | Intersection Rt. 24" x 24" | W2-2 |
| 8 | 3.4 East | Stop 24" x 24" | R1-1 |
| 9 | 3.5 East | Pavement Ends 24" x 24" | W8-3 |
| 10 | 3.6 East | Intersection Lt 24" x 24" | W2-2 |
| 11 | 3.8 East | Curve Left 24" x 24" | W1-2 |
| 12 | 4.0 West | Curve Right 24" x 24" | W1-2 |
| 13 | 5.3 East | Curve Right 24" x 24" | W1-2 |
| 14 | 5.6 West | Curve Left 24" x 24" | W1-2 |
| 15 | 5.6 East | Winding Road 24" x 24" | W 1-5 |
| 16 | 6.3 West | Winding Road 24" x 24" | W 1-5 |
| 17 | 7.2 East | Curve Left 24" x 24" Speed Limit 15 18" x 18" | W1-2 W13-1 |
| 18 | 7.3 East | Chevrons Arrow 12" x 18" Chevrons Arrow 12" x 18" | W1-8 W1-8 |
| 19 | 7.6 West | Curve Right 24" x 24" | W1-2 |
| 20 | 7.8 East | Winding Road 24" x 24" | W 1-5 |
| 21 | 7.9 East | Chevrons Arrow 12" x 18" Chevrons Arrow 12" x 18" | W1-8 W1-8 |
| 22 | 8.3 West | Winding Road 24" x 24" | W 1-5 |
| 23 | 8.7 East | Winding Road 24" x 24" | W 1-5 |
| 24 | 9.1 West | Winding Road 24" x 24" | W 1-5 |
| 25 | 9.5 East | Curve Left 24" x 24" | W1-2 |
| 26 | 9.7 West | Curve Right 24" x 24" | W1-2 |
| 27 | 10.9 East | Curve Left 24" x 24" | W1-2 |
| 28 | 11.1 West | Curve Right 24" x 24" | W1-2 |

Table A-3.3 Delineators Summary for Hanna-Leo-Kortes Road #291

| LOCATION # | LOCATION | SIDE | DESCRIPTION & SIZE | ESTIMATED # |
|------------|-------------|------|--------------------|-------------|
| 1 | 0.0 to 3.6 | East | TYPE I | 64 |
| 2 | 0.0 to 3.6 | West | Type I | 64 |
| 3 | 7.3 to 7.35 | East | TYPE I | 10 |
| 4 | 7.9 to 7.95 | East | TYPE I | 10 |

Table A-3.4 Culvert Extension Summary for Hanna-Leo-Kortes Road #291

| EXTENSION # | LOCATION | LENGTH IN FEET | CUBIC YARD GRAVEL | UNIT |
|-------------|----------|----------------|-------------------|------|
| 1 | 6.4 East | 20 | 44 | 1EA |
| 2 | 7.6 East | 20 | 44 | 1EA |
| 3 | 8.4 East | 20 | 44 | 1EA |
| 4 | 8.6 East | 20 | 44 | 1EA |
| 5 | 9.3 East | 20 | 44 | 1EA |

A-4. Crook County

Crook County had 11 roads rated as high-risk locations, as shown in Table A-4.1. Crook County selected three roads from the combined ranking for implementation of the WRRSP. These roads are: Old Sundance Road #93, Warren Peak Road #100, and Pine Ridge Road #205.

Crook County's application for safety improvements consists of: Pine Ridge Road #205 will include restriping the sidelines and centerlines; Old Sundance Road #93 will have restriping of the sidelines and centerlines; and Warren Peak Road #100 consists of repainting the sidelines and centerlines, installing delineator posts and installing advance warning signs. This WRRSP request has not been approved as of March 1, 2011.

Table A-4.1 Selected high-risk rural roads in Crook County

| Road # | Road Name |
|---------------|-----------------------|
| 12 | Bertha Road |
| 24 | Douglas Road |
| 68 | D – Road |
| 93 | Old Sundance Road |
| 100 | Warren Peak Road |
| 120 | Coal-Divide Road |
| 129 | Sand Creek Road |
| 151 | Inyan Kara Creek Road |
| 164 | New Haven Road |
| 180 | McKean Road |
| 205 | Pine Ridge Road |

A-5 Freemont County

Freemont County had 20 roads rated as high risk locations as shown, in Table A-5.1. The county selected one road from the combined ranking for implementation of the WRRSP, and two different safety projects on Baldwin Creek Road #193. The Wyoming Transportation Commission approved the recommendations of the Safety Management System projects sub-committee at their regularly scheduled meeting. The federal project numbers are HRRR 0.00 CN10095 and HRRR CN10096. The county is finishing preliminary engineering to determine any additional Right of Way needed and if any environmental impacts will occur before they can put together construction plans.

Table A-5.1 Selected high risk rural roads in Freemont County

| ROAD # | ROAD NAME |
|---------------|--------------------------------|
| 4 | Tweed Lane-U |
| 14 | Squaw Creek Road-U |
| 43 | North Second Street (Lander)-U |
| 54 | Riverview Road-U |
| 137 | Lower North Fork Road |
| 154 | Hillcrest Drive-U |
| 176 | Lysite-Moneta Road |
| 193 | Baldwin Creek Road |
| 209 | Coal Mine Road |
| 240 | Union Pass Road |
| 272 | Hutchison Road |
| 285 | Horse Creek Road |
| 330 | East Pavillion Road |
| 335 | Ethete Road |
| 345 | North Fork-Ft. Washakie Road |
| 346 | South Fork |
| 347 | Trout Creek Road |
| 419 | Lyons Valley Road |
| 428 | North Pavillion Road |
| 498 | Haymaker Road-U |

A-5.1 Countermeasures/Safety Improvements Baldwin Road #193

Safety improvements included installing 1,959 linear feet of corrugated beam guardrail for HRRR 0.00 CN10095 and installing 500 linear feet of sheet piling; backfilling with 200 cubic yards of select fill and installing 540 linear feet of corrugated beam guardrail for HRRR CN10096.

A-6. Goshen County

Goshen County had 15 roads rated as high-risk locations, as shown in Table A-6.1. The county selected one road from the combined ranking for implementation of the WRRSP, Sheep Creek Road #72D. The safety project had not been approved as of March 1, 2011.

Goshen County's application for safety improvements consists of widening the road shoulders on approximately 2.8 miles of Sheep Creek Road #72D. This WRRSP request had not been approved as of March 1, 2011. The county is putting together a set of construction plans.

Table A-6.1 Selected high-risk rural roads in Goshen County

| Road # | Road Name |
|---------------|-------------------|
| 29C | Lingle-Veteran Rd |
| 37B | <i>No Name</i> |
| 37F | <i>No Name</i> |
| 41B | <i>No Name</i> |
| 47C | <i>No Name</i> |
| 47D | Buttermilk Road |
| 49N | <i>No Name</i> |
| 50B | <i>No Name</i> |
| 51C | <i>No Name</i> |
| 51D | <i>No Name</i> |
| 68C | <i>No Name</i> |
| 72D | <i>No Name</i> |
| 74C | <i>No Name</i> |
| 84A | Grey Rocks Road |
| 9B | County Line Road |

A-7. Johnson County

Johnson County had 13 roads rated as high-risk locations, as shown in Table A-7.1. The county selected three roads from the combined ranking for implementation of the WRRSP: Rock Creek Road #1, Stockyard Road #8, and Wagon Box Road #55A. The Wyoming Transportation Commission approved the recommendations of the Safety Management System projects sub-committee at their regularly scheduled meeting. The federal project number is HRRR 0.00 CN.

As of March 1, 2011, the county is approximately half finished with the implementation of the safety project.

Table A-7.1 Selected high-risk rural roads in Johnson County

| Road # | Road Name |
|---------------|-----------------------------|
| 1 | Rock Creek |
| 3 | Hazelton |
| 8 | Stockyard |
| 13 | Trabing |
| 14 | Crazy Woman Canyon |
| 40 | Kumor |
| 55A | Wagon Box |
| 85 | Shell Creek |
| 91H | French Creek |
| 132 | Klondike |
| 212 | Airport |
| 252 | North By-Pass/South By-Pass |
| 256 | Upper Clear Creek |

A-7.1 Countermeasures/Safety Improvements Rock Creek Road #1

Safety improvements included installation of 27 advance warning signs, as shown in Table A-7.2, installation of 6.2 miles of delineators on both sides of the road, as shown in Table A-7.3, and applying edge line pavement markings on 6.2 miles of the road on both sides, shown in Table A-7.4.

Table A-7.2 Sign Summary for Rock Creek Road #1

| SIGN # | LOCATION | DESCRIPTION | MUTCD # |
|--------|----------|-----------------|---------|
| 1 | 0.7R | Curve LT | W1-2 |
| 2 | 1.0L | Curve RT | W1-2 |
| 3 | 1.5R | Arrow | W1-6 |
| 4 | 4.6R | Winding Road | W1-5 |
| 5 | 4.8R | Stop Ahead | W3-1 |
| 6 | 4.9L | Winding Road | W1-5 |
| 7 | 4.9L | Arrow | W1-6 |
| 8 | 5.2L | Curve RT | W1-2 |
| 9 | 5.3R | Curve LT | W1-2 |
| 10 | 5.6L | Curve LT | W1-2 |
| 11 | 6.2R | Pavement Ends | W8-3 |
| 12 | 6.3R | Winding Road | W1-5 |
| 13 | 6.8R | Winding Road | W1-5 |
| 14 | 7.5R | Curve RT | W1-2 |
| 15 | 7.8L | Curve LT | W1-2 |
| 16 | 7.9R | Winding Road | W1-5 |
| 17 | 8.3L | Winding Road | W1-5 |
| 18 | 8.7R | Winding Road | W1-5 |
| 19 | 9.1L | Winding Road | W1-5 |
| 20 | 9.2R | Winding Road | W1-5 |
| 21 | 10.2L | Winding Road | W1-5 |
| 22 | 11.5R | Winding Road | W1-5 |
| 23 | 11.8R | One Lane Bridge | W5-3 |
| 24 | 12.0L | One Lane Bridge | W5-3 |
| 25 | 12.1L | Winding Road | W1-5 |
| 26 | 12.7L | One Lane Bridge | W5-3 |
| 27 | 12.5R | One Lane Bridge | W5-3 |

Table A-7.3 Delineators Summary for Rock Creek Road #1

| LOCATION # | LOCATION | SIDE | DESCRIPTION | ESTIMATED # |
|------------|------------|------|-------------|-------------|
| 1 | 0.0 to 6.2 | Both | TYPE I | 112 |

Table A-7.4 Pavement Marking for Rock Creek Road #1 Summary

| LOCATION # | LOCATION | SIDES | CENTER | TOTAL LENGTH |
|------------|------------|-------|--------|--------------|
| 1 | 0.0 to 6.2 | Both | No | 12.4 Miles |

A-7.2 Countermeasures/Safety Improvements Stockyard Road #8

Safety improvements included installation of 10 advance warning signs, as shown in Table A-7.5.

Table A-7.5 Sign Summary for Stockyard Road #8

| SIGN # | LOCATION | DESCRIPTION | MUTCD # |
|--------|----------|-----------------------|---------|
| 1 | 0.1L | Stop Ahead | W3-1 |
| 2 | 0.3R | Curve LT | W1-2 |
| 3 | 0.4R | Arrow | W1-6 |
| 4 | 0.5L | Curve RT | W1-2 |
| 5 | 0.6R | Curve RT Intersection | W1-10 |
| 6 | 0.8L | Curve LT Intersection | W1-10 |
| 7 | 0.8L | Speed Limit 35 | R2-1 |
| 8 | 0.8R | Speed Limit 35 | R2-1 |
| 9 | 1.2L | Curve RT Intersection | W1-10 |
| 10 | 1.5R | Stop Ahead | W3-1 |

A-7.3 Countermeasures/Safety Improvements Wagon Box Road #55A

Safety improvements included installation of 17 advance warning signs, as shown in Table A-7.6, installation of 0.4 miles of delineators on both sides of the road, as shown in Table A-7.7, and applying edge line pavement markings on 0.4 miles of the road on both sides, as shown in Table A-7.8, and 4 cattleguard extensions, as shown in TableA-7.9.

Table A-7.6 Sign Summary for Wagon Box Road #55A

| SIGN # | LOCATION | DESCRIPTION | MUTCD # |
|--------|----------|-----------------|---------|
| 1 | 0.1L | Stop Ahead | W3-1 |
| 2 | 0.3R | Curve RT | W1-2 |
| 3 | 0.3R | Curve LT | W1-2 |
| 4 | 0.40 | 4 Object Marker | OM3-C |
| 5 | 0.5L | 4 Way Intersec. | W2-1 |
| 6 | 0.5L | Curve LT | W1-2 |
| 7 | 0.5R | T Intersec. | W2-2 |
| 8 | 0.6L | T Intersec. | W2-2 |
| 9 | 1.30 | 4 Object Marker | OM3-C |
| 10 | 1.5R | Winding Road | W1-5 |
| 11 | 1.9L | Winding Road | W1-5 |
| 12 | 1.9R | Winding Road | W1-5 |
| 13 | 2.3L | Winding Road | W1-5 |
| 14 | 2.3 | 4 Object Marker | OM3-C |
| 15 | 2.5 | 4 Object Marker | OM3-C |
| 16 | 3.7R | Winding Road | W1-5 |
| 17 | 4.4L | Winding Road | W1-5 |

Table A-7.7 Delineators Summary for Wagon Box Road #55A

| LOCATION # | LOCATION | SIDE | DESCRIPTION | ESTIMATED # |
|------------|------------|------|-------------|-------------|
| 1 | 0.0 to 0.4 | Both | TYPE I | 18 |

Table A-7.8 Pavement Marking for Wagon Box Road #55A

| LOCATION # | LOCATION | SIDES | CENTER | TOTAL LENGTH |
|------------|------------|-------|--------|--------------|
| 1 | 0.0 TO 0.4 | Both | No | 0.8 Miles |

Table A-7.9 Cattleguard Extension Summary for Wagon Box Road #55A

| CATTLEGUARD # | MILE POST LOCATION | LENGTH IN FEET | TYPE | UNIT |
|---------------|--------------------|----------------|-----------------|------|
| 1 | 2.1 | 24 | HS-20-44 (MS18) | 1EA |
| 2 | 2.3 | 24 | HS-20-44 (MS18) | 1EA |
| 3 | 2.4 | 24 | HS-20-44 (MS18) | 1EA |
| 4 | 3.2 | 24 | HS-20-44 (MS18) | 1EA |

A-8. Laramie County

Laramie County had 15 roads rated as high-risk locations, as shown in Table A-8.1. The county selected three roads from the combined ranking for implementation of the WRRSP, Gilchrist Road #109-1, Durham Road #136-1, and Crystal Lake Road #210-1. The Wyoming Transportation Commission approved the recommendations of the Safety Management System projects sub-committee at their regularly scheduled meeting. The federal project number is HRRR 0.00 CN02090.

Laramie County completed the project in the Spring of 2010 and it was inspected by the Wyoming LTAP Center in April 2010; it was found to be complete.

Table A-8.1 Selected high-risk rural roads in Laramie County

| Road # | Road Name |
|---------------|---------------------------|
| 210-1 | Crystal Lake |
| 109-1 N | Gilchrist |
| 124-2 | Old Yellowstone |
| 215-3 E | Railroad Hillside Ridge |
| 136-1 S | Durham |
| 209-2 | Campstool |
| 207-1 | Arcola |
| 143-2 | Hillside North/Midway |
| 212-7 | Old Hwy Burns East |
| 203-1 | Chalk Bluff |
| 102-1 | Harriman |
| 162-2 | Albin/LaGrange |
| 164-1 | Cemetery/Pine Bluff South |
| 120-1 | Roundtop |
| 149-1 | A-149-1 |

A-8.1 Countermeasures/Safety Improvements Gilchrist Road #109-1

Safety improvements included installation of 42 advance warning signs, as shown in Table A-8.2, and the removal of three 12-foot wide cattleguards that were replaced with three 24-foot cattleguards, the location and type are shown in Table A-8.3.

Table A-8.2 Sign Summary for Gilchrist Road #109-1

| SIGN # | LOCATION | DESCRIPTION | MUTCD # |
|---------------|-----------------|-----------------------------|----------------|
| 1 | 0.0 Lt | Stop | R1-1 |
| 2 | 0.1 Rt | Open Range | |
| 3 | 0.1 Rt | Speed Limit 35 | R2-1 |
| 4 | 1.1 Rt | Curve Right | W1-2 |
| 5 | 1.1 Lt | Stop Ahead | W3-1 |
| 6 | 1.4 Lt | Curve Left | W1-2 |
| 7 | 1.5 Lt | Open Range | |
| 8 | 2.7 Lt | Speed Limit 35 | R2-1 |
| 9 | 2.7 Rt | Speed Limit 35 | R2-1 |
| 10 | 2.8 Lt | Open Range | |
| 11 | 3.1 Rt | Winding Road | W 1-5 |
| 12 | 3.6 Lt | Winding Road | W 1-6 |
| 13 | 3.9 Rt | Curve Right | W1-2 |
| 14 | 4.0 Lt | Speed Limit 35 | R2-1 |
| 15 | 4.2 Rt | Curve Left | W1-2 |
| 16 | 4.5 Rt | Curve Right | W1-2 |
| 17 | 4.7 Lt | Curve Left | W1-2 |
| 18 | 5.2 Rt | Open Range | |
| 19 | 5.2 Lt | Speed Limit 35 | R2-1 |
| 20 | 5.2 Rt | Curve Left | W1-2 |
| 21 | 5.2 Rt | Speed Limit 35 | W13-1 |
| 22 | 5.5 Lt | Curve Right | W1-2 |
| 23 | 5.6 Rt | Shoulder Drop Off | W 8-9a |
| 24 | 6.3 Rt | Winding Road | W 1-5 |
| 25 | 6.6 Lt | Winding Road | W 1-6 |
| 26 | 6.6 Rt | Curve Left | W1-2 |
| 27 | 6.8 Lt | Curve Right | W1-2 |
| 28 | 8.0 Rt | Curve Right | W1-3 |
| 29 | 8.0 Rt | Speed Limit 20 | R2-1 |
| 30 | 8.1 Lt | Speed Limit 35 | R2-1 |
| 31 | 8.1 Rt | Highway-Rail Grade Crossing | W10-1 |
| 32 | 8.2 Lt | Shoulder Drop Off | W 8-9a |
| 33 | 8.2 Lt | Arrow | W 1-6 |
| 34 | 8.2 Lt | Arrow | W 1-7 |
| 35 | 8.3 Lt | Highway-Rail Grade Crossing | W10-1 |
| 36 | 8.3 Rt | Curve Left | W1-2 |
| 37 | 8.4 Lt | Curve Right | W1-3 |
| 38 | 8.4 Rt | Shouldr Drop Off | W 8-9a |
| 39 | 9.3 Lt | Speed Limit 35 | R2-1 |
| 40 | 9.3 Lt | Shouldr Drop Off | W 8-9a |
| 41 | 9.3 Rt | Stop Ahead | W3-1 |
| 42 | 9.4 Rt | Stop | R1-1 |

Table A-8.3 Cattleguard Summary for Gilchrist Road #109-1

| # | Location | DESCRIPTION & SIZE |
|---|----------|--|
| 1 | 5.2 | 24' x 7' Concrete Bases Roll Formed Rail Guard |
| 2 | 6.3 | 24' x 7' Concrete Bases Roll Formed Rail Guard |
| 3 | 7.9 | 24' x 7' Concrete Bases Roll Formed Rail Guard |

A-8.2 Countermeasures/Safety Improvements Durham Road 136-1

Safety improvements included installation of 17 advance warning signs. The location and type are shown in Table A-8.4.

