

FY 2025 BUILD Project Information Form - All Fields Required		
DO NOT CHANGE FILE NAME, COPY/PASTE, OR PDF THIS DOCUMENT WHEN SUBMITTING TO AVOID PROCESSING ERRORS		
Field Name	Response	Instructions
Project Name	West Side Corridor Expansion Project	Enter a concise (3-7 word), descriptive title for the project. Do not reference the funding year, BUILD program, or applicant name. This should be the same title used in the Grants.gov SF-424 submission and the application narrative.
Project Description	This project will study, plan, and design the potential construction of a new roadway in the West side of Sheridan. Specifically, activities will include: the development of a Benefit-Cost Analysis, updated traffic data collection, geotechnical analysis, feasibility studies, environmental assessments, community engagement, and the completion of project design.	Describe the project in plain English terms, using no more than 100 words . Best practice would be to start with "This project will" and describe the main activities being planned or constructed. It is important to not include details about the benefits that will result from the project and instead focus on the construction and planning activities. For example, "This project will plan, design, and construct X,Y,Z from location X to location Y" or "This project will plan, design, and construct Complete Streets enhancements, ADA accessible sidewalks, and a dedicated bicycle path along Main Street from 10th Street to 25th Street."
BUILD Amount Requested	\$ 1,520,000.00	Enter the amount of BUILD funds requested for this project. The maximum award size is \$25,000,000. Applicants submitting capital grant applications for projects located in rural areas must request at least \$1 million in BUILD funding. Applicants submitting capital grant applications for projects located in urban areas must request at least \$5 million in BUILD funding. There is no minimum funding request requirement for planning grant applications.
Total Project Cost	\$ 1,900,000.00	The total cost of the project is auto-calculated and is equal to the sum of total Federal funding and total non-Federal funding. This value may not be less than the amount requested. Total Project Cost means future eligible costs. This cannot include any previously incurred costs. This Total should match the Total on the SF-424 Item 18.g.
Total Federal Funding	\$ 1,520,000.00	Enter the amount of funds committed to the project from ALL Federal sources, including the proposed BUILD amount. This value may not be less than the amount requested. For applications designated as urban, Federal funding cannot exceed 80% of total project cost unless the project is located in a Historically Disadvantaged Community or an Area of Persistent Poverty as defined in the Notice of Funding Opportunity. For applications designated as rural, there is no limit to the share of Federal funding.
Total Non-Federal Funding	\$ 380,000.00	Enter the amount of funds committed to the project from non-Federal sources . For applications designated as urban , the total non-Federal funding amount must be greater than or equal to 20% of the total project cost, unless the project is located in a Historically Disadvantaged Community or an Area of Persistent Poverty as defined in the Notice of Funding Opportunity. For applications designated as rural , there is no minimum non-Federal share requirement.
Capital or Planning	Planning	Identify the project as capital or planning . The " capital " designation is for projects that request funding for the construction of surface transportation capital infrastructure. (<i>Right-of-way acquisition is capital. Projects that include pre-construction AND right-of-way acquisition, but do not include construction activities will be classified as capital.</i>) The " planning " designation is for projects that are requesting funding for planning, preparation, or design of eligible surface transportation capital projects.
2020 Census-designated Urban Area	Sheridan, WY	Select the Urban Area the project is located, or if the project is located outside an Urban Area please select "Not located in an Urban Area". Reference the "Urban or Rural Designation" tab in this file for assistance. For more information, see https://www.transportation.gov/policy-initiatives/raise/raise-location-designations .
Urban/Rural	Rural	Identify whether the project is located in a rural or urban area . A project is designated as urban if it is located in a 2020 Census-designated Urban Area that had a population greater than 200,000. If a project is located outside a 2020 Census-designated Urban Area with a population greater than 200,000, it is designated as a rural project. Reference the "Urban or Rural Designation" tab in this file for assistance. For more information, see https://www.transportation.gov/policy-initiatives/raise/raise-location-designations . If the project is located in an urban AND a rural area, select the appropriate designation based on where the majority of the project funds will be spent (e.g., 51% of project costs spent in a rural area = Rural designation).
Project Location Zip Code	82801	Enter the 5-digit zip code for the project location . If the project is located in more than one zip code, please identify the zip code in which the majority of the project is located. If the project is in a territory that does not have zip codes, leave this field blank. Project location zip code is not the applicant organization's zip code.
County	WY - Sheridan County	Select the county (or equivalent jurisdiction) where the project is located. If the project is located in more than one county, please select the county in which the majority of the project is located.
Additional County(ies)	N/A	Identify additional county(ies) or equivalent jurisdictions separated by a comma (e.g., Polk County, Iron County, Columbia County). Leave blank if not applicable.
2020 Census Tract(s)	0002, 0003, 0004, 0006	Identify the 2020 Census tract(s) the project is located in separated by a comma (e.g., 94.01, 95.01, 96, 97). Please visit the BUILD Grant Project Location Verification mapping tool (https://experience.arcgis.com/experience/09642b69d90f4377856a6ef3e0bd2e9) to identify 2020 Census tract(s).
Project Located in an Area of Persistent Poverty?	Project is not located in an Area of Persistent Poverty.	Select if the project is located in an Area of Persistent Poverty as defined in the Notice of Funding Opportunity. Please visit the BUILD website (https://www.transportation.gov/policy-initiatives/raise/raise-location-designations) to identify Areas of Persistent Poverty.
Project Located in a Historically Disadvantaged Community?	Project is not located in a Historically Disadvantaged Community.	Select if the project is located in a Historically Disadvantaged Community as defined in the Notice of Funding Opportunity. Please visit the BUILD website (https://www.transportation.gov/policy-initiatives/raise/raise-location-designations) to identify Historically Disadvantaged Communities.
Project Location Latitude	44.811357000000000	Enter the project's latitudinal coordinate using decimal degrees (e.g., 38.87586, -77.00365). Note that latitude is the first number in the example coordinates. For projects not located at a single location, please provide the coordinates for a centralized location. Google Maps is recommended for identifying project coordinates.
Project Location Longitude	-107.001598000000000	Enter the project's longitudinal coordinate using decimal degrees (e.g., 38.87586, -77.00365). Note that longitude is the second number in the example coordinates. For projects not located at a single location, please provide the coordinates for a centralized location. Google Maps is recommended for identifying project coordinates.
Project Type	Road: New Capacity - Roadway	Identify the Primary and Secondary project type combination that most closely aligns with your project from the choices in the drop-down menu. See the "Project Types" tab in this file for further information and project type definitions.
FY 2025 US DOT Discretionary Application?	N/A	If the applicant has or will submit this exact project to another FY 2025 USDOT discretionary grant program , please list the name of the program(s).
US DOT FY 2024 Reconnecting Communities and Neighborhood Grant Program Identical Application Submission?	No	If this exact project was submitted in the FY 2024 Reconnecting Communities and Neighborhoods Grant program , select "Yes" from the drop-down menu.
US DOT FY 2024 Reconnecting Communities and Neighborhood Program "Reconnecting Extra" Designation?		If your FY 2025 BUILD application was submitted in the FY 2024 Reconnecting Communities and Neighborhood Grant program AND you were notified you received the designation of "Reconnecting Extra" , select "Yes" from the drop-down menu. If you are not sure, or this does not apply to you, please leave blank.
Previous Submission to TIGER/BUILD/RAISE	Yes	If this exact project was submitted in a previous TIGER, BUILD, or RAISE round, please list the name(s) of the round(s) (e.g., TIGER 2015, BUILD 2019, RAISE 2022, RAISE 2023, RAISE 2024).
Other Federal Assistance?	No	If this project applied for other Federal (non-USDOT) financial assistance or capacity-building program , please list the name of the program(s).
Tribal Government?	No	Select "Yes" if the applicant is a Federally Recognized Tribe or Tribal entity .
Tribal Benefits?	Not Applicable	If the applicant is not a Federally Recognized Tribe or Tribal entity, is the project located on tribal land? And if not, does it have direct tribal benefits?
Project includes a Project Labor Agreement or other workforce agreements?	No	Select "Yes" if your project includes a Project Labor Agreement or any other workforce agreements.
Private Corporation Involvement	No	Does this project involve (a) private entity(ies) that will receive a direct and predictable financial benefit if the project is selected for award? This includes, but is not limited to, private owners of infrastructure facilities being improved and private freight shippers or carriers directly benefitting from completion of the proposed project.
Private Corporation Name(s)	N/A	If this project directly involves or benefits a private corporation , please list the corporation(s) separated by a comma.
TIFIA/RRIF?	No	Is the project currently, or does this project anticipate applying for Transportation Infrastructure Finance and Innovation Act (TIFIA) or Railroad Rehabilitation & Improvement Financing (RRIF) loans? See [https://www.transportation.gov/buildamerica/] for more details.
Department Financing Program?	No	If your application is unsuccessful, would you like to be contacted about the Department's financing program ?



**FY25 BUILD Grant Proposal:
City of Sheridan, WY
*West Side Corridor Expansion Project***

PROJECT DESCRIPTION

I. City of Sheridan’s Unique Transportation Challenges

Located on Interstate 90 less than 20 miles from the Montana-Wyoming border, the City of Sheridan is central for tourists, businesses, and travelers, through the northern mountain states. Like many western railroad communities, the City of Sheridan grew rapidly at the beginning of the 20th century. As the City expanded beyond Main Street, geographical features such as Little Goose and Big Goose Creeks created limited connections between the West side of Sheridan and the Downtown corridor. Today, Business Loop Interstate 90 cuts through the center of Sheridan and overlaps with the City’s Main Street (further referenced as “I90 Main Street”). Sheridan residents experience a steady flow of traffic along this route, making it a crucial artery for transportation in the region. However, the West side of Sheridan continues to see connectivity issues as residential and commercial growth extends west. As it stands, residents living in the Western communities of Sheridan have limited roadway to access vital services or amenities, such as the Sheridan Memorial Hospital, the Sheridan County Fairgrounds, Sheridan College’s Agri-Park, Sheridan High-Tech Business Park, Sheridan High School, Interstate 90 and other residential and commercial properties. Those living in the Western neighborhoods must traverse through the increasingly busy and congested downtown corridor or pass through adjacent neighborhoods and increase vehicle traffic there to reach their desired destinations.

While transportation congestion and commercial vehicle travel along Main Street I90 and Route 87 creates a local, and regional impact, the increased population overtime, especially in the Western and Southwestern neighborhoods will exacerbate these conditions. For residents of Sheridan, across the City and county, traffic along Coffeen Avenue/North Main Street and I90 Main Street disrupts commuters traveling to work to, through, and around the City of Sheridan, south to Casper, east to Gillette, or north to Ranchester, Dayton, as well as Hardin and Billings (MT). One such intersection that has long been a point of concern is where I90 Main Street intersects with the bustling main arterial and collector streets of Sheridan. This juncture sees over 11,274 vehicles passing through daily, creating a bottleneck for both commercial and residential traffic. The influx of large commercial vehicles amplifies the issue, leading to increased congestion and safety hazards for commuters and pedestrians alike.

II. City of Sheridan’s BUILD Solution

To address these pressing issues, the City has proposed the BUILD planning project—an initiative aimed at discovering a new roadway to connect Loucks Street to 5th Street and I90. The addition

of this roadway will provide much-needed relief by offering alternative routes for transportation while simultaneously increasing accessibility to the Western neighborhoods in Sheridan. The success of the project hinges upon meticulous planning and execution including feasibility studies, benefit cost analysis, comprehensive surveys, geotechnical investigations, public involvement, and environmental assessments. These activities are essential to ensure the project's alignment with the long-term goals and values of the community.

The West Side Corridor Expansion Project (“WSCE”) addresses community needs and aligns with broader federal infrastructure priorities, including:

- **Mobility and Community Connectivity** for the West and Southwest neighborhoods of Sheridan.
- **Economic Competitiveness and Opportunity** through stimulating local and regional economic development.
- **Safety** by alleviating traffic congestion along the Main Street corridor.
- **Partnership and Collaboration** through ongoing community engagement and local business stakeholders from the key project location area.
- **Environmental Sustainability** by improving environmental impacts to air, land, and water quality by eliminating heavy congestion on a singular roadway.
- **Quality of Life** through increasing accessibility to vital community resources.
- **Innovation** by utilizing new technologies and advanced planning methods.
- **State of Good Repair** through thorough research on the existing community’s vulnerabilities and planning for sustainable infrastructure that will usher Sheridan into the future.

Through investment in comprehensive community engagement, safety assessments, and economic analyses, stakeholders can ensure that the *West Side Corridor Expansion Project* fulfills its promise of fostering a safer, more efficient, and more prosperous future for the City of Sheridan.

Project History

WSCE is the culmination of more than 60 years of strategic planning efforts, including initial design, planning, detailed cost estimates, and extensive community engagement. The first conceptual road corridor along the west side of Sheridan was first laid out in the 1965 Sheridan Comprehensive Plan. The Sheridan County Comprehensive Plan from 1981 included the *West Side Corridor Expansion* that was initially set for completion in 1985. While it was not completed in 1985, City, County, and State planning and community discussions continued into 2001, when a traffic study was conducted and determined the need for a new “parkway” to decrease traffic into the downtown bottlenecks and improve connectivity in the western region of Sheridan. The 2001 Growth Management Plan, Vision 2020, included the roadway with the purpose of enhancing transportation and accessibility to the Big Goose Valley and major centers that are focal points to the City. In March 2003, Wyoming Department of Transportation conducted a feasibility study for the *West Side Corridor Expansion* and found multiple key concerns for residents and found three alternative solutions. Since the results of the study, there have been consistent public meetings to address and support the creation of the 2008 West Corridor Report that entailed three phases of work (see figure 1):

- Phase 1 (Loucks to 5th Street)
- Phase 2 (5th Street to 17th Street)
- Phase 3 (17th Street to I-90)

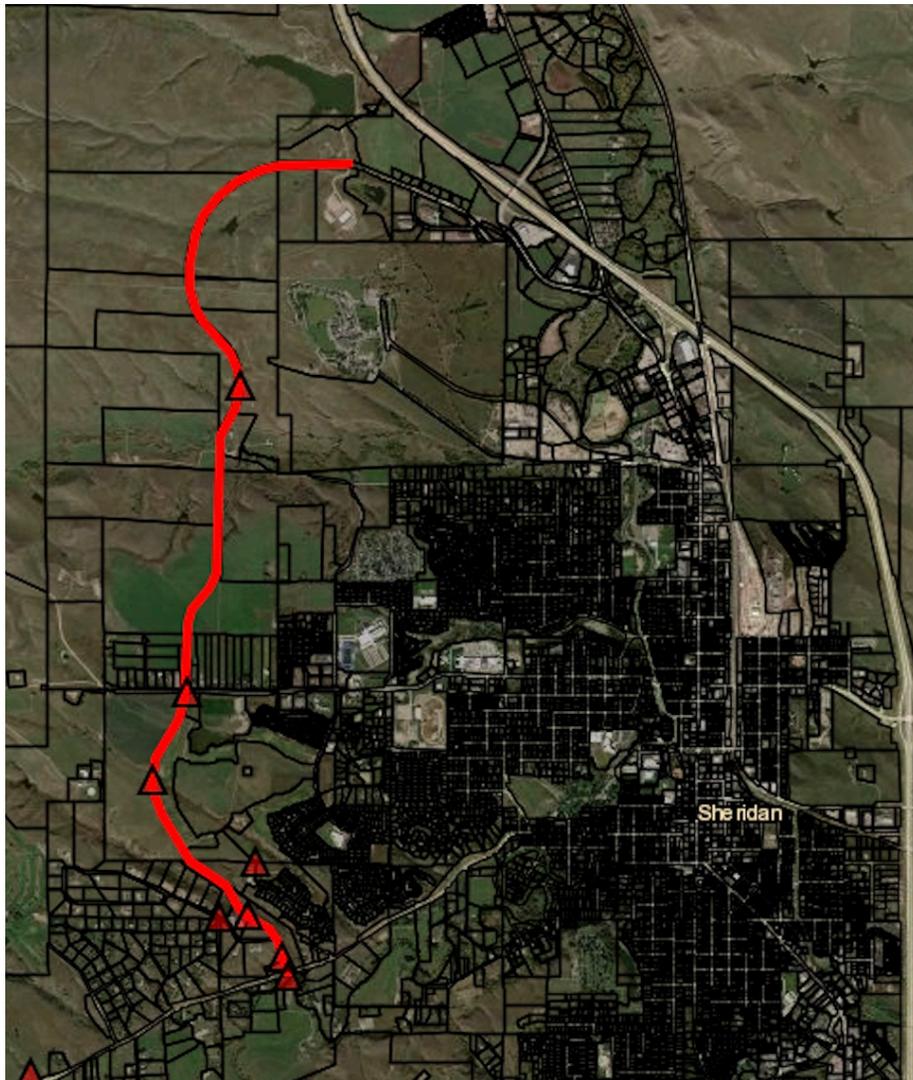


Figure 1: Project location area spanning from Loucks Street to I90.

The *West Side Corridor Expansion* project was included in the 2008 Sheridan County Comprehensive Plan and had an Environmental Assessment report completed in 2009. The 2020 Sheridan County Comprehensive Plan included the West Corridor and Upper Road projects to establish a road network in northern Wyoming. Sheridan has continued to seek further evaluations and has worked with various stakeholders and subdivision owners to determine future project viability.

With the population growth and changes over time, the City of Sheridan continues to be eager to investigate new opportunities for enhanced community connectivity, which will require new planning studies, designs, and new cost estimates. Sheridan has made strategic decisions and

investments related to local and regional transportation endeavors over the last two decades including the City’s Strategic Goal Setting Retreat and existing Downtown Streetscape Action Plan. These activities serve as examples of how the City has successfully engaged in planning projects that result in actionable steps to influence local and regional decisions, improving transportation and infrastructure outcomes for visiting and resident populations. Additionally, Sheridan was recently awarded the U.S. Department of Transportation’s FY24 Safe Streets and Roads for All (SS4A) planning grant to create a comprehensive safety action plan.

Statement of Work

BUILD Grant funding for the *WSCE* will support planning activities including:

West Side Corridor Expansion

- The development of a Benefit-Cost Analysis (BCA), in alignment with the Department of Transportation’s [*Benefit-Cost Analysis for Discretionary Grant Programs*](#)
- Updated traffic data collection
- Geotechnical analysis
- Feasibility studies
- Completing preliminary project design
- Environmental Assessments
- Public Involvement/Community Engagement

The funding plan to finish this project will be split into multiple stages. Stage 1, starting in 2025, involves seeking a Department of Transportation (DOT) BUILD planning grant. Based on the findings of Stage 1, future targets for the City’s consideration may include capital construction funding through the BUILD program, Reconnecting Communities, and Safe Streets for All Implementation, amongst others.

City staff and leaders will support engagement with residents, organizations, stakeholders, businesses, and industry to ensure the BUILD planning process is reflective of concerns should they arise. *WSCE* seeks to resolve long-standing connectivity and economic growth issues to create a sustainable plan to keep and expand Sheridan’s position as an economic heavyweight in the broader region.

Project Location: Nestled in the picturesque north-central part of Wyoming, Sheridan is equidistant from Yellowstone Park and Mount Rushmore. Positioned 20 miles from the Montana-Wyoming border, Sheridan receives visits from tourists, local businesses, and residents of the mountain states thanks to its easy access from Interstate 90. The most recent studies defined the “Project Boundary” as the Interstate 90 to Loucks Street.

Today, Sheridan is home to a population of 18,737 residents in 8,254 households. 19.7% of the city’s residents work within the health care and social assistance industry. Just 13.1% of the population holds a bachelor’s degree, compared to the national average of 37%. The median household income is \$57,667, relative to the Wyoming median of \$72,495 and the national median of \$74,580. 3.6% of Sheridan residents are disabled and living under the poverty line, which is 1% higher than the national rate of 2.6%. (2022 US Census Data). As the largest city in Sheridan County, Sheridan is a regional hub of services and businesses that extends beyond the City’s

population. As Sheridan grows, there is increasingly a greater need to improve access to vital community resources. Additionally, the busy I-90 Main Street and Route 87 corridor has caused significant traffic congestion throughout the downtown main streets and major safety concerns in the community. Beyond traffic and safety worries, the roads face further strain from heavy truck usage, raising doubts about their long-term sustainability.

Prioritizing investments citywide in Sheridan, *WSCE* concentrates on specific areas that aim to enhance residents' lives by offering an alternative, sustainable transportation corridor. One of the Census Tracts that would be directly and positively impacted by this opportunity is Census Tract 56033000600, which shows significant need through the USDOT Equitable Transportation Community (ETC Explorer). 98.5% of the population face increased transportation needs, where estimated drive times to medical facilities are 32 minutes or greater in areas like Ranchester and Dayton, and there are no points of interest available within a 15-minute walk. Although not considered disadvantaged in transportation access and traffic safety, the Tract is disadvantaged by way of transportation cost burden, with households spending an average of 16.75% of their household income on transportation, totaling around \$12,262.00 annually. The addition of a new route would alleviate the long drive times and improve the quality of life for those residing in the region. The *WSCE* is currently in the first phase of a complete corridor along the west side of Sheridan that would provide future connection to communities south of Sheridan such as Big Horn, Banner, Story, etc.



FY25 BUILD Grant Proposal

City of Sheridan, WY *West Side Corridor Expansion Project (Planning)*

BUDGET NARRATIVE

Project Summary: The City of Sheridan, WY seeks to implement the *West Side Corridor Expansion Project* to address long-standing community connectivity and quality of life challenges in the West side of Sheridan. WSCE will increase access to health care, education, and workforce providers to lead to new job opportunities for all residents and enable future economic growth in the region.

The *WSCE* contemplates the construction of a new roadway that would connect Loucks Street to I-90. By doing so, the full-scale execution of *WSCE* will invest in planning, design, feasibility studies, amongst other activities associated with preparation for construction.

