

TABLE OF CONTENTS

3.2 Transportation 3.2-1
 3.2.1 Regional Transportation Corridors 3.2-1
 3.2.2 On-site Transportation Corridors 3.2-2

FIGURES

- Figure 3.2-1 Regional Transportation Network
Figure 3.2-2 On-site Road Network

TABLES

- Table 3.2-1 Local and Regional Roads
Table 3.2-2 Traffic Safety Data

3.2 Transportation

This section provides a description of the regional and on-site transportation network that is relevant to the Project. Most transportation will use the public road network; but goods may be transported by rail to and from Wamsutter. The road network will be used for: 1) shipments of construction materials, process chemicals, office supplies, and related materials from suppliers to the Plant; 2) shipment of yellowcake slurry to an off-site drying facility; 3) shipments of waste material to be disposed of off-site; and 4) movement of personnel to and from the site and within the Permit Area.

3.2.1 Regional Transportation Corridors

The transportation system serving the Project relies almost exclusively on public roads and highways. Automobiles and trucks are the primary mode of transportation. The regional transportation network relevant to the Project consists of primary, secondary, and local roads ([Figures 1.2-1](#) and [3.2-1](#)). The Permit Area is served by an Interstate Highway (I-80); a US Highway (US 287); Wyoming State routes (SR 220 and 73 to Bairoil); local Carbon, Sweetwater, and Fremont County roads; and BLM roads. Transportation to the Permit Area will be predominantly from I-80 at Rawlins, Wyoming, north about 15 miles on US 287, west approximately 32 miles on Mineral Exploration Road (Sweetwater County Road 63) then six miles north on Sooner Road (BLM Road 3215) to the Permit Area access road. These roads are paved with the exception of Sooner Road and the site access road. Some of the heavier transports of materials and equipment may use the unpaved Wamsutter-Crooks Gap Road (CR 23N) to the west of the Permit Area, that connects Wamsutter and Jeffrey City. In addition to the designated routes, there are a number of four-wheel-drive routes that traverse the area for recreation and grazing access, as well as various other uses, including oil, gas, and mineral exploration.

The primary interstate and US highways are well maintained. The other county and BLM roads providing access to the Permit Area are generally maintained biannually and in fair condition, depending on the season and how recently maintenance occurred. These roads are infrequently plowed in the winter. Ranchers, agency personnel and some hunters, fishermen, and other recreationists use these roads (Rau P. Recreation Specialist, BLM Rawlins Field Office. Personal communication. 2007).

[Table 3.2-1](#) describes these roads, with daily and peak traffic counts for the roads that are regularly monitored. Traffic counts are not available for the county roads. These roads receive little traffic for most of the year, but use peaks in the summer and fall, when hunting and dispersed recreation is greatest.

Traffic safety data are summarized in [Table 3.2-2](#). An Operator's or Owner's Traffic Accident Report is required by the Wyoming Department of Transportation (WYDOT) if any party is injured or if there is property damage of \$1,000 or more (Carpenter, T. Senior Data Analyst, WYDOT. Personal communication. March, 1997). The accident rate was calculated by dividing the mean number of truck accidents per year (2002 to 2006) by the product of the road segment length, the average number of trucks per day, and the number of days per year (365). From 2002 to 2006, no accidents involving large trucks occurred on the segment of interest of WY-73, so the accident rate was calculated using all traffic. During this period, there were an average of 230 cars per day, and a total of three accidents. Traffic counts were not available for the county and BLM roads listed in [Table 3.2-2](#), so the accident rate for these segments could not be calculated directly. Where no data were available, the truck accident rate was estimated as 2.2×10^{-6} accidents per mile (Harwood and Russell, 1990), a widely cited value for two-lane rural roads. Most traffic accidents do not cause injuries or fatalities. From 2002 to 2005, an average of 15,867 accidents occurred in Wyoming, annually. Of these accidents, 0.9 percent was fatal, 25 percent caused injuries, and 74 percent caused property damage only (WYDOT, 2007a).

3.2.2 On-site Transportation Corridors

Currently, the only on-site transportation corridors are two-track roads that are accessible year-round by four-wheel-drive vehicles ([Figure 3.2-2](#)). Most are indistinct, difficult to delineate, or do not have obvious end points. These tracks are not maintained, have no drainage, and are sometimes impassable during the winter months. County Road 23 North (Wamsutter-Crooks Gap Road) is about five miles west of the Permit Area; and the BLM 3215 (Sooner Road) is about five miles east.