Table A-8.4 Sign Summary for Durham Road #136-1

| SIGN # | LOCATION | DESCRIPTION | MUTCD # |
|--------|----------|-----------------------------|---------|
| 1 | 0.01 Lt | Stop | R1-1 |
| 2 | 0.1 Lt | Stop Ahead | W3-1 |
| 3 | 0.2 Rt | Speed Limit 35 | R2-1 |
| 4 | 1.0 Lt | Speed Limit 35 | R2-1 |
| 5 | 2.0 Rt | Speed Limit 35 | R2-1 |
| 6 | 2.0 Lt | Speed Limit 35 | R2-1 |
| 7 | 3.0 Rt | Turn Right | W1-1 |
| 8 | 3.0 Rt | Speed Limit 20 | W13-1 |
| 9 | 3.05 Lt | Arrow | W 1-6 |
| 10 | 3.05 Lt | Arrow | W 1-7 |
| 11 | 3.1 Lt | Turn Right | W1-1 |
| 12 | 3.1 Lt | Speed Limit 20 | W13-1 |
| 13 | 3.2 Rt | Highway-Rail Grade Crossing | W10-1 |
| 14 | 3.21 Rt | Stop Ahead | W3-1 |
| 15 | 3.3 Lt | Highway-Rail Grade Crossing | W10-1 |
| 16 | 3.3 Rt | Stop | R1-1 |
| 17 | 3.3 Rt | Arrow | W 1-7 |
| 18 | 3.5 Lt | Stop | R1-1 |
| 19 | 3.6 Lt | Stop Ahead | W3-1 |

A-8.3 Countermeasures/Safety Improvements Crystal Lake Road 210-1

Safety improvements included installation of 20 advance warning signs. The location and type are shown in TableA-8.5.

Table A-8.5 Sign Summary for Crystal Lake Road # 210-1

| SIGN # | LOCATION | DESCRIPTION | MUTCD # |
|---------------|-----------------|--------------------------------|----------------|
| 1 | 0.0 Lt | Stop | R1-1 |
| 2 | 0.1 Rt | Speed Limit 40 | R2-1 |
| 3 | 0.1Lt | Stop Ahead | W3-1 |
| 4 | 0.3Rt | Turn Left | W1-1 |
| 5 | 0.5 Lt | Curve Right | W1-2 |
| 6 | 0.8 Rt | Curve Right | W1-2 |
| 7 | 1.0 Lt | Curve Left | W1-2 |
| 8 | 3.4 Rt | Curve Left | W1-4 |
| 9 | 3.6 Lt | Speed Limit 40 | R2-1 |
| 10 | 3.6 Rt | Speed Limit 40 | R2-1 |
| 11 | 3.8 Lt | Curve Right | W1-4 |
| 12 | 4.4 Rt | Curve Right | W1-4 |
| 13 | 4.6 Rt | Winding Road | W1-5 |
| 14 | 4.9 Lt | Winding Road | W1-5 |
| 15 | 5.2 Rt | Winding Road | W1-5 |
| 16 | 5.7 Lt | Winding Road | W1-5 |
| 17 | 6.0 Rt | T-intersection | W2-4 |
| 18 | 6.2 Lt | T-intersection | W2-5 |
| 19 | 6.2 Rt | Winding Road | W 1-5 |
| 20 | 6.2 Rt | Speed Limit 30 | W13-1 |
| 21 | 6.7 Lt | Winding Road | W 1-5 |
| 22 | 6.9 Rt | Curve Left | W1-4 |
| 23 | 7.3 Lt | Curve Right | W1-4 |
| 24 | 7.6 Lt | Winding Road | W 1-5 |
| 25 | 7.6 Lt | Speed Limit 25 | W13-1 |
| 26 | 7.8 Lt | Hills Next 10 Miles Keep Right | |
| 27 | 8.0 Lt | Speed Limit 30 | R2-1 |
| 28 | 8.0 Rt | Speed Limit 30 | R2-1 |
| 29 | 10.1 Rt | Winding Road | W 1-5 |
| 30 | 10.5 Lt | Winding Road | W 1-5 |
| 31 | 10.6 Lt | County Road 210-1 | |

A-9. Lincoln County

Lincoln County had 17 roads rated as high-risk locations, as shown in Table A-9.1. The county selected 12 roads from the combined ranking for implementation of the WRRSP, Clark Lane #115, Muddy String #117, Cedar Creek #118, Thayne Bedford #122, Bedford-Turnerville #123, Strawberry Creek #126, Swift Creek Lane #137, Bitter Creek #140, Crow Creek #141, Cokeville-Utah Line #207, Labarge Creek #315, and Fontenelle North #316. The Wyoming Transportation Commission approved the recommendations of the Safety Management System projects sub-committee at their regularly scheduled meeting. The federal project numbers are HRRR 0.00 CN12051, CN12052, and CN12053.

Lincoln County also applied for second and third rounds of funding for safety improvements. The second round consists of six projects involving nine roads, Muddy String #117, Thayne Bedford #122, Bedford-Turnerville #123, Strawberry Creek #126, Allred #135, Swift Creek Lane #137, Bitter Creek #140, Crow Creek #141, and Fairview Spring Creek #144. Round two safety improvements consist of shoulders and shoulder work, culvert extensions of various sizes, removal of fence from inside of right-of-way and rebuilding on the right-of-way line, guardrail installation, removal and resetting of mailboxes a safe distance from the traveled roadway, and pavement striping.

The third round consists of one project involving one road: Allred #135. Safety improvements consist of removal and resetting of mailboxes at a safe distance from the traveled roadway.

Table A-9.1 Selected high-risk rural roads in Lincoln County

| Road # | Road Name |
|---------------|---------------------------------|
| 115 | Clark Lane |
| 117 | Muddy String |
| 118 | Cedar Creek |
| 122 | Thayne Bedford |
| 123 | Bedford-Turnerville |
| 126 | Strawberry Creek |
| 135 | Allred |
| 137 | Swift Creek Lane |
| 140 | Bitter Creek (Main St-Fairview) |
| 141 | Crow Creek |
| 144 | Fairview Spring Creek |
| 207 | Cokeville-Utah Line |
| 313 | Fontenelle Dam |
| 315 | LaBarge Creek |
| 316 | Fontenelle North |
| 327 | Fox Farm |
| 340 | Shute Creek Road |

A-9.1 Countermeasures/Safety Improvements Clark Lane Road #115

Safety improvements included installation of nine advance warning signs, 10,560 feet of centerline pavement marking, and 969 feet of guardrail. The location and type are shown in Table A-9.2.

Table A-9.2 Summary for Clark Lane Road #115

| Location | | Speed Limit 45 | Extremely Hazardous During Winter | Object Marker Type 3 OM-3L | Object Marker Type 3 OM-3R | Curve Right 20 W1-1a | Slippery and Icy | Guardrail (feet) | Center Line (feet) |
|----------|-----|----------------|-----------------------------------|----------------------------|----------------------------|----------------------|------------------|------------------|--------------------|
| 0.03 | S | | 1 | | | | | | |
| 0.07 | S | 1 | | | | | | | |
| 0.3 | S&N | | | 2 | 2 | | | | |
| 1.4 | S | | | | | | 1 | | |
| 1.7 | S | | | | | | | 180 | |
| 1.8 | N | | | | | | | 150 | |
| 1.9 | S | | | | | | | 330 | |
| 1.9 | N | | | | | | | 309 | |
| 1.95 | N | 1 | | | | | | | |
| 1.95 | S | | | | | 1 | | | |
| 0-2 | | | | | | | | | 10560 |

A-9.2 Countermeasures/Safety Improvements Muddy String Road #117

Safety improvements included installation of 24 advance warning signs, 29,040 feet of centerline pavement marking, and 463 feet of guardrail. The location and type are shown in Table A-9.3.

Table A-9.3 Summary for Muddy String Road #117

| Location | | Speed Limit 45 | Intersection W2-1 | Stock Sign W11-4 | Equipment W11-5 | Double Arrow W1-7 | Stop R1-1 | Reduce Speed 25 W3-5 | Speed Limit 25 W13-1 | Intersection W2-2 | Guardrail (feet) | Curve Left 20 W1-1a | Center Line (feet) |
|----------|---|----------------|-------------------|------------------|-----------------|-------------------|-----------|----------------------|----------------------|-------------------|------------------|---------------------|--------------------|
| 0.05 | E | 1 | | | | | | | | | | | |
| 0.1 | W | | 1 | | | | | | | | | | |
| 0.8 | E | | | 1 | | | | | | | | | |
| 0.8 | E | | | | 1 | | | | | | | | |
| 1.1 | W | | | 1 | | | | | | | | | |
| 1.5 | W | | | | | 1 | | | | | | | |
| 1.7 | W | | | | | | 1 | | | | | | |
| 2.2 | E | 1 | | | | | | | | | | | |
| 2.5 | E | | 1 | | | | | | | | | | |
| 2.6 | W | | 1 | | | | | | | | | | |
| 2.9 | W | | | | | | 1 | | | | | | |
| 3.3 | E | | | | | | | 1 | | | | | |
| 3.4 | | | | | | | | | 1 | | | | |
| 3.5 | W | 1 | | | | | | | | | | | |
| 3.6 | E | 1 | | | | | | | | | | | |
| 3.65 | W | | | | | | | | 1 | | | | |
| 3.7 | W | | | | | | | 1 | | | | | |
| 4.3 | E | 1 | | | | | | | | | | | |
| 4.4 | E | | | | | | | | | 1 | | | |
| 4.4 | W | 1 | | | | | | | | | | | |
| 4.6 | W | | | | | | | | | 1 | | | |
| 4.6 | E | 1 | | | | | | | | | | | |
| 5.3 | W | | | | | | | | | | 100 | | |
| 5.4 | E | | | | | | | | | | 144 | | |
| 5.4 | W | | | | | | | | | | 219 | | |
| 5.4 | E | | | | | | | | | | | 1 | |
| 5.5 | W | 1 | | | | | | | | | | | |
| 0-5.5 | | | | | | | | | | | | | 29040 |

A-9.3 Countermeasures/Safety Improvements Cedar Creek Road #118

Safety improvements included installation of 10,560 feet of centerline pavement marking at mile post 0.0 to 2.0.

A-9.4 Countermeasures/Safety Improvements Thayne Bedford Road #122

Safety improvements included installation of 25,344 feet of centerline pavement marking at mile post 0.0 to 4.8.

A-9.5 Countermeasures/Safety Improvements Bedford-Turnerville Road #123

Safety improvements included installation of 31,680 feet of centerline pavement marking at mile post 0.0 to 6.0.

A-9.6 Countermeasures/Safety Improvements Strawberry Creek Road #126

Safety improvements included installation of 83 advance warning signs and 29,040 feet of centerline pavement marking. The location and type are shown in Table A-9.4.

Table A-9.4 Summary for Strawberry Creek Road #126

| Location | | Speed Limit 45 R2-1 | Intersection W2-1 | Curve Right 30 W1-2a | Truck Crossing W8-6 | Curve Left 20 W1-1a | Stop R1-1 | Reduce Speed 25 W3-5 | Speed Limit 25 W13-1 | Intersection W2-2 | Buckle Up ?? | Curve Left 30 W1-2a | Curve Left W1-2 | Chevron W1-8 | Curve Right W1-2 | Winding Road W1-5 | Speed Limit 30 R2-1 | Object marker Type 3 OM-3R | Curve Right 20 W1-1a | Center Line (feet) | |
|----------|-----|---------------------|-------------------|----------------------|---------------------|---------------------|-----------|----------------------|----------------------|-------------------|--------------|---------------------|-----------------|--------------|------------------|-------------------|---------------------|----------------------------|----------------------|--------------------|-----------|
| 0.01 | S | | | | | | | | | | 1 | | | | | | | | | | |
| 0.1 | S | 1 | | | | | | | | | | | | | | | | | | | |
| 0.13 | S | | | | | | | | | | | | 1 | | | | | | | | |
| 0.15 | S | | | | | | | | | | | | | 2 | | | | | | | |
| 0.2 | N | | | | | | | | | | | | | | 1 | | | | | | |
| 0.5 | S | | | | | | | | | | | | | | 1 | | | | | | |
| 0.6 | N | | | | | | | | | | | | | 2 | | | | | | | |
| 0.7 | N | | | | | | | | | | | 1 | | | | | | | | | |
| 0.9 | S | | | | | | | 1 | 1 | | | | | | | | | | | | |
| 1.1 | N | | | | | | | | 1 | | | | | | | | | | | | |
| 1.3 | S | | | | | | | | | | | | | | | 1 | 1 | | | | |
| 1.4 | N | | | | | | | | | | | | | 2 | | | | 2 | | | |
| 1.6 | N | | | | | | | | | | | | | 6 | | | | | | | |
| 1.65 | S | | | | | | | | | | | 1 | | | | | | | | | |
| 1.7 | S | | | | | | | | | | | | | 6 | | | | | | | |
| 1.8 | N | | | 1 | | | | | | | | | | | | | | | | | |
| 1.9 | S | | | | 1 | | | | | | | | | 6 | | | | | | | |
| 2.1 | S | | | | | | | | | | | | | 6 | | | | | | | |
| 2.15 | N | | | | 1 | | | | | | | | | | | | | | | | |
| 2.2 | N | | | | | | | | | | | | | | | 1 | | | | | |
| 2.3 | S | | | | | | | | | | | | | | | | | | | 1 | |
| 2.4 | N | | | | | 1 | | | | | | | | | | | | | | | |
| 2.4 | S | 1 | | | | | | | | | | | | | | | | | | | |
| 2.7 | S | | | | | | | | | | | | | | | | | 1 | | | |
| 2.9 | S | | | | | | | | 1 | | | | | | | | | | | | |
| 3.1 | N | | | | | | | | | 1 | | | | | | | | | | | |
| 3.12 | N | | | | | | | | 1 | | | | | | | | | | | | |
| 3.2 | S | | | | | | | | 1 | | | | | | | | | | | | |
| 3.3 | S | 1 | | | | | | | | | | | | | | | | | | | |
| 3.33 | N | | | | | | | | 1 | | | | | | | | 1 | | | | |
| 3.5 | N/S | | | | | | | | | | | | | | | | | 4 | | | |
| 4.7 | S | | | | | 1 | | | | | | | | | | | | | | | |
| 4.75 | S | | | | | | | | | | | | | 4 | | | | | | | |
| 4.8 | N | | | | | | | | | | | | | | | | | | | 1 | |
| 4.85 | N | | | | | | | | | | | | | 2 | | | | | | | |
| 5 | N | | | | | | | | | | | | | 6 | | | | | | | |
| 5.03 | N/S | | | | | | | | | | | | | | | | | 2 | | | |
| 5.3 | N/S | | | | | | | | | | | | | | | | | 4 | | | |
| 1-5.5 | | | | | | | | | | | | | | | | | | | | | 2904 0 |

A-9.7 Countermeasures/Safety Improvements Swift Creek Lane #137

Safety improvements included installation of 5,280 feet of centerline pavement markings at mile post 0.0 to 1.0.

A-9.8 Countermeasures/Safety Improvements Bitter Creek Lane #140

Safety improvements included installation of 43,824 feet of centerline pavement markings at mile post 0.0 to 8.3.

A-9.9 Countermeasures/Safety Improvements Crow Creek Road #141

Safety improvements included installation of 42 advance warning signs and 15,840 feet of centerline pavement markings. The location and type are shown in Table A-9.5.

Table A-9.5 Summary for Crow Creek Road #141

| Location | | Speed Limit 35 R2-1 | Intersection W2-2 | Chevron W1-8 | Winding Road W1-5 | Stop Ahead W3-1 | Center Line (feet) |
|----------|-----|---------------------|-------------------|--------------|-------------------|-----------------|--------------------|
| 0.1 | E | | | | | 1 | |
| 0.7 | W | | 1 | | | | |
| 0.8 | E | | 1 | | | | |
| 1 | W | | | | 1 | | |
| 1.2 | E/W | | | 30 | | | |
| 2 | E | 1 | | | | | |
| 2.1 | W | | 1 | | | | |
| 2.2 | E/W | | 2 | | | | |
| 2.3 | W | | 1 | | | | |
| 2.4 | E | | 1 | | | | |
| 2.6 | E/W | 2 | | | | | |
| 0-3 | | | | | | | 15840 |

A-9.10 Countermeasures/Safety Improvements Cokeville-Utah Line Road #207

Safety improvements included installation of 89,760 feet of centerline pavement markings at mile post 0.0 to 17.0.

A-9.11 Countermeasures/Safety Improvements Labarge Creek Road #315

Safety improvements included installation of 58,080 feet of centerline pavement markings at mile post 0.0 to 11.0.

A-9.12 Countermeasures/Safety Improvements Fontenelle Road #316

Safety improvements included installation of four advance warning signs. The location and type are shown in Table A-9.6.

Table A-9.6 Summary for Fontenelle Road #316

| Location | | Curve Left 30 W1-2a | Narrow Bridge W5-2 | Curve Right 30 W1-2a |
|-----------------|---|--------------------------------|-------------------------------|---------------------------------|
| 0.2 | E | 1 | | |
| 0.3 | W | | | 1 |
| 0.5 | E | | 1 | |
| 0.7 | W | | 1 | |

A-10. Park County

The WRRSP has been implemented in the county and high-risk locations have been identified. Park County had 18 roads rated as high-risk locations, as shown in Table A-10.1. The WRRSP showed the need for advance warning signs on several roads and the county decided to take care of that project in-house. In addition, one of the high-risk roads had a major alignment problem. Fixing the sharp curve would require additional right of way. It was determined that such a project would not be suitable for funding out of the WRRSP.