WSCE will improve community accessibility for neighborhoods in the West side of Sheridan by better connecting residents to critical facilities and enable economic growth to the West side corridor that has historically been limited by the existing infrastructure.



Budget

Table 1: Budget

	Project Component	Federal Share	Sheridan in-Kind Contribution
Project Planning, Design and Engineering Activities	Community Outreach	\$170,000.00	\$40,000.00
	Comprehensive surveys: NEPA, Traffic, Economic, Geotechnical and soil stability analyses	\$270,000.00	\$60,000.00
	Benefit Cost Analysis	\$270,000.00	\$40,000.00
	Project Preparation: Execute Partnership Agreements	\$0.00	\$40,000.00
	D/E Procurement	\$0.00	\$60,000.00
	Design and Engineering	\$810,000.00	\$140,000.00
Total:		\$1,520,000.00	\$380,000.00

Project Total:	\$1,900,000
-----------------------	--------------------

Table 2: 2020 Census Tract Breakdown

2020 Census Tract(s)	Project Costs per Census Tract
Tract 0002	\$475,000.00
Tract 0003	\$475,000.00
Tract 0004	\$475,000.00
Tract 0006	\$475,000.00
Total Project Cost	\$1,900,000.00

Table 3: 2010 Census Tract Breakdown

2010 Census Tract(s)	Project Costs per Census Tract
Tract 0002	\$475,000.00
Tract 0003	\$475,000.00
Tract 0004	\$475,000.00
Tract 0006	\$475,000.00
Total Project Cost	\$1,900,000.00



Table 4: Urban/Rural Project Cost Breakdown

Urban/Rural	Project Costs
Urban (2020 Census-designates urban area with a population greater than 200,000)	\$0
Rural (Located outside of a 2020 Census designated urban area with a population greater than 200,000)	\$1,900,000.00
Total Project Cost	\$1,900,000.00

Contingency

As there is no right-of-way acquisition or construction as part of the scope of this BUILD planning grant, contingencies are not included in the budget

Level of Design

Table 5: Level of Design

Project Component	Level of Design
Loucks Street	10%
5 th Street	10%
17 th Street	10%
I-90	10%

Cost Estimates

Cost estimates for design and engineering are valued at 10% of the construction cost of the project components. Sheridan last received cost estimates for planning activities in 2008 and estimates were developed based on the City’s experience in developing and designing similar projects.

Cost Share/Non-Federal Matching Funds

While the WSCE is in a rural area, thus the City of Sheridan is not mandated to share BUILD costs, the City will provide an in-kind contribution by leading community/stakeholder engagement and managing the project planning process. Sheridan’s match contribution is evidenced in the Council Resolution passed on January 20, 2025. The City does not anticipate any restrictions on the matching funds and will fully support this planning project.

**CITY OF SHERIDAN
RESOLUTION 02-25**

A RESOLUTION OF THE GOVERNING BODY OF THE CITY OF SHERIDAN, WYOMING, SUPPORTING THE FEDERAL GRANT PROPOSAL FOR THE U.S. DEPARTMENT OF TRANSPORTATION'S REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) PROGRAM TO IMPROVE THE CONNECTIVITY TO THE WEST SIDE OF SHERIDAN

WHEREAS, The City of Sheridan, like many rural communities, has critical infrastructure in need of repair that connects rural communities to vital services including hospitals, schools, places of worship; and

WHEREAS, Rural communities face adverse conditions that further deteriorate materials and significantly shortens the lifespan of service; and

WHEREAS, The downtown business corridor has increasing numbers of vehicles traversing on the main roads impacting the long-term sustainability of the roadway; and

WHEREAS, The addition of a new roadway will further connect and improve the quality of life for residents by alleviating traffic and providing an alternate route to go about their activities of daily living; and

WHEREAS, The City of Sheridan recognizes the long-term risks associated with increased vehicular traffic traveling along one main roadway and the acknowledges the long-term impacts of increased traffic on a singular roadway.

BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SHERIDAN, WYOMING:

1. The above recitals are true, correct, and adopted hereby as findings, purpose, and intent of the City Council.

2. The City of Sheridan supports the application to the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity to plan and study building a new roadway connecting I-90 to West 5th street and West 5th Street to State Highway 331 (W. Loucks St.), a project that will improve connectivity and long-term road resiliency and sustainability.

3. The City of Sheridan will commit to a match of 20% if awarded (\$380,000.00) by approval of this document.

4. The City of Sheridan is committed to working towards the goal of improved infrastructure in the City.

BE IT FURTHER RESOLVED, That Hanns Mercer, PE, Public Works Director for the City, is hereby designated as the authorized representative of the City of Sheridan, Wyoming to act on behalf of the Governing Body on all matters relating to this grant application.

PASSED, APPROVED AND ADOPTED this 20th day of January 2025.

City of Sheridan



Richard Bridger, Mayor

ATTEST:



Ashlee Foster, City Clerk





FY25 BUILD Grant Proposal: City of Sheridan, Wyoming

West Side Corridor Expansion (WSCE) Project

MERIT CRITERIA NARRATIVE

Project Summary: The City of Sheridan, WY seeks to implement the *West Side Corridor Expansion (WSCE) Project* to address long-standing community connectivity and quality of life challenges in the West side of Sheridan. The *WSCE* will increase access to health care, education, and workforce providers to lead to new job opportunities for all residents and enable future economic growth in the region.

The *WSCE* examines the construction of a new roadway that would connect Loucks Street to Interstate 90. By doing so, the full-scale execution of the *WSCE* will invest in planning, design, feasibility studies, amongst other activities associated with preparation for construction.

The *WSCE* will improve community accessibility for neighborhoods in the West side of Sheridan by better connecting residents to critical facilities and enable economic growth to the West side corridor that has historically been limited by the existing infrastructure.

I. Safety

Safety Issues in the Corridor

The City of Sheridan is experiencing increased growth both north and west of downtown, increasing volumes of vehicular and multimodal transportation methods within the impacted area. With large areas of land undergoing preliminary stages of development, the West side of Sheridan is expected to see continued growth.

Addressing and improving safety for all roadway users, including pedestrians and bicyclists, is the primary goal of Sheridan's *West Side Corridor Expansion* Project. The current infrastructure of the main thoroughfare, I-90 Main Street, has resulted in multiple conflict points involving vehicles, pedestrians, and bicyclists in downtown Sheridan. Bicycles are currently prohibited from being ridden on Sheridan's Main Street sidewalks, and with 3 lanes of Main Street traffic, it is not safe for cyclists to navigate riding on the streets. Sheridan's community bicycling network has implemented a pathway system to provide an alternative route to access downtown. Although sidewalks exist on both sides of Sheridan's Downtown streets, limited visibility, restricted turning radii, and traffic volumes totaling 11,274 AADT create an environment that is unsafe and uninviting for multimodal road users. The

current configuration has led to collisions, conflicts amongst motorists, pedestrians, and cyclists, thus why the City needs a safer alternative transportation solution.

State Reported Crashes on West Loucks Street and Downtown Main Street Intersections (Source: Sheridan Police Department's 2015-2025 Crash History in Downtown Sheridan, see figure 1)	Totals
Loucks St. & Main St.	24
Highland & Loucks	15
Brooks & Dow	17
Main & Burkitt	21
Main & Dow	13
Thurmond & Loucks	15
Brundage & Scott	8
Loucks & Brooks	16
TOTAL:	129

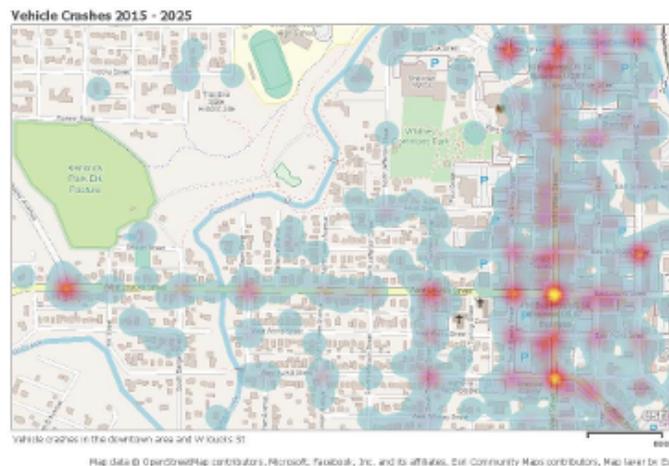


Figure 1: Heat map displaying concentration of accidents that occurred from 2015-2025.

A primary goal of the *WSCE* is to alleviate the trends of bottlenecked traffic along I-90 Main Street and to complete various studies to determine the safest outcomes for residents.

West Side Corridor Expansion Safety Benefits – The *WSCE* is designed to address specific safety concerns and benefit all road users connecting from the West side of Sheridan to Downtown and beyond. By reducing traffic and congestion through the Downtown main roads, there will be less opportunities for incidents in intersections, rear-ending accidents, or injuries.

The City of Sheridan has committed to building a “Safe and Livable Community,” improving upon its status as a reliably safe and connected area by: responding to community concerns, providing appropriate staffing, equipment, positioning and training to meet or exceed industry and community standards; minimizing the crime rate through high visibility efforts; approachability, and accountability; encouraging and incentivizing diversified housing development; and supporting community-based risk reduction. Additionally, In FY24, Sheridan was awarded the US DOT’s Safe Streets and Roads for All (SS4A) planning grant to create a comprehensive safety action plan. With the current design of I90 Main Street, trucks that are traveling from the northside of Sheridan towards the south end are crossing through Downtown and residential areas. This disrupts the quality of life for both these areas, as well as cause further deterioration on local and existing roads. Unfortunately, this also creates additional safety concerns as a result of the limited turn radius that the trucks have on the existing road network that can cause accidents. Through the action plan and ultimate implementation, Sheridan will be able to invest in additional preventative measures within the project location and beyond.

BUILD planning grant dollars will be utilized to create and contemplate the future implementation of the physical road infrastructure needed to support a safe, connected transportation network that serves all Sheridan residents. These activities will include reducing significant traffic delays and accidents caused by traffic congestion as well as unique rural road conditions;

- Improving traffic flow along major arterials with the addition of the new alternative route that would initially connect from Loucks Street to 5th Street to Interstate 90;
- Enhanced pedestrian and cyclist safety by minimizing road traffic volume and mitigating visibility challenges associated with certain vehicle types;
- Appropriate visibility measures for inclement weather conditions.

The *West Side Corridor Expansion (WSCE)* includes the following specific projects:

- Studying the construction of sidewalks to improve pedestrian and cyclist safety and access, which reduce pedestrian crashes along roadways by 65-89% (Source: 2005 Update of Florida Crash Reduction Factors and Countermeasures to Improve the Development of District Safety Improvement Projects, 2005).
- Contemplation of designing new intersections, including proven countermeasures that align with the [FHWA Safe Transportation for Every Pedestrian \(STEP\) Initiative, including:](#)
 - o High-visibility crosswalk markings to reduce intersection conflicts, reduce excessive vehicle speeds, and separate multimodal road users from traffic.
- Studying the safest connection from Loucks Street to I90 by ways of (*see figure 2*):
 - o Loucks Street to 5th Street: Addressing Gillespie Draw’s snow drifting risks, soil and slope stability, environmental hazards and risks, wildlife, potential impacts to neighboring residents, and the feasibility of constructing through Gillespie Draw.
 - o 5th Street to 17th Street: Studying the road progression and the challenges that can arise as it progresses northward and descends from the Hill towards Soldier Creek. Some of

these analyses will include completing the target design speed, snow drifting risk assessments, and terrain alignment design.

- o 17th Street to I-90: Additional design studies that would address current challenges within the existing terrain.

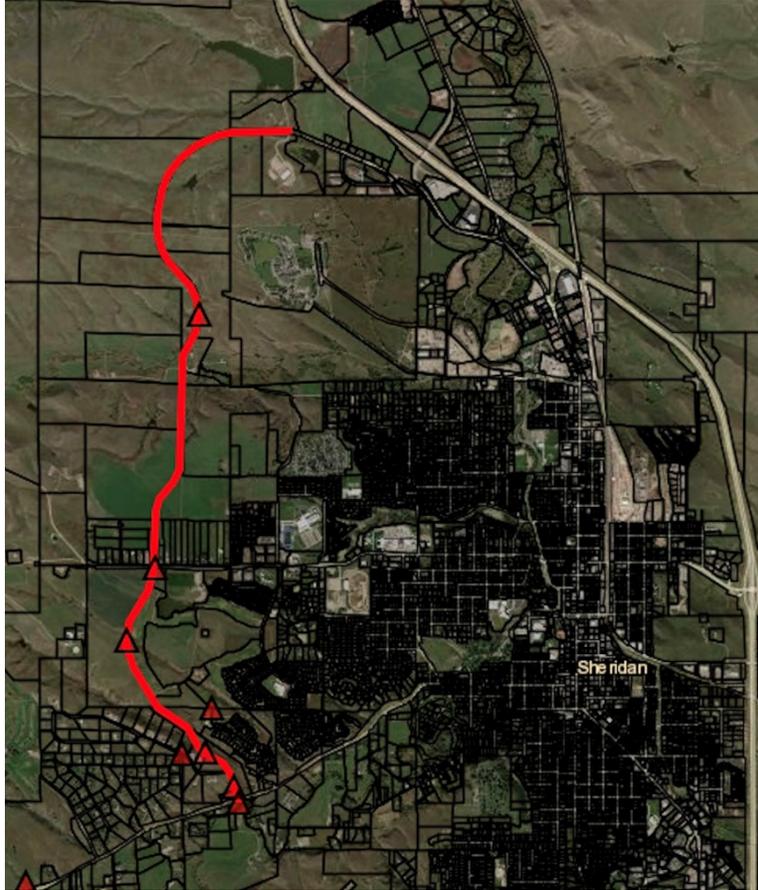


Figure 2: Project location area spanning from Loucks Street to I-90.

While the *WSCE* will benefit all motorists and multimodal road users within and passing through Sheridan, project components will particularly benefit residents the 26% of residents aged 60 years or older in Census Tract 0002. Limited opportunities of transportation and access to medical care presents significant safety and health risks to elderly residents (Source: Maresova, Petra et al. “Challenges and opportunity in mobility among older adults - key determinant identification”).

II. Environmental Sustainability

The EPA’s environmental justice data indicates that the Census Tracts for the *WSCE* area face a disproportionate burden of environmental pollution and are uniquely vulnerable due to low-income, undereducation, unemployment, and low life expectancy. Specific environmental concerns in the area are diesel particulate matter and wastewater discharge.

Environmental Indicator	Percentile in Wyoming	Percentile in United States
-------------------------	-----------------------	-----------------------------

Diesel Particulate Matter	76%	<50%
Wastewater Discharge	83%	61%

To combat and mitigate these environmental and social conditions, the *WSCE* will promote environmental sustainability by encouraging an alternative travel route, reducing fuel consumption, curbing emissions, reducing the amount of vehicle stops and idle time, and decreasing and filtering stormwater runoff through green infrastructure and additional storm drains.

Direct benefits will include:

Reduced idling, air pollution & greenhouse gas emissions:

The identified project faces massive traffic delays caused by a convergence of large industrial vehicles, pedestrian and bicycle traffic, as well as regular commuting vehicles sharing a single main roadway. Improving traffic flow is essential to prohibit vehicle idling and will offer numerous benefits for the environment and public health. Optimizing traffic flow means fewer stops for drivers, reducing instances of prolonged idling and, consequently, lowering emissions of pollutants like particulate matter. This contributes to improved air quality and a decrease in greenhouse gas emissions. Beyond environmental benefits, curbing vehicle idling promotes fuel efficiency, conserving energy resources and diminishing overall fuel consumption. Establishing an alternative route will maintain smooth traffic flow, promote environmental sustainability and enhance public well-being.

Decreasing Vehicular Miles Traveled:

The creation of an alternate route that connects the western communities to I-90 will reduce vehicular traffic causing a corresponding reduction in air pollution and greenhouse gas emissions and improve air quality and mitigate climate change. Promoting these shorter distance alternative roadways not only helps decrease pollution, it also fosters a more sustainable and eco-friendly transportation system.

Reduced Volume of Vehicles:

The *WSCE* will significantly improve the flow of traffic through downtown main streets. Presently, 11,274 AADT navigate through downtown Sheridan to access I-90, hospitals, schools and other vital facilities, contributing to elevated levels of air pollution and creating risks to the long-term sustainability of the local environment. The inclusion of the new roadway will help alleviate this issue by dispersing the concentration of vehicles traveling through the downtown area.

Sustainable Design:

Throughout the design process, Sheridan will integrate environmentally friendly construction practices, aiming to reduce greenhouse gas emissions. Additionally, the City will explore the incorporation of environmental, social, and economic considerations in the planning phase, with the goal of minimizing adverse impacts and improving long-term sustainability.

III. Quality of Life

Improving Community Accessibility

Establishing a new roadway will remove barriers for residents and travelers faced with limited connectivity to the rest of the City. This includes West side residential neighborhoods, commercial developments, Sheridan Memorial Hospital, Sheridan County School District 2 Facilities, Sheridan County Fairgrounds, Sheridan College's Agri-Park, the VA Hospital, the High-Tech Business Park, amongst other critical facilities. Additionally, the Sheridan County School District 2 is looking into creating a new facility of 50,000 square feet along 5th Street and adjacent to Sheridan High School. This space greatly increases the community's capacity to host medium and large-scale events of many types. Currently, those living in West side neighborhoods or traveling to key facilities in Sheridan must take circuitous routes to reach Interstate 90 or other vital amenities.

As Sheridan continues to expand, the City has recognized the rising demand for additional housing and affordable units. New developments west of I-90 Business Loop Main Street along 5th Street and Covey Run will include 108 housing units, offering a mix of modern, multistory 1- and 2-bedroom apartments alongside multi-family residential complexes. Designed with on-site parking and contemporary amenities, these homes will provide convenient, high-quality living options for the community. According to the U.S. Department of Transportation's Equitable Transportation Community Explorer (ETC) tool, these new buildings are within Census Tract 56033000600 that is faced with 98.5% transportation insecurity. The DOT defines transportation insecurity as a means of which people are limited in their ability to get to work, school, and other activities. Through the *WSCE*, Sheridan will be able to conduct further feasibility studies and analyses to address these insecurities.

Improving Community Health and Safety

Transportation access to health care services was identified as a priority unmet health-related need by the *2023 Sheridan and Johnson Counties Community Health Needs Assessment*. Residents within the broader Sheridan County utilize Sheridan Memorial Hospital, and some communities, like Dayton and Ranchester, Wyoming drive distances beyond 20 minutes. This health-related quality of life consideration will be addressed through increased connectivity to Sheridan Memorial Hospital as a result of the *West Side Corridor Expansion*.

Increased accessibility will support the work of public safety service providers. A new roadway will enhance emergency response times for police, fire departments, and emergency EMS services in the Western neighborhoods, which have less access currently. In 2024, the Western neighborhoods of Sheridan along Loucks Street received 113 emergency response calls and with the population growing

over time, these communities will see an increase in calls over time (see figure 3).

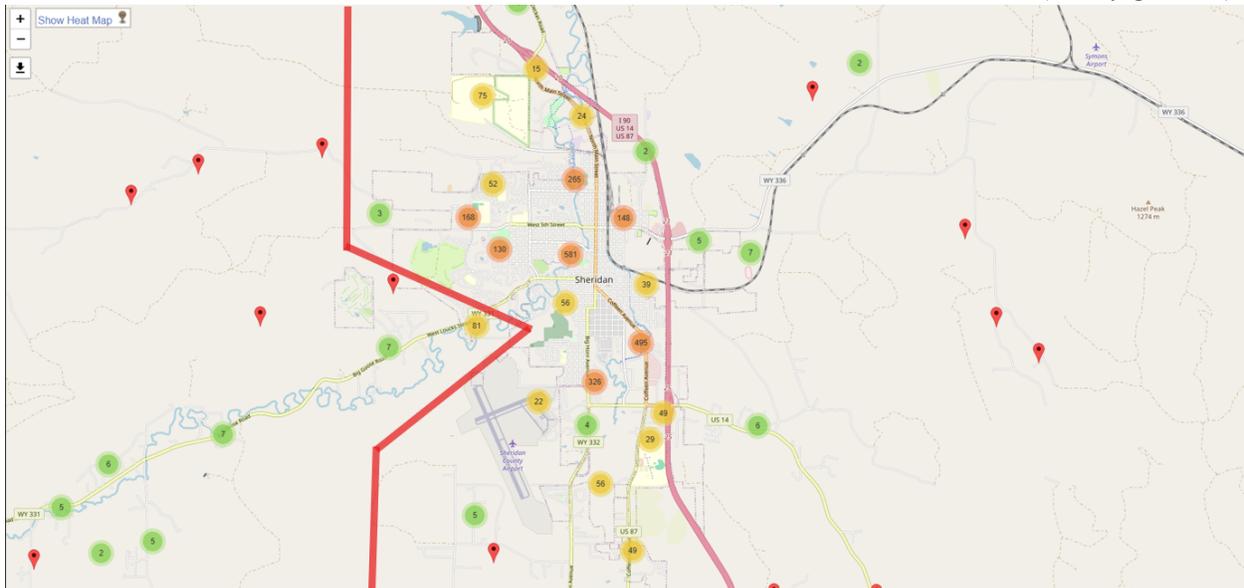


Figure 3: Sheridan Emergency Medical Services Response Heat Map

IV. Mobility and Community Connectivity

The *West Side Corridor Expansion* project will enhance access for residents who have historically faced limitations. Community connectivity and mobility are pivotal for the well-being of Sheridan’s population and play a crucial role in breaking down barriers and fostering social and economic inclusivity. Increased mobility, facilitated by well-planned transportation systems, provides individuals with improved access to essential services such as medical facilities, education, and employment opportunities.