Several roads are eligible for implementation of the WRRSP.

Table A-10.1 Selected high-risk rural roads in Park County

| Road No. | Road Name |
|-----------------|-------------------------|
| 1AB | Old Highway 292 and 297 |
| 3DX | Name Unknown-U |
| 3EX | Sage Creek Road |
| 3EXS | Sunset Rim Road |
| 3LE | Lower Greybull Road |
| 6UU | Diamond Basin Road |
| L11B | Lane 11B |
| L11HB | Lane 11 1/2B |
| L13 | Old Highway 295 |
| L14A | Lane 14 |
| R10A | Road 10 |
| R11B | Road 11B |
| R1A | Road 1 |
| R2A | Road 2 |
| R5A | Road 5A |
| R7 | Road 7 |
| R8H | Road 8 1/2 |
| R9 | Road 9 |

A-11. Sheridan County

Sheridan County had nine roads rated as high-risk locations, as shown in Table A-11.1. The county selected two roads from the combined ranking for implementation of the WRRSP: Beckton Road #89 and Prairie Dog Road #121. The Wyoming Transportation Commission approved the recommendations of the Safety Management System projects sub-committee at their regularly scheduled meeting. The federal project numbers are HRRR 0.00 CN03033 and CN03034.

Sheridan County also applied for a second round of funding for safety improvements to Hersey Road #49.

Table A-11.1 Selected high-risk rural roads in Sheridan County

| Road # | Road Name |
|---------------|--------------------------|
| 67 | Wolf Creek Road |
| 87 | Beaver Creek Road |
| 89 | Beckton Road |
| 92 | Tongue Canyon Road |
| 103 | Brinton Road |
| 127 | Upper Prairie Dog Road |
| 145 | Wagon Box Road |
| 149 | Lower Piney Road |
| 1211 | Lower Prairie Dog Road-U |

A-11.1 Countermeasures/Safety Improvements Beckton Road #89

Safety improvements included installation of advance warning sign and spot grading to help mitigate rollover crash types at milepost 11.0

A-11.2 Countermeasures/Safety Improvements Lower Prairie Dog Road #1211

Safety improvements included installation of advance warning signs, spot grading and to correct very poor vehicle sight distance on approximately half mile.

A-12. Weston County

The WRRSP has been implemented in the county and high-risk locations have been identified. Weston County had 14 roads rated as high risk locations, as shown in Table A-12.1 The WRRSP showed the need for advance warning signs on several roads and some minor horizontal alignment safety improvements. The county is deciding what safety improvements to submit applications for funding.

Several roads can be selected for the implementation of the WRRSP.

Table A-12.1 Selected high-risk rural roads in Weston County

| Road # | Road Name |
|---------------|--|
| 1 | CR 1/Old US 85 Cutacross RD |
| 1A | CR 1A/Old US 85 |
| 3 | CR 3/Morrissey RD |
| 5 | CR 5/Grieves RD/Fisher RD |
| 6 | Beaver Creek RD/Stockdale RD/CR 6 |
| 9 | Beaver Creek Cutacross RD/Salt Creek RD/CR 9 |
| 10 | CR 10/Oil Creek RD |
| 11 | CR 11/Green Mountain RD/Skull Creek RD |
| 14 | CR 14/Skull Creek RD/Pzinski RD/Horton RD |
| 18 | CR 18/Raven Creek RD/Pophan RD |
| 23 | CR 23/Salt Creek RD |
| 68 | CR 68/Greenhouse RD |
| 71 | CR 71/Kenwood DR/Painted Hills RD |
| 75 | Barton RD/CR 75 |

APPENDIX B.

DETAILS FOR WRRSP SIGN PROGRAM IN EACH COUNTY

Table B-1. Big Horn County High Risk Roads List

| County | Road Name | Road No. | Beg MP | End MP | Fatal + Incapacitating Injury Crashes | Non-Incapacitating + Possible Injury Crashes | Property Damage Only | EPDO | # Signs |
|----------|---------------------------|----------|--------|--------|---|--|----------------------------|--------------|------------|
| Big Horn | ROAD 5 | R5B | 2.3 | 3.3 | 3 | 3 | 2 | 39.5 | |
| Big Horn | ROAD 7 | R7A | 1.2 | 2.2 | 1 | 1 | 5 | 17.5 | 19 |
| Big Horn | LANE 38 | L38A | 4 | 5 | 1 | 2 | 1 | 17 | 23 |
| Big Horn | ROAD 5 | R5B | 1 | 2 | 1 | 2 | 0 | 16 | |
| Big Horn | ROAD 26 | R26 | 5.1 | 6.1 | 1 | 1 | 2 | 14.5 | 11 |
| Big Horn | LANE 13 | L13B | 2.9 | 3.9 | 1 | 1 | 0 | 12.5 | 24 |
| Big Horn | LANE 16 1/2 | L16H | 3 | 4 | 1 | 1 | 0 | 12.5 | 19 |
| Big Horn | GREYBULL RIVER ROAD | 177 | 1.6 | 2.6 | 1 | 0 | 2 | 11 | 24 |
| Big Horn | ORCHARD BENCH ROAD | 229 | 4.8 | 5.8 | 1 | 0 | 1 | 10 | |
| Big Horn | ALKALAI-COLD SPRINGS ROAD | 268 | 14 | 15 | 1 | 0 | 1 | 10 | 40 |
| Big Horn | LANE 8 1/2 | L8HA | 0.5 | 1.5 | 1 | 0 | 1 | 10 | 4 |
| Big Horn | ROAD 11 | R11A | 0 | 1 | 1 | 0 | 1 | 10 | 13 |
| Big Horn | ROAD 20 | R20 | 2.6 | 3.6 | 1 | 0 | 1 | 10 | 16 |
| Big Horn | ROAD 5 | R5A | 1.5 | 2.5 | 1 | 0 | 1 | 10 | 26 |
| Big Horn | LANE 37 | L37A | 0.6 | 1.6 | 1 | 0 | 0 | 9 | 13 |
| Big Horn | LANE 43 | L43 | 9.7 | 10 | 1 | 0 | 0 | 9 | 22 |
| Big Horn | ROAD 10 | R10A | 0.5 | 1 | 1 | 0 | 0 | 9 | 4 |
| Big Horn | ROAD 16 | R16A | 0.4 | 1 | 1 | 0 | 0 | 9 | 13 |
| Big Horn | LANE 33 | L33H | 0.2 | 1.2 | 0 | 2 | 1 | 8 | 17 |
| Big Horn | LANE 31 | L31 | 2.3 | 3 | 0 | 2 | 0 | 7 | 24 |
| Big Horn | LANE 12 | L12B | 2.5 | 3.5 | 0 | 1 | 3 | 6.5 | 24 |
| Big Horn | LANE 40 | L40A | 6.1 | 7 | 0 | 1 | 3 | 6.5 | |
| Big Horn | ROAD 9 | R9B | 1 | 2 | 0 | 1 | 3 | 6.5 | 51 |
| Big Horn | ORCHARD BENCH ROAD | 229 | 0.1 | 1.1 | 0 | 1 | 2 | 5.5 | 34 |
| Big Horn | LANE 40 | L40A | 4.7 | 5.7 | 0 | 1 | 2 | 5.5 | 33 |
| Big Horn | LANE 7 | L7 | 1.2 | 2 | 0 | 1 | 2 | 5.5 | 17 |
| Big Horn | ROAD 5 | R5B | 4 | 5 | 0 | 1 | 2 | 5.5 | |
| | | | | | | | | Total | 471 |

Table B-2. Big Horn County Sign Request Form

ROAD SIGN PROGRAM (RSP)

BIG HORN REQUEST FORM

| PROJECT SIGN # | SIGNS | | | POSTS | | | |
|----------------|----------|---------------|-------|------------|-----|------------------|-----|
| | QUANTITY | MUTCD # | SIZE | 4"x4" WOOD | | METAL BREAK AWAY | |
| | | | | 12' | 14' | 12' | 14' |
| 1 | 8 | W1-1RT | 30X30 | | | 435 | 9 |
| 2 | 10 | W1-1LT | 30X30 | | | | |
| 3 | 38 | W1-2RT | 30X30 | | | | |
| 4 | 41 | W1-2LT | 30X30 | | | | |
| 5 | 14 | W1-4RT | 30X30 | | | | |
| 6 | 13 | W1-4L | 30X30 | | | | |
| 7 | 10 | W1-5RT | 30X30 | | | | |
| 8 | 10 | W1-5LT | 30X30 | | | | |
| 9 | 2 | W1-7 | 48x24 | | | | |
| 10 | 6 | W1-6 | 48x24 | | | | |
| 11 | 12 | W1-8 | 18X24 | | | | |
| 12 | 20 | W2-1 | 24x24 | | | | |
| 13 | 54 | W2-2 | 24x24 | | | | |
| 14 | 4 | W2-3 | 24x24 | | | | |
| 15 | 8 | W2-4 | 24x24 | | | | |
| 16 | 7 | W2-5 | 24x24 | | | | |
| 17 | 13 | W3-1 | 30x30 | | | | |
| 18 | 4 | W3-2 | 30x30 | | | | |
| 19 | 1 | W4-4P | 24x12 | | | | |
| 20 | 6 | W5-2 | 30x30 | | | | |
| 21 | 1 | W7-1a | 24x24 | | | | |
| 22 | 1 | W8-3 | 30x30 | | | | |
| 23 | 1 | W8-6 | 24x24 | | | | |
| 24 | 1 | W11-2 | 24x24 | | | | |
| 25 | 2 | W11-3 | 24x24 | | | | |
| 26 | 1 | W11-10 | 24x24 | | | | |
| 27 | 1 | W16-9P | 24x12 | | | | |
| 28 | 1 | W13-1P 20 MPH | 18x18 | | | | |
| 29 | 2 | W13-1P 25MPH | 18x18 | | | | |
| 30 | 2 | W13-1P 30 MPH | 18x18 | | | | |

Table B-2. Big Horn County Sign Request Form (Cont)

| | | | | | | | | |
|--------------|------------|-----------------------|--------------|----------|--|------------|--|----------|
| 31 | 8 | W13-1P 35 MPH | 18x18 | | | | | |
| 32 | 2 | W13-1P 40 MPH | 18x18 | | | | | |
| 33 | 1 | W13-1P 45 MPH | 18x18 | | | | | |
| 34 | 3 | W13-1P 50 MPH | 18x18 | | | | | |
| 35 | 3 | W14-1 | 24x24 | | | | | |
| 36 | 6 | W7-3aP Next 1 Mile | 24x18 | | | | | |
| 37 | 2 | W7-3aP Next 2 Mile | 24x18 | | | | | |
| 38 | 4 | W7-3aP Next 3 Mile | 24x18 | | | | | |
| 39 | 2 | W7-3aP Next 7 Mile | 24x18 | | | | | |
| 40 | 74 | R1-1 | 30x30 | | | | | |
| 41 | 44 | R1-2 | 30x30x30 | | | | | |
| 42 | 4 | R1-3 | 18x6 | | | | | |
| 43 | 11 | R2-1 35 MPH | 24x30 | | | | | |
| 44 | 10 | R2-1 45 MPH | 24x30 | | | | | |
| 45 | 2 | R2-1 50 MPH | 24x30 | | | | | |
| 46 | 1 | R2-1 55 MPH | 24x30 | | | | | |
| TOTAL | 471 | | TOTAL | 0 | | 435 | | 9 |

Table B-3. Campbell County High-Risk Roads List

| County | Road Name | Road No. | Beg MP | End MP | Fatal + Incapacitating Injury Crashes | Non-Incapacitating + Possible Injury Crashes | Property Damage Only | EPDO | # Signs |
|----------|-------------------------------|----------|--------|--------|---------------------------------------|--|----------------------|------|---------|
| Campbell | ECHETA ROAD-U | 29 | 3.3 | 4.3 | 4 | 1 | 5 | 44.5 | |
| Campbell | AMERICAN ROAD | 3 | 1 | 2 | 2 | 4 | 7 | 39 | |
| Campbell | UNION CHAPEL ROAD-U | 101 | 4.8 | 5.8 | 1 | 6 | 9 | 39 | |
| Campbell | AMERICAN ROAD | 3 | 0 | 1 | 1 | 3 | 19 | 38.5 | 58 |
| Campbell | FAIRVIEW ROAD | 34 | 2.3 | 3.3 | 2 | 1 | 5 | 26.5 | |
| Campbell | RECLUSE ROAD | 82 | 3 | 4 | 2 | 2 | 1 | 26 | |
| Campbell | WILD HORSE ROAD | 106 | 0 | 1 | 2 | 2 | 1 | 26 | 7 |
| Campbell | ECHETA ROAD-U | 29 | 4.3 | 5.3 | 1 | 3 | 6 | 25.5 | |
| Campbell | ECHETA ROAD-U | 29 | 1.3 | 2.3 | 1 | 4 | 2 | 25 | 59 |
| Campbell | BISHOP ROAD | 12 | 9 | 10 | 1 | 3 | 2 | 21.5 | |
| Campbell | RECLUSE ROAD | 82 | 0 | 1 | 1 | 3 | 2 | 21.5 | 35 |
| Campbell | FAIRVIEW ROAD | 34 | 3.3 | 4.3 | 1 | 3 | 1 | 20.5 | |
| Campbell | HILIGHT ROAD | 52 | 0 | 1 | 1 | 3 | 0 | 19.5 | |
| Campbell | ADON ROAD | 1 | 5.5 | 6.5 | 1 | 2 | 3 | 19 | |
| Campbell | ADON ROAD | 1 | 16 | 17 | 2 | 0 | 1 | 19 | |
| Campbell | BISHOP ROAD | 12 | 27.3 | 28.3 | 1 | 2 | 3 | 19 | |
| Campbell | EDWARDS ROAD(AKA ANTELOPE RD) | 30 | 4 | 5 | 1 | 2 | 3 | 19 | |
| Campbell | ECHETA ROAD-U | 29 | 2.3 | 3.3 | 0 | 3 | 7 | 17.5 | |
| Campbell | UNION CHAPEL ROAD-U | 101 | 1.1 | 2.1 | 1 | 1 | 5 | 17.5 | 43 |
| Campbell | BISHOP ROAD | 12 | 24.1 | 25.1 | 0 | 4 | 3 | 17 | |
| Campbell | FORCE ROAD | 32 | 3 | 4 | 1 | 2 | 1 | 17 | |
| Campbell | HILIGHT ROAD | 52 | 13.9 | 14.9 | 1 | 2 | 1 | 17 | |
| Campbell | BISHOP ROAD | 12 | 0 | 1 | 1 | 1 | 4 | 16.5 | 34 |
| Campbell | EDWARDS ROAD(AKA ANTELOPE RD) | 30 | 5 | 6 | 1 | 1 | 4 | 16.5 | |
| Campbell | UNION CHAPEL ROAD-U | 101 | 3.7 | 4.7 | 0 | 3 | 6 | 16.5 | |
| Campbell | ADON ROAD | 1 | 0 | 1 | 0 | 3 | 5 | 15.5 | 50 |
| Campbell | ADON ROAD | 1 | 3.1 | 4.1 | 0 | 3 | 5 | 15.5 | |
| Campbell | BISHOP ROAD | 12 | 28.6 | 29.6 | 0 | 3 | 5 | 15.5 | |

Table B-3. Campbell County High-Risk Roads List (Cont)

| | | | | | | | | | |
|----------|-------------------------------|-----|------|------|---|---|----|------|----|
| Campbell | EDWARDS ROAD(AKA ANTELOPE RD) | 30 | 2 | 3 | 1 | 1 | 3 | 15.5 | |
| Campbell | NORTH GARNER LAKE ROAD-U | 38N | 8.5 | 9.5 | 1 | 1 | 3 | 15.5 | |
| Campbell | BISHOP ROAD | 12 | 21 | 22 | 1 | 0 | 5 | 14 | |
| Campbell | FAIRVIEW ROAD | 34 | 5.5 | 6.5 | 1 | 0 | 5 | 14 | |
| Campbell | ADON ROAD | 1 | 1 | 2 | 0 | 1 | 10 | 13.5 | |
| Campbell | AMERICAN ROAD | 3 | 2.2 | 3.2 | 0 | 1 | 10 | 13.5 | |
| Campbell | ANTELOPE ROAD | 4 | 1.2 | 2.2 | 1 | 1 | 1 | 13.5 | |
| Campbell | EDWARDS ROAD(AKA ANTELOPE RD) | 30 | 1 | 2 | 1 | 1 | 1 | 13.5 | 16 |
| Campbell | HILIGHT ROAD | 52 | 5.8 | 6.8 | 1 | 1 | 1 | 13.5 | 23 |
| Campbell | RENO ROAD | 83 | 0.9 | 1.9 | 1 | 1 | 1 | 13.5 | 2 |
| Campbell | BISHOP ROAD | 12 | 25.3 | 26.3 | 1 | 0 | 4 | 13 | |
| Campbell | ECHETA ROAD-U | 29 | 6.8 | 7.8 | 1 | 0 | 4 | 13 | |
| Campbell | COLLINS ROAD | 23 | 10.6 | 11.6 | 1 | 1 | 0 | 12.5 | |
| Campbell | ECHETA ROAD-U | 29 | 24.3 | 25.3 | 1 | 1 | 0 | 12.5 | |
| Campbell | FAIRVIEW ROAD | 34 | 7.5 | 8.5 | 1 | 1 | 0 | 12.5 | |
| Campbell | S-A ROAD | 86 | 4.2 | 5.2 | 1 | 1 | 0 | 12.5 | 10 |
| Campbell | ADON ROAD | 1 | 8.8 | 9.8 | 1 | 0 | 3 | 12 | |
| Campbell | EDWARDS ROAD(AKA ANTELOPE RD) | 30 | 6 | 7 | 1 | 0 | 3 | 12 | |
| Campbell | FORCE ROAD | 32 | 7.4 | 8.4 | 0 | 2 | 5 | 12 | |
| Campbell | FORCE ROAD | 32 | 2 | 3 | 0 | 3 | 1 | 11.5 | 8 |
| Campbell | FAIRVIEW ROAD | 34 | 1 | 2 | 0 | 3 | 1 | 11.5 | |
| Campbell | HAIGHT ROAD | 44 | 3.5 | 4.5 | 0 | 3 | 1 | 11.5 | |
| Campbell | TIMBER CREEK ROAD | 96 | 2.1 | 3.1 | 0 | 3 | 1 | 11.5 | |
| Campbell | COLLINS ROAD | 23 | 0 | 1 | 1 | 0 | 2 | 11 | 12 |
| Campbell | ECHETA ROAD-U | 29 | 5.5 | 6.5 | 0 | 2 | 4 | 11 | |
| Campbell | EDWARDS ROAD(AKA ANTELOPE RD) | 30 | 3 | 4 | 1 | 0 | 2 | 11 | |
| Campbell | UNION CHAPEL ROAD-U | 101 | 2.4 | 3.4 | 0 | 2 | 4 | 11 | |
| Campbell | BREENE ROAD | 16 | 0.4 | 1.4 | 0 | 3 | 0 | 10.5 | 7 |
| Campbell | ANTELOPE ROAD | 4 | 6 | 7 | 1 | 0 | 1 | 10 | |
| Campbell | CLARKELEN ROAD | 22 | 1 | 2 | 0 | 2 | 3 | 10 | |
| Campbell | EDWARDS ROAD(AKA ANTELOPE RD) | 30 | 11.2 | 12.2 | 1 | 0 | 1 | 10 | |
| Campbell | FAIRVIEW ROAD | 34 | 4.5 | 5.5 | 0 | 1 | 6 | 9.5 | |
| Campbell | ADON ROAD | 1 | 4.2 | 5.2 | 0 | 2 | 2 | 9 | |