Historically, the West and Southwest neighborhoods in Sheridan have had limited access to the main roadways that support the movement of goods, resources, and economic opportunities. Since the initial discussions of the *WSCE*, in 1965, Sheridan County’s population has grown by nearly 79.7%. With a population of 18,737, Sheridan is the largest city in the county and is expected to experience continued growth, driven by new workforce opportunities, particularly from the Sheridan High-Tech Business Park and other economic development initiatives (U.S. Census Bureau). Sheridan has responded to the population growth through the development of new subdivisions in the West side of the City as well as building new apartments and affordable housing options near the downtown corridor. One of the new affordable housing opportunities is Sheridan Hills Affordable Housing (SHAH), that is located in Wrench Ranch. Homes in the SHAH subdivision start in the high \$200,000’s, thus giving an opportunity for homeownership to residents who otherwise would not have the opportunity. However, with new neighborhoods being built, improved roadway infrastructure is vital to connect residents to community facilities.

Residents within Census Tract 56033000600, near Dayton, currently face an average drive time of 30 minutes to reach grocery stores, parks, and medical facilities (source: USDOT Equitable Transportation Community Explorer). Despite these challenges, they enjoy access to recreational

destinations like Soldier Ridge and Hidden Hoot’s trails, as well as Blacktooth Park. The *WSCE* project would take into account these recreational destinations and provide continued and improved access to them through innovative design and working with local stakeholders and agencies.

The proposed roadway would increase connectivity to these trails and Blacktooth Park while improving safety and access to other key attractions, including Sheridan’s largest park, Kendrick Park. Loucks Street, a vital connection to Kendrick Park, already supports multimodal travel for pedestrians, cyclists, and vehicles, but increasing traffic volumes present safety concerns. Currently, the parks main vehicle access and route is off of Loucks and requires most residents to traverse through Downtown and other residential areas. The new roadway would alleviate traffic on Loucks Street and Downtown main streets, making it safer for pedestrian crossings and providing an additional access point and route to Kendrick Park.

Through the planning process, Sheridan will prioritize reducing drive times and improving walk times to trails, parks, and community facilities. The *WSCE* will also incorporate sidewalks to accommodate diverse travel modes and improve pedestrian accessibility to essential destinations. By introducing an alternative roadway and expanding sidewalks within the project area, the *WSCE* will help reduce traffic across downtown streets, enhance connectivity throughout Sheridan, and create a community where residents can easily live, work, and play.

V. Economic Competitiveness and Opportunity

Economic Conditions in Sheridan

Sheridan employs nearly 10,000 people with the largest industries being within Health Care and Social Assistance, Educational Services, Retail Trade, Utilities, Mining, Quarrying, Oil & Gas Extraction, Agriculture, Forestry, Fishing and Hunting. The Center for Business and Economic Analysis in University of Wyoming’s (UW) College of Business issued a 2025 Wyoming Economic Forecast which could greatly impact Sheridan’s economy. Predictions within the forecast includes:

- A decline in employment and wages within the coal industry;
- Continual lack of quality affordable housing;
- Rising property values (impacting first time buyers);
- Continual lack of mobility for business travelers, especially during the winter season.

Economic Impact of the *WSCE* Initiative

Traffic infrastructure updates play a crucial role in improving economic competitiveness and the creation of opportunities for growth and development. UW’s Wyoming Economic Forecast indicated that there are strong business startup numbers and growing manufacturing clusters in Sheridan. Additionally, in September 2023 and 2024, new business applications were up 25% in the state (U.S. Census Bureau). These opportunities for growth are evident, and through the planning process of creating a roadway network, Sheridan will expand their ability to support the movement of goods and people along business corridors.

Recently, the Sheridan Economic and Educational Development Authority (SEEDA) was approved for a \$4.4 million grant to develop the new Sheridan High Tech Business Park (SHTBP) Phase 2 that will create 300 new jobs in the research, engineering, and manufacturing industries. SHTBP will be located on a 34-acre lot in the northwest region of Sheridan. The SHTBP will directly benefit from a new roadway to improve the connection for future employees.

In addition to the new SHTBP, Sheridan County Travel & Tourism has proposed the development of a multi-use event facility, the Sheridan Events Center (SEC). Spanning 50,000 square feet, the SEC will enhance the City's ability to host large-scale events, such as concerts, indoor track meets, soccer and pickleball tournaments, basketball competitions, trade shows, and motorcycle rallies. The proposed location at the intersection of West 5th Street and Mydland Road, adjacent to the Sheridan County Fairgrounds and Sheridan High School, will benefit from the increased connectivity provided by the *WSCE*.

Sheridan County Travel & Tourism estimates that hosting a minimum of 50 events annually could attract up to 28,000 visitors. This influx of visitors further describes the need for an additional route on the western side of Sheridan. The economic impact of the SEC is expected to significantly boost the tourism sector and create new economic opportunities across Sheridan.

Since the initial conversations of the project, residents living near the downtown corridor have anticipated having an alternative roadway that would alleviate the growing traffic and safety concerns from the increasing vehicle usage of the existing transportation corridors and network. By providing an opportunity for residents to potentially see an increase in their personal property and real estate, homeowners in Sheridan will have the opportunity to secure generational wealth to share with their families for years to come. The City has also responded to the growing demand for housing and affordable housing for the increasing population by building new buildings off 5th street near the downtown corridor. Downtown businesses will directly benefit as families and individuals move to and stay in the neighborhood as a result of the short walk and drive times to various establishments and the increased frequency of their patronage.

The development of the *WSCE* in Sheridan will have significant economic benefits and will support the growth and enhance the City's connectivity. It would improve access to commercial zones to help enable local businesses to expand their customer base and reduce travel times for residents. Infrastructure projects like this often generate construction jobs in the short term and long-term opportunities through economic revitalization, ultimately increasing tax revenue and contributing to the City's overall prosperity.

VI. State of Good Repair

Through the project development and community engagement processes, the City of Sheridan has identified the *West Side Corridor Expansion* project components that will address the state of good repair in the project area. This planning project contemplates addressing the planning needs associated with implementing the necessary infrastructure to develop the area.

These investments will address common state of good repair challenges including long-term sustainability of road surfaces along the project corridor and ensure that future designs will include resilient materials to withstand potholes, cracking, and uneven surfaces. The project location area features Big Goose Creek and Soldier Creek, which construction around water features often requires addressing potential erosion or deterioration of roadway. The City’s previous North Sheridan Interchange Environmental Assessment from 2012 determined that certain roads and segments have outlived their designed life and are in disrepair. Since then, the City has taken the initiative in collaboration with WYDOT to reconstruct portions of I-90 Main Street through the downtown main streets north to the I-90 Interchange. Additionally, 0.83 miles of roadway in each direction was reconstructed along I-90. The *West Side Corridor Expansion* project will ensure that these existing roads remain in serviceable conditions for a longer period of time by the reduced wear and tear created by the consistent traffic that currently relies on them. Below are reported condition statistics from the 2012 Assessment along with current statistics for the I-90 Main Street corridor and adjacent roads that could be impacted as a result of the *WSCE*:

Road Segment	Mile Post	Surfacing Type 2012	Condition 2012	Surfacing Type 2025*	Condition 2025*
I-90 Mainline	I 19.70-21.30	Asphalt	Fair	Asphalt	Excellent
I-90 Mainline	21.30-21.68	Asphalt	Fair	Asphalt	Excellent
I-90 Mainline	21.68-22.45	Asphalt	Fair	Asphalt	Excellent
Main Street	20.92-21.09	Asphalt	Poor	Concrete	Excellent
Main Street	21.09-21.19	Asphalt	Poor	Concrete	Excellent
Main Street	21.19-21.65	Asphalt	Poor	Concrete	Excellent
Decker Road	0.00-0.12	Concrete	Poor	Asphalt	Excellent
Decker Road	0.12-1.00	Asphalt	Excellent	Asphalt	Excellent

(North Sheridan Interchange Environmental Assessment, 2012; *current conditions estimated by staff).

As development has continued in the west side of Sheridan, the City is now ready to pursue new updated studies and planning designs to consolidate decades of planning efforts for the *West Side Corridor Expansion* project.

VII. Partnership and Collaboration

Community involvement and engagement has been and will continue to be integrated into every part of the planning project. In December of 2024, the City hosted an educational presentation to the public covering the history of the *West Side Corridor Expansion* project. This meeting was held to address community concerns, particularly those from residents living in the southernmost portion of the proposed route. During the presentation, community members had an opportunity to engage, share

feedback and concerns, and learn about how the *WSCE* will support Sheridan’s long-term goals of building a prosperous future for the City. Specific concerns that were shared related to environmental, traffic, noise, geotechnical, wildlife, and the existing walking trail system. The BUILD grant will allow the City to study, address, and mitigate these concerns extensively and provide greater opportunities to engage with the Sheridan community.

Since the December meeting, City administrators have published a website where residents can receive further knowledge, post opinions, and questions about the *WSCE*. Sheridan’s leaders are actively creating opportunities for future involvement and will continue to explore strategies that capture and expand upon current planning efforts to ensure equity and transparency throughout the planning process.

Currently, the *WSCE* has received strong support and commitment from City leadership, community stakeholders, state organizations, and elected officials. Local partnership and collaboration are integral to the planning process, given the diverse expertise, perspectives, and interests pertaining to the City’s needs and priorities. Key supporters of the project include the following:

Stakeholder	Connection to the Project
Systems Land LLC/Heights Development Corp/Sheridan Heights Ranch LLC	Various neighborhoods will greatly benefit from <i>WSCE</i> . Part of the Cloud Peak Ranch subdivision is strategically situated between Loucks and 5th Street allowing residents and potential businesses and development to directly benefit from the West Side Corridor Expansion project (see figure 4). Sheridan Heights Ranch LLC has been involved and supported the City of Sheridan’s <i>WSCE</i> infrastructure development through establishing a dedicated right-of-way north of 5 th Street back in May 2013.
John E. Rice & Sons (JERS)	JERS is a prominent developer and real estate company in Sheridan. They have assisted in the development of the Wrench Ranch subdivision as well as the sale of land for the Sheridan High-Tech Business Park. John E. Rice & Sons has been involved and supported the City of Sheridan’s <i>WSCE</i> infrastructure development through establishing a dedicated right-of-way back in May 2012.
Downtown Sheridan Association (DSA)	The mission of DSA is to preserve, enhance and promote historic downtown Sheridan to ensure future prosperity. <i>WSCE</i> aligns directly with its mission by conducting planning activities focused on evaluating solutions that will connect West side neighborhoods with downtown to support local businesses.
Sheridan Economic and Educational Development Authority (SEEDA)	SEEDA supports and convenes with local organizations to collaborate and expand upon

	economic development projects and job creation opportunities. The Sheridan High-Tech Park located in the northwest area of Sheridan was developed by SEEDA.
Wyo Trucking	Wyo Trucking is the primary gravel hauler in the City of Sheridan. Their current truck route has them utilizing Downtown main streets and local neighborhood roads to reach their destination. These roads have limited visibility and turning radii, making it difficult for trucks to navigate. A new roadway would be able to provide a more direct route and safer from the various mining, gravel, crushing, and aggregation facilities in the northwest and southwest areas of Sheridan (see figure 5).
Sheridan College	Sheridan College is located west of I-90 and would be impacted by the addition of an alternative route to further connect students, faculty, staff, and various stakeholders. The <i>WSCE</i> 's ability to promote planned growth, study safety measures, and analyze community connectivity improvements aligns with Sheridan College's mission of welcoming all learners, empowering student success, and encourages and strengthens community development. Sheridan College also has the AgriPark which is located within the Wrench Ranch, on the north end of Sheridan. This is the college arena and home to the award-winning Sheridan College Generals Rodeo teams. The 45,000 square-foot facility features a 122 x 226 foot indoor arena, the Kaul Outdoor Arena, office space, and an 18-stall horse barn. Sheridan College partners with the Sheridan WYO Rodeo Board to provide increased access and use of the SC AgriPark. The <i>WSCE</i> would provide a direct connection from the north of town to 5 th Street and the Sheridan County Fairgrounds.
Sheridan Motors	With locations north and south in the City, Sheridan Motors will benefit from increased access to their facilities. Sheridan Motors will benefit from the planning and studies for the potential business development along a new corridor.
Mullinax Sand and Gravel	Mullinax is in the Northwest area of Sheridan and is in strong support of the creation of a new route to improve their connectivity to the rest of the City. Additionally, the <i>WSCE</i> will support

	studies, analyses, and economic development opportunities that will further the workforce and opportunities from Mullinax.
John Sachs, Director of Operations from Moyle Petroleum Company and Common Cents Travel Plazas	Moyle Petroleum Company and Common Cents Travel Plazas provide energy, food, and convenience to various stakeholders across the City of Sheridan. Common Sense is located north of town right off the North Sheridan Interchange. The <i>WSCE</i> will support the studying of additional roadways to further connect residents and consumers to additional resources that Moyle Petroleum and Common Cents Travel provides.
North Sheridan Neighborhood Residents	Neighbors living in the northern area of Sheridan will directly benefit from the <i>WSCE</i> . Historically, residents in the northern areas, particularly along Val Vista Street, have had critical safety concerns with heavy truck traffic and incidents, as well as impacts to quality of life. Through the creation of a new route, truck traffic will be greatly alleviated, and neighbors will have improved access to vital resources.
Sheridan County Historic Preservation Commission (SCHPC)	The <i>WSCE</i> aligns directly with the mission and goals of SCHPC. Through the studies of determining the impacts of constructing a new roadway that would bisect the historic Downtown corridor, SCHPC supports the studies, potential impacts, and increasing community connectivity.



Figure 4: The Map of Cloud Peak Ranch Development

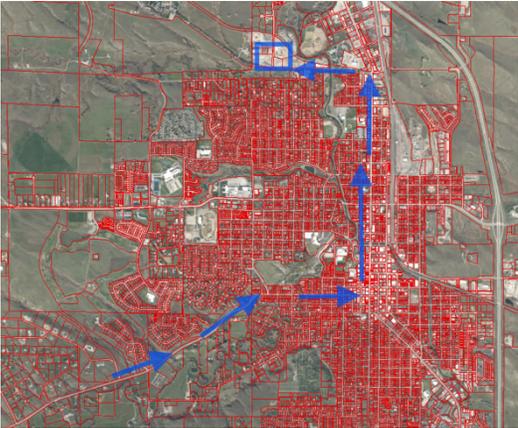


Figure 5: Map of Wyo Trucking Routes in City limits

Sheridan’s approach will continue involving all community members from here on by establishing regular opportunities for interaction, in-person discussions, online access points, and more.

VIII. Innovation

A diverse range of purpose-driven research and innovative approaches will be explored during the planning and design of the *WSCE*. These endeavors will specifically target the improvement of mobility, efficiency, and sustainability in a rural community.

The *WSCE* will integrate data analytics and predictive modeling to empower the City's decision-makers by providing valuable insights into traffic patterns, infrastructure requirements, and service demand, facilitating more informed and responsive planning.

Additionally, the *West Side Corridor Expansion* Project will incorporate elements of the Federal Highway Administration's (FHWA) "Every Day Counts" (EDC) model. This model aims to deploy proven yet underutilized innovations, expediting the project delivery process, improving roadway safety, alleviating traffic congestion, and integrating automation. Throughout the project development process, the City has actively sought to incorporate this innovative model, ensuring that the project delivery aligns with the key priorities of the BUILD grant program and will have a more significant impact on its residents.

Since its establishment in 2011, the Every Day Counts (EDC) initiative has championed 85 innovative practices across the design, delivery, construction, and operational phases of highway projects. Among these, specific EDC initiatives have been pinpointed for their potential integration into the *West Side Corridor Expansion* Project.

The project will integrate the following specific practices (please note that the actual implementation of the proposed project delivery innovations is contingent upon approval from the Wyoming Department of Transportation (WYDOT)):

- *Project Bundling* – The City foresees consolidating various components of the *West Side Corridor Expansion* Project under a single contract award. This approach aims to expedite the project delivery process, bolster roadway safety, alleviate congestion, reduce project costs, and enhance environmental sustainability.
- *Planning and Environmental Linkages* – The extensive efforts by the City in the planning phase of this project to solicit and obtain feedback from the community relative to the project goals of stimulating economic development and improving safety and quality of life should help to streamline the public involvement aspect of the Environmental Clearance phase of this project.
- *Reducing Rural Roadway Departures* – The project will implement roadway departure countermeasures to effectively keep vehicles within their travel lanes, thereby minimizing the likelihood of crashes when vehicles deviate from the roadway and mitigating the severity of any such occurrences.
- *Clarifying the Scope of Preliminary Design*- Clearly defining the activities permissible under the purview of preliminary design and conducting them before completing the NEPA process will enhance project planning and decision-making. This approach is anticipated to result in reduced project delivery times and costs, along with a commendable commitment to environmental responsibility.

- *Locally Administered Federal-Aid Projects: Stakeholder Partnerships* – Collaborating through stakeholder partnerships is poised to enhance the administration and implementation of the BUILD grant. This collaborative approach is expected to foster improved communication and trust between organizations and communities, ensure consistent adherence to compliance requirements and policies, and potentially pave the way for new process improvements, multijurisdictional training, and innovative initiatives.
- *Flexibilities in Utility Accommodations and Relocation* – Given the necessity to acquire additional rights-of-way (ROW) for various project components, particularly those involving small tracts, this innovation is designed to streamline the acquisition process. It proposes the incorporation of appraisal waiver valuations within a defined threshold, the possibility of partial or conditional ROW certifications, and the facilitation of appraisals and negotiations by the same individual, thereby expediting the overall process.
- *Programmatic Agreements* – The anticipated scope of work for this project aligns significantly with existing Programmatic Agreements, providing an opportunity to streamline the Environmental Clearance phase.



FY25 BUILD Grant Proposal: City of Sheridan, WY

West Side Corridor Expansion Project (Planning)

PROJECT READINESS ASSESSMENT

The City of Sheridan’s *West Side Corridor Expansion Project (WSCE)* for the FY25 BUILD grant program is the culmination of nearly 60 years of strategic planning that builds upon community engagement and local jurisdiction collaboration and support.

The desire for the creation of a new roadway within the Western side of Sheridan has been documented via local and regional long range planning documents since 1965. After conducting various assessments since 1965, *WSCE* was most recently included in the 2020 Sheridan County Comprehensive Plan. With continued and extensive community input collected and incorporated, *WSCE* will provide updated studies and new information to contemplate the creation of a new roadway.

WSCE aligns with federal priorities to improve safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness, state of good repair, partnership and collaboration, and innovation.

I. Planning and Constructability

- State Transportation Improvement Plan (STIP): The City will work with WYDOT for the project to be considered for the Wyoming Department of Transportation (WYDOT) STIP upon award of BUILD planning grant funding and before obligation.
- Consistency with Other Plans: The desire for improved connection and active transportation infrastructure within the West side of Sheridan has been clearly documented within multiple local planning documents (The 1965 Sheridan Comprehensive Plan, 1981 Sheridan County Comprehensive Plan, West Sheridan Beltway Location Study 1982, City of Sheridan Traffic Study 2001, 2001 Growth Management Plan (Vision 2020), 2007 Sheridan West Corridor Study Phase 1 and Phase 2, 2008 Sheridan West Side Corridor Report, 2008 Sheridan County Comprehensive Plan, 2009 Sheridan Transportation Policy Plan, 2017 Sheridan Land Use Plan, 2017 Sheridan Joint Planning Area and Land Use Plan, 2020 Sheridan County Comprehensive Plan).
- Property Acquisition/Right-of-Way (ROW): The project is requesting BUILD planning funding only and does not include ROW. However, the City has included current ROW maps as an attachment to this application.
- Construction Techniques and Phasing: The project is requesting BUILD planning funding only and does not include construction.

- The planning process can proceed without further reviews, as the project is currently assessed as posing no risk to cultural or environmental resources or communities. Confirmation from the Wyoming State Historic Preservation Office (SHPO) will be sought to ensure no impact on historic resources.

II. **Proposed Schedule** – The process for planning and related activities for the *West Side Corridor Expansion* project is scheduled to take approximately 18 months, ensuring that all design, engineering, and BCA activities can be accomplished while ensuring significant community engagement with large and small business and property owners, community action organizations, and previously under-represented communities and organizations to ensure proper planning processes are recurring and ongoing.

A public example of existing traffic mapping and the proposed [West Side Corridor Expansion](#) has already been made available to City residents and the broader public through Sheridan’s municipal website, using ArcGIS technology. Upon award, Sheridan is excited to begin working on this project. All funds will be spent in accordance with DOT BUILD grant award rules, deadlines, and obligations.

Activity	2025 Q3	2025 Q4	2026 Q1	2026 Q2	2026 Q3	2026 Q4
Funding Agreement						
Planning & Design Procurement						
Benefit-Cost Analysis Procurement						
Conceptual Design						
• Selection of Preferred Alternative						
30% Schematic Design						
• Share Project Renderings						
• Finalize Project Design Criteria						
Complete NEPA Documents						
Benefit-Cost Analysis Complete						
Complete Set of Plans and Specifications						
Finalize Permit Package						

III. **NEPA and Permitting**

- Environmental approval or clearance is not required for this planning project, however, the City plans to move forward and complete this step to further inform the City of any concerns. As needed, all NEPA reviews will take place in accordance with state and federal requirements.

- **Permits and Approvals:** Required permits and/or approvals will be determined as part of the NEPA process. Coordination with the Wyoming Game and Fish Department and other agencies is anticipated. The project schedule includes time to obtain any required permits and/or approvals.
- **Coordination with DOT:** The City of Sheridan is the lead agency for the NEPA process. The project is located within local agency jurisdiction outside of Wyoming Department of Transportation (WYDOT).

The City of Sheridan is seeking BUILD planning funding to update and complete the environmental and design phases from Loucks Street to I90. The City will continue to coordinate between the appropriate agencies for a cohesive implementation of corridor improvements.

IV. Project Support

Public and Agency Involvement Process: The *WSCE* was developed as a collaborative communitywide effort, with community input collected and incorporated throughout the Plan development process. In previous coordination with WYDOT and the County Board of Commissioners, Sheridan has worked to collaborate on *WSCE* to improve the connectivity for Western neighborhoods. With this planning grant, Sheridan will continue to work with WYDOT and the County Board of Commissioners to address any project updates or concerns.