Table B-3 Campbell County High-Risk Roads List (Cont)

| | | | | | | | | | |
|----------|-------------------------------|-----|------|------|---|---|---|-----|----|
| Campbell | BARTON ROAD | 6 | 2.7 | 3 | 1 | 0 | 0 | 9 | 2 |
| Campbell | BAY HORSE ROAD | 7 | 4 | 5 | 1 | 0 | 0 | 9 | 2 |
| Campbell | BLACK AND YELLOW ROAD | 14 | 8 | 9 | 1 | 0 | 0 | 9 | 2 |
| Campbell | BREENE ROAD | 16 | 4.8 | 5 | 1 | 0 | 0 | 9 | |
| Campbell | BUFFALO CUT ACROSS ROAD | 18 | 13.5 | 14.5 | 1 | 0 | 0 | 9 | |
| Campbell | CHRISTENSEN ROAD | 21 | 3.4 | 4.4 | 1 | 0 | 0 | 9 | 4 |
| Campbell | CLARKELEN ROAD | 22 | 33.5 | 34.5 | 1 | 0 | 0 | 9 | |
| Campbell | CLARKELEN ROAD | 22 | 34.6 | 35.6 | 1 | 0 | 0 | 9 | |
| Campbell | ECHETA ROAD-U | 29 | 25.4 | 26.4 | 1 | 0 | 0 | 9 | |
| Campbell | GREENOUGH ROAD | 39 | 5.4 | 6 | 1 | 0 | 0 | 9 | 2 |
| Campbell | GREY ROAD | 40 | 2.5 | 3.5 | 1 | 0 | 0 | 9 | 3 |
| Campbell | HILIGHT ROAD | 52 | 18 | 19 | 1 | 0 | 0 | 9 | |
| Campbell | LAWVER ROAD | 65 | 15.5 | 16 | 1 | 0 | 0 | 9 | 2 |
| Campbell | MONTGOMERY ROAD | 77 | 9.3 | 10.3 | 1 | 0 | 0 | 9 | |
| Campbell | NAPIER ROAD | 79 | 2.1 | 3.1 | 1 | 0 | 0 | 9 | 5 |
| Campbell | RECLUSE ROAD | 82 | 13.4 | 14 | 1 | 0 | 0 | 9 | |
| Campbell | TODD ROAD | 97 | 3.3 | 4.3 | 1 | 0 | 0 | 9 | 4 |
| Campbell | TRAIL CREEK ROAD | 98 | 3.4 | 4.4 | 1 | 0 | 0 | 9 | |
| Campbell | NORTH GARNER LAKE ROAD-U | 38N | 6.9 | 7.9 | 0 | 2 | 2 | 9 | |
| Campbell | ADON ROAD | 1 | 2.1 | 3.1 | 0 | 1 | 5 | 8.5 | |
| Campbell | BISHOP ROAD | 12 | 23 | 24 | 0 | 1 | 5 | 8.5 | |
| Campbell | ADON ROAD | 1 | 6.5 | 7.5 | 0 | 1 | 4 | 7.5 | |
| Campbell | RECLUSE ROAD | 82 | 4.7 | 5.7 | 0 | 1 | 4 | 7.5 | |
| Campbell | BUFFALO CUT ACROSS ROAD | 18 | 0.5 | 1.5 | 0 | 2 | 0 | 7 | 14 |
| Campbell | COLLINS ROAD | 23 | 4.5 | 5.5 | 0 | 2 | 0 | 7 | |
| Campbell | EDWARDS ROAD(AKA ANTELOPE RD) | 30 | 13 | 14 | 0 | 2 | 0 | 7 | |
| Campbell | ELK CREEK ROAD | 33 | 1.5 | 2.5 | 0 | 2 | 0 | 7 | 4 |
| Campbell | HOE CREEK ROAD | 54 | 7.5 | 8 | 0 | 2 | 0 | 7 | 5 |
| Campbell | IVY CREEK ROAD | 57 | 0.3 | 1.3 | 0 | 2 | 0 | 7 | 4 |
| Campbell | RECLUSE ROAD | 82 | 6.3 | 7.3 | 0 | 2 | 0 | 7 | |
| Campbell | S-A ROAD | 86 | 5.5 | 6.5 | 0 | 2 | 0 | 7 | |
| Campbell | BISHOP ROAD | 12 | 22 | 23 | 0 | 1 | 3 | 6.5 | |
| Campbell | FAIRVIEW ROAD | 34 | 0 | 1 | 0 | 1 | 3 | 6.5 | 32 |

Table B-3 Campbell County High-Risk Roads List (Cont)

| | | | | | | | | | |
|----------|--------------------------|-----|------|------|---|---|---|-----|-----|
| Campbell | HAIGHT ROAD | 44 | 0.2 | 1.2 | 0 | 1 | 3 | 6.5 | 2 |
| Campbell | TIMBER CREEK ROAD | 96 | 0.2 | 1.2 | 0 | 1 | 3 | 6.5 | 7 |
| Campbell | NORTH GARNER LAKE ROAD-U | 38N | 5.8 | 6.8 | 0 | 1 | 3 | 6.5 | 22 |
| Campbell | BISHOP ROAD | 12 | 26.3 | 27.3 | 0 | 0 | 6 | 6 | |
| Campbell | ADON ROAD | 1 | 11.4 | 12.4 | 0 | 1 | 2 | 5.5 | |
| Campbell | AMERICAN ROAD | 3 | 3.5 | 4.5 | 0 | 1 | 2 | 5.5 | |
| Campbell | BISHOP ROAD | 12 | 2.5 | 3.5 | 0 | 1 | 2 | 5.5 | |
| Campbell | BISHOP ROAD | 12 | 4 | 5 | 0 | 1 | 2 | 5.5 | |
| Campbell | CLARKELEN ROAD | 22 | 2 | 3 | 0 | 1 | 2 | 5.5 | |
| Campbell | HILIGHT ROAD | 52 | 22 | 23 | 0 | 1 | 2 | 5.5 | |
| Campbell | MCKENZIE ROAD | 74 | 1.3 | 2.3 | 0 | 1 | 2 | 5.5 | 6 |
| Campbell | MONTGOMERY ROAD | 77 | 3.7 | 4.7 | 0 | 1 | 2 | 5.5 | 8 |
| Campbell | RECLUSE ROAD | 82 | 7.4 | 8.4 | 0 | 1 | 2 | 5.5 | |
| Campbell | WILD HORSE ROAD | 106 | 1 | 2 | 0 | 1 | 2 | 5.5 | |
| | | | | | | | | | 494 |

Table B-4. Campbell County Sign Request Form

| ROAD SIGN PROGRAM (RSP) | | | | | | | |
|-------------------------|------------|---------------|--------------|------------|------------|------------------|----------|
| CAMPBELL REQUEST FORM | | | | | | | |
| PROJECT SIGN # | SIGNS | | | POSTS | | | |
| | QUANTITY | MUTCD # | SIZE | 4"x4" WOOD | | METAL BREAK AWAY | |
| | | | | 12' | 14' | 12' | 14' |
| 1 | 6 | W1-1RT | 30X30 | | 404 | | |
| 2 | 5 | W1-1LT | 30X30 | | | | |
| 3 | 130 | W1-2RT | 36x36 | | | | |
| 4 | 126 | W1-2LT | 36x36 | | | | |
| 5 | 1 | W1-3R | 36"x36" | | | | |
| 6 | 1 | W1-3L | 36"x36" | | | | |
| 7 | 2 | W1-4RT | 30X30 | | | | |
| 8 | 1 | W1-4L | 36x36 | | | | |
| 9 | 10 | W1-5RT | 36x36 | | | | |
| 10 | 11 | W1-5LT | 36x36 | | | | |
| 11 | 7 | W1-7 | 36x18 | | | | |
| 14 | 46 | W1-8 | 18X24 | | | | |
| 15 | 4 | W1-10R | 36x36 | | | | |
| 16 | 3 | W1-10L | 36x36 | | | | |
| 17 | 7 | W2-1 | 36x36 | | | | |
| 18 | 27 | W2-2 | 36x36 | | | | |
| 19 | 9 | W2-4 | 36x36 | | | | |
| 20 | 16 | W3-1 | 36x36 | | | | |
| 21 | 2 | W5-1 | 36x36 | | | | |
| 22 | 2 | W8-6 | 36x36 | | | | |
| 23 | 4 | W10-1 | 36" Dia. | | | | |
| 24 | 2 | W1-10a-LT | 36"x36" | | | | |
| 25 | 2 | W11-10 | 36x36 | | | | |
| 26 | 6 | W13-1P 20 MPH | 18x18 | | | | |
| 27 | 2 | W13-1P 25MPH | 18x18 | | | | |
| 28 | 12 | W13-1P 30 MPH | 18x18 | | | | |
| 29 | 13 | W13-1P 35 MPH | 18x18 | | | | |
| 30 | 35 | W13-1P 40 MPH | 18x18 | | | | |
| 31 | 2 | W13-1P 45 MPH | 18x18 | | | | |
| TOTAL | 494 | | TOTAL | 0 | 404 | 0 | 0 |

Table B-5. Fremont County High-Risk Roads List

| County | Road Name | Road No. | Beg MP | End MP | Fatal + Incapacitating Injury Crashes | Non-Incapacitating + Possible Injury Crashes | Property Damage Only | EPDO | # Signs |
|---------|--------------------------------|----------|--------|--------|---------------------------------------|--|----------------------|------|---------|
| Fremont | ETHETE ROAD | 335 | 1 | 2 | 3 | 4 | 5 | 46 | |
| Fremont | BURMA ROAD | 320 | 0 | 1 | 2 | 6 | 5 | 44 | |
| Fremont | ETHETE ROAD | 335 | 10 | 11 | 3 | 3 | 6 | 43.5 | |
| Fremont | ETHETE ROAD | 335 | 4 | 5 | 1 | 8 | 6 | 43 | |
| Fremont | SOUTH FORK | 346 | 2 | 3 | 3 | 3 | 2 | 39.5 | 29 |
| Fremont | ETHETE ROAD | 335 | 6 | 7 | 2 | 4 | 7 | 39 | |
| Fremont | TROUT CREEK ROAD | 347 | 0 | 1 | 3 | 2 | 5 | 39 | 31 |
| Fremont | SQUAW CREEK ROAD-U | 14 | 1 | 2 | 3 | 1 | 8 | 38.5 | |
| Fremont | ETHETE ROAD | 335 | 7 | 8 | 1 | 6 | 5 | 35 | |
| Fremont | RIVERVIEW ROAD-U | 54 | 3.5 | 4.5 | 2 | 1 | 13 | 34.5 | 9 |
| Fremont | ETHETE ROAD | 335 | 11 | 12 | 3 | 1 | 4 | 34.5 | |
| Fremont | COAL MINE ROAD | 209 | 1.3 | 2.3 | 3 | 1 | 2 | 32.5 | |
| Fremont | ETHETE ROAD | 335 | 5 | 6 | 0 | 7 | 8 | 32.5 | |
| Fremont | ETHETE ROAD | 335 | 2 | 3 | 1 | 5 | 5 | 31.5 | |
| Fremont | ETHETE ROAD | 335 | 0 | 1 | 2 | 2 | 2 | 27 | 34 |
| Fremont | NORTH SECOND STREET (LANDER)-U | 43 | 4 | 5 | 1 | 4 | 3 | 26 | |
| Fremont | SOUTH FORK | 346 | 3 | 4 | 1 | 4 | 3 | 26 | |
| Fremont | HAPPY SPRINGS ROAD | 395 | 0.9 | 1.9 | 1 | 3 | 5 | 24.5 | |
| Fremont | ETHETE ROAD | 335 | 8 | 9 | 1 | 2 | 7 | 23 | |
| Fremont | WILLIAMS ROAD | 12 | 1.2 | 2 | 2 | 1 | 1 | 22.5 | |
| Fremont | NORTH SECOND STREET (LANDER)-U | 43 | 3 | 4 | 1 | 3 | 3 | 22.5 | 5 |
| Fremont | ETHETE ROAD | 335 | 9 | 10 | 0 | 5 | 5 | 22.5 | |
| Fremont | RIVERVIEW ROAD-U | 54 | 7.3 | 8.3 | 2 | 0 | 4 | 22 | |
| Fremont | EIGHT MILE ROAD | 385 | 0 | 1 | 1 | 3 | 2 | 21.5 | |
| Fremont | HAPPY SPRINGS ROAD | 395 | 3 | 4 | 2 | 1 | 0 | 21.5 | |
| Fremont | UNION PASS ROAD | 240 | 0.3 | 1.3 | 1 | 2 | 5 | 21 | |
| Fremont | SEVENTEEN MILE ROAD | 334 | 0.3 | 1.3 | 1 | 2 | 4 | 20 | |
| Fremont | WILLOW CREEK ROAD | 414 | 0.5 | 1.5 | 2 | 0 | 2 | 20 | |
| Fremont | MINTER LANE-U | 405 | 19.3 | 20.3 | 2 | 0 | 1 | 19 | |

Table B-5. Fremont County High-Risk Roads List (Cont)

| | | | | | | | | | |
|---------|---|------|-----|------|---|---|---|------|---|
| Fremont | HUTCHISON ROAD | 272 | 0.1 | 1.1 | 1 | 1 | 6 | 18.5 | |
| Fremont | RIVERVIEW ROAD-U | 54 | 6.2 | 7.2 | 1 | 2 | 2 | 18 | |
| Fremont | LOWER NORTH FORK ROAD | 137 | 9.2 | 10.2 | 2 | 0 | 0 | 18 | |
| Fremont | NORTH FORK-FT. WASHAKIE ROAD | 345 | 0 | 1 | 1 | 2 | 2 | 18 | |
| Fremont | TROUT CREEK ROAD | 347 | 2 | 3 | 1 | 2 | 2 | 18 | |
| Fremont | HAPPY SPRINGS ROAD | 395 | 6.5 | 7.5 | 1 | 2 | 2 | 18 | |
| Fremont | LOWER NORTH FORK ROAD | 137 | 0 | 1 | 1 | 1 | 5 | 17.5 | |
| Fremont | TROUT CREEK ROAD | 347 | 1 | 2 | 1 | 2 | 1 | 17 | |
| Fremont | BIG RIDGE LANE | 351 | 1.6 | 2.6 | 1 | 2 | 1 | 17 | |
| Fremont | BURMA ROAD | 320 | 3.4 | 4.4 | 1 | 1 | 4 | 16.5 | |
| Fremont | BIRCHFIELD LANE | 140 | 1 | 2 | 1 | 2 | 0 | 16 | |
| Fremont | BURMA ROAD | 320 | 4.5 | 5.5 | 0 | 3 | 5 | 15.5 | |
| Fremont | LYONS VALLEY ROAD | 419 | 3.6 | 4.6 | 1 | 1 | 3 | 15.5 | |
| Fremont | HAPPY SPRINGS ROAD | 395 | 5 | 6 | 0 | 2 | 8 | 15 | |
| Fremont | TWEED LANE-U | 4 | 0 | 1 | 0 | 3 | 4 | 14.5 | |
| Fremont | TWEED LANE-U | 4 | 2 | 3 | 1 | 1 | 2 | 14.5 | |
| Fremont | RIVERVIEW ROAD-U | 54 | 5 | 6 | 1 | 1 | 2 | 14.5 | |
| Fremont | ETHETE ROAD | 335 | 3 | 4 | 1 | 1 | 2 | 14.5 | |
| Fremont | NORTH PAVILLION ROAD | 428 | 0.1 | 1.1 | 1 | 1 | 2 | 14.5 | |
| Fremont | BASS LAKE ROAD | 430 | 2 | 3 | 1 | 1 | 2 | 14.5 | |
| Fremont | WEST PAVILLION ROAD | 448 | 0.7 | 1.7 | 1 | 1 | 2 | 14.5 | |
| Fremont | LYSITE-MONETA ROAD | 176 | 4 | 5 | 1 | 0 | 5 | 14 | |
| Fremont | ZUBER ROAD | 496 | 0.3 | 1.3 | 1 | 0 | 5 | 14 | |
| Fremont | ATLANTIC CITY ROAD (MAIN ST./ DEXTER AVE) | 237 | 0.2 | 1.2 | 1 | 1 | 1 | 13.5 | |
| Fremont | MINTER LANE-U | 405 | 16 | 17 | 1 | 1 | 1 | 13.5 | |
| Fremont | MINTER LANE-U | 405 | 1.2 | 2.2 | 1 | 1 | 0 | 12.5 | 8 |
| Fremont | LYONS VALLEY ROAD | 419 | 0 | 1 | 1 | 1 | 0 | 12.5 | |
| Fremont | DELFEIDER ROAD-U | 497 | 1.9 | 2.9 | 1 | 1 | 0 | 12.5 | |
| Fremont | WARM SPRINGS CREEK | 244A | 3 | 4 | 1 | 1 | 0 | 12.5 | |
| Fremont | BIRCHFIELD LANE | 140 | 4.7 | 5.7 | 1 | 0 | 3 | 12 | |
| Fremont | BURMA ROAD | 320 | 2.4 | 3.4 | 0 | 2 | 5 | 12 | |
| Fremont | HOOT OWL ROAD | 362 | 2 | 3 | 1 | 0 | 3 | 12 | |
| Fremont | SQUAW CREEK ROAD-U | 14 | 3.5 | 4.5 | 1 | 0 | 2 | 11 | |