Community Outreach/Engagement: Sheridan has engaged with neighbors, has held public meetings, shared updates, created a website for further engagement, has provided educational presentations, and has continued to listen to feedback regarding concerns with the project. The City is committed to their robust community engagement strategy as *WSCE* furthers its development phases. Sheridan already publishes all City-approved proposals and will continue to directly engage with residents on refining project plans.

Specific plans for community engagement include:

- Online access to project plan, an interactive map, public comment, historical documents, and resources via the City’s website (<https://sheridantranplan.com/>).
- Routine agenda item on the Sheridan City Council meetings.
- Quarterly *West Side Corridor Expansion* Project meetings with City leadership; firm tasked with planning and design activities.

V. Risks and Mitigation

Assessment of Project Risks & Mitigation Strategies – The *West Side Corridor Expansion* project can be identified as low-risk and necessary. No issues have been identified by City leadership or potential partners in implementing the planning-align design and preparation activities. Previous public comments have brought up some concerns with the proposed location of the *WSCE*. Concerns include environmental impacts, traffic, noise, landslides, light pollution, wildlife, impacts to existing trail systems, quality of life, and property values. The City plans to utilize the *WSCE* project to look at more in depth and address these concerns. Any long-term construction barriers will be identified and thoroughly addressed through the planning process, with mitigation recommendations and alternatives included.

Initial consideration of potential risks and issues are addressed below: initial consideration has been given to the following:

- **Cost Overruns:** Sheridan’s experienced City Engineering department reviewed the estimated project budget cost. Because there are no materials to gather, and the cost of consulting services to provide and perform planning and design activities will be clarified up front, there is minimal risk of cost overrun for this project.
- **NEPA Delays:** This project will require engagement with the State Historic Preservation Office staff, as well as the U.S. Fish and Wildlife Services (and the Wyoming Game and Fish Department), before additional construction or demonstration activities are engaged.

VI. Technical Capacity

The City of Sheridan has a history of managing public funds for large and small projects, including transportation and infrastructure. The City is in the final year of a study conducted by the U.S. Army Corps of Engineers (USACE) and will likely pursue dollars to make recommended improvements on local concrete riverbeds in the coming months and years. The City is currently in the design phase of major project at the Wastewater Treatment Plant. This project consists of important upgrades to the facilities and is funded by Wyoming Clean Water State Revolving Funds. The City has and continues to utilize State Revolving Funds (SRF), Land Water Conservation Funds (LWCF), Capital Facilities Tax, and others to fund and construct various projects.

The City hires internal municipal professionals to manage city engineering projects, with experience in hiring professional consulting and engineering services to ensure planning and construction projects align with state and federal regulations. This internal staff will serve as the “key personnel” tasked with managing the proposed award, committed to ensuring critical community engagement activities have been 1.) planned, 2.) executed, and 3.) recorded for maximum impact.

- Mr. Hanns Mercer, PE, Public Works Director
- Mr. Thomas Morneau, PE, City Engineer

If approved, the *West Side Corridor Expansion* project will abide by DOT deadlines, including the obligation of funds by September 30, 2028. The planning activities and aforementioned schedule will begin upon grant award agreement. No additional barriers to executing these planning activities are anticipated.

LETTERS OF SUPPORT

Please see the following pages for Letters of Support from key community organizations and industry indicating their steadfast support of the project and highlighting the meaningful beneficial impacts the proposed project will have on the communities served.

The attached Letters of Support include signed letters from the following entities:

1. Richard Bridger, Mayor of the City of Sheridan
2. Sheridan Economic and Educational Development Authority (SEEDA)
3. WYDOT
4. Wyoming Regional EMS
5. Sheridan Fire Rescue
6. City of Sheridan Police Department
7. Sheridan College
8. Wyo Trucking
9. Northern Sheridan Neighborhoods
10. Sheridan County Chamber of Commerce
11. Butch Jellis, VP, John E. Rice & Sons Inc.; Owner, Sings with the Eagles LLC
12. John Sargent, VP & Manager, John E. Rice & Sons Inc.
13. Doug Carlton, Owner, Carlton Construction LLC.; Owner, Carlton Homes LLC.
14. Sheridan County Travel & Tourism
15. Downtown Sheridan Association
16. Moyle Petroleum Co.
17. Nathan Mullinax, President, Mullinax Sand & Gravels; President, Sheridan Motors
18. Christer Johansson, Owner, Historic Cady; Owner, Le Reve Restaurant & Raw Bar; Owner, The Warehouse Gastropub
19. Don Roberts, President, Heights Development Corp.; Manager, Systems Land LLC.; President, Cloud Peak Ranch HOA
20. Sheridan County Historic Preservation Commission (SCHPC)



Office of the Mayor

City Hall, 3rd Floor
55 E. Grinnell Plaza
Sheridan, WY 82801
(307) 675-4202
rbridger@sheridanwy.gov
www.sheridanwy.gov

January 30, 2025

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Avenue, SW
Washington, DC 20590:

Re: Support for the City of Sheridan, WY, FY25 RAISE Discretionary Grant Application

Dear Secretary Buttigieg:

On behalf of the City of Sheridan, I am writing to express our support for the City of Sheridan, Wyoming's submission to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. Sheridan seeks federal funding to help develop detailed and comprehensive plans for the West Side Corridor Expansion Project (WSCE), which will have a significant local and regional impact.

Through this inclusive planning opportunity, Sheridan will be able to address the City's longstanding goals of advancing safety, community mobility, connectivity, and quality of life for citizens and others along the west corridor. Funding the WSCE includes conducting a detailed study of traffic patterns, feasibility studies, benefit-cost analyses, and economic impacts to inform the development of a new roadway to serve Sheridan communities west of I-90.

As a municipality in Sheridan, the west side of the City is currently limited in its connectivity to vital resources. The current design of Business Route I-90 has expanded business development and services; however, it has not prioritized accessibility to the communities west of the highway. The proposed planning grant will provide further context and analysis on how to improve the connectivity and mobility of the West Side Corridor.

By having a deeper understanding of how to increase accessibility, Sheridan can reestablish the area as an accessible, multimodal corridor and drive economic development in the region, ultimately positioning Sheridan as a destination where people want to live, work, and grow. The WSCE aligns with federal infrastructure investment priorities, including safety, quality of life, mobility and community connectivity, and economic competitiveness and opportunity.

On behalf of the City of Sheridan, thank you for your strong consideration of Sheridan's proposal for RAISE funding.

Sincerely,



Richard C. Bridger
Mayor
City of Sheridan

SEEDA

Sheridan Economic and
Educational Development Authority

January 14, 2025

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Avenue, SW
Washington, DC 20590:

Re: Support for the City of Sheridan, WY, FY25 RAISE Discretionary Grant Application

Dear Secretary Buttigieg:

Please accept this letter on behalf of the Sheridan Economic and Educational Development Authority offered in full support of the City of Sheridan's submission to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. Sheridan is seeking funding through this federal program in order to help develop comprehensive and detailed plans for the West Side Corridor Expansion Project (WSCE), transportation infrastructure that will have measurable impacts both locally and regionally.

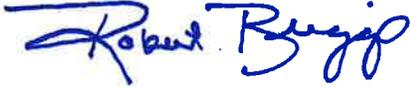
This inclusive planning opportunity will enable the City of Sheridan to address its longstanding goals of enhancing safety, community mobility, connectivity, and quality of life for residents and others along the west corridor. Funding for WSCE will support the creation of detailed studies and analyses of traffic patterns, feasibility, benefit/cost, and economic impacts, all vital information for developing a new roadway to serve the communities west of I-90.

SEEDA is an economic development joint powers board whose purpose is to allow for local collaboration and financing of community economic development projects and job creation initiatives. In part of fulfilling this purpose, SEEDA has developed the Sheridan High-Tech Park, located in northwest Sheridan, which has resulted in the creation of over 300 skilled jobs in the manufacturing sector including associated research and development and engineering. Despite the growth in business and services associated the current design of Business Route I-90, past failures to prioritize accessibility for those living west of I-90 has resulted in limited connectivity to vital resources and community services. The proposed planning grant will provide additional context and analysis on ways to improve connectivity and mobility for the West Side Corridor.

This improved connectivity that will come from WSCE aligns with federal infrastructure investment priorities that include safety, quality of life, mobility and community connectivity, and increased economic competitiveness and opportunity. By gaining a deeper understanding of how to enhance accessibility, Sheridan can transform the area into an accessible, multimodal corridor, driving economic development and positioning Sheridan as a desirable place to live, work, and grow.

Thank you to for giving full consideration to the City of Sheridan's proposal for.RAISE funding.
The WSCE project will allow all community residents to enjoy greater connectivity and access.

Sincerely,

A handwritten signature in blue ink that reads "Robert Briggs". The signature is fluid and cursive, with the first name "Robert" and the last name "Briggs" clearly legible.

Robert Briggs, Administrator
Sheridan Economic and Educational Development Authority



Mark Gordon
Governor

WYOMING Department of Transportation

"Provide a safe and effective transportation system"

5300 Bishop Boulevard, Cheyenne, Wyoming 82009-3340



Darin J. Westby, P.E.
Director

January 13, 2025

Mr. Thomas L. Morneau, P.E.
City Engineer
City of Sheridan, Wyoming
55 Grinnell Plaza
Sheridan, WY 82801

Re: Support for Sheridan West Side Corridor Expansion Planning Initiative

Dear Mr. Morneau:

The Wyoming Department of Transportation (WYDOT) supports the City of Sheridan, Wyoming, and its efforts to plan for improving connectivity for the city's west side. Such planning will need to include extensive outreach and public involvement to ensure that the views of all stakeholders are taken into account and that adequate support exists before any project advances to the construction stage.

Currently, Sheridan's west side lacks sufficient connectivity with the rest of the community. Vital services including the Sheridan Hospital and other important amenities are difficult for many residents to reach. In times of emergency, routing delays for emergency services can be catastrophic and even deadly.

Improved west side connectivity will support WYDOT's mission of providing a safe and efficient transportation system within Wyoming and will enhance traffic and public safety.

In addition to conducting a detailed study of traffic patterns, feasibility studies, benefit cost analyses, and economic impacts, WYDOT recommends that this city-administered planning project include robust outreach and public involvement if the grant request is successful.

Sincerely,

Darin Westby, P.E.
Director

January 28, 2025

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Avenue, SW
Washington, DC 20590:

Re: Support for the City of Sheridan, WY, FY25 RAISE Discretionary Grant Application

Dear Secretary Buttigieg:

On behalf of Wyoming Regional EMS, I am writing to express our support for the City of Sheridan, Wyoming's submission to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. Sheridan seeks federal funding to help develop detailed and comprehensive plans for the West Side Corridor Expansion Project (WSCE), which will have a significant local and regional impact.

Through this inclusive planning opportunity, Sheridan will be able to address the City's longstanding goals of advancing safety, community mobility, connectivity, and quality of life for citizens and others along the west corridor. Funding the *WSCE*, includes conducting a detailed study of traffic patterns, feasibility studies, benefit cost analyses, and economic impacts to inform the development of a new roadway to serve Sheridan communities west of I-90.

As the sole provider of Emergency Medical Services in Sheridan, the west side of the City is currently limited in its connectivity to vital resources. The current design of Business Route I-90 has expanded business development and services; however, it has not prioritized accessibility to the communities west of the highway. The proposed planning grant will provide further context and analysis on how to improve the connectivity and mobility for West Side Corridor.

By having a deeper understanding of how to increase accessibility, Sheridan can reestablish the area as an accessible, multimodal corridor and drive economic development in the region, ultimately positioning Sheridan as a destination where people want to live, work, and grow within. The WSCE aligns with federal infrastructure investment priorities, including safety, quality of life, mobility and community connectivity, and economic competitiveness and opportunity.

On behalf of Wyoming Regional EMS thank you for your strong consideration of Sheridan's proposal for RAISE funding.

Sincerely,



Dr. Luke Goddard
Board Chair Wyoming Regional EMS



Sheridan Fire-Rescue
151 S. Scott St.
Sheridan, WY 82801
307-672-6126



January 12, 2025

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Avenue, SW
Washington, DC 20590:

Re: Support for the City of Sheridan, WY, FY25 RAISE Discretionary Grant Application

Dear Secretary Buttigieg:

On behalf of Sheridan Fire-Rescue, I am writing to express our support for the City of Sheridan, Wyoming's submission to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. Sheridan seeks federal funding to help develop detailed and comprehensive plans for the West Side Corridor Expansion Project (WSCE), which will have a significant local and regional impact.

Through this inclusive planning opportunity, Sheridan will be able to address the City's longstanding goals of advancing safety, community mobility, connectivity, and quality of life for citizens and others along the west corridor. Funding the WSCE, includes conducting a detailed study of traffic patterns, feasibility studies, benefit cost analyses, and economic impacts to inform the development of a new roadway to serve Sheridan communities west of I-90. As the Fire Department in Sheridan, the west side of the City is currently limited in its connectivity to vital resources. The current design of Business Route I-90 has expanded business development and services; however, it has not prioritized accessibility to the communities west of the highway. The proposed planning grant will provide further context and analysis on how to improve the connectivity and mobility for West Side Corridor.

By having a deeper understanding of how to increase accessibility, Sheridan can reestablish the area as an accessible, multimodal corridor and drive economic development in the region, ultimately positioning Sheridan as a destination where people want to live, work, and grow within. The WSCE aligns with federal infrastructure investment priorities, including safety, quality of life, mobility and community connectivity, and economic competitiveness and opportunity.

On behalf of Sheridan Fire-Rescue, thank you for your strong consideration of Sheridan's proposal for RAISE funding.

Sincerely,

A handwritten signature in blue ink that reads "Gary Harnish".

Gary Harnish
Fire Chief
Sheridan Fire-Rescue



Sheridan Police Department
Office of the Police Chief
45 W. 12th St.
Sheridan, WY 82801
307-672-2413



January 13, 2025

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Avenue, SW
Washington, DC 20590:

Re: Support for the City of Sheridan, WY, FY25 RAISE Discretionary Grant Application

Dear Secretary Buttigieg:

On behalf of the Sheridan Police Department, I am writing to express our support for the City of Sheridan, Wyoming's submission to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. Sheridan seeks federal funding to help develop detailed and comprehensive plans for the West Side Corridor Expansion Project (WSCE), which will have a significant local and regional impact.

Through this inclusive planning opportunity, Sheridan will be able to address the City's longstanding goals of advancing safety, community mobility, connectivity, and quality of life for citizens and others along the west corridor. Funding the *WSCE*, includes conducting a detailed study of traffic patterns, feasibility studies, benefit cost analyses, and economic impacts to inform the development of a new roadway to serve Sheridan communities west of I-90.

As a Law Enforcement Agency in Sheridan, the west side of the City is currently limited in its connectivity to vital resources. The current design of Business Route I-90 has expanded business development and services; however, it has not prioritized accessibility to the communities west of the highway. The proposed planning grant will provide further context and analysis on how to improve the connectivity and mobility for the West Side Corridor.

By having a deeper understanding of how to increase accessibility, Sheridan can reestablish the area as an accessible, multimodal corridor and drive economic development in the region, ultimately positioning Sheridan as a destination where people want to live, work, and grow within. The *WSCE* aligns with federal infrastructure investment priorities, including safety, quality of life, mobility and community connectivity, and economic competitiveness and opportunity.

On behalf of the Sheridan Police Department thank you for your strong consideration of Sheridan's proposal for RAISE funding.

Sincerely,

A handwritten signature in blue ink, appearing to read 'TK', with a long horizontal flourish extending to the right.

Travis Koltiska

Chief of Police

Sheridan Police Department



January 28, 2025

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Avenue, SW
Washington, DC 20590

Re: Support for the City of Sheridan, WY, FY25 RAISE Discretionary Grant Application

Dear Secretary Buttigieg,

As President of Sheridan College, I write to you in support of the City of Sheridan, Wyoming's application for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. Our community seeks critical funding to conduct a comprehensive, multi-dimensional study of the West Side Corridor Expansion Project (WSCE) – a pivotal first step in addressing our region's infrastructure and connectivity challenges.

The WSCE is not merely a local infrastructure initiative; it has the potential to act as a transformative catalyst – promoting planned growth, enhanced safety, and increased connectivity for residents and visitors. As an educational leader, I understand that informed decision-making is the cornerstone of meaningful progress. The College supports the study's comprehensive approach to understanding our community's infrastructure needs. The project also aligns with federal infrastructure investment priorities, focusing on:

- Safety
- Quality of life
- Mobility and connectivity
- Economic competitiveness

On behalf of Sheridan College thank you for your consideration of this vital project. Your decision has the power to transform not just our infrastructure, but the very fabric of opportunity in Sheridan.

Sincerely,

Walt Tribley
President

January 21, 2025

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Avenue, SW
Washington, DC 20590:

Re: Support for the City of Sheridan, WY, FY25 RAISE Discretionary Grant Application

Dear Secretary Buttigieg:

On behalf of Wyo Trucking, I am writing to express our support for the City of Sheridan, Wyoming's submission to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. Sheridan seeks federal funding to help develop detailed and comprehensive plans for the West Side Corridor Expansion Project (WSCE), which will have a significant local and regional impact.

Through this inclusive planning opportunity, Sheridan will be able to address the City's longstanding goals of advancing safety, community mobility, connectivity, and quality of life for citizens and others along the west corridor. Funding the *WSCE*, includes conducting a detailed study of traffic patterns, feasibility studies, benefit cost analyses, and economic impacts to inform the development of a new roadway to serve Sheridan communities west of I-90.

As a trucking company in Sheridan, the west side of the City is currently limited in its connectivity to vital resources. The current design of Business Route I-90 has expanded business development and services; however, it has not prioritized accessibility to the communities west of the highway. The proposed planning grant will provide further context and analysis on how to improve the connectivity and mobility for the West Side Corridor.

By having a deeper understanding of how to increase accessibility, Sheridan can reestablish the area as an accessible, multimodal corridor and drive economic development in the region, ultimately positioning Sheridan as a destination where people want to live, work, and grow within. The *WSCE* aligns with federal infrastructure investment priorities, including safety, quality of life, mobility and community connectivity, and economic competitiveness and opportunity.

On behalf of Wyo Trucking, thank you for your strong consideration of Sheridan's proposal for RAISE funding.

Sincerely,

A handwritten signature in blue ink, appearing to read "Steve Sessions". The signature is fluid and cursive, with a large initial "S" and a long, sweeping underline.

Steve Sessions
Owner
Wyo Trucking

18 January 2025
The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Avenue, SW
Washington, DC 20590:

Re: Support for the City of Sheridan, WY, FY25 RAISE Discretionary Grant Application

Dear Secretary Buttigieg,

We are writing to express our support for the City of Sheridan, Wyoming's submission to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. Sheridan seeks federal funding to help develop detailed and comprehensive plans for the West Side Corridor Expansion Project (WSCE), which will have a significant local and regional impact.

Through this inclusive planning opportunity, Sheridan will be able to address the City's longstanding goals of advancing safety, community mobility, connectivity, and quality of life for citizens and others, along not only the west corridor, but within local neighborhoods. Funding the *WSCE*, includes conducting a detailed study of traffic patterns, feasibility studies, benefit cost analyses, and economic impacts to inform the development of a new roadway to serve Sheridan communities west of I-90.

As residents of a North Sheridan neighborhood, we have been experiencing heavy haul-truck traffic on our residential streets. Absent a more direct route, such as the proposed WSCE, truckers regularly use our neighborhood to access the west side of the city. This has created a safety issue, degraded our enjoyment of what had once been a quiet area and has put heavy truck traffic on streets never designed for this purpose. We believe the West Side Corridor Expansion Project is a viable solution to the problem of commercial traffic utilizing our neighborhood.

We thank you for your strong consideration of Sheridan's proposal for RAISE funding.

Sincerely,
(Signatures on Page 2)

Name (Printed)

Address

Signature

Kim & Tom Wilson 52 W 6th St Kim Wilson

Michael (Mickey) Dregow 110 W 6th Michael Dregow

Jackie Dygert 110 W 6th Jackie Dygert

Misty Platt 120 W. 6th St Misty Platt

Knuckles Deschajn 120 W. 6th St. Knuckles Deschajn

Casey 105 W. 5th Casey

VAN HAELE CASEY COOK 105 W. 5th Casey Cook

Flurky 44 W 6th Flurky

Margaret J Cullen 106 W. 7th St. Margaret Cullen

Molly Mason 105 W. 7th St Molly Mason

Alan Mason " " " " Alan Mason

M GOSS family 51 W 7th St Mark Goss

Nancy Worsley 103 W. 6th St Nancy Worsley

David Radtke 103 W. 6th St David Radtke

BRUCE SCIGLIANO 130 W. 6th ST. Bruce Scigliano

January 14, 2025

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Avenue, SW
Washington, DC 20590:

Re: Support for the City of Sheridan, WY, FY25 RAISE Discretionary Grant Application

Dear Secretary Buttigieg:

On behalf of the Sheridan County Chamber of Commerce, I am writing to express our support for the City of Sheridan, Wyoming's, submission to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. Sheridan seeks federal funding to help develop detailed and comprehensive plans for the West Side Corridor Expansion Project (WSCE), which will have a significant local and regional impact.

Through this opportunity, Sheridan will be able to address the City's longstanding goals of advancing safety, community mobility, connectivity and quality of life for citizens and others along the west corridor.

As the largest voice of business in Sheridan County for more than 100 years, connectivity is critical for Sheridan's population growth and business development. As more businesses open and expand in Sheridan, safety, connectivity and ease of transportation for their employees, goods and services are imperative. This proposed planning grant will provide further context and analysis on how to improve the connectivity and mobility for the West Side Corridor, ultimately positioning Sheridan as a destination where people want to live, work and grow within.

I thank you for your strong consideration of Sheridan's proposal for RAISE funding.