Table B-5. Fremont County High-Risk Roads List (Cont)

| | | | | | | | | | |
|---------|-----------------------|-----|------|------|---|---|---|------|--|
| Fremont | HORSE CREEK ROAD | 285 | 1.4 | 2.4 | 1 | 0 | 2 | 11 | |
| Fremont | HORSE CREEK ROAD | 285 | 2.7 | 3.7 | 1 | 0 | 2 | 11 | |
| Fremont | PARADISE VALLEY ROAD | 315 | 1.1 | 2.1 | 1 | 0 | 2 | 11 | |
| Fremont | PARADISE VALLEY ROAD | 315 | 2.1 | 3.1 | 1 | 0 | 2 | 11 | |
| Fremont | TWO VALLEY ROAD | 339 | 1 | 2 | 1 | 0 | 2 | 11 | |
| Fremont | TUNNEL HILL ROAD | 427 | 5 | 6 | 1 | 0 | 2 | 11 | |
| Fremont | BURMA ROAD | 320 | 1 | 2 | 0 | 1 | 7 | 10.5 | |
| Fremont | HAPPY SPRINGS ROAD | 395 | 4 | 5 | 0 | 1 | 7 | 10.5 | |
| Fremont | RIVERVIEW ROAD-U | 54 | 14.4 | 15.4 | 1 | 0 | 1 | 10 | |
| Fremont | RIVERVIEW ROAD-U | 54 | 16 | 17 | 1 | 0 | 1 | 10 | |
| Fremont | RIVERVIEW ROAD-U | 54 | 20 | 21 | 1 | 0 | 1 | 10 | |
| Fremont | LOWER NORTH FORK ROAD | 137 | 1 | 2 | 1 | 0 | 1 | 10 | |
| Fremont | LOWER NORTH FORK ROAD | 137 | 8 | 9 | 1 | 0 | 1 | 10 | |
| Fremont | UNION PASS ROAD | 240 | 4.9 | 5.9 | 1 | 0 | 1 | 10 | |
| Fremont | PARADISE VALLEY ROAD | 315 | 6 | 7 | 1 | 0 | 1 | 10 | |
| Fremont | RAY LAKE ROAD | 336 | 0 | 1 | 0 | 2 | 3 | 10 | |
| Fremont | RAY LAKE ROAD | 336 | 1 | 2 | 1 | 0 | 1 | 10 | |
| Fremont | HAPPY SPRINGS ROAD | 395 | 9.5 | 10 | 1 | 0 | 1 | 10 | |
| Fremont | BASS LAKE ROAD | 430 | 3 | 4 | 1 | 0 | 1 | 10 | |
| Fremont | LYSITE-MONETA ROAD | 176 | 1 | 2 | 0 | 2 | 2 | 9 | |
| Fremont | UNION PASS ROAD | 240 | 3.7 | 4.7 | 0 | 2 | 2 | 9 | |
| Fremont | BRIDGER CREEK ROAD | 259 | 7 | 8 | 1 | 0 | 0 | 9 | |
| Fremont | PARADISE VALLEY ROAD | 315 | 4.2 | 5.2 | 0 | 2 | 2 | 9 | |
| Fremont | PATTISON FARMS ROAD | 325 | 3.2 | 4 | 1 | 0 | 0 | 9 | |
| Fremont | EAST PAVILLION ROAD | 330 | 0 | 1 | 0 | 2 | 2 | 9 | |
| Fremont | BIG RIDGE LANE | 351 | 0.5 | 1.5 | 1 | 0 | 0 | 9 | |
| Fremont | MINTER LANE-U | 405 | 14 | 15 | 1 | 0 | 0 | 9 | |
| Fremont | GABES ROAD | 412 | 0.5 | 1.5 | 1 | 0 | 0 | 9 | |
| Fremont | WILLOW CREEK ROAD | 414 | 2.4 | 3.4 | 1 | 0 | 0 | 9 | |
| Fremont | LYONS VALLEY ROAD | 419 | 1.1 | 2.1 | 0 | 2 | 2 | 9 | |
| Fremont | BUSHWACKER ROAD | 432 | 1.1 | 2.1 | 1 | 0 | 0 | 9 | |
| Fremont | KINNEAR SPUR | 480 | 2.4 | 3 | 1 | 0 | 0 | 9 | |
| Fremont | SQUAW CREEK ROAD-U | 14 | 2.1 | 3.1 | 0 | 1 | 5 | 8.5 | |

Table B-5. Fremont County High-Risk Roads List (Cont)

| | | | | | | | | | |
|---------|---------------------------|-----|-----|------|---|---|---|-----|---|
| Fremont | TWIN CREEK ROAD | 19 | 1 | 2 | 0 | 2 | 1 | 8 | |
| Fremont | CARPENTER ROAD | 247 | 0 | 1 | 0 | 2 | 1 | 8 | |
| Fremont | HORSE CREEK ROAD | 285 | 8 | 9 | 0 | 2 | 1 | 8 | |
| Fremont | BURMA ROAD | 320 | 5.6 | 6.6 | 0 | 2 | 1 | 8 | |
| Fremont | TWO VALLEY ROAD | 339 | 4.1 | 5 | 0 | 2 | 1 | 8 | |
| Fremont | COUNTRY ACRES ROAD | 360 | 0.9 | 1.9 | 0 | 2 | 1 | 8 | |
| Fremont | LYONS VALLEY ROAD | 419 | 2.1 | 3.1 | 0 | 2 | 1 | 8 | |
| Fremont | FISH HATCHERY ROAD | 241 | 0 | 1 | 0 | 2 | 0 | 7 | |
| Fremont | TWO VALLEY ROAD | 339 | 0.5 | 1.5 | 0 | 2 | 0 | 7 | |
| Fremont | NORTH PAVILLION ROAD | 428 | 2.5 | 3.5 | 0 | 2 | 0 | 7 | |
| Fremont | SPRING VALLEY DRIVE | 138 | 0 | 1 | 0 | 1 | 3 | 6.5 | |
| Fremont | BALDWIN CREEK ROAD | 193 | 0.9 | 1.9 | 0 | 1 | 3 | 6.5 | |
| Fremont | HORSE CREEK ROAD | 285 | 6 | 7 | 0 | 1 | 3 | 6.5 | |
| Fremont | PARADISE VALLEY ROAD | 315 | 0 | 1 | 0 | 1 | 3 | 6.5 | |
| Fremont | PARADISE VALLEY ROAD | 315 | 9.4 | 10.4 | 0 | 1 | 3 | 6.5 | |
| Fremont | LYONS VALLEY ROAD | 419 | 6.1 | 7 | 0 | 1 | 3 | 6.5 | |
| Fremont | KINNEAR SPUR | 480 | 1 | 2 | 0 | 1 | 3 | 6.5 | |
| Fremont | STONE ROAD | 13 | 0.2 | 1.2 | 0 | 1 | 2 | 5.5 | |
| Fremont | NORTH FORK ROAD (MILFORD) | 139 | 0.2 | 1 | 0 | 1 | 2 | 5.5 | |
| Fremont | BALDWIN CREEK ROAD | 193 | 3 | 4 | 0 | 1 | 2 | 5.5 | |
| Fremont | COAL MINE ROAD | 209 | 0.2 | 1.2 | 0 | 1 | 2 | 5.5 | |
| Fremont | UNION PASS ROAD | 240 | 2.5 | 3.5 | 0 | 1 | 2 | 5.5 | |
| Fremont | HARRIS BRIDGE ROAD | 306 | 2.8 | 3.8 | 0 | 1 | 2 | 5.5 | |
| Fremont | RAY LAKE ROAD | 336 | 5 | 6 | 0 | 1 | 2 | 5.5 | |
| Fremont | TWO VALLEY ROAD | 339 | 1.5 | 2.5 | 0 | 1 | 2 | 5.5 | |
| Fremont | EDITH STREET-U | 413 | 2.2 | 3.2 | 0 | 1 | 2 | 5.5 | |
| Fremont | LYONS VALLEY ROAD | 419 | 4.8 | 5.8 | 0 | 1 | 2 | 5.5 | |
| Fremont | BASS LAKE ROAD | 430 | 0.2 | 1.2 | 0 | 1 | 2 | 5.5 | 7 |
| Fremont | BASS LAKE ROAD | 430 | 8.3 | 9.3 | 0 | 1 | 2 | 5.5 | |
| Fremont | BIRCHFIELD LANE | 140 | 3.5 | 4.5 | 0 | 0 | 5 | 5 | |
| Fremont | LYSITE-MONETA ROAD | 176 | 3 | 4 | 0 | 0 | 5 | 5 | |
| Fremont | HAPPY SPRINGS ROAD | 395 | 2 | 3 | 0 | 0 | 5 | 5 | |
| Fremont | PETERSON ROAD | 463 | 0.7 | 1.7 | 0 | 0 | 5 | 5 | |

Table B-6. Fremont County Sign Request Form

| ROAD SIGN PROGRAM (RSP) | | | | | | | |
|-------------------------|------------|----------------|--------------|------------|-----------|------------------|-----------|
| FREMONT REQUEST FORM | | | | | | | |
| PROJECT SIGN # | SIGNS | | | POSTS | | | |
| | QUANTITY | MUTCD # | SIZE | 4"x4" WOOD | | METAL BREAK AWAY | |
| | | | | 12' | 14' | 12' | 14' |
| | 3 | W1-1aLT 20 MPH | 36x36 | 3 | 40 | | 80 |
| | 3 | W1-1aRT 20 MPH | 36x36 | | | | |
| | 2 | W1-1aRT 25 MPH | 36x36 | | | | |
| | 2 | W1-1aRL 25 MPH | 36x36 | | | | |
| | 1 | W1-1aRL 35 MPH | 36x36 | | | | |
| | 1 | W1-1aRL 35 MPH | 36x36 | | | | |
| | 1 | W1-2RT | 30X30 | | | | |
| | 1 | W1-2LT | 30X30 | | | | |
| | 1 | W1-5RT | 30X30 | | | | |
| | 1 | W1-5LT | 30X30 | | | | |
| | 80 | W1-8 | 18X24 | | | | |
| | 8 | W2-1 | 30x30 | | | | |
| | 13 | W2-2 | 24x24 | | | | |
| | 1 | W3-1 | 30x30 | | | | |
| | 2 | W13-1P 35 MPH | 18x18 | | | | |
| | 3 | R1-1 | 30x30 | | | | |
| TOTAL | 123 | | TOTAL | 3 | 40 | 0 | 80 |

Table B-7. Hot Springs County High-Risk Roads List

| County | Road Name | Road No. | Beg MP | End MP | Fatal + Incapacitating Injury Crashes | Non-Incapacitating + Possible Injury Crashes | Property Damage Only | EPDO | # Signs |
|-------------|--------------------------|----------|--------|--------|---|--|-------------------------|------|---------|
| Hot Springs | BUFFALO CREEK ROAD | 5 | 0.4 | 1.4 | 2 | 0 | 1 | 19 | 2 |
| Hot Springs | UPPER EAST RIVER ROAD | 8 | 2 | 3 | 1 | 1 | 1 | 13.5 | |
| Hot Springs | SOUTH YELLOWSTONE ROAD | 31 | 0 | 1 | 1 | 1 | 0 | 12.5 | |
| Hot Springs | BLACK MOUNTAIN ROAD | 6 | 8 | 9 | 1 | 0 | 1 | 10 | 4 |
| Hot Springs | UPPER EAST RIVER ROAD | 8 | 1 | 2 | 0 | 2 | 3 | 10 | 10 |
| Hot Springs | SAND DRAW ROAD | 18 | 1.2 | 2.2 | 1 | 0 | 1 | 10 | 2 |
| Hot Springs | OWL CREEK ROAD | 1 | 7.7 | 8.7 | 1 | 0 | 0 | 9 | |
| Hot Springs | COWBOY MINE ROAD | 23 | 1.2 | 2 | 1 | 0 | 0 | 9 | 6 |
| Hot Springs | UPPER COTTONWOOD CR ROAD | 10 | 5 | 6 | 0 | 2 | 0 | 7 | 2 |
| Hot Springs | SUNNYSIDE LANE ROAD | 27 | 3.4 | 4 | 0 | 2 | 0 | 7 | |
| Hot Springs | SUNNYSIDE LANE ROAD | 27 | 0.2 | 1.2 | 0 | 1 | 3 | 6.5 | 8 |
| Hot Springs | OWL CREEK ROAD | 1 | 4.5 | 5.5 | 0 | 1 | 2 | 5.5 | 16 |

Table B-8. Hot Springs County Sign Request Form

**ROAD SIGN PROGRAM (RSP)
HOT SPRINGS REQUEST FORM**

| PROJECT SIGN # | SIGNS | | | POSTS | | | |
|----------------|----------|---------|-------|------------|-----|------------------|-----|
| | QUANTITY | MUTCD # | SIZE | 4"x4" WOOD | | METAL BREAK AWAY | |
| | | | | 12' | 14' | 12' | 14' |
| 1 | 2 | W1-1RT | 30X30 | 49 | | | |
| 2 | 2 | W1-1LT | 30X30 | | | | |
| 3 | 12 | W1-2RT | 30X30 | | | | |
| 4 | 12 | W1-2LT | 30X30 | | | | |
| 5 | 1 | W1-5RT | 30X30 | | | | |
| 6 | 1 | W1-5LT | 30X30 | | | | |
| 7 | 18 | W1-8 | 18X24 | | | | |
| 8 | 1 | W1-11RT | 30X30 | | | | |
| 9 | 1 | W1-11LT | 30X30 | | | | |
| | | | | | | | |
| | | | | | | | |

TOTAL

50

TOTAL

49

Table B-9. Laramie County High-Risk Roads List

| County | Road Name | Road No. | Beg MP | End MP | Fatal + Incapacitating Injury Crashes | Non-Incapacitating + Possible Injury Crashes | Property Damage Only | EPDO | # SIGNS |
|---------|-------------------------------|----------|--------|--------|---|--|----------------------------|------|---------|
| Laramie | | 1623 | 9.6 | 10.6 | 2 | 3 | 3 | 31.5 | |
| Laramie | RAILROAD/HILLSDALE RIDGE ROAD | 2153 | 2.7 | 3.7 | 1 | 5 | 3 | 29.5 | |
| Laramie | CHALK BLUFF/ "78" ROAD | 2031 | 1 | 2 | 3 | 0 | 2 | 29 | |
| Laramie | HILLSDALE NORTH ROAD/ MIDWAY | 1432 | 0.3 | 1.3 | 3 | 0 | 0 | 27 | |
| Laramie | PERSHING BLVD-U | 2102 | 5.1 | 6.1 | 1 | 4 | 4 | 27 | |
| Laramie | RAILROAD/HILLSDALE RIDGE ROAD | 2153 | 0.1 | 1.1 | 1 | 4 | 4 | 27 | 16 |
| Laramie | GILCHRIST ROAD | 1091 | 1.1 | 2.1 | 1 | 4 | 0 | 23 | 6 |
| Laramie | REGLAND ROAD | 1501 | 14 | 15 | 2 | 1 | 1 | 22.5 | |
| Laramie | DURHAM ROAD | 1361 | 3.2 | 4.2 | 2 | 1 | 0 | 21.5 | 4 |
| Laramie | | 1642 | 11.5 | 12.5 | 2 | 0 | 3 | 21 | |
| Laramie | OLD HIGHWAY PINE BLUFFS WEST | 2128 | 3.1 | 4.1 | 1 | 3 | 1 | 20.5 | 2 |
| Laramie | OLINE ROAD | 2041 | 15.1 | 16.1 | 2 | 0 | 1 | 19 | |
| Laramie | OLD HIGHWAY BURNS WEST | 2132 | 1 | 2 | 2 | 0 | 0 | 18 | 2 |
| Laramie | RIDLEY ROAD | 2201 | 1 | 2 | 2 | 0 | 0 | 18 | |
| Laramie | KESLAR ROAD | 2231 | 6.3 | 7.3 | 2 | 0 | 0 | 18 | |
| Laramie | HARRIMAN ROAD | 1021 | 3 | 4 | 0 | 4 | 2 | 16 | |
| Laramie | RITZKE ROAD | 2172 | 0.4 | 1.4 | 1 | 2 | 0 | 16 | |
| Laramie | | 1623 | 5.2 | 6.2 | 1 | 1 | 3 | 15.5 | 4 |
| Laramie | GILCHRIST ROAD | 1091 | 5 | 6 | 1 | 1 | 2 | 14.5 | |
| Laramie | REESE ROAD-U | 1311 | 0.5 | 1.5 | 1 | 1 | 2 | 14.5 | 1 |
| Laramie | | 1623 | 8.1 | 9.1 | 1 | 1 | 2 | 14.5 | |
| Laramie | RIDLEY ROAD | 2201 | 0 | 1 | 1 | 1 | 2 | 14.5 | 3 |
| Laramie | HR RANCH ROAD | 872 | 0.7 | 1.7 | 1 | 0 | 5 | 14 | |
| Laramie | | 1612 | 2 | 3 | 0 | 4 | 0 | 14 | 4 |
| Laramie | | 1642 | 2.2 | 3.2 | 1 | 1 | 1 | 13.5 | |
| Laramie | OLINE ROAD | 2041 | 17.8 | 18.8 | 1 | 1 | 1 | 13.5 | |
| Laramie | CAMPSTOOL ROAD | 2092 | 1.5 | 2.5 | 1 | 1 | 1 | 13.5 | |
| Laramie | PERSHING BLVD-U | 2102 | 4 | 5 | 1 | 1 | 1 | 13.5 | |