Sincerely,



Teresa Detimore, Interim CEO
Sheridan County Chamber of Commerce

PRESIDENT
Aaron Sopko
Range

DIRECTORS

Jen Crouse
Sheridan College
Foundation

Kristen Czaban
Sheridan Memorial
Hospital

Butch Dillon
Sheridan Floor To Ceiling

Jessie Dykhouse
FDL Consulting, LLC

Nadine Gale
AlphaGraphics

Ron Lee
Rocky Mountain Discount
Sports

Brady Lewis
WWC Engineering

Ty Malone
Kennon

David Schwend
Navajo Transitional
Energy Company - Spring
Creek Mine

Mikole Bede Soto
Chapman Valdez &
Lansing Law Office

THANK YOU PLATINUM COMMUNITY PARTNERS



January 13, 2025

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Avenue, SW
Washington, DC 20590:

Re: Support for the City of Sheridan, WY, FY25 RAISE Discretionary Grant Application

Dear Secretary Buttigieg:

On behalf of Sings with the Eagle LLC and John E. Rice & Sons, Inc, I am writing to express our support for the City of Sheridan, Wyoming's submission to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. Sheridan seeks federal funding to help develop detailed and comprehensive plans for the West Side Corridor Expansion Project (WSCE), which will have a significant local and regional impact.

Through this inclusive planning opportunity, Sheridan will be able to address the City's longstanding goals of advancing safety, community mobility, connectivity, and quality of life for citizens and others along the west corridor. Funding the *WSCE*, includes conducting a detailed study of traffic patterns, feasibility studies, benefit cost analyses, and economic impacts to inform the development of a new roadway to serve Sheridan communities west of I-90.

I am a long time resident of Sheridan, am heavily invested in the City's growth and future, which included the West Corridor. When the Wrench Ranch was purchased in the 1990s, the goal was to provide an area for Sheridan and the Sheridan community to grow in. Since purchasing the ranch, many changes have taken place in the area to accommodate Sheridan's future. The Interchange was moved further to the north to provide a safer and more efficient gateway access into our City and the State of Wyoming. Since then much development has taken place in the area with a high tech business park, Sheridan College's Agri-Park, the Doubleday Park, and numerous commercial and residential developments. The West Corridor would provide a vital connection from Loucks Street to Business Route I-90. The proposed planning grant will provide further context and analysis on how to improve the connectivity and mobility for West Side Corridor.

By having a deeper understanding of how to increase accessibility, Sheridan can reestablish the area as an accessible, multimodal corridor and drive economic development in the region, ultimately positioning Sheridan as a destination where people want to live, work, and grow within. The WSCE aligns with federal infrastructure investment priorities, including safety, quality of life, mobility and community connectivity, and economic competitiveness and opportunity.

On behalf of Sings with the Eagle LLC and John E. Rice & Sons, Inc thank you for your strong consideration of Sheridan's proposal for RAISE funding.

Sincerely,



James L. Jellis

Owner, Sings with the Eagle LLC

Vice President, John E. Rice & Sons, Inc

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Avenue, SW
Washington, DC 20590

Re: Support for the City of Sheridan, WY, FY25 RAISE Discretionary Grant Application

Dear Secretary Buttigieg:

On behalf of John E Rice and Sons, I am writing to express our support for the City of Sheridan, Wyoming's submission to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. Sheridan seeks federal funding to help develop detailed and comprehensive plans for the West Side Corridor Expansion Project (WSCE), which will have a significant local and regional impact.

Through this inclusive planning opportunity, Sheridan will be able to address the City's long-standing goals of advancing safety, community mobility, connectivity, and quality of life for citizens and others along the west corridor. Funding the WSCE includes conducting a detailed study of traffic patterns, feasibility studies, benefit cost analysis, and economic impacts to inform the development of a new roadway to serve Sheridan communities west of I-90.

As a property development company in Sheridan, the west side of the City is currently limited in its connectivity to vital resources. The current design of Business Route I-90 has expanded business development and services; however, it has not prioritized accessibility to the communities west of the highway. The proposed planning grant will provide further context and analysis on how to improve the connectivity and mobility for the West Side Corridor.

By having a deeper understanding of how to increase accessibility, Sheridan can reestablish the area as an accessible, multimodal corridor and drive economic development in the region, ultimately positioning Sheridan as a destination where people want to live, work, and grow within. The WSCE aligns with federal infrastructure investment priorities, including safety, quality of life, mobility and community connectivity, and economic competitiveness and opportunity.

From JER and from me thank you for your strong consideration of Sheridan's proposal for RAISE funding.

Sincerely,

John



John Sargent
Vice President/General Manager
John E Rice and Sons

January 13, 2025

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Avenue, SW
Washington, DC 20590:

Re: Support for the City of Sheridan, WY, FY25 RAISE Discretionary Grant Application

Dear Secretary Buttigieg:

On behalf of Carlton Construction, LLC and Carlton Homes, LLC, I am writing to express our support for the City of Sheridan, Wyoming's submission to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. Sheridan seeks federal funding to help develop detailed and comprehensive plans for the West Side Corridor Expansion Project (WSCE), which will have a significant local and regional impact.

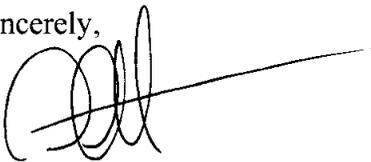
Through this inclusive planning opportunity, Sheridan will be able to address the City's longstanding goals of advancing safety, community mobility, connectivity, and quality of life for citizens and others along the west corridor. Funding the *WSCE*, includes conducting a detailed study of traffic patterns, feasibility studies, benefit cost analyses, and economic impacts to inform the development of a new roadway to serve Sheridan communities west of I-90.

As a construction company and developer in Sheridan, the west side of the City is currently limited in its connectivity to vital resources. The current design of Business Route I-90 has expanded business development and services; however, it has not prioritized accessibility to the communities west of the highway. The proposed planning grant will provide further context and analysis on how to improve the connectivity and mobility for West Side Corridor.

By having a deeper understanding of how to increase accessibility, Sheridan can reestablish the area as an accessible, multimodal corridor and drive economic development in the region, ultimately positioning Sheridan as a destination where people want to live, work, and grow within. The *WSCE* aligns with federal infrastructure investment priorities, including safety, quality of life, mobility and community connectivity, and economic competitiveness and opportunity.

On behalf of Carlton Construction, LLC and Carlton Homes, LLC thank you for your strong consideration of Sheridan's proposal for RAISE funding.

Sincerely,

A handwritten signature in black ink, appearing to be 'Doug Carlton', written over a horizontal line.

Doug Carlton
Owner
Carlton Construction, LLC/Carlton Homes, LLC

Shawn Parker | Executive Director
Zane Garstad | Board President
SHERIDAN COUNTY TRAVEL & TOURISM
1517 E. 5th St. | Sheridan, WY 82801
Phone 307-673-7120
sheridanwyoming.org



LETTER OF SUPPORT

Re: Support for the City of Sheridan, WY, FY25 RAISE Discretionary Grant Application

SHERIDAN, WY | January 7, 2025:

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Avenue, SW
Washington, DC 20590:

On behalf of Sheridan County Travel & Tourism (SCTT) I am writing to express support for the City of Sheridan, Wyoming's submission to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. Sheridan seeks federal funding to help develop detailed and comprehensive plans for the West Side Corridor Expansion Project (WSCE), which will have a significant local and regional impact.

Through this inclusive planning opportunity, Sheridan will be able to address the City's longstanding goals of advancing safety, community mobility, connectivity, and quality of life for citizens and others along the west corridor. Funding the WSCE, includes conducting a detailed study of traffic patterns, feasibility studies, benefit cost analyses, and economic impacts to inform the development of a new roadway to serve Sheridan communities west of I-90. The west side of the City is currently limited in its connectivity to vital resources. The current design of Business Route I-90 has expanded business development and services; however, it has not prioritized accessibility to the communities west of the highway. The proposed planning grant will provide further context and analysis on how to improve the connectivity and mobility for West Side Corridor.

By having a deeper understanding of how to increase accessibility, Sheridan can reestablish the area as an accessible, multimodal corridor and drive economic development in the region, ultimately positioning Sheridan as a destination where people want to live, work, and grow within. The WSCE aligns with federal infrastructure investment priorities, including safety, quality of life, mobility and community connectivity, and economic competitiveness and opportunity.

On behalf of SCTT thank you for your strong consideration of Sheridan's proposal for RAISE funding.

Sincerely,

A handwritten signature in black ink, appearing to be "Pk" with a horizontal line extending to the right.

Shawn Parker
Executive Director, Sheridan County Travel & Tourism

SHERIDAN COUNTY TRAVEL & TOURISM BOARD OF COMMISSIONERS

President: **Zane Garstad**, Sheridan WYO Rodeo | Vice-President: **Elaine Stephens**, Dayton Mercantile
Caitlin Addlesperger, Ucross Foundation | **Anna Switzer**, Clear Creek Stop | **Jim Schellinger**, Sheridan Media | **Chris Johnston**, Tongue River Brewing Co
Tariq Khan, Redpath Investments | **Karen Schumacher**, The Best Western Sheridan Center | **Seth Carrell**, Spear-O-Wigwam



January 13, 2025

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Avenue, SW
Washington, DC 20590:

Re: Support for the City of Sheridan, WY, FY25 RAISE Discretionary Grant Application

Dear Secretary Buttigieg:

On behalf of Downtown Sheridan Association, I am pleased to express our strong support for the City of Sheridan, Wyoming's submission to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. Sheridan seeks federal funding to help develop detailed and comprehensive plans for the West Side Corridor Expansion Project (WSCE), which will have a significant local and regional impact.

The proposed project aligns perfectly with Sheridan's long-term goals of enhancing safety, mobility, connectivity, and quality of life for residents and visitors alike. Specifically, the funding would support detailed studies on traffic patterns, feasibility, cost-benefit analyses, and economic impacts to guide the development of a new roadway serving communities west of I-90.

As Sheridan's Main Street and downtown revitalization organization, we've seen firsthand how the west side of Sheridan has faced challenges with connectivity and access to critical resources. While the current Business Route I-90 corridor has spurred business growth, it has not adequately addressed the needs of communities west of the highway. This grant would provide the necessary framework to evaluate and implement solutions that ensure these areas are no longer overlooked.

The WSCE project has the potential to transform the west side into a thriving, multimodal corridor, fostering economic growth and making Sheridan an even more desirable place to live and work. It aligns seamlessly with federal priorities for infrastructure investment, including improving safety, mobility, and economic opportunity while strengthening community connections.

Thank you for your thoughtful consideration of Sheridan's proposal for RAISE funding. This investment would be a vital step toward achieving a more connected, accessible, and vibrant future for our community.

Sincerely,

Zoila Perry
Executive Director

PO Box 13
121 S. Main Street
Sheridan, WY 82801
(307) 672-8881
downtownsheridan.org

Board Members

Dylan Crouse, President
Lindsey Vredenburg, Vice President
Jami Kessner, Secretary
Colton Sweet, Treasurer
Connie Begger
Birney Brayton
Katherine Deeds
Kristin Herbst
Jonny Law
Lisa Mueller
Jennifer Nelson

Staff

Zoila Perry,
Executive Director

Janet Hoxie,
Event Specialist

Teresa Preisner,
Administrative Assistant

Charlie Ringley,
Marketing and Events Coordinator

Our Mission:
To preserve, enhance,
and promote
Historic Downtown
Sheridan to ensure
Future Prosperity.

Date: 01/17/2025

Secretary of Transportation
1200 New Jersey Avenue, SW
Washington, DC 20590:

Re: Support for the City of Sheridan, WY, FY25 RAISE Discretionary Grant Application

Dear Secretary of Transportation:

On behalf of Moyle Petroleum Company and Common Cents Travel Plazas, we are a provider of energy, food and convenience to the traveling public in Sheridan. I am writing to express our support for the City of Sheridan, Wyoming's submission to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. Sheridan seeks federal funding to help develop detailed and comprehensive plans for the West Side Corridor Expansion Project (WSCE), which will have a significant local and regional impact.

Through this inclusive planning opportunity, Sheridan will be able to address the City's longstanding goals of advancing safety, community mobility, connectivity, and quality of life for citizens and others along the west corridor. Funding the WSCE, includes conducting a detailed study of traffic patterns, feasibility studies, benefit cost analyses, and economic impacts to inform the development of a new roadway to serve Sheridan communities west of I-90.

The west side of the City is currently limited in its connectivity to vital resources. The current design of Business Route I-90 has expanded business development and services; however, it has not prioritized accessibility to the communities west of the highway. The proposed planning grant will provide further context and analysis on how to improve the connectivity and mobility for West Side Corridor.

By having a deeper understanding of how to increase accessibility, Sheridan can reestablish the area as an accessible, multimodal corridor and drive economic development in the region, ultimately positioning Sheridan as a destination where people want to live, work, and grow. The WSCE aligns with federal infrastructure investment priorities, including safety, quality of life, mobility and community connectivity, and economic competitiveness and opportunity.

On behalf of Moyle Petroleum Company and Common Cents Travel Plazas thank you for your consideration of Sheridan's proposal for RAISE funding.

Sincerely,

A handwritten signature in black ink that reads "James Sachs" followed by a stylized signature that appears to be "by BW".

James Sachs
Director of Operations
Moyle Petroleum Co.
2504 W. Main St.
Rapid City, SD 57702

1-20-25

The Honorable Sean Duffy
Secretary of Transportation
1200 New Jersey Avenue, SW
Washington, DC 20590:

Re: Support for the City of Sheridan, WY, FY25 RAISE Discretionary Grant Application

Dear Secretary Duffy:

On behalf of Mullinax Sand & Gravel and Sheridan Motors, I am writing to express our support for the City of Sheridan, Wyoming's submission to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. Sheridan seeks federal funding to help develop detailed and comprehensive plans for the West Side Corridor Expansion Project (WSCE), which will have a significant local and regional impact.

Through this inclusive planning opportunity, Sheridan will be able to address the City's longstanding goals of advancing safety, community mobility, connectivity, and quality of life for citizens and others along the west corridor. Funding the *WSCE*, includes conducting a detailed study of traffic patterns, feasibility studies, benefit cost analyses, and economic impacts to inform the development of a new roadway to serve Sheridan communities west of I-90.

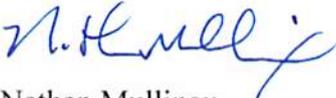
As an business owner of two larger businesses in Sheridan, the west side of the City is currently limited in its connectivity to vital resources. The current design of Business Route I-90 has expanded business development and services; however, it has not prioritized accessibility to the communities west of the highway. The proposed planning grant will provide further context and analysis on how to improve the connectivity and mobility for West Side Corridor.

By having a deeper understanding of how to increase accessibility, Sheridan can reestablish the area as an accessible, multimodal corridor, emergency services accessibility, create truck routes that make sense and drive economic development in the region, ultimately positioning Sheridan as a destination where people want to live, work, and grow within. The WSCE aligns with federal infrastructure investment priorities, including **safety**, quality of life, mobility and community connectivity, and economic competitiveness and opportunity.

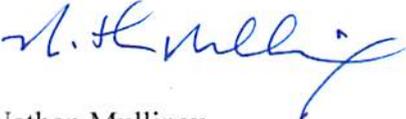
W

On behalf of Mullinax Sand & Gravel and Sheridan Motors thank you for your strong consideration of Sheridan's proposal for RAISE funding.

Sincerely,



Nathan Mullinax
President
Mullinax Sand & Gravel



Nathan Mullinax
President
Sheridan Motors

/

December 19, 2024

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Avenue, SW
Washington, DC 20590:

Re: Support for the City of Sheridan, WY, FY25 RAISE Discretionary Grant Application

Dear Secretary Buttigieg:

On behalf of *Historic Cady, Le Rêve Restaurant & Raw Bar, and The Warehouse Gastropub*, I am writing to express our support for the City of Sheridan, Wyoming's submission to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. Sheridan seeks federal funding to help develop detailed and comprehensive plans for the West Side Corridor Expansion Project (WSCE), which will have a significant local and regional impact.

Through this inclusive planning opportunity, Sheridan will be able to address the City's longstanding goals of advancing safety, community mobility, connectivity, and quality of life for citizens and others along the west corridor. Funding the *WSCE*, includes conducting a detailed study of traffic patterns, feasibility studies, benefit cost analyses, and economic impacts to inform the development of a new roadway to serve Sheridan communities west of I-90.

As an investor, developer, hotelier, and restaurateur in Sheridan, the west side of the City is currently limited in its connectivity to vital resources. The current design of Business Route I-90 has expanded business development and services; however, it has not prioritized accessibility to the communities west of the highway. The proposed planning grant will provide further context and analysis on how to improve the connectivity and mobility for West Side Corridor.

By having a deeper understanding of how to increase accessibility, Sheridan can reestablish the area as an accessible, multimodal corridor and drive economic development in the region, ultimately positioning Sheridan as a destination where people want to live, work, and grow within. The *WSCE* aligns with federal infrastructure investment priorities, including safety, quality of life, mobility and community connectivity, and economic competitiveness and opportunity.

On behalf of *Historic Cady, Le Rêve Restaurant & Raw Bar, and The Warehouse Gastropub*, thank you for your strong consideration of Sheridan's proposal for RAISE funding.

Sincerely,

A handwritten signature in black ink, appearing to read 'Christer Johansson', with a long horizontal line extending to the right.

Christer Johansson

Owner

Historic Cady, Le Rêve Restaurant & Raw Bar, and The Warehouse Gastropub

December 19, 2024

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Avenue, SW
Washington, DC 20590:

Re: Support for the City of Sheridan, WY, FY25 RAISE Discretionary Grant Application

Dear Secretary Buttigieg:

On behalf of Heights Development Corporation, System Land LLC and the Cloud Peak Ranch Homeowners Association, I am writing to express support for the City of Sheridan, Wyoming's submission to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. Sheridan seeks federal funding to help develop detailed and comprehensive plans for the West Side Corridor Expansion Project (WSCE), which will have a significant local and regional impact.

Through this inclusive planning opportunity, Sheridan will be able to address the City's longstanding goals of advancing safety, community mobility, connectivity, and quality of life for citizens and others along the west corridor. Funding the *WSCE*, includes conducting a detailed study of traffic patterns, feasibility studies, benefit cost analyses, and economic impacts to inform the development of a new roadway to serve Sheridan communities west of I-90.

I am a long time resident of Sheridan, and expansion of the City has resulted in the west side of the City being currently very limited in its connectivity to vital resources. The current design of Business Route I-90 has expanded business development and services. However, it has not prioritized accessibility to the communities and facilities west of the highway, which include the new high school and multi-purpose event center, Sheridan Memorial Hospital, the Welch Cancer Center, the VA hospital, and Sheridan's largest housing development Cloud Peak Ranch. The proposed planning grant will provide further context and analysis on how to improve the connectivity and mobility for West Side Corridor.

By having a deeper understanding of how to increase accessibility, Sheridan can reestablish the area as an accessible, multimodal corridor and drive economic development in the region, ultimately positioning Sheridan as a destination where people want to live, work, and grow

within. The WSCE aligns with federal infrastructure investment priorities, including safety, quality of life, mobility and community connectivity, and economic competitiveness and opportunity.

Thank you for your strong consideration of Sheridan's proposal for RAISE funding.

Sincerely,

A handwritten signature in black ink, appearing to read 'DR', with a horizontal line extending to the right.

Don Roberts

President, Heights Development Corp

Manager, System Land LLC

President, Cloud Peak Ranch HOA



Sheridan County Historic Preservation Commission
224 S Main St, Sheridan, WY 82801 – historic.preservation@sheridancountywy.gov

January 21, 2025

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Avenue, SW
Washington, DC 20590

Re: Support for the City of Sheridan, WY, FY25 RAISE Discretionary Grant Application

Dear Secretary Buttigieg,

The Sheridan County Historic Preservation Commission (SCHPC) is pleased to express our support for the City of Sheridan, Wyoming's submission to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. The City of Sheridan seeks federal funding to help develop detailed and comprehensive plans for the West Side Corridor Expansion Project.

This planning opportunity will allow the City to take the first steps in addressing their longstanding goals to advance safety, community mobility, connectivity, and quality of life for residents, consumers, commuters, and travelers alike. Through the funding the City plans to conduct a detailed study of traffic patterns, feasibility studies, benefit cost analyses, and economic impacts to inform the development of a new roadway to serve Sheridan communities west of I-90.

As a Certified Local Government, the SCHPC's mission is to enhance and protect Sheridan County's cultural heritage and preserve the natural environments by partnering with citizens, agencies, and organizations to identify, evaluate, protect, educate, and encourage stewardship of the county's cultural resources, while adhering to local, state, and federal regulations and policies. The completion of the planning studies will provide the City and its stakeholders a deeper understanding of the impacts of the current design of Business Route I-90, which bisects Sheridan's core downtown historic district. In addition, the planning studies will help avoid potential impacts to cultural resources resulting from the implementation of the Westside Corridor Expansion Project. The SCHPC appreciates the City's desire to consider the impacts to the community, including those to cultural resources, to better understand how to increase accessibility within the City of Sheridan.

The SCHPC thanks you for your strong consideration of Sheridan's proposal for RAISE funding.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kristin Campbell".