Table B-9. Laramie County High-Risk Roads List (Cont)

| | | | | | | | | | |
|---------|-------------------------------|------|------|------|---|---|---|------|---|
| Laramie | FOUR MILE ROAD | 2131 | 0 | 1 | 1 | 1 | 1 | 13.5 | 7 |
| Laramie | RAILROAD/HILLSDALE RIDGE ROAD | 2153 | 7.4 | 8.4 | 1 | 1 | 1 | 13.5 | |
| Laramie | OLINE ROAD | 2041 | 16.5 | 17.5 | 1 | 1 | 0 | 12.5 | |
| Laramie | RAILROAD/HILLSDALE RIDGE ROAD | 2153 | 1.7 | 2.7 | 0 | 3 | 2 | 12.5 | |
| Laramie | PERSONS(AVE B-6)-U | 208A | 10 | 11 | 1 | 1 | 0 | 12.5 | |
| Laramie | ROUNDTOP/TELEPHONE ROAD | 1201 | 8.3 | 9.3 | 0 | 2 | 5 | 12 | |
| Laramie | | 1433 | 2 | 3 | 1 | 0 | 3 | 12 | |
| Laramie | GILCHRIST ROAD | 1091 | 3 | 4 | 0 | 3 | 1 | 11.5 | |
| Laramie | | 1642 | 5.7 | 6.7 | 1 | 0 | 2 | 11 | |
| Laramie | FOUR MILE ROAD | 2131 | 6.3 | 7.3 | 1 | 0 | 2 | 11 | |
| Laramie | HARRIMAN ROAD | 1021 | 2 | 3 | 1 | 0 | 1 | 10 | 5 |
| Laramie | TRIMBLE ROAD | 1462 | 4.2 | 5.2 | 1 | 0 | 1 | 10 | |
| Laramie | | 1642 | 0.1 | 1.1 | 1 | 0 | 1 | 10 | |
| Laramie | OLINE ROAD | 2041 | 23.5 | 24.5 | 1 | 0 | 1 | 10 | |
| Laramie | RAILROAD/HILLSDALE RIDGE ROAD | 2153 | 6.2 | 7.2 | 1 | 0 | 1 | 10 | |
| Laramie | ROUNDTOP/TELEPHONE/ROAD | 1201 | 14 | 15 | 1 | 0 | 0 | 9 | |
| Laramie | LITTLE BEAR ROAD | 1232 | 2.5 | 3.5 | 1 | 0 | 0 | 9 | |
| Laramie | INDIAN HILL ROAD | 1282 | 3.4 | 4.4 | 1 | 0 | 0 | 9 | 4 |
| Laramie | TRIMBLE ROAD | 1462 | 7.8 | 8 | 1 | 0 | 0 | 9 | |
| Laramie | REGLAND ROAD | 1501 | 7 | 8 | 1 | 0 | 0 | 9 | |
| Laramie | | 1593 | 4.4 | 5 | 1 | 0 | 0 | 9 | |
| Laramie | STATE LINE ROAD | 1643 | 2 | 3 | 1 | 0 | 0 | 9 | |
| Laramie | LOUTH ROAD | 2143 | 5.3 | 6 | 1 | 0 | 0 | 9 | |
| Laramie | ROUNDTOP/TELEPHONE/ROAD | 1201 | 9.4 | 10.4 | 0 | 2 | 1 | 8 | |
| Laramie | | 1593 | 3.2 | 4.2 | 0 | 2 | 1 | 8 | |
| Laramie | PERSHING BLVD-U | 2102 | 6.5 | 7.5 | 0 | 2 | 1 | 8 | |
| Laramie | TURQOISE ROAD | 695 | 0.7 | 1.7 | 0 | 2 | 0 | 7 | 2 |
| Laramie | JORDAN ROAD | 1062 | 6.7 | 7.7 | 0 | 2 | 0 | 7 | |
| Laramie | ROUNDTOP/TELEPHONE/ROAD | 1201 | 7.2 | 8.2 | 0 | 2 | 0 | 7 | 1 |
| Laramie | KIRKBRIDE ROAD | 1392 | 1.4 | 2 | 0 | 2 | 0 | 7 | 2 |
| Laramie | | 1433 | 16.3 | 17.3 | 0 | 2 | 0 | 7 | |
| Laramie | TRIMBLE ROAD | 1462 | 0.1 | 1.1 | 0 | 2 | 0 | 7 | |
| Laramie | STATE LINE ROAD | 1643 | 0.7 | 1.7 | 0 | 2 | 0 | 7 | |
| Laramie | PERSHING BLVD-U | 2102 | 1 | 2 | 0 | 2 | 0 | 7 | 6 |

Table B-9. Laramie County High-Risk Roads List (Cont)

| | | | | | | | | | |
|---------|-------------------------------|------|------|------|---|---|---|-----|---|
| Laramie | RAILROAD/HILLSDALE RIDGE ROAD | 2153 | 12.3 | 13.3 | 0 | 2 | 0 | 7 | |
| Laramie | LINDEN ROAD | 2272 | 1.3 | 2.3 | 0 | 2 | 0 | 7 | 4 |
| Laramie | CAMPSTOOL ROAD | 2092 | 8 | 9 | 0 | 1 | 3 | 6.5 | |
| Laramie | RIDLEY ROAD | 2201 | 2.5 | 3.5 | 0 | 1 | 3 | 6.5 | |
| Laramie | ro | 1091 | 4 | 5 | 0 | 0 | 6 | 6 | |
| Laramie | WESTEDT ROAD | 1321 | 0 | 1 | 0 | 1 | 2 | 5.5 | 1 |
| Laramie | | 1491 | 0 | 1 | 0 | 1 | 2 | 5.5 | 2 |
| Laramie | | 1612 | 5.9 | 6.9 | 0 | 1 | 2 | 5.5 | |
| Laramie | | 1623 | 10.6 | 11 | 0 | 1 | 2 | 5.5 | |
| Laramie | CAMPSTOOL ROAD | 2092 | 9 | 10 | 0 | 1 | 2 | 5.5 | |
| Laramie | CRYSTAL LAKE ROAD | 2101 | 0.1 | 1 | 0 | 1 | 2 | 5.5 | |
| Laramie | RAILROAD/HILLSDALE RIDGE ROAD | 2153 | 4.5 | 5.5 | 0 | 1 | 2 | 5.5 | |
| Laramie | | 2183 | 2 | 3 | 0 | 1 | 2 | 5.5 | |
| Laramie | MEDITERRANEAN | 110A | 0.5 | 1 | 0 | 1 | 2 | 5.5 | |

Table B-10. Laramie County Sign Request Form

| ROAD SIGN PROGRAM (RSP) | | | | | | | |
|-----------------------------|-----------|---------------|--------------|------------|-----|------------------|-----|
| LARAMIE COUNTY REQUEST FORM | | | | | | | |
| PROJECT SIGN # | SIGNS | | | POSTS | | | |
| | QUANTITY | MUTCD # | SIZE | 4"x4" WOOD | | METAL BREAK AWAY | |
| | | | | 12' | 14' | 12' | 14' |
| 1 | 1 | W1-1LT | 30X30 | | | 76 | |
| 2 | 10 | W1-2RT | 30X30 | | | | |
| 3 | 11 | W1-2LT | 30X30 | | | | |
| 4 | 1 | W1-4L | 30X30 | | | | |
| 5 | 1 | W1-5RT | 30X30 | | | | |
| 6 | 5 | W1-7 | 48x24 | | | | |
| 7 | 5 | W1-6 | 48x24 | | | | |
| 8 | 1 | W2-1 | 24x24 | | | | |
| 9 | 6 | W2-2 | 24x24 | | | | |
| 10 | 2 | W2-4 | 24x24 | | | | |
| 11 | 5 | W3-1 | 30x30 | | | | |
| 12 | 2 | W5-2 | 30x30 | | | | |
| 13 | 1 | W8-3 | 30x30 | | | | |
| 14 | 1 | W13-1P 15 MPH | 18x18 | | | | |
| 15 | 5 | OM-3L | 12x36 | | | | |
| 16 | 2 | OM-3R | 12x36 | | | | |
| 17 | 12 | R1-1 | 30x30 | | | | |
| 18 | 3 | R2-1 40 MPH | 24x30 | | | | |
| 19 | 1 | R2-1 45 MPH | 24x30 | | | | |
| 20 | 1 | R2-1 55 MPH | 24x30 | | | | |
| | | | | | | | |
| | | | | | | | |
| TOTAL | 76 | | TOTAL | 0 | | 76 | |

Table B-11. Sheridan County High-Risk Roads List

| County | Road Name | Road No. | Beg MP | End MP | Fatal + Incapacitating Injury Crashes | Non-Incapacitating + Possible Injury Crashes | Property Damage Only | EPDO | # Signs |
|----------|------------------------|----------|--------|--------|---|--|-------------------------|------|---------|
| Sheridan | RED GRADE ROAD | 26 | 0.3 | 1.3 | 2 | 1 | 4 | 25.5 | 2 |
| Sheridan | HALFWAY LANE | 71 | 0.9 | 1.9 | 2 | 1 | 0 | 21.5 | |
| Sheridan | SOLDIER CREEK ROAD-U | 74 | 2.3 | 3.3 | 1 | 3 | 1 | 20.5 | |
| Sheridan | SOLDIER CREEK ROAD-U | 74 | 4.6 | 5.6 | 1 | 2 | 4 | 20 | |
| Sheridan | HERSEY ROAD | 49 | 0.1 | 1.1 | 1 | 2 | 3 | 19 | |
| Sheridan | BEAVER CREEK ROAD | 87 | 2.4 | 3.4 | 2 | 0 | 1 | 19 | |
| Sheridan | BEAVER CREEK ROAD | 87 | 6.1 | 7.1 | 1 | 1 | 5 | 17.5 | |
| Sheridan | TONGUE CANYON ROAD | 92 | 2 | 3 | 0 | 4 | 3 | 17 | |
| Sheridan | DUTCH CREEK ROAD | 161 | 0.1 | 1.1 | 1 | 2 | 0 | 16 | |
| Sheridan | PASAIC ROAD | 255 | 1.3 | 2.3 | 1 | 2 | 0 | 16 | |
| Sheridan | BIRD FARM ROAD | 28 | 0 | 1 | 0 | 3 | 5 | 15.5 | 12 |
| Sheridan | BECKTON ROAD | 89 | 4 | 5 | 1 | 1 | 3 | 15.5 | |
| Sheridan | UPPER PRAIRIE DOG ROAD | 127 | 0 | 1 | 1 | 1 | 3 | 15.5 | 11 |
| Sheridan | WAGON BOX ROAD | 145 | 0.1 | 1.1 | 1 | 1 | 3 | 15.5 | |
| Sheridan | TONGUE CANYON ROAD | 92 | 3 | 4 | 1 | 1 | 2 | 14.5 | |
| Sheridan | EAST RIDGE ROAD-U | 139 | 2.5 | 3.5 | 0 | 3 | 4 | 14.5 | |
| Sheridan | KRUSE CREEK ROAD | 30 | 0 | 1 | 1 | 0 | 5 | 14 | 6 |
| Sheridan | BIRD FARM ROAD | 28 | 1 | 2 | 1 | 1 | 1 | 13.5 | |
| Sheridan | UPPER PRAIRIE DOG ROAD | 127 | 5.1 | 6 | 1 | 1 | 1 | 13.5 | |
| Sheridan | TONGUE CANYON ROAD | 92 | 1 | 2 | 0 | 3 | 2 | 12.5 | |
| Sheridan | KRUSE CREEK ROAD | 30 | 1 | 2 | 0 | 2 | 5 | 12 | |
| Sheridan | SOLDIER CREEK ROAD-U | 74 | 7 | 8 | 0 | 3 | 1 | 11.5 | |
| Sheridan | BEAVER CREEK ROAD | 87 | 7.7 | 8.7 | 0 | 3 | 1 | 11.5 | |

Table B-11. Sheridan County High Risk Roads List (Cont)

| | | | | | | | | | |
|----------|---------------------------|------|------|------|---|---|---|------|---|
| Sheridan | SOLDIER CREEK ROAD-U | 74 | 8.5 | 9.5 | 0 | 2 | 4 | 11 | |
| Sheridan | WILDCAT ROAD | 84 | 0.1 | 1.1 | 1 | 0 | 2 | 11 | 5 |
| Sheridan | BECKTON ROAD | 89 | 0.5 | 1.5 | 0 | 2 | 4 | 11 | |
| Sheridan | BRINTON ROAD | 103 | 0 | 1 | 0 | 1 | 7 | 10.5 | 4 |
| Sheridan | POMPEY CREEK ROAD | 129 | 0 | 1 | 1 | 0 | 1 | 10 | |
| Sheridan | PASS CREEK ROAD | 144 | 12.5 | 13.5 | 1 | 0 | 1 | 10 | |
| Sheridan | UPPER PODER RIVER ROAD | 273 | 6 | 7 | 1 | 0 | 1 | 10 | |
| Sheridan | SOLDIER CREEK ROAD-U | 74 | 1 | 2 | 0 | 1 | 6 | 9.5 | 8 |
| Sheridan | CAT CREEK ROAD | 133 | 0 | 1 | 0 | 1 | 6 | 9.5 | 3 |
| Sheridan | RED GRADE ROAD | 26 | 1.8 | 2.8 | 0 | 2 | 2 | 9 | |
| Sheridan | WOLF CREEK ROAD | 67 | 5 | 6 | 0 | 2 | 2 | 9 | |
| Sheridan | SOLDIER CREEK ROAD-U | 74 | 3.5 | 4.5 | 0 | 2 | 2 | 9 | |
| Sheridan | WILDCAT ROAD | 84 | 1.5 | 2.5 | 0 | 2 | 1 | 8 | |
| Sheridan | BECKTON ROAD | 89 | 1.8 | 2.8 | 0 | 2 | 1 | 8 | |
| Sheridan | COUTANT CREEK ROAD | 114 | 1.5 | 2 | 0 | 2 | 1 | 8 | |
| Sheridan | MOUNTAIN HOME ROAD | 125 | 0.1 | 1 | 0 | 2 | 1 | 8 | |
| Sheridan | BECKTON ROAD | 89 | 11 | 12 | 0 | 1 | 4 | 7.5 | |
| Sheridan | TONGUE CANYON ROAD | 92 | 0 | 1 | 0 | 1 | 4 | 7.5 | 3 |
| Sheridan | LOWER PRAIRIE DOG ROAD | 1211 | 5 | 6 | 0 | 1 | 4 | 7.5 | |
| Sheridan | S.R. - BUFFALO CREEK ROAD | 86 | 10.4 | 11.4 | 0 | 2 | 0 | 7 | |
| Sheridan | BECKTON ROAD | 89 | 5.9 | 6.9 | 0 | 2 | 0 | 7 | |
| Sheridan | FISH HATCHERY ROAD | 6 | 0.2 | 1 | 0 | 1 | 3 | 6.5 | |
| Sheridan | WILDCAT ROAD | 84 | 2.6 | 3.6 | 0 | 1 | 3 | 6.5 | |
| Sheridan | BRINTON ROAD | 103 | 1.2 | 2.2 | 0 | 1 | 3 | 6.5 | |
| Sheridan | LOWER PRAIRIE DOG ROAD | 1211 | 6.9 | 7.9 | 0 | 1 | 3 | 6.5 | |
| Sheridan | RED GRADE ROAD | 26 | 9.3 | 10.3 | 0 | 1 | 2 | 5.5 | |
| Sheridan | BIRD FARM ROAD | 28 | 4.9 | 5.9 | 0 | 1 | 2 | 5.5 | |
| Sheridan | BIG GOOSE CANYON ROAD | 53 | 0 | 1 | 0 | 1 | 2 | 5.5 | |
| Sheridan | UPPER CAT ROAD | 64 | 3.1 | 4 | 0 | 1 | 2 | 5.5 | |
| Sheridan | WOLF CREEK ROAD | 67 | 3.7 | 4.7 | 0 | 1 | 2 | 5.5 | 9 |
| Sheridan | UPPER ROAD | 113 | 0.6 | 1.6 | 0 | 1 | 2 | 5.5 | |
| Sheridan | LOWER PRAIRIE DOG ROAD | 1211 | 3 | 4 | 0 | 1 | 2 | 5.5 | |
| Sheridan | LOWER PRAIRIE DOG ROAD | 1211 | 11 | 12 | 0 | 1 | 2 | 5.5 | |

Table B-12. Sheridan County Sign Request Form

| ROAD SIGN PROGRAM (RSP) | | | | | | | |
|-------------------------|-----------|-----------------------|--------------|------------|-----|------------------|-----|
| Sheridan REQUEST FORM | | | | | | | |
| PROJECT SIGN # | SIGNS | | | POSTS | | | |
| | QUANTITY | MUTCD # | SIZE | 4"x4" WOOD | | METAL BREAK AWAY | |
| | | | | 12' | 14' | 12' | 14' |
| 1 | 2 | W1-1RT | 30X30 | | | 56 | |
| 2 | 2 | W1-1LT | 30X30 | | | | |
| 3 | 7 | W1-2RT | 30X30 | | | | |
| 4 | 8 | W1-2LT | 30X30 | | | | |
| 5 | 1 | W1-4L | 30X30 | | | | |
| 6 | 1 | W1-4RT | 30X30 | | | | |
| 7 | 8 | W1-5RT | 30X30 | | | | |
| 8 | 6 | W1-5LT | 30X30 | | | | |
| 9 | 1 | W1-6 | 48x24 | | | | |
| 10 | 6 | W1-8 | 18X24 | | | | |
| 11 | 2 | W2-2 | 24x24 | | | | |
| 12 | 3 | W2-4 | 24x24 | | | | |
| 13 | 1 | W2-5 | 30x30 | | | | |
| 14 | 5 | W3-1 | 30x30 | | | | |
| 15 | 3 | W5-1 | 30x30 | | | | |
| 16 | 1 | W5-3 | 30x30 | | | | |
| 17 | 1 | W7-3AP Next 1.5 Miles | 24x18 | | | | |
| 18 | 1 | W7-3AP Next 2 Miles | 24x18 | | | | |
| 19 | 1 | W8-3 | 30x30 | | | | |
| 20 | 1 | W13-1P 15 MPH | 18x18 | | | | |
| 21 | 2 | W13-1P 20 MPH | 18x18 | | | | |
| | | | | | | | |
| | | | | | | | |
| TOTAL | 63 | | TOTAL | 0 | | 56 | |