Kristin Campbell
Sheridan County Historic Preservation Commission, Chairman

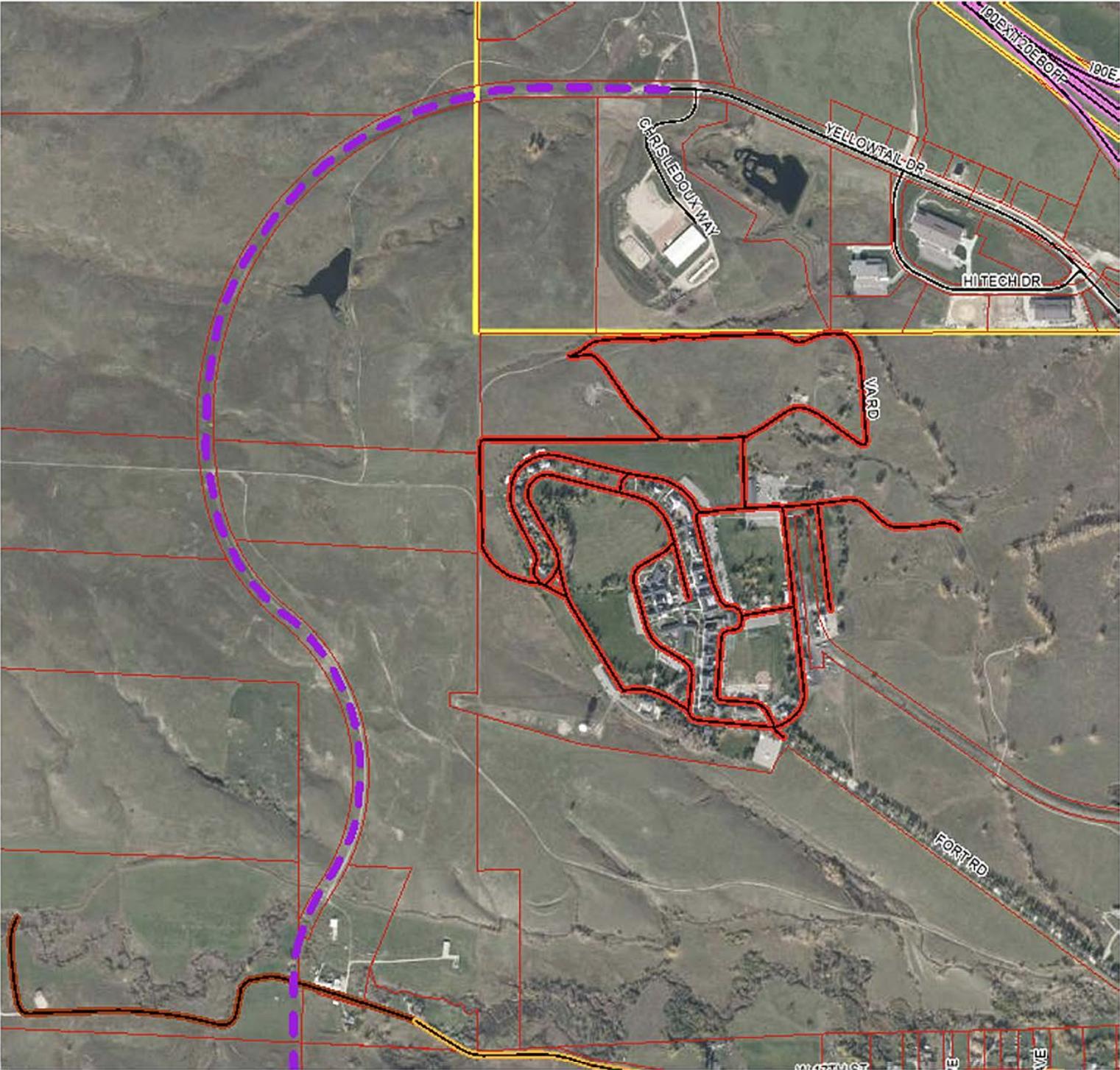
SUPPORTING DOCUMENTS

Please see the following pages for Supporting Documents provided by the City of Sheridan. These documents range from maps indicating the current Right-of-Way (ROW) guidance as well as further information of neighborhoods that will benefit from the *West Side Corridor Expansion* project.

The attached supporting documents include:

1. ROW Map from John E. Rice & Sons in the Northwest part of Sheridan
2. ROW Documentation of John E. Rice & Sons in the Northwest part of Sheridan
3. ROW Map of Saddlecrest
4. Saddlecrest Subdivision Plans
5. ROW Map of Waloga Estates
6. Waloga Estates Subdivision Plans
7. Sheridan Heights Ranch GIS Image
8. ROW Documentation of Sheridan Heights Ranch north of 5th Street
9. Proposed West Corridor Alignment through Sheridan Heights Ranch aligning with the proposed Master Plan

ROW Map from John E. Rice & Sons in the Northwest part of Sheridan



CORRECTIVE DEDICATION OF PUBLIC RIGHT OF WAY

This Corrective Dedication of Public Right of Way is made to correct that Dedication of Public Right of Way made October 5, 2012 and recorded on October 24, 2012 in Book 537 at Page 18, in the Sheridan County Clerk's office (the "Original Dedication"), and which was made by John E. Rice & Sons, Inc. ("Grantor") in favor of the Public and accepted by the CITY OF SHERIDAN, WYOMING through the City Council for the City of Sheridan ("Grantee"). **This instrument corrects the legal description set forth in the Original Dedication only and replaces the description of the Real Property described in the Original Dedication with the Real Property described hereafter:**

RECITALS

- A. Grantor owns the real property described on **Exhibit A** (the "Real Property").
- B. Grantor desires to dedicate the Real Property to the Public for ingress and egress and also for use by utility providers for the purpose of providing utilities to the Public.
- C. The City of Sheridan, though the City Council of Sheridan, Wyoming, wishes to accept such dedication.

DEDICATION FOR PUBLIC USE

NOW, THEREFORE, for good and valuable consideration, including the mutual promises and covenants contained herein, it is agreed by and among the parties as follows:

1. Grant and Dedication of Right of Way

Grantor does hereby grant and convey to Grantee, and dedicates for use by the Public and Public utility providers forever, an easement and right-of-way for ingress and egress and for the installation, maintenance, repair and replacement of all public utilities, including but not limited to water and sewer services, power and gas service providers, phone services, and the like, to provide utility services to and for the benefit of the public. The dedicated route over and across the Real Property, is as shown on the map attached hereto as **Exhibit B**.

2. Terms of Use

The Public shall have the perpetual non-exclusive right to use the easement for ingress and egress and providers of all public utilities shall have the perpetual non-exclusive right to use the easement to provide utility services for the benefit of the Public.



ONE HUNDRED TWENTY FOOT PUBLIC RIGHT OF WAY

The Following Described Centerline Is Located In The South 1/2, Section 9, The Southeast 1/4, Section 8 And The East 1/2, Section 17, Township 56 North, Range 84 West, Sixth Principal Meridian, Sheridan County, Wyoming. Said Public Right Of Way Being Sixty Feet Left, Right and Parallel To The Following Described Centerline.

BEGINNING At A Point Which Is Located North 58°25'16" West, A Distance Of 1900.00 Feet From The Southeast Corner Of Section 9, Township 56 North, Range 84 West, Sixth Principal Meridian, Sheridan County, Wyoming;

Thence North 67°09'24" West, A Distance Of 1864.87 Feet To The P.C. Of A Curve
 Turning To The Left With An Arc Length Of 398.80 Feet, A Radius Of 1000.00 Feet,
 A Chord Bearing Of North 78°34'53" West, A Chord Length Of 396.16 Feet To The P.T. Of Said Curve;

Thence South 89°59'38" West, A Distance Of 1193.69 Feet To The P.C. Of A Curve
 Turning To The Left With An Arc Length Of 4306.20 Feet, A Radius Of 2500.00 Feet,
 A Chord Bearing Of South 40°38'54" West, A Chord Length Of 3793.26 Feet To The P.T. Of Said Curve;

Thence South 08°41'49" East, A Distance Of 102.92 Feet To The P.C. Of A Curve
 Turning To The Left With An Arc Length Of 1142.97 Feet, A Radius Of 1500.00 Feet,
 A Chord Bearing Of South 30°31'34" East, A Chord Length Of 1115.52 Feet To A Reverse Curve Turning To The Right With An Arc Length Of 2227.98 Feet, A Radius Of 1500.00 Feet, A Chord Bearing Of South 09°48'13" East, A Chord Length Of 2028.75 Feet To The P.T. Of Said Curve;

Thence South 32°44'52" West, A Distance Of 142.80 Feet To The P.C. Of A Curve
 Turning To The Left With An Arc Length Of 312.96 Feet, A Radius Of 1200.00 Feet,
 A Chord Bearing Of South 25°16'35" West, A Chord Length Of 312.07 Feet To The Terminus Of The Above Described 120 Foot Public Right Of Way. Said Point Of Terminus Being Located North 57°45'50"W 1616.63 Feet From the Southeast Corner Of Said Section 17, Township 56 North, Range 84 West, Sixth Principal Meridian, Sheridan County, Wyoming. Lengthening or Shortening the side lines of said Public Right Of Way to intersect boundary lines.

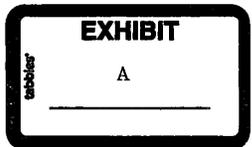


EXHIBIT B
120 FOOT PUBLIC RIGHT OF WAY

CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	398.80'	1000.00'	22°50'58"	N 78°34'53" W	396.16'
C2	4306.20'	2500.00'	98°41'27"	S 40°38'54" W	3793.26'
C3	1142.97'	1500.00'	43°39'30"	S 30°31'34" E	1115.52'
C4	2227.98'	1500.00'	85°06'10"	S 09°48'13" E	2028.75'
C5	312.96'	1200.00'	14°56'33"	S 25°16'35" W	312.07'

LINE	BEARING	DISTANCE
L1	S 89°59'38" W	1193.69'
L2	S 08°41'49" E	102.92'
L3	S 32°44'52" W	142.80'

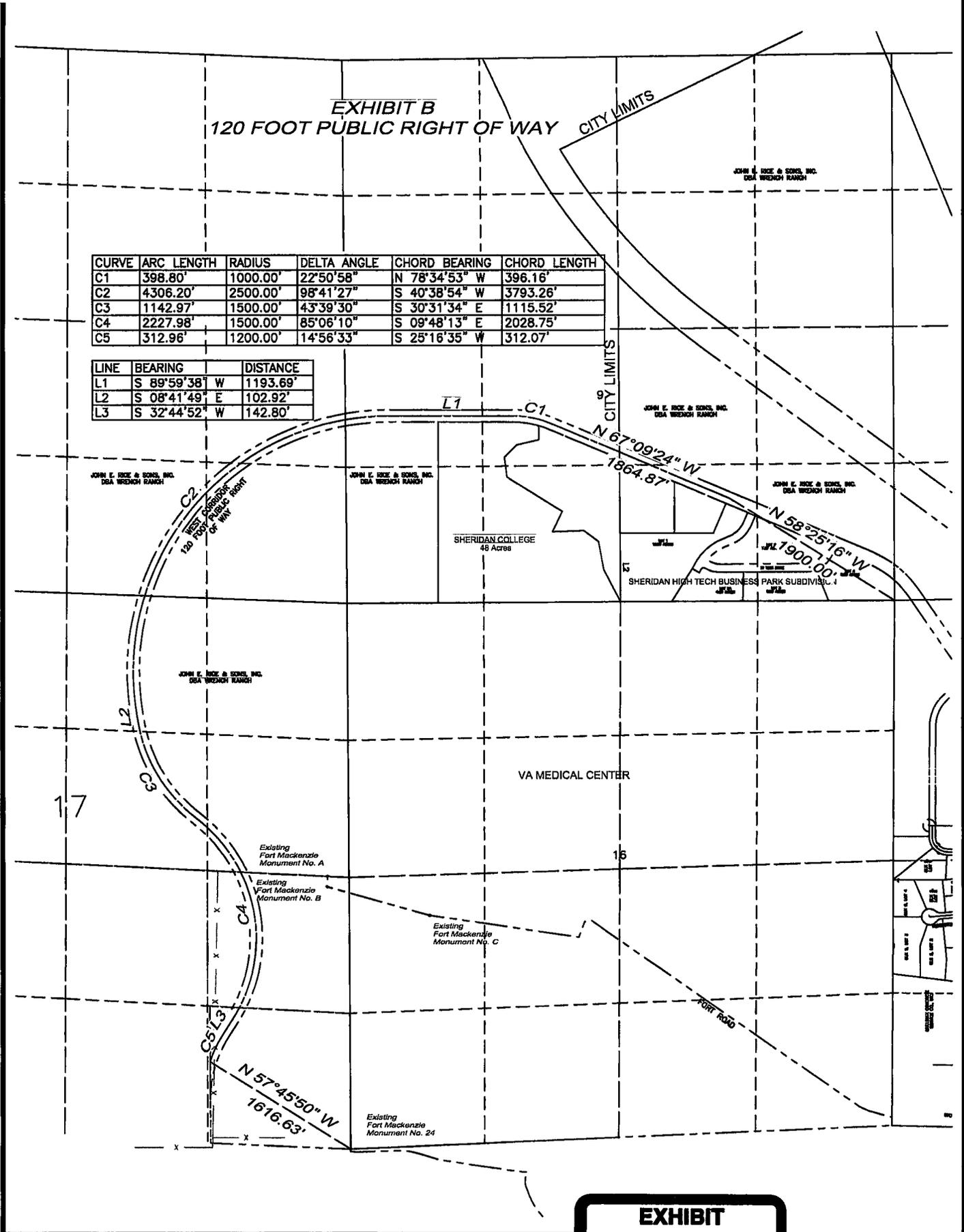
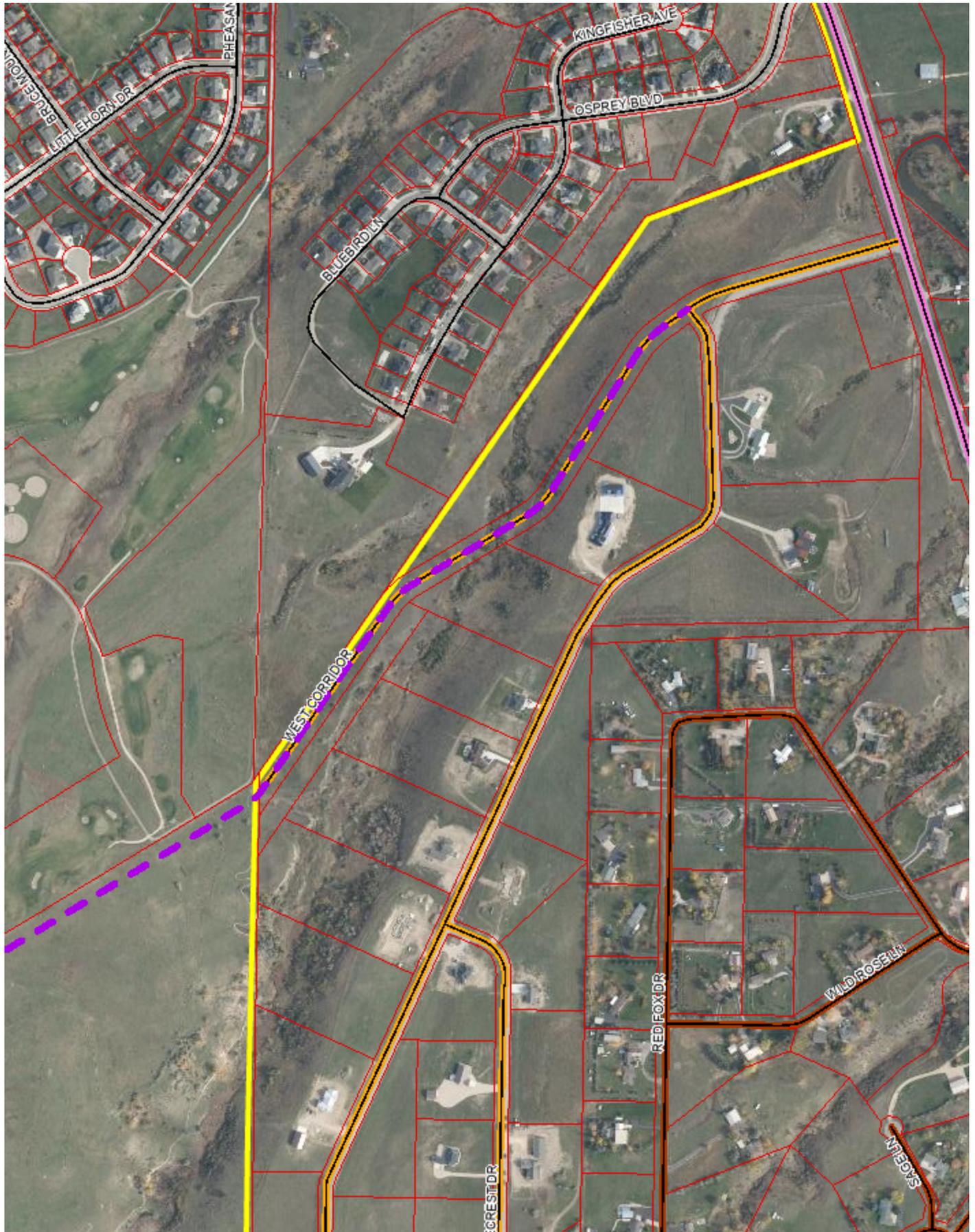


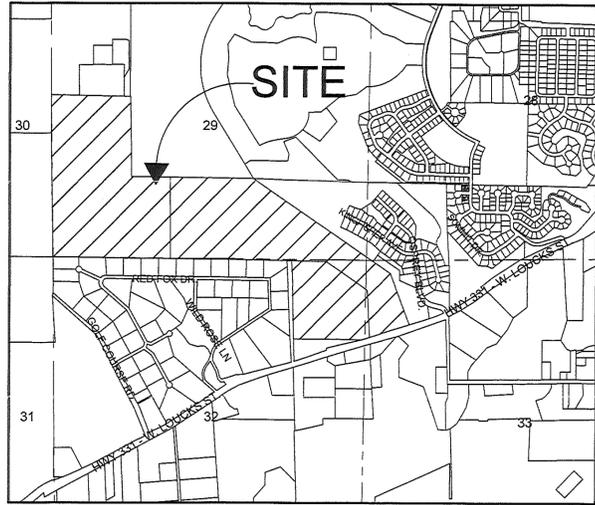
EXHIBIT
 B

ROW Map of Saddlecrest Subdivision



SADDLECREST SUBDIVISION

LOCATED WITHIN THE (SW¼SW¼) OF SECTION 28, AND WITHIN THE (S1/2) OF SECTION 29, AND WITHIN THE (NE¼NE¼) OF SECTION 32, AND WITHIN (NW¼NW¼) OF SECTION 33, TOWNSHIP 56 NORTH, RANGE 84 WEST, OF THE 6TH PRINCIPLE MERIDIAN, SHERIDAN COUNTY, WYOMING
ROW AREA: 20.26 ACRES (WEST CORRIDOR ROW: 8.26 AC INTERNAL ROW: 12.00 AC) OPEN SPACE: 19.03 ACRES
NUMBER OF LOTS: 36 AREA FOR TRACTS: 189.91 ACRES
TOTAL AREA: 229.2 ACRES



LOCATION MAP OF PORTIONS OF SECTIONS 28, 29, 32 & 33, T56N, R84W (NO TRUE SCALE)

CERTIFICATE OF DEDICATION

THE ABOVE OR FOREGOING SUBDIVISION, A TRACT OF LAND LOCATED WITHIN THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER (SW¼SW¼) OF SECTION 28, AND WITHIN THE SOUTH HALF (S½) OF SECTION 29, AND WITHIN THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER (NE¼NE¼) OF SECTION 32, AND WITHIN THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER (NW¼NW¼) OF SECTION 33, ALL IN TOWNSHIP 56 NORTH, RANGE 84 WEST, OF THE SIXTH PRINCIPLE MERIDIAN, SHERIDAN COUNTY, WYOMING, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 29, SAID POINT BEING THE TRUE POINT OF BEGINNING OF SUBJECT TRACT; THENCE ALONG THE WEST LINE OF SAID SECTION 29, N00°24'08"W, 2860.19 FEET TO THE WEST QUARTER CORNER OF SAID SECTION 29; THENCE S89°29'18"E, 1332.13 FEET ALONG THE NORTH LINE OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER (NW¼SW¼) OF SAID SECTION 29 TO THE NORTHEAST CORNER OF SAID NORTHWEST QUARTER OF THE SOUTHWEST QUARTER (NW¼SW¼); THENCE S00°05'57"E, 1334.36 FEET ALONG THE EAST LINE OF SAID NORTHWEST QUARTER OF THE SOUTHWEST QUARTER (NW¼SW¼); THENCE S89°17'47"E, 665.94 FEET ALONG THE NORTH LINE OF THE WEST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER (W½SW¼) TO A POINT LYING ON THE WEST LINE OF A TRACT OF LAND AS DESCRIBED IN BOOK 458 PAGE 619 OF SHERIDAN COUNTY RECORDS; THENCE ALONG SAID WEST LINE N00°10'59"E, 39.14 FEET TO THE NORTHWEST CORNER OF SAID TRACT OF LAND AS DESCRIBED IN BOOK 458 PAGE 619; THENCE S88°53'27"E, 1387.52 FEET TO A POINT ON THE WESTERLY LINE OF A TRACT OF LAND DEPICTED IN SHERIDAN COUNTY LOT DIVISION PERMIT NO.01-041; THENCE ALONG SAID WESTERLY LINE S55°39'19"E, 2808.41 FEET; THENCE CONTINUING ALONG SAID WESTERLY LINE S20°53'14"E, 914.76 FEET TO A POINT ON THE NORTHWESTERLY RIGHT-OF-WAY OF WYOMING STATE HIGHWAY NO.336; THENCE ALONG SAID NORTHWESTERLY RIGHT-OF-WAY S 72°39'40" W, 922.02 FEET; THENCE LEAVING SAID NORTHWESTERLY RIGHT-OF-WAY, N89°23'37"W, 1088.37 FEET TO A POINT IN A FENCE LINE; THENCE ALONG SAID FENCE LINE N01°20'18"W, 1325.47 FEET TO A POINT ON THE SOUTH LINE OF SAID SECTION 29; THENCE ALONG SAID SOUTH LINE N89°09'51"W, 1376.99 FEET; THENCE ALONG SAID SOUTH LINE N89°09'53"W, 658.77 FEET; THENCE ALONG SAID SOUTH LINE N89°10'11"W, 1977.54 FEET TO THE POINT OF BEGINNING. SUBJECT TRACT CONTAINS 229.22 ACRES MORE OR LESS. SUBJECT TO ANY PREVIOUSLY RECORDED EASEMENTS, EXCEPTIONS, RESTRICTIONS, COVENANTS AND CONVEYANCES.