Table B-13. Sublette County High-Risk Roads List

| County | Road Name | Road No. | Beg MP | End MP | Fatal + Incapacitating Injury Crashes | Non-Incapacitating + Possible Injury Crashes | Property Damage Only | EPDO | # Signs |
|----------|-----------------------------|----------|--------|--------|---------------------------------------|--|----------------------|------|---------|
| Sublette | FREMONT LAKE ROAD | 154 | 2.2 | 3.2 | 3 | 3 | 12 | 49.5 | |
| Sublette | NORTH PINEY/COTTONWOOD ROAD | 143 | 0 | 1 | 2 | 1 | 3 | 24.5 | 2 |
| Sublette | FREMONT LAKE ROAD | 154 | 1.1 | 2.1 | 0 | 4 | 9 | 23 | |
| Sublette | DANIEL-MERNA ROAD | 112 | 10 | 11 | 2 | 1 | 0 | 21.5 | |
| Sublette | BIG PINEY/CALPET ROAD | 134 | 1 | 2 | 1 | 2 | 2 | 18 | 1 |
| Sublette | INDUSTRIAL SITE ROAD | 190 | 0 | 1 | 0 | 3 | 7 | 17.5 | |
| Sublette | EHMAN ROAD | 144 | 1 | 2 | 1 | 2 | 1 | 17 | |
| Sublette | LUMAN ROAD | 147 | 0.2 | 1.2 | 1 | 2 | 1 | 17 | |
| Sublette | MIDDLE PINEY ROAD | 111 | 3.5 | 4.5 | 1 | 1 | 2 | 14.5 | |
| Sublette | GRANITE LANE | 205 | 0 | 1 | 1 | 1 | 1 | 13.5 | |
| Sublette | WILLOW LAKE ROAD | 119 | 1.5 | 2.5 | 0 | 3 | 2 | 12.5 | 1 |
| Sublette | PARADISE ROAD | 136 | 4.5 | 5.5 | 1 | 1 | 0 | 12.5 | |
| Sublette | EHMAN ROAD | 144 | 0 | 1 | 0 | 3 | 2 | 12.5 | |
| Sublette | BIG PINEY/CALPET ROAD | 134 | 8 | 9 | 1 | 0 | 3 | 12 | |
| Sublette | PARADISE ROAD | 136 | 1 | 2 | 1 | 0 | 3 | 12 | |
| Sublette | LUMAN ROAD | 147 | 6 | 7 | 1 | 0 | 3 | 12 | |
| Sublette | BIG PINEY/CALPET ROAD | 134 | 21 | 22 | 0 | 3 | 1 | 11.5 | |
| Sublette | WHELAN BRIDGE ROAD | 222 | 0.2 | 1 | 1 | 0 | 2 | 11 | |
| Sublette | COTTONWOOD/RYEGRASS ROAD | 117 | 0.2 | 1.2 | 1 | 0 | 1 | 10 | |
| Sublette | BIG SANDY/ELKHORN ROAD | 118 | 9.2 | 10.2 | 1 | 0 | 1 | 10 | |
| Sublette | BIG PINEY/CALPET ROAD | 134 | 4.8 | 5.8 | 0 | 2 | 3 | 10 | |
| Sublette | BIG PINEY/CALPET ROAD | 134 | 16.7 | 17.7 | 1 | 0 | 1 | 10 | |
| Sublette | BIG PINEY/CALPET ROAD | 134 | 22 | 23 | 0 | 2 | 3 | 10 | |
| Sublette | EHMAN ROAD | 144 | 2 | 3 | 1 | 0 | 1 | 10 | |
| Sublette | NORTH PINEY/COTTONWOOD ROAD | 143 | 1.2 | 2.2 | 0 | 1 | 6 | 9.5 | |
| Sublette | EAST GREEN RIVER ROAD | 110 | 3.8 | 4.8 | 1 | 0 | 0 | 9 | |
| Sublette | DELL CREEK ROAD | 114 | 3.8 | 4 | 1 | 0 | 0 | 9 | |

Table B-13. Sublette County High-Risk Roads List (Cont)

| | | | | | | | | | |
|----------|-----------------------------|-----|------|------|---|---|---|-----|---|
| Sublette | BIG SANDY/ELKHORN ROAD | 118 | 34.7 | 35 | 1 | 0 | 0 | 9 | |
| Sublette | WILLOW LAKE ROAD | 119 | 9 | 10 | 0 | 2 | 2 | 9 | |
| Sublette | NORTH COTTONWOOD RD | 129 | 3.6 | 4.6 | 1 | 0 | 0 | 9 | |
| Sublette | LANDER CUTOFF ROAD | 132 | 10 | 11 | 1 | 0 | 0 | 9 | |
| Sublette | MICKELSON LANE | 141 | 2.7 | 3.7 | 1 | 0 | 0 | 9 | |
| Sublette | NORTH PINEY/COTTONWOOD ROAD | 143 | 12 | 13 | 1 | 0 | 0 | 9 | |
| Sublette | NORTH PINEY/COTTONWOOD ROAD | 143 | 13.5 | 14.5 | 1 | 0 | 0 | 9 | |
| Sublette | FREMONT LAKE ROAD | 154 | 0 | 1 | 0 | 0 | 9 | 9 | 3 |
| Sublette | LA BARGE CREEK | | 14 | 15 | 1 | 0 | 0 | 9 | |
| Sublette | FAYETTE/POLE CREEK ROAD | 121 | 2 | 3 | 0 | 1 | 5 | 8.5 | |
| Sublette | PINEDALE SOUTH ROAD | 123 | 2 | 3 | 0 | 1 | 5 | 8.5 | |
| Sublette | BOULDER SOUTH ROAD | 106 | 1.4 | 2.4 | 0 | 2 | 1 | 8 | |
| Sublette | MIDDLE PINEY ROAD | 111 | 11 | 12 | 0 | 2 | 1 | 8 | |
| Sublette | WILLOW LAKE ROAD | 119 | 8 | 9 | 0 | 2 | 1 | 8 | |
| Sublette | LANDER CUTOFF ROAD | 132 | 9 | 10 | 0 | 2 | 1 | 8 | |
| Sublette | PARADISE ROAD | 136 | 0 | 1 | 0 | 0 | 8 | 8 | |
| Sublette | PARADISE ROAD | 136 | 8.9 | 9.9 | 0 | 2 | 1 | 8 | |
| Sublette | REARDON DRAW ROAD | 139 | 0.4 | 1.4 | 0 | 2 | 1 | 8 | |
| Sublette | PARADISE ROAD | 136 | 6.5 | 7.5 | 0 | 1 | 4 | 7.5 | |
| Sublette | MIDDLE PINEY ROAD | 111 | 12 | 13 | 0 | 2 | 0 | 7 | |
| Sublette | MIDDLE PINEY ROAD | 111 | 13.7 | 14.7 | 0 | 2 | 0 | 7 | |
| Sublette | DANIEL-MERNA ROAD | 112 | 2.6 | 3.6 | 0 | 2 | 0 | 7 | |
| Sublette | COTTONWOOD/RYEGRASS ROAD | 117 | 13.5 | 14.5 | 0 | 2 | 0 | 7 | |
| Sublette | BOULDER LAKE ROAD | 125 | 1 | 2 | 0 | 2 | 0 | 7 | |
| Sublette | BIG PINEY/CALPET ROAD | 134 | 20 | 21 | 0 | 2 | 0 | 7 | |
| Sublette | NORTH PINEY/COTTONWOOD ROAD | 143 | 2.4 | 3.4 | 0 | 2 | 0 | 7 | |
| Sublette | PINEDALE SOUTH ROAD | 123 | 1 | 2 | 0 | 1 | 3 | 6.5 | |
| Sublette | BIG PINEY/CALPET ROAD | 134 | 15 | 16 | 0 | 1 | 3 | 6.5 | |
| Sublette | BIG PINEY/CALPET ROAD | 134 | 23 | 24 | 0 | 1 | 3 | 6.5 | |
| Sublette | PARADISE ROAD | 136 | 2 | 3 | 0 | 1 | 3 | 6.5 | |
| Sublette | PARADISE ROAD | 136 | 12.3 | 13.3 | 0 | 1 | 3 | 6.5 | |
| Sublette | DANIEL-MERNA ROAD | 112 | 0.3 | 1.3 | 0 | 1 | 2 | 5.5 | |
| Sublette | MERNA NORTH BEAVER ROAD | 115 | 2 | 3 | 0 | 1 | 2 | 5.5 | |

Table B-13. Sublette County High-Risk Roads List (Cont)

| | | | | | | | | | |
|----------|-----------------------------|-----|------|------|---|---|---|-----|--|
| Sublette | COTTONWOOD/RYEGRASS ROAD | 117 | 5.9 | 6.9 | 0 | 1 | 2 | 5.5 | |
| Sublette | BIG PINEY/CALPET ROAD | 134 | 9 | 10 | 0 | 1 | 2 | 5.5 | |
| Sublette | BIG PINEY/CALPET ROAD | 134 | 13 | 14 | 0 | 1 | 2 | 5.5 | |
| Sublette | NORTH PINEY/COTTONWOOD ROAD | 143 | 3.7 | 4.7 | 0 | 1 | 2 | 5.5 | |
| Sublette | NORTH PINEY/COTTONWOOD ROAD | 143 | 7 | 8 | 0 | 1 | 2 | 5.5 | |
| Sublette | SOUTH PINEY ROAD | 151 | 2.3 | 3.3 | 0 | 1 | 2 | 5.5 | |
| Sublette | PARADISE ROAD | 136 | 7.5 | 8.5 | 0 | 0 | 5 | 5 | |
| Sublette | PARADISE ROAD | 136 | 13.8 | 14.8 | 0 | 0 | 5 | 5 | |

Table B-14. Sublette County Sign Request Form

| ROAD SIGN PROGRAM (RSP) | | | | | | | |
|------------------------------|----------|---------|--------------|------------|-----|------------------|----------|
| SUBLETTE COUNTY REQUEST FORM | | | | | | | |
| PROJECT SIGN # | SIGNS | | | POSTS | | | |
| | QUANTITY | MUTCD # | SIZE | 4"x4" WOOD | | METAL BREAK AWAY | |
| | | | | 12' | 14' | 12' | 14' |
| 1 | 4 | W1-2RT | 30X30 | | | 7 | |
| 2 | 1 | W1-2LT | 30X30 | | | | 1 |
| 3 | 1 | W11-3 | 30X30 | | | | |
| 4 | 1 | W11-4 | 30X30 | | | | |
| | | | | | | | |
| | | | | | | | |
| TOTAL | 7 | | TOTAL | 0 | | 7 | 1 |

Table B-15. Sweetwater County High-Risk Roads List

| County | Road Name | Road No. | Beg MP | End MP | Fatal + Incapacitating Injury Crashes | Non-Incapacitating + Possible Injury Crashes | Property Damage Only | EPDO | # Signs |
|------------|------------------------------------|----------|--------|--------|---------------------------------------|--|----------------------|------|---------|
| Sweetwater | BLAIRTOWN ROAD-U | 51 | 2.3 | 3.3 | 6 | 2 | 7 | 68 | 6 |
| Sweetwater | GOOKIN-WHITE MOUNTAIN ROAD-U | 69 | 0.3 | 1.3 | 1 | 5 | 4 | 30.5 | 7 |
| Sweetwater | CHILTON ROAD/TRI TERRITORIAL | 17 | 25.5 | 26.5 | 3 | 0 | 0 | 27 | |
| Sweetwater | RELIANCE ROAD/RELIANCE MAIN STREET | 42 | 0 | 1 | 0 | 4 | 10 | 24 | 7 |
| Sweetwater | WAMSUTTER-CROOKS GAP SOUTH | 23S | 4.4 | 5.4 | 2 | 1 | 2 | 23.5 | |
| Sweetwater | WHITE MOUNTAIN ROAD-U | 53 | 2 | 3 | 1 | 4 | 0 | 23 | |
| Sweetwater | YELLOWSTONE ROAD-U | 58 | 3.2 | 4.2 | 1 | 3 | 3 | 22.5 | 6 |
| Sweetwater | BLAIRTOWN ROAD-U | 51 | 3.4 | 4.4 | 1 | 2 | 6 | 22 | |
| Sweetwater | WAMSUTTER-CROOKS GAP SOUTH | 23S | 0.2 | 1.2 | 2 | 0 | 3 | 21 | 1 |
| Sweetwater | OLD LITTLE AMERICA ROAD | 2 | 1 | 2 | 1 | 3 | 1 | 20.5 | 6 |
| Sweetwater | WHITE MOUNTAIN ROAD-U | 53 | 8.5 | 9.5 | 2 | 0 | 2 | 20 | |
| Sweetwater | EIGHTEEN MILE ROAD | 49 | 32.7 | 33 | 2 | 0 | 0 | 18 | 2 |
| Sweetwater | GOOKIN-WHITE MOUNTAIN ROAD-U | 69 | 2.7 | 3.7 | 1 | 2 | 2 | 18 | |
| Sweetwater | FLAMING GORGE ROAD | 33 | 3.5 | 4.5 | 1 | 2 | 1 | 17 | |
| Sweetwater | WINTON ROAD | 66 | 3 | 4 | 1 | 2 | 0 | 16 | |
| Sweetwater | EDEN RYEPATCH ROAD | 12G | 1.3 | 2.3 | 1 | 2 | 0 | 16 | |
| Sweetwater | EDEN RYEPATCH ROAD | 12G | 3.8 | 4 | 1 | 2 | 0 | 16 | |
| Sweetwater | YELLOWSTONE ROAD-U | 58 | 4.2 | 5.2 | 0 | 3 | 5 | 15.5 | |
| Sweetwater | WAMSUTTER-CROOKS GAP NORTH | 23N | 2.9 | 3.9 | 1 | 1 | 3 | 15.5 | |
| Sweetwater | WAMSUTTER-CROOKS GAP NORTH | 23N | 13 | 14 | 1 | 1 | 2 | 14.5 | |
| Sweetwater | GOOKIN-WHITE MOUNTAIN ROAD-U | 69 | 1.6 | 2.6 | 0 | 2 | 7 | 14 | |
| Sweetwater | BLUE RIM ROAD | 5 | 5.2 | 6.2 | 1 | 1 | 1 | 13.5 | |
| Sweetwater | ALLIED CHEMICAL ROAD | 40 | 0 | 1 | 1 | 1 | 1 | 13.5 | 1 |
| Sweetwater | QUEALY ROAD-U | 50 | 1 | 2 | 1 | 1 | 1 | 13.5 | 7 |
| Sweetwater | WAMSUTTER-CROOKS GAP SOUTH | 23S | 5.9 | 6.9 | 1 | 1 | 1 | 13.5 | |
| Sweetwater | SUPERIOR CUTOFF ROAD | 18 | 8.1 | 9.1 | 1 | 1 | 0 | 12.5 | 4 |
| Sweetwater | ASPEN MOUNTAIN ROAD | 27 | 3.5 | 4.5 | 1 | 1 | 0 | 12.5 | 15 |
| Sweetwater | EXXON PLANT ROAD | 86 | 2 | 3 | 1 | 1 | 0 | 12.5 | 9 |

Table B-15. Sweetwater County High-Risk Roads List (Cont)

| | | | | | | | | | |
|------------|------------------------------------|-----|------|------|---|---|---|------|----|
| Sweetwater | BITTER CREEK NORTH ROAD | 19N | 0.2 | 1.2 | 1 | 1 | 0 | 12.5 | 6 |
| Sweetwater | STAUFFER CHEMICAL ROAD | 6 | 1.5 | 2.5 | 0 | 2 | 5 | 12 | |
| Sweetwater | WHITE MOUNTAIN ROAD-U | 53 | 4.5 | 5.5 | 0 | 3 | 1 | 11.5 | |
| Sweetwater | NINE MILE ROAD | 15 | 2.3 | 3.3 | 0 | 2 | 4 | 11 | 19 |
| Sweetwater | WHITE MOUNTAIN ROAD-U | 53 | 7.5 | 8.5 | 1 | 0 | 2 | 11 | |
| Sweetwater | RELIANCE ROAD/RELIANCE MAIN STREET | 42 | 2 | 3 | 0 | 1 | 7 | 10.5 | |
| Sweetwater | BLUE RIM ROAD | 5 | 0 | 1 | 0 | 2 | 3 | 10 | 7 |
| Sweetwater | LITTLE FIREHOLE ROAD | 9 | 7.2 | 8.2 | 0 | 2 | 3 | 10 | |
| Sweetwater | NINE MILE ROAD | 15 | 8 | 9 | 0 | 2 | 3 | 10 | |
| Sweetwater | ASPEN MOUNTAIN ROAD | 27 | 7 | 8 | 1 | 0 | 1 | 10 | |
| Sweetwater | FLAMING GORGE ROAD | 33 | 11 | 12 | 1 | 0 | 1 | 10 | |
| Sweetwater | YELLOWSTONE ROAD-U | 58 | 6.5 | 7.5 | 0 | 2 | 3 | 10 | |
| Sweetwater | WAMSUTTER-CROOKS GAP SOUTH | 23S | 1.5 | 2.5 | 0 | 2 | 3 | 10 | |
| Sweetwater | OLD LITTLE AMERICA ROAD | 2 | 2.2 | 3.2 | 0 | 2 | 2 | 9 | |
| Sweetwater | LITTLE FIREHOLE ROAD | 9 | 5.1 | 6.1 | 1 | 0 | 0 | 9 | |
| Sweetwater | LITTLE FIREHOLE ROAD | 9 | 6.1 | 7.1 | 1 | 0 | 0 | 9 | |
| Sweetwater | FOURTEEN MILE ROAD | 14 | 3.2 | 4.2 | 1 | 0 | 0 | 9 | 5 |
| Sweetwater | NINE MILE ROAD | 15 | 12.3 | 13.3 | 1 | 0 | 0 | 9 | |
| Sweetwater | CHILTON ROAD/TRI TERRITORIAL | 17 | 3.8 | 4.8 | 0 | 2 | 2 | 9 | 4 |
| Sweetwater | CHILTON ROAD/TRI TERRITORIAL | 17 | 6.8 | 7.8 | 1 | 0 | 0 | 9 | |
| Sweetwater | CHILTON ROAD/TRI TERRITORIAL | 17 | 14.3 | 15.3 | 1 | 0 | 0 | 9 | |
| Sweetwater | LUMAN ROAD | 20 | 9.2 | 10.2 | 1 | 0 | 0 | 9 | 2 |
| Sweetwater | BAIROIL ROAD | 22 | 3.3 | 4.3 | 1 | 0 | 0 | 9 | 14 |
| Sweetwater | PATRICK DRAW ROAD | 24 | 1.1 | 2.1 | 1 | 0 | 0 | 9 | |
| Sweetwater | LITTLE BITTER CREEK ROAD | 29 | 0 | 1 | 1 | 0 | 0 | 9 | |
| Sweetwater | LITTLE BITTER CREEK ROAD | 29 | 18 | 19 | 1 | 0 | 0 | 9 | |
| Sweetwater | FLAMING GORGE ROAD | 33 | 6.9 | 7.9 | 1 | 0 | 0 | 9 | |
| Sweetwater | FLAMING GORGE ROAD | 33 | 31.6 | 32.6 | 1 | 0 | 0 | 9 | |
| Sweetwater | NORTH BAXTER ROAD | 43 | 0 | 1 | 1 | 0 | 0 | 9 | |
| Sweetwater | SALT WELLS ROAD | 48 | 9.7 | 10 | 1 | 0 | 0 | 9 | 1 |
| Sweetwater | EIGHTEEN MILE ROAD | 49 | 8.1 | 9.1 | 1 | 0 | 0 | 9 | |
| Sweetwater | WHITE MOUNTAIN ROAD-U | 53 | 6.1 | 7.1 | 1 | 0 | 0 | 9 | |
| Sweetwater | YELLOWSTONE ROAD-U | 58 | 5.5 | 6.5 | 0 | 2 | 2 | 9 | |
| Sweetwater | STAUFFER PICNIC GROUNDS ROAD | 68 | 2.8 | 3 | 1 | 0 | 0 | 9 | |