AS APPEARS ON THIS PLAT, IS WITH FREE CONSENT, AND IN ACCORDANCE WITH THE DESIRES OF THE UNDER-SIGNED OWNERS AND PROPRIETORS; CONTAINING 229.22 ACRES MORE OR LESS; HAVE BY THESE PRESENT LAID OUT, AND SURVEYED AS SADDLECREST SUBDIVISION, AND DO HEREBY DEDICATE AND CONVEY TO AND FOR THE PUBLIC USE FOREVER HEREAFTER THE STREETS AS ARE LAID OUT AND DESIGNATED ON THIS PLAT; AND DO ALSO RESERVE PERPETUAL EASEMENTS FOR THE INSTALLATION AND MAINTENANCE OF UTILITIES AND FOR IRRIGATION AND DRAINAGE FACILITIES AS ARE LAID OUT AND DESIGNATED ON THIS PLAT HEREBY RELEASING AND WAIVING ALL HOMESTEAD RIGHTS.

EXECUTED THIS 7th DAY OF NOVEMBER, 2018.

Jim Spell
SADDLECREST, LLC
JIM SPELL (MEMBER)

Jaynie Spell
SADDLECREST, LLC
JAYNIE SPELL (MEMBER)

STATE OF WYOMING }
COUNTY OF SHERIDAN } :SS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 7th DAY OF NOVEMBER, 2018.

WITNESS MY HAND AND OFFICIAL SEAL. MY COMMISSION EXPIRES: 11/27/20

Mary Zemski
NOTARY PUBLIC



CERTIFICATE OF ACTION

SHERIDAN COUNTY PLANNING AND ZONING COMMISSION

REVIEWED BY THE SHERIDAN COUNTY PLANNING AND ZONING COMMISSION THIS 4th DAY OF October, 2018.

ATTEST:
Benji Wean CLERK
Mandy Petricka CHAIRMAN

CERTIFICATE OF APPROVAL

BOARD OF COUNTY COMMISSIONERS

PLAT APPROVED AND SUBDIVISION PERMIT ISSUED BY THE BOARD OF COUNTY COMMISSIONERS OF SHERIDAN COUNTY, WYOMING THIS 7th DAY OF November, 2018.

ATTEST:
Eduardo Thompson COUNTY CLERK
Mike Nubel CHAIRMAN

CITY OF SHERIDAN COUNCIL

APPROVED BY THE CITY OF SHERIDAN COUNCIL OF SHERIDAN THIS 5th DAY OF November, 2018.

ATTEST:
Capitol CITY CLERK
Ray White MAYOR

CERTIFICATE OF RECORDER

STATE OF WYOMING }
COUNTY OF SHERIDAN } :SS

I HERBY CERTIFY THAT THIS PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE CLERK AND RECORDER AT 2:43 O'CLOCK THIS 19 DAY OF November, 2018 AND IS DULY RECORDED IN PLAT BOOK 5 ON PAGE 156 157

Kimberly Hain COUNTY CLERK
2018-746606
STAMP RECEIVING NUMBER



NOTES

- NO PROPOSED CENTRALIZED SEWAGE SYSTEM
- DOMESTIC WATER SOURCE TO BE OBTAINED THROUGH SAWS/JPB
- NO PUBLIC MAINTENANCE OF STREETS, ROADS OR STORMWATER STRUCTURES. (SEE NOTE: 13)
- ANY PURCHASER DOES NOT HAVE THE RIGHT TO THE NATURAL FLOW OF ANY STREAM WITHIN, OR ADJACENT TO THE SUBDIVISION, SINCE WYOMING WATER ADMINISTRATION LAWS DO NOT RECOGNIZE ANY RIPARIAN RIGHTS WITH REGARD TO NATURAL FLOW FOR PERSONS LIVING ON THE BANK OF ANY STREAM OR RIVER.
- THERE ARE NO SURFACE WATER RIGHTS ASSOCIATED WITH THIS SUBDIVISION. ALL WATER RIGHTS HAVE BEEN ELIMINATED IN ACCORDANCE WITH THE WYOMING STATE ENGINEERS OFFICE.
- ALL NEW CONSTRUCTION, REMODELING, ADDITIONS OR REPAIRS TO ANY PUBLIC OR PRIVATE BUILDINGS WITHIN THE SUBDIVISION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE SHERIDAN COUNTY BUILDING STANDARDS REGULATIONS AND BUILDING PERMITS AND INSPECTIONS ARE REQUIRED.
- WHEN PUBLIC SEWAGE FACILITIES BECOME AVAILABLE, ALL EXISTING AND FUTURE DWELLINGS SHALL CONNECT TO SAID SYSTEM.
- SADDLECREST SUBDIVISION IS LOCATED IN CLOSE PROXIMITY TO THE SHERIDAN COUNTY AIRPORT AND NO OWNER OF ANY TRACT NOR HIS SUCCESSORS OR ASSIGNS SHALL HAVE A CAUSE OF ACTION AGAINST DECLARANT OR COUNTRY OF SHERIDAN ARISING OUT OF THE NOISE OR OTHER DISTURBANCE WHICH MAY RESULT FROM LEGAL OPERATION OF AIRCRAFT IN THE AIRSPACE OVER SAID SUBDIVISION.
- ALL ON-SITE SEPTIC SYSTEMS LOCATED ON LOTS 13-24 AND 31-36 REQUIRE THAT A WYOMING LICENSED PROFESSIONAL ENGINEER DESIGN AND PERMIT THE ON-SITE SEPTIC SYSTEMS THROUGH SHERIDAN COUNTY. THESE SYSTEMS MUST BE IN ACCORDANCE WITH NSF STANDARD 40 CLASS I STANDARDS, AND THE LEACHFIELD CANNOT BE PLACED DEEPER THAN 3 FEET BELOW THE GROUND SURFACE.
- NO PRIVATE WELLS CAN BE DRILLED AND PRODUCED FROM DEPTHS LESS THAN 250 FEET BELOW THE GROUND SURFACE. WELLS MUST BE USED FOR IRRIGATION PURPOSES ONLY.
- LOTS 1-12 AND LOTS 25-27 HAVE BUILDING AND DRAINAGE RESTRICTIONS AS PRESENTED ON THIS PLAT. ALSO SEE SADDLECREST SUBDIVISION COVENANTS FOR DETAILS.
- THIS PLAT IS HEREBY ADOPTED BY THE OWNERS AND APPROVED BY SHERIDAN COUNTY SUBJECT TO THE FOLLOWING CONDITIONS WHICH SHALL BE BINDING UPON THE OWNERS, THEIR HEIRS, GRANTEES, SUCCESSORS AND ASSIGNS. THE DRAINAGE EASEMENT SHOWN HEREON IS HEREBY DEDICATED AS AN EASEMENT TO SHERIDAN COUNTY FOR DRAINAGE AND FLOODWAY PURPOSES. THE OWNERS SHALL NOT OBSTRUCT THE NATURAL FLOW OR POTENTIAL STORM RUN-OFF BY THE CONSTRUCTION OR PLACEMENT OF ANY TYPE OF "FENCE WHICH WOULD INHIBIT DRAINAGE", BUILDING OR OTHER STRUCTURE (BARBED WIRE, POLE FENCES AND IRRIGATION PUMPS ARE EXEMPT); NOR STORAGE PLACEMENT OR PARKING OF VEHICLES, TRAILERS, BUILDING MATERIALS, YARD WASTE, SCRAP OR OTHER SALVAGE ITEMS WITHIN SAID EASEMENT. THE COUNTY SHALL HAVE THE RIGHT OF INGRESS AND EGRESS TO INVESTIGATE, SURVEY, ERECT, CONSTRUCT AND MAINTAIN ANY FACILITY DEEMED NECESSARY FOR DRAINAGE PURPOSES. IN NO EVENT SHALL THE COUNTY BE OBLIGATED TO CONSTRUCT ANY STRUCTURE, OR TO MAINTAIN THE PROPERTY ENCUMBERED BY SAID EASEMENT. THE COUNTY SHALL NOT BE HELD LIABLE FOR DAMAGES OR INJURIES RESULTING FROM THE OCCURRENCE OF A FLOODING EVENT (SEE NOTE 11).
- NO PUBLIC MAINTENANCE OF SADDLECREST DRIVE OR ITS ASSOCIATED STORMWATER STRUCTURES; ALL TRACTS WITHIN SADDLE CREST SUBDIVISION ARE EQUALLY RESPONSIBLE FOR THE MAINTENANCE, REPAIR, UPGRADE, REBUILDING AND SNOW-PLOWING OF SADDLE CREST DRIVE AND THAT PORTION OF THE WEST CORRIDOR BETWEEN SADDLECREST DRIVE AND HIGHWAY 331.
- THE SURFACE ESTATE OF THE LAND TO BE SUBDIVIDED IS SUBJECT TO FULL AND EFFECTIVE DEVELOPMENT OF THE MINERAL ESTATE.
- BUILDING ENVELOPES: ALL BUILDINGS, OUTBUILDINGS, INTERIOR FENCES "YARD FENCES" CORRALS, AND/OR OTHER STRUCTURES CONSTRUCTED OR ERECTED WITH THE BUILDING ENVELOPE ARE RESTRICTED BY A PRIVATE COVENANT AND SHALL BE ENFORCED BY THE SADDLECREST SUBDIVISION COVENANTS. SHERIDAN COUNTY WILL NOT BE LIABLE NOR RESPONSIBLE FOR ASSURING COMPLIANCE WITH ENFORCING THIS COVENANT.
- ALL ROAD ROW ARE RESERVED FOR UTILITY EASEMENTS
- FRONT SETBACK: 25' REAR SETBACK: 20' SIDE SETBACK: 5'
- LOTS 1-3 HAVE A 100 FOOT TEMPORARY CONSTRUCTION EASEMENT ALONG THE FUTURE WEST CORRIDOR ROW. IN LOTS 4-7, OUTLOT B IS INCLUDED WITHIN THE 100' TEMPORARY CONSTRUCTION EASEMENT. LOT 27 HAS A 150 FOOT TEMPORARY CONSTRUCTION EASEMENT ALONG THE FUTURE WEST CORRIDOR ROW.

CERTIFICATE OF SURVEYOR

I, CLAYTON ROSENBLIND, A DULY REGISTERED LAND SURVEYOR IN THE STATE OF WYOMING DO HEREBY CERTIFY THAT THIS PLAT OF SADDLECREST SUBDIVISION TRULY AND CORRECTLY REPRESENTS THE RESULTS OF A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION.

CANNON CONSULTING
REGISTERED LAND SURVEYOR
NO. 14250

DATUM:

BASIS OF BEARINGS IS US STATE PLANE, NAD 83 WYOMING EAST CENTRAL ZONE DISTANCES ARE GROUND PAF:1.000235



NOTICE
This plat is an image, or reproduction of the original as is recorded in the Sheridan County Clerk's Office. It is not a certified, complete or rights-of-authoritative depiction of current property lines, easements or rights-of-way. Delineations, measurements or representations may have occurred since the original plat was recorded.

FINAL PLAT OF SADDLECREST SUBDIVISION

SHERIDAN COUNTY, WYOMING

Cannon Consulting LLC
201 E 5TH ST
SHERIDAN, WYOMING 82801

RECORD OWNER: DATE OF PREPARATION: SEPTEMBER 4, 2018

SADDLECREST LLC
2048 SUMMIT DRIVE
SHERIDAN, WYOMING 82801

COVER PAGE

LEGEND

- 1.5" AC-SET LS14250
- 2" AC-PELS3864 UNLESS NOTED OTHERWISE
- 3.25" AC-PELS2615
- 2" AC-LS580
- CALCULATED CORNER
- ALUMINUM CAP
- BRASS CAP
- WITNESS CORNER
- SECTION LINE
- INTERIOR SECTION LINE
- EASEMENT LINE
- EASEMENT
- TRACT / PROPERTY LINE
- DEEDED BOUNDARY LINE
- CL ROAD AND 60' RIGHT OF WAY
- NO BUILD AREA / DRAINAGE EASEMENT

SADDLECREST DRIVE

LINE	BEARING	DISTANCE
SL1	S 53°44'52" W	38.38'
SL2	S 87°31'16" W	569.77'
SL3	S 87°31'16" W	40.14'
SL4	N 31°22'32" W	329.29'
SL5	N 58°23'00" W	131.26'
SL6	N 58°23'00" W	53.95'
SL7	N 65°40'34" W	814.99'
SL8	N 65°40'34" W	440.91'
SL9	S 22°17'07" W	129.60'
SL10	N 89°10'11" W	145.37'
SL11	N 89°10'11" W	463.59'
SL12	N 89°10'11" W	568.98'
SL13	N 89°10'11" W	203.19'
SL14	N 89°10'11" W	324.45'
SL15	N 89°10'11" W	194.32'
SL16	N 00°24'08" W	20.00'
SL17	N 00°24'08" W	289.15'
SL18	N 00°24'08" W	141.99'
SL19	N 89°10'11" E	158.17'
SL20	S 55°13'10" E	113.11'
SL21	N 89°10'11" E	192.32'
SL22	S 89°10'11" E	647.35'
SL23	S 89°10'11" E	2.70'
SL24	S 65°40'34" E	807.08'
SL25	S 65°40'34" E	382.39'
SL26	S 65°40'34" E	380.24'
SL27	S 65°40'34" E	450.89'
SL28	S 65°40'34" E	341.88'
SL29	S 65°40'34" E	328.16'
SL30	S 65°40'34" E	150.17'
SL31	S 58°23'00" E	185.25'
SL32	S 31°22'32" E	329.29'
SL33	N 87°31'16" E	809.81'
SL34	N 53°44'52" E	39.41'
SL35	S 22°17'07" W	132.04'
SL36	N 89°10'11" W	276.78'
SL37	N 89°10'11" W	322.00'
SL38	N 89°10'11" W	322.00'
SL39	N 89°10'11" W	316.49'
SL40	N 89°10'11" W	622.55'
SL41	N 89°10'11" W	160.07'
SL42	N 00°24'08" W	50.62'
SL43	N 00°24'08" W	400.32'
SL44	S 89°10'11" E	158.17'
SL45	S 55°13'10" E	113.11'
SL46	S 89°10'11" E	73.67'
SL47	N 89°10'11" E	740.56'
SL48	S 89°10'11" E	182.29'
SL49	S 65°40'34" E	622.33'
SL50	S 65°40'34" E	476.24'

SADDLECREST DRIVE

CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
SC1	106.10'	180.00'	33°46'21"	S 70°38'04" W	104.57'
SC2	119.06'	180.00'	37°53'48"	N 73°01'50" W	116.90'
SC3	72.91'	180.00'	23°12'23"	N 42°58'44" W	72.41'
SC4	127.27'	270.00'	27°00'28"	N 44°52'46" W	126.10'
SC5	15.27'	120.00'	7°17'34"	N 62°01'47" W	15.26'
SC6	77.09'	180.00'	24°32'19"	S 34°33'17" W	76.50'
SC7	138.25'	180.00'	44°00'23"	S 68°49'37" W	134.68'
SC8	141.99'	330.00'	24°39'11"	N 76°50'36" W	140.90'
SC9	126.50'	330.00'	21°57'51"	N 53°32'05" W	125.73'
SC10	242.77'	330.00'	42°09'02"	N 21°28'39" W	237.33'
SC11	118.44'	105.00'	64°37'48"	N 31°54'46" E	112.26'
SC12	48.75'	105.00'	28°36'09"	N 77°31'44" E	48.31'
SC13	5.89'	180.00'	1°52'31"	S 88°13'56" E	5.89'
SC14	100.77'	180.00'	32°04'30"	S 71°15'25" E	99.48'
SC15	71.11'	120.00'	33°57'01"	S 72°11'41" E	70.07'
SC16	73.81'	180.00'	23°29'37"	S 77°25'23" E	73.29'
SC17	22.91'	180.00'	7°17'34"	S 62°01'47" E	22.90'
SC18	24.25'	330.00'	4°12'39"	S 56°16'41" E	24.25'
SC19	131.30'	330.00'	22°47'49"	S 42°46'27" E	130.44'
SC20	67.57'	120.00'	32°15'46"	S 47°30'25" E	66.68'
SC21	80.40'	120.00'	28°50'26"	S 78°03'31" E	59.77'
SC22	70.73'	120.00'	33°46'24"	N 70°38'04" E	69.72'
SC23	143.56'	120.00'	66°32'41"	S 56°33'28" W	135.15'
SC24	418.31'	270.00'	88°46'04"	N 44°47'10" W	377.71'
SC25	71.65'	45.00'	91°13'56"	N 45°12'50" E	64.32'
SC26	71.11'	120.00'	33°57'01"	S 72°11'41" E	70.07'
SC27	106.65'	180.00'	33°57'01"	S 72°11'41" E	105.10'
SC28	49.20'	120.00'	23°29'37"	S 77°25'23" E	48.86'

FUTURE WEST CORRIDOR

CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	126.87'	450.00'	16°09'12"	N 24°18'10" W	126.45'
C2	135.23'	350.00'	22°08'17"	N 47°19'16" W	134.39'
C3	164.89'	350.00'	28°50'26"	N 44°54'11" W	163.18'
C4	48.42'	250.00'	10°38'20"	N 38°44'32" W	46.35'
C5	59.31'	250.00'	13°35'37"	N 48°51'31" W	59.17'
C6	148.03'	350.00'	24°13'57"	S 43°32'21" E	146.93'
C7	117.64'	250.00'	26°57'38"	S 44°54'11" E	116.56'
C8	173.87'	450.00'	22°08'17"	S 47°19'16" E	172.79'
C9	192.24'	350.00'	20°01'34"	S 26°14'21" E	191.26'

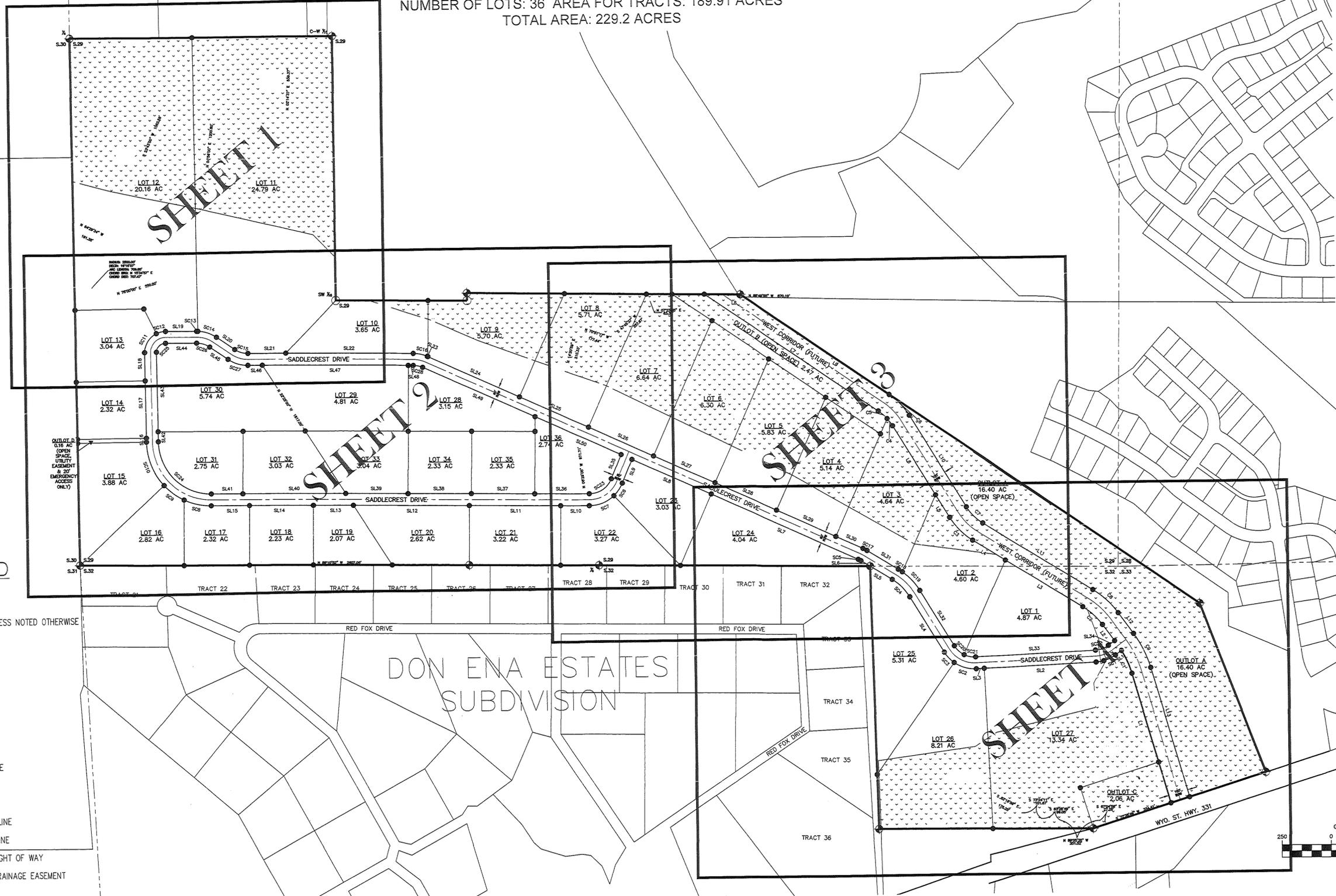
FUTURE WEST CORRIDOR

LINE	BEARING	DISTANCE
L1	N 16°13'34" W	683.11'
L2	N 36°15'05" W	101.81'
L3	N 58°23'09" W	450.19'
L4	N 58°23'09" W	193.25'
L5	N 31°25'22" W	411.49'
L6	N 55°39'19" W	1061.62'
L7	S 89°10'11" E	28.42'
L8	S 55°39'19" E	909.21'
L9	S 31°25'22" E	546.12'
L10	S 58°23'09" E	653.43'
L11	S 36°15'08" E	131.22'
L12	S 16°13'34" E	881.19'