Table B-15. Sweetwater County High-Risk Roads List (Cont)

| | | | | | | | | | |
|------------|------------------------------------|-----|------|------|---|---|---|-----|----|
| Sweetwater | EDEN EAST 1ST NORTH ROAD (Inset) | 12D | 2 | 3 | 1 | 0 | 0 | 9 | 3 |
| Sweetwater | EDEN EAST 3RD NORTH ROAD | 12F | 0.3 | 1 | 1 | 0 | 0 | 9 | 5 |
| Sweetwater | EDEN NORTH 1ST EAST ROAD (Inset) | 12N | 0.6 | 1 | 1 | 0 | 0 | 9 | |
| Sweetwater | BITTER CREEK NORTH ROAD | 19N | 15.2 | 16.2 | 1 | 0 | 0 | 9 | |
| Sweetwater | BITTER CREEK SOUTH ROAD | 19S | 6.3 | 7.3 | 1 | 0 | 0 | 9 | |
| Sweetwater | WAMSUTTER-CROOKS GAP NORTH | 23N | 40.8 | 41.8 | 1 | 0 | 0 | 9 | |
| Sweetwater | NINE MILE ROAD | 15 | 3.6 | 4.6 | 0 | 1 | 5 | 8.5 | |
| Sweetwater | LITTLE FIREHOLE ROAD | 9 | 9 | 10 | 0 | 2 | 1 | 8 | |
| Sweetwater | ASPEN MOUNTAIN ROAD | 27 | 9.9 | 10.9 | 0 | 2 | 1 | 8 | |
| Sweetwater | EXXON PLANT ROAD | 86 | 3 | 4 | 0 | 2 | 1 | 8 | |
| Sweetwater | EDEN RYEPATCH ROAD | 12G | 0 | 1 | 0 | 1 | 4 | 7.5 | 11 |
| Sweetwater | LITTLE FIREHOLE ROAD | 9 | 3 | 4 | 0 | 2 | 0 | 7 | |
| Sweetwater | ASPEN MOUNTAIN ROAD | 27 | 4.6 | 5.6 | 0 | 2 | 0 | 7 | |
| Sweetwater | FLAMING GORGE ROAD | 33 | 0.3 | 1.3 | 0 | 2 | 0 | 7 | 38 |
| Sweetwater | PERU CUTOFF ROAD | 37 | 2.8 | 3.8 | 0 | 2 | 0 | 7 | |
| Sweetwater | WINTON ROAD | 66 | 1.5 | 2.5 | 0 | 2 | 0 | 7 | 4 |
| Sweetwater | BITTER CREEK SOUTH ROAD | 19S | 49.5 | 50 | 0 | 2 | 0 | 7 | |
| Sweetwater | WAMSUTTER-CROOKS GAP NORTH | 23N | 29.6 | 30.6 | 0 | 2 | 0 | 7 | |
| Sweetwater | WAMSUTTER-CROOKS GAP NORTH | 23N | 43 | 44 | 0 | 2 | 0 | 7 | |
| Sweetwater | McKINNON ROAD | 1 | 25.6 | 26.6 | 0 | 1 | 3 | 6.5 | |
| Sweetwater | RELIANCE ROAD/RELIANCE MAIN STREET | 42 | 1 | 2 | 0 | 1 | 3 | 6.5 | |
| Sweetwater | WAMSUTTER-CROOKS GAP NORTH | 23N | 22.5 | 23.5 | 0 | 1 | 3 | 6.5 | |
| Sweetwater | NINE MILE ROAD | 15 | 5.9 | 6.9 | 0 | 0 | 6 | 6 | |
| Sweetwater | McKINNON ROAD | 1 | 16.3 | 17.3 | 0 | 1 | 2 | 5.5 | 17 |
| Sweetwater | STAUFFER CHEMICAL ROAD | 6 | 0.5 | 1.5 | 0 | 1 | 2 | 5.5 | 6 |
| Sweetwater | TEXASGULF SULPHUR ROAD | 11 | 5.6 | 6.6 | 0 | 1 | 2 | 5.5 | 4 |
| Sweetwater | NINE MILE ROAD | 15 | 7 | 8 | 0 | 1 | 2 | 5.5 | |
| Sweetwater | CHILTON ROAD/TRI TERRITORIAL | 17 | 11.3 | 12.3 | 0 | 1 | 2 | 5.5 | |
| Sweetwater | BAR "X" ROAD | 21 | 4 | 5 | 0 | 1 | 2 | 5.5 | 10 |
| Sweetwater | BLAIRTOWN ROAD-U | 51 | 6.7 | 7 | 0 | 1 | 2 | 5.5 | |
| Sweetwater | BITTER CREEK SOUTH ROAD | 19S | 20.6 | 21.6 | 0 | 1 | 2 | 5.5 | |
| Sweetwater | WAMSUTTER-CROOKS GAP NORTH | 23N | 0 | 1 | 0 | 1 | 2 | 5.5 | 8 |

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Table B-16. Sweetwater County Sign Request Form

| ROAD SIGN PROGRAM (RSP) | | | | | | | |
|-------------------------|----------|----------------|-------|------------|-----|------------------|-----|
| SWEETWATER REQUEST FORM | | | | | | | |
| PROJECT SIGN # | SIGNS | | | POSTS | | | |
| | QUANTITY | MUTCD # | SIZE | 4"x4" WOOD | | METAL BREAK AWAY | |
| | | | | 12' | 14' | 12' | 14' |
| 1 | 6 | W1-1RT | 30X30 | | 159 | | 61 |
| 2 | 6 | W1-1LT | 30X30 | | | | |
| 3 | 38 | W1-2RT | 30X30 | | | | |
| 4 | 34 | W1-2LT | 30X30 | | | | |
| 5 | 4 | W1-4RT | 30X30 | | | | |
| 6 | 1 | W1-4L | 30X30 | | | | |
| 7 | 12 | W1-5RT | 30X30 | | | | |
| 8 | 7 | W1-5LT | 30X30 | | | | |
| 9 | 2 | W1-7 | 48x24 | | | | |
| 10 | 3 | W1-6 | 48x24 | | | | |
| 11 | 3 | W2-4 | 30x30 | | | | |
| 12 | 2 | W2-5 | 30x30 | | | | |
| 13 | 1 | W3-1a | 30x30 | | | | |
| 14 | 1 | W3-5 35MPH | 36x36 | | | | |
| 15 | 5 | W7-1a | 30x30 | | | | |
| 16 | 2 | W7-3aP 9 Miles | 24x18 | | | | |
| 17 | 2 | W8-1 | 30x30 | | | | |
| 18 | 4 | W8-3 | 30x30 | | | | |
| 19 | 1 | W8-12 | 30x30 | | | | |
| 20 | 1 | W11-3 | 30x30 | | | | |
| 21 | 5 | W11-4 | 30x30 | | | | |
| 22 | 3 | W11-10 | 30x30 | | | | |
| 23 | 2 | W13-1P 20 MPH | 18x18 | | | | |
| 24 | 2 | W13-1P 25MPH | 18x18 | | | | |

Table B-16. Sweetwater County Sign Request Form (Cont)

| | | | | | | | |
|----|----|----------------------|----------|--|--|--|--|
| 25 | 3 | W13-1P 30 MPH | 18x18 | | | | |
| 26 | 4 | W13-1P 35 MPH | 18x18 | | | | |
| 27 | 3 | W13-1P 40 MPH | 18x18 | | | | |
| 28 | 8 | W13-1P 45 MPH | 18x18 | | | | |
| 29 | 2 | W14-1 | 30x30 | | | | |
| 30 | 1 | W14-2 | 30x30 | | | | |
| 31 | 1 | W7-3aP Next 1/2 Mile | 24x18 | | | | |
| 32 | 1 | W7-3aP Next 1.5 Mile | 24x18 | | | | |
| 33 | 2 | W7-3aP Next 13 Mile | 24x18 | | | | |
| 34 | 8 | R1-1 | 30x30 | | | | |
| 35 | 6 | R1-2 | 36x36x36 | | | | |
| 36 | 2 | R2-1 10 MPH | 24x30 | | | | |
| 37 | 5 | R2-1 20 MPH | 30x36 | | | | |
| 38 | 1 | R2-1 25 MPH | 24x30 | | | | |
| 39 | 7 | R2-1 30 MPH | 24x30 | | | | |
| 40 | 8 | R2-1 30 MPH | 30x36 | | | | |
| 41 | 2 | R2-1 35 MPH | 24x30 | | | | |
| 42 | 3 | R2-1 35 MPH | 30x36 | | | | |
| 43 | 1 | R2-1 40 MPH | 24x30 | | | | |
| 44 | 11 | R2-1 40 MPH | 30x36 | | | | |
| 45 | 5 | R2-1 45 MPH | 24x30 | | | | |
| 46 | 8 | R2-1 45 MPH | 30x36 | | | | |
| 47 | 3 | R2-1 55 MPH | 30x36 | | | | |
| 48 | 1 | R2-1 55 MPH | 24x30 | | | | |
| 49 | 1 | R2-1 65 MPH | 30x36 | | | | |
| 50 | 6 | R4-7a | 24x30 | | | | |

TOTAL

250

TOTAL

0

159

0

61

Table B-17. Washakie County High-Risk Roads List

| County | Road Name | Road No. | Beg MP | End MP | Fatal + Incapacitating Injury Crashes | Non-Incapacitating + Possible Injury Crashes | Property Damage Only | EPDO | # Signs |
|----------|---------------------------|----------|--------|--------|---------------------------------------|--|----------------------|------|---------|
| Washakie | LOWER NOWOOD ROAD | 47 | 2.6 | 3.6 | 2 | 0 | 1 | 19 | 21 |
| Washakie | ROAD 13 | R13 | 0 | 1 | 1 | 2 | 0 | 16 | |
| Washakie | ROAD 10/WASHAKIE 10 | R10 | 0 | 1 | 1 | 0 | 3 | 12 | 1 |
| Washakie | LOWER NOWOOD ROAD | 47 | 8 | 9 | 1 | 0 | 2 | 11 | |
| Washakie | TEN SLEEP/HYATTVILLE ROAD | 54 | 2 | 3 | 1 | 0 | 1 | 10 | 12 |
| Washakie | LOWER NOWOOD ROAD | 47 | 11 | 12 | 1 | 0 | 0 | 9 | |
| Washakie | LOWER NOWOOD ROAD | 47 | 15 | 16 | 1 | 0 | 0 | 9 | |
| Washakie | OLD TEN SLEEP HIGHWAY | 580A | 6.2 | 7 | 1 | 0 | 0 | 9 | |
| Washakie | ROAD 10/WASHAKIE 10 | R10 | 2 | 3 | 0 | 2 | 1 | 8 | |
| Washakie | LANE 12/BANJO FLAT ROAD-U | L12 | 1.5 | 2.5 | 0 | 1 | 4 | 7.5 | |
| Washakie | TEN SLEEP/HYATTVILLE ROAD | 54 | 3.1 | 4.1 | 0 | 2 | 0 | 7 | |
| Washakie | LOWER NOWOOD ROAD | 47 | 6.3 | 7.3 | 0 | 1 | 3 | 6.5 | |
| Washakie | NOWATER/NOWOOD ROAD | 77 | 1.2 | 2 | 0 | 1 | 3 | 6.5 | |
| Washakie | LOWER NOWOOD ROAD | 47 | 13 | 14 | 0 | 1 | 2 | 5.5 | |

Table B-18. Washakie County Sign Request Form

| ROAD SIGN PROGRAM (RSP) WASHAKIE REQUEST FORM | | | | | | | |
|--|-----------|---------------|--------------|------------|-----|------------------|----------|
| PROJECT SIGN # | SIGNS | | | POSTS | | | |
| | QUANTITY | MUTCD # | SIZE | 4"x4" WOOD | | METAL BREAK AWAY | |
| | | | | 12' | 14' | 12' | 14' |
| 1 | 8 | W1-2RT | 30X30 | | | 20 | 2 |
| 2 | 12 | W1-2LT | 30X30 | | | | |
| 3 | 2 | W11-3 | 24x24 | | | | |
| 4 | 12 | W13-1P 30 MPH | 18x18 | | | | |
| TOTAL | 34 | | TOTAL | 0 | | 20 | 2 |

Table B-19. Weston County High-Risk Roads List

| County | Road Name | Road No. | Beg MP | End MP | Fatal + Incapacitating Injury Crashes | Non-Incapacitating + Possible Injury Crashes | Property Damage Only | EPDO | # SIGNS |
|--------|-----------------------------------|----------|--------|--------|---------------------------------------|--|----------------------|------|---------|
| Weston | OLD US 85 | 1A | 4.4 | 5.4 | 2 | 0 | 1 | 19 | |
| Weston | BARTON | 75 | 0.6 | 1.6 | 1 | 1 | 2 | 14.5 | 12 |
| Weston | OLD US 85 | 1A | 7.3 | 8.3 | 1 | 1 | 1 | 13.5 | |
| Weston | BEAVER CREEK ROAD (STOCKDALE) | 6 | 0 | 1 | 0 | 2 | 6 | 13 | 32 |
| Weston | GREENHOUSE ROAD | 68 | 0.2 | 1 | 1 | 0 | 2 | 11 | 14 |
| Weston | SALT CREEK ROAD | 23 | 0 | 1 | 0 | 2 | 3 | 10 | |
| Weston | SALT CREEK ROAD | 23 | 1.7 | 2.7 | 0 | 2 | 3 | 10 | 36 |
| Weston | MORRISSEY ROAD (NEWCASTLE) | 3 | 8.5 | 9.5 | 1 | 0 | 0 | 9 | |
| Weston | GREEN MOUNTAIN ROAD (SKULL CREEK) | 11 | 8 | 9 | 1 | 0 | 0 | 9 | 7 |
| Weston | BEAVER CREEK ROAD (STOCKDALE) | 6 | 2.4 | 3.4 | 0 | 2 | 1 | 8 | |
| Weston | GRIEVES ROAD (FISHER) | 5 | 4 | 5 | 0 | 2 | 0 | 7 | 16 |
| Weston | RAVEN CREEK ROAD (POPHAM) | 18 | 22.5 | 23 | 0 | 2 | 0 | 7 | |
| Weston | OLD US 85 | 1A | 0 | 1 | 0 | 2 | 0 | 7 | |
| Weston | MORRISSEY ROAD (NEWCASTLE) | 3 | 0.1 | 1.1 | 0 | 1 | 3 | 6.5 | 13 |
| Weston | SKULL CREEK ROAD (PZINSKI-HORTON) | 14 | 3.5 | 4.5 | 0 | 1 | 3 | 6.5 | 62 |
| Weston | SKULL CREEK ROAD (PZINSKI-HORTON) | 14 | 18.1 | 19 | 0 | 1 | 3 | 6.5 | |
| Weston | OLD US 85 CUTACROSS ROAD | 1 | 0.1 | 1 | 0 | 1 | 2 | 5.5 | 7 |
| Weston | RAVEN CREEK ROAD (POPHAM) | 18 | 1 | 2 | 0 | 1 | 2 | 5.5 | 9 |
| Weston | PAINTED HILLS ROAD/KENWOOD DR. | 71 | 2 | 3 | 0 | 1 | 2 | 5.5 | 36 |
| Weston | PAINTED HILLS ROAD/KENWOOD DR. | 71 | 3 | 4 | 0 | 1 | 2 | 5.5 | |

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Table B-20. Weston County Sign Request Form

| ROAD SIGN PROGRAM (RSP) | | | | | | | | |
|-------------------------|------------|-----------------|--------------|----------|---------------|------------|------------------------|-----|
| WESTON REQUEST FORM | | | | | | | | |
| PROJECT SIGN # | SIGNS | | | | POSTS | | | |
| | QUANTITY | MUTCD # | SIZE | | 4"x4" WOOD | | METAL BREAK AWAY | |
| | | | | | 12' | 14' | 12' | 14' |
| 1 | 2 | W1-1RT | 30X30 | | | | 194 | |
| 2 | 2 | W1-1LT | 30X30 | | | | | |
| 3 | 11 | W1-1aRT 25 MPH | 36x36 | | | | | |
| 4 | 9 | W1-1a LT 25 MPH | 36x36 | | | | | |
| 5 | 1 | W1-1a RT 30 MPH | 36x36 | | | | | |
| 6 | 1 | W1-1a LT30 MPH | 36x36 | | | | | |
| 7 | 6 | W1-2aRT 25 MPH | 36x36 | | | | | |
| 8 | 6 | W1-2aLT 25 MPH | 36x36 | | | | | |
| 9 | 3 | W1-2a RT 35 MPH | 36x36 | | | | | |
| 10 | 3 | W1-2a LT 35 MPH | 36x36 | | | | | |
| 11 | 2 | W1-2RT | 30X30 | | | | | |
| 12 | 2 | W1-2LT | 30X30 | | | | | |
| 13 | 1 | W1-3 RT | 30x30 | | | | | |
| 14 | 1 | W1-3 LT | 30x30 | | | | | |
| 15 | 1 | W1-4RT | 30X30 | | | | | |
| 16 | 1 | W1-4L | 30X30 | | | | | |
| 17 | 13 | W1-5RT | 30X30 | | | | | |
| 18 | 13 | W1-5LT | 30X30 | | | | | |
| 19 | 2 | W1-6 | 48x24 | | | | | |
| 20 | 100 | W1-8 | 18x24 | | | | | |
| 21 | 22 | W2-4 | 30x30 | | | | | |
| 22 | 3 | W3-1 | 30x30 | | | | | |
| 23 | 2 | W7-1 | 30X30 | | | | | |
| 24 | 11 | W7-6 | 30x30 | | | | | |
| 26 | 7 | W13-1P 25MPH | 18x18 | | | | | |
| 27 | 1 | W13-1P 35 MPH | 18x18 | | | | | |
| 28 | 16 | R1-1 | 30x30 | | | | | |
| 29 | 2 | R1-2 | 36x36x36 | | | | | |
| TOTAL | 244 | | TOTAL | 0 | 0 | 194 | 0 | |