S-157
191 of 19

FINAL PLAT OF SADDLECREST SUBDIVISION

LOCATED WITHIN THE (SW $\frac{1}{4}$ SW $\frac{1}{4}$) OF SECTION 28, AND WITHIN THE (S $\frac{1}{2}$) OF SECTION 29, AND WITHIN THE (NE $\frac{1}{4}$ NE $\frac{1}{4}$) OF SECTION 32, AND WITHIN (NW $\frac{1}{4}$ NW $\frac{1}{4}$) OF SECTION 33,
TOWNSHIP 56 NORTH, RANGE 84 WEST, OF THE 6TH PRINCIPLE MERIDIAN, SHERIDAN COUNTY, WYOMING
ROW AREA: 20.26 ACRES (WEST CORRIDOR ROW: 8.26 AC INTERNAL ROW: 12.00 AC) OPEN SPACE: 19.03 ACRES
NUMBER OF LOTS: 36 AREA FOR TRACTS: 189.91 ACRES
TOTAL AREA: 229.2 ACRES



LEGEND

- ⊕ 1.5" AC-SET LS14250
- ⊕ 2" AC-PELS3864 UNLESS NOTED OTHERWISE
- ⊕ 3.25" AC-PELS2615
- ⊕ 2" AC-LS580
- CALCULATED CORNER
- AC ALUMINIUM CAP
- BC BRASS CAP
- WC WITNESS CORNER
- SECTION LINE
- INTERIOR SECTION LINE
- EASEMENT LINE
- EASEMENT
- TRACT / PROPERTY LINE
- DEEDED BOUNDARY LINE
- CL ROAD AND 60' RIGHT OF WAY
- ⋯ NO BUILD AREA / DRAINAGE EASEMENT

DON ENA ESTATES
SUBDIVISION

BASIS OF BEARINGS IS
US STATE PLANE, NAD 83
WYOMING EAST CENTRAL ZONE
DISTANCES ARE GROUND
PAF:1.000235

GRAPHIC SCALE
0 125 250 500
(IN FEET)
1 inch = 250

NOTICE
This plat is an image, or reproduction of the original as is recorded in the
Sheridan County Clerk's Office. It is not a certified, complete or
authoritative depiction of current property lines, easements or rights-of-
way. Delineations, measurement or representations may have occurred
since the original plat was recorded.

annon Consulting LLC
Making every DDC Count
201 E 5TH ST
SHERIDAN, WYOMING 82801

RECORD OWNER: SADDLECREST LLC
2048 SUMMIT DRIVE
SHERIDAN, WYOMING 82801

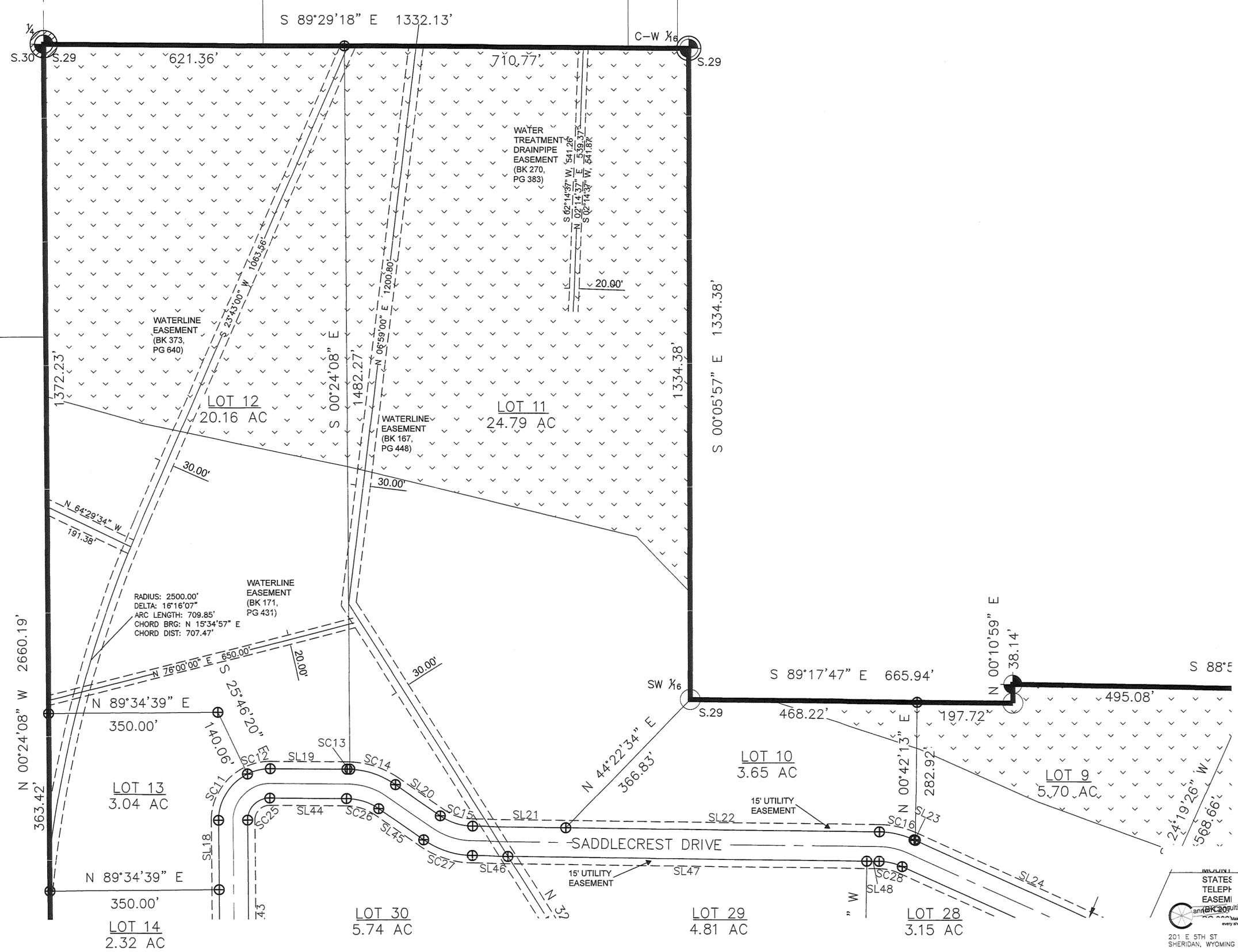
DATE OF PREPARATION: SEPTEMBER 4, 2018

INDEX PAGE

S-157
pg 2 of 4

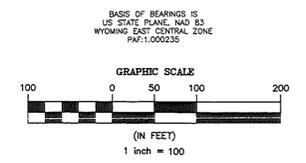
FINAL PLAT OF SADDLECREST SUBDIVISION

LOCATED WITHIN THE (SW $\frac{1}{4}$ SW $\frac{1}{4}$) OF SECTION 28, AND WITHIN THE (S $\frac{1}{2}$) OF SECTION 29, AND WITHIN THE (NE $\frac{1}{4}$ NE $\frac{1}{4}$) OF SECTION 32, AND WITHIN (NW $\frac{1}{4}$ NW $\frac{1}{4}$) OF SECTION 33,
TOWNSHIP 56 NORTH, RANGE 84 WEST, OF THE 6TH PRINCIPLE MERIDIAN, SHERIDAN COUNTY, WYOMING
ROW AREA: 20.26 ACRES (WEST CORRIDOR ROW: 8.26 AC INTERNAL ROW: 12.00 AC) OPEN SPACE: 19.03 ACRES
NUMBER OF LOTS: 36 AREA FOR TRACTS: 189.91 ACRES
TOTAL AREA: 229.2 ACRES



LEGEND

- ⊕ 1.5" AC-SET LS14250
- ⊕ 2" AC-PELS3864 UNLESS NOTED OTHERWISE
- ⊕ 3.25" AC-PELS2615
- ⊕ 2" AC-LS580
- CALCULATED CORNER
- AC ALUMINIUM CAP
- BC BRASS CAP
- WC WITNESS CORNER
- SECTION LINE
- INTERIOR SECTION LINE
- EASEMENT LINE
- EASEMENT
- TRACT / PROPERTY LINE
- DEEDED BOUNDARY LINE
- CL ROAD AND 60' RIGHT OF WAY
- NO BUILD AREA / DRAINAGE EASEMENT



NOTICE
This plat is an image, or reproduction of the original as is recorded in the
Sheridan County Clerk's Office. It is not a certified, complete or rights-of-
authoritative depiction of current property lines, easements or rights-of-
way. Delineations, measurement or representations may have occurred
since the original plat was recorded.

SHERIDAN COUNTY, WYOMING

RECORD OWNER: DATE OF PREPARATION: SEPTEMBER 4, 2018

SADDLECREST LLC
2048 SUMMIT DRIVE
SHERIDAN, WYOMING 82801

SHERIDAN COUNTY CLERK'S OFFICE
201 E 5TH ST
SHERIDAN, WYOMING 82801

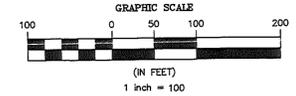
PAGE 1

S-157
pg 3 of 6

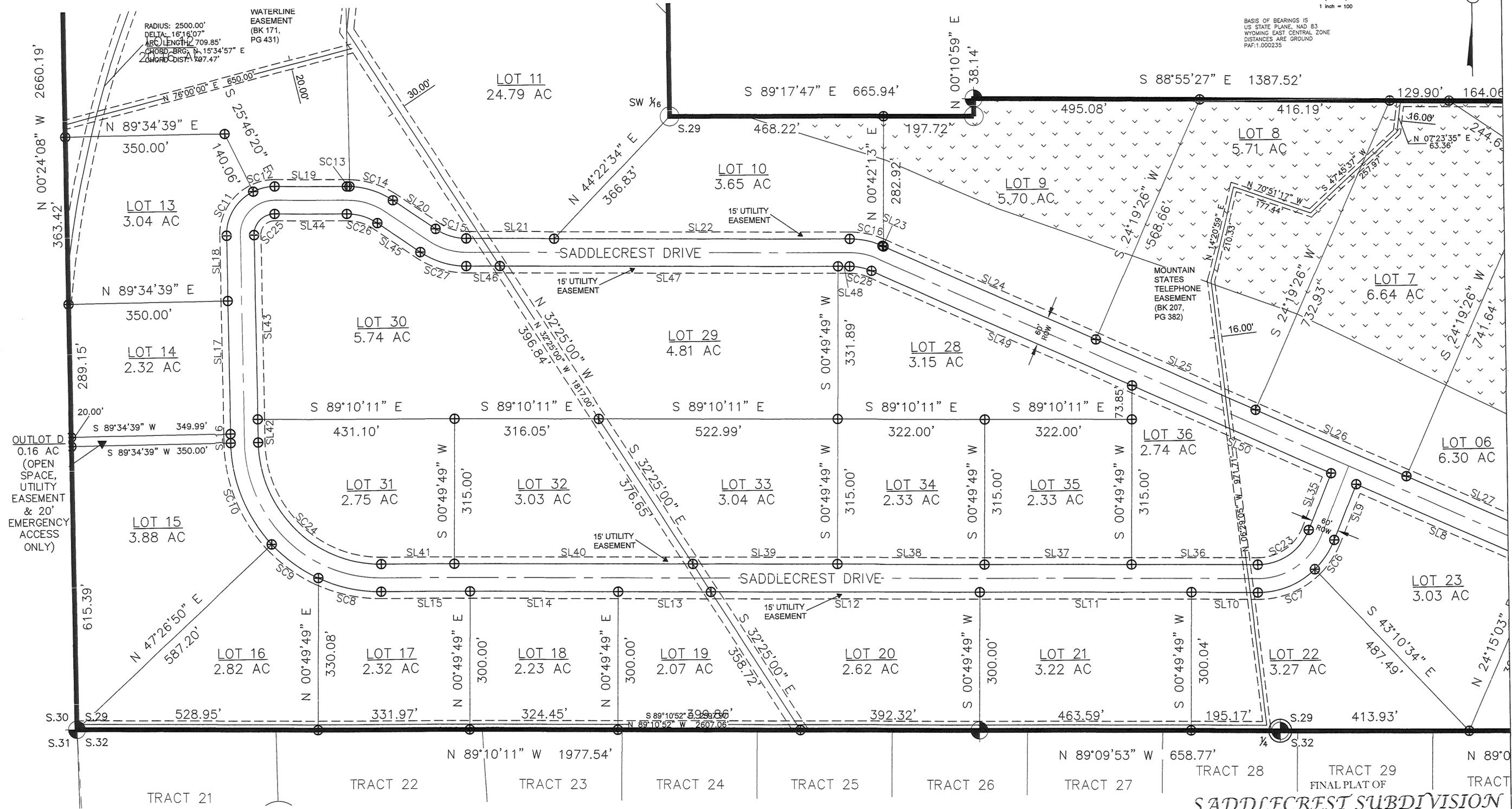
FINAL PLAT OF SADDLECREST SUBDIVISION

LOCATED WITHIN THE (SW $\frac{1}{4}$ SW $\frac{1}{4}$) OF SECTION 28, AND WITHIN THE (S $\frac{1}{2}$) OF SECTION 29, AND WITHIN THE (NE $\frac{1}{4}$ NE $\frac{1}{4}$) OF SECTION 32, AND WITHIN (NW $\frac{1}{4}$ NW $\frac{1}{4}$) OF SECTION 33,
TOWNSHIP 56 NORTH, RANGE 84 WEST, OF THE 6TH PRINCIPLE MERIDIAN, SHERIDAN COUNTY, WYOMING
ROW AREA: 20.26 ACRES (WEST CORRIDOR ROW: 8.26 AC INTERNAL ROW: 12.00 AC) OPEN SPACE: 19.03 ACRES
NUMBER OF LOTS: 36 AREA FOR TRACTS: 189.91 ACRES
TOTAL AREA: 229.2 ACRES

NOTICE
This plat is an image, or reproduction of the original as is recorded in the
Sheridan County Clerk's Office. It is not a certified, complete or
authoritative depiction of current property lines, easements or rights-of-
way. Delineations, measurement or representations may have occurred
since the original plat was recorded.



BASIS OF BEARINGS IS
US STATE PLANE, NAD 83,
WYOMING EAST CENTRAL ZONE
DISTANCES ARE GROUND
PAF:1.000235



LEGEND

- ⊕ 2" AC-PELS3864 UNLESS NOTED OTHERWISE
- ⊕ 3.25" AC-PELS2615
- ⊕ 2" AC-LS580
- CALCULATED CORNER
- AC ALUMINIUM CAP
- BC BRASS CAP
- WC WITNESS CORNER
- EASEMENT LINE
- EASEMENT
- TRACT / PROPERTY LINE
- SECTION LINE
- INTERIOR SECTION LINE
- ===== DEEDED BOUNDARY LINE
- ===== CL ROAD AND 60' RIGHT OF WAY
- NO BUILD AREA / DRAINAGE EASEMENT
- ⊕ 1.5" AC-SET LS14250

SADDLECREST SUBDIVISION
SHERIDAN COUNTY, WYOMING

ann Consulting LLC
201 E 5TH ST
SHERIDAN, WYOMING 82801

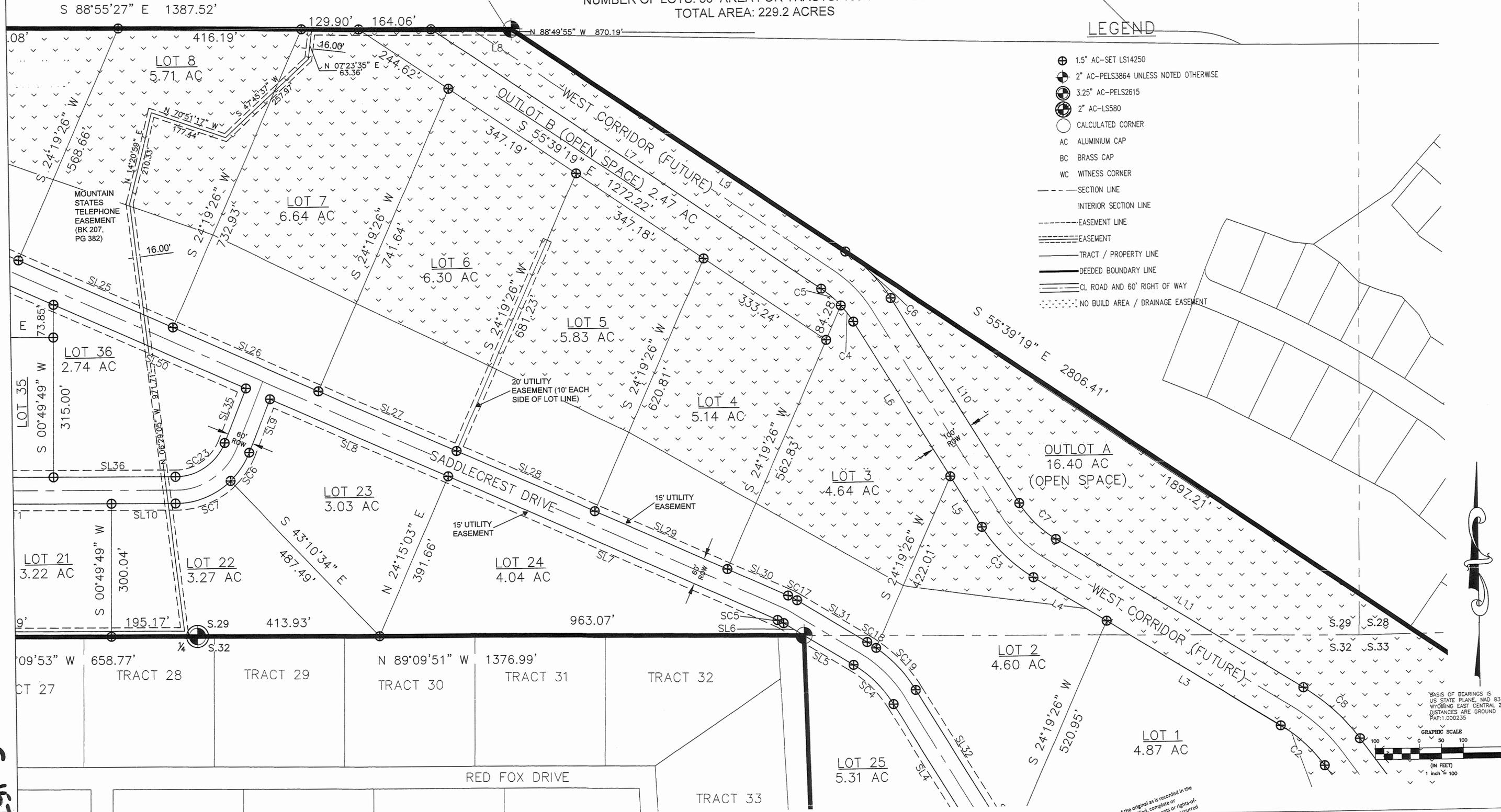
RECORD OWNER: SADDLECREST LLC
2048 SUMMIT DRIVE
SHERIDAN, WYOMING 82801

DATE OF PREPARATION: SEPTEMBER 4, 2018

S-157 4810

FINAL PLAT OF SADDLECREST SUBDIVISION

LOCATED WITHIN THE (SW $\frac{1}{4}$ SW $\frac{1}{4}$) OF SECTION 28, AND WITHIN THE (S $\frac{1}{2}$) OF SECTION 29, AND WITHIN THE (NE $\frac{1}{4}$ NE $\frac{1}{4}$) OF SECTION 32, AND WITHIN (NW $\frac{1}{4}$ NW $\frac{1}{4}$) OF SECTION 33,
TOWNSHIP 56 NORTH, RANGE 84 WEST, OF THE 6TH PRINCIPLE MERIDIAN, SHERIDAN COUNTY, WYOMING
ROW AREA: 20.26 ACRES (WEST CORRIDOR ROW: 8.26 AC INTERNAL ROW: 12.00 AC) OPEN SPACE: 19.03 ACRES
NUMBER OF LOTS: 36 AREA FOR TRACTS: 189.91 ACRES
TOTAL AREA: 229.2 ACRES



LEGEND

- ⊕ 1.5" AC-SET LS14250
- ⊙ 2" AC-PELS3864 UNLESS NOTED OTHERWISE
- ⊙ 3.25" AC-PELS2615
- ⊙ 2" AC-LS580
- CALCULATED CORNER
- AC ALUMINIUM CAP
- BC BRASS CAP
- WC WITNESS CORNER
- SECTION LINE
- INTERIOR SECTION LINE
- EASEMENT LINE
- EASEMENT
- TRACT / PROPERTY LINE
- DEEDED BOUNDARY LINE
- CL ROAD AND 60' RIGHT OF WAY
- NO BUILD AREA / DRAINAGE EASEMENT

BASIS OF BEARINGS IS
 US STATE PLANE, NAD 83
 WYOMING EAST CENTRAL ZONE
 DISTANCES ARE GROUND
 MAP: 1.000235
 GRAPHIC SCALE
 0 50 100 200
 (IN FEET)
 1 inch = 100

NOTICE
 This plat is an image, or reproduction of the original as is recorded in the
 Sheridan County Clerk's office. It is not a certified, complete or
 authoritative depiction of current property lines, easements or rights-of-
 way. Delineations, measurement or representations may have occurred
 since the original plat was recorded.

Annon Consulting LLC
 Making
 every deal count
 201 E 5TH ST
 SHERIDAN, WYOMING 82801

RECORD OWNER: DATE OF PREPARATION: SEPTEMBER 4, 2018
 SADDLECREST LLC
 2048 SUMMIT DRIVE
 SHERIDAN, WYOMING 82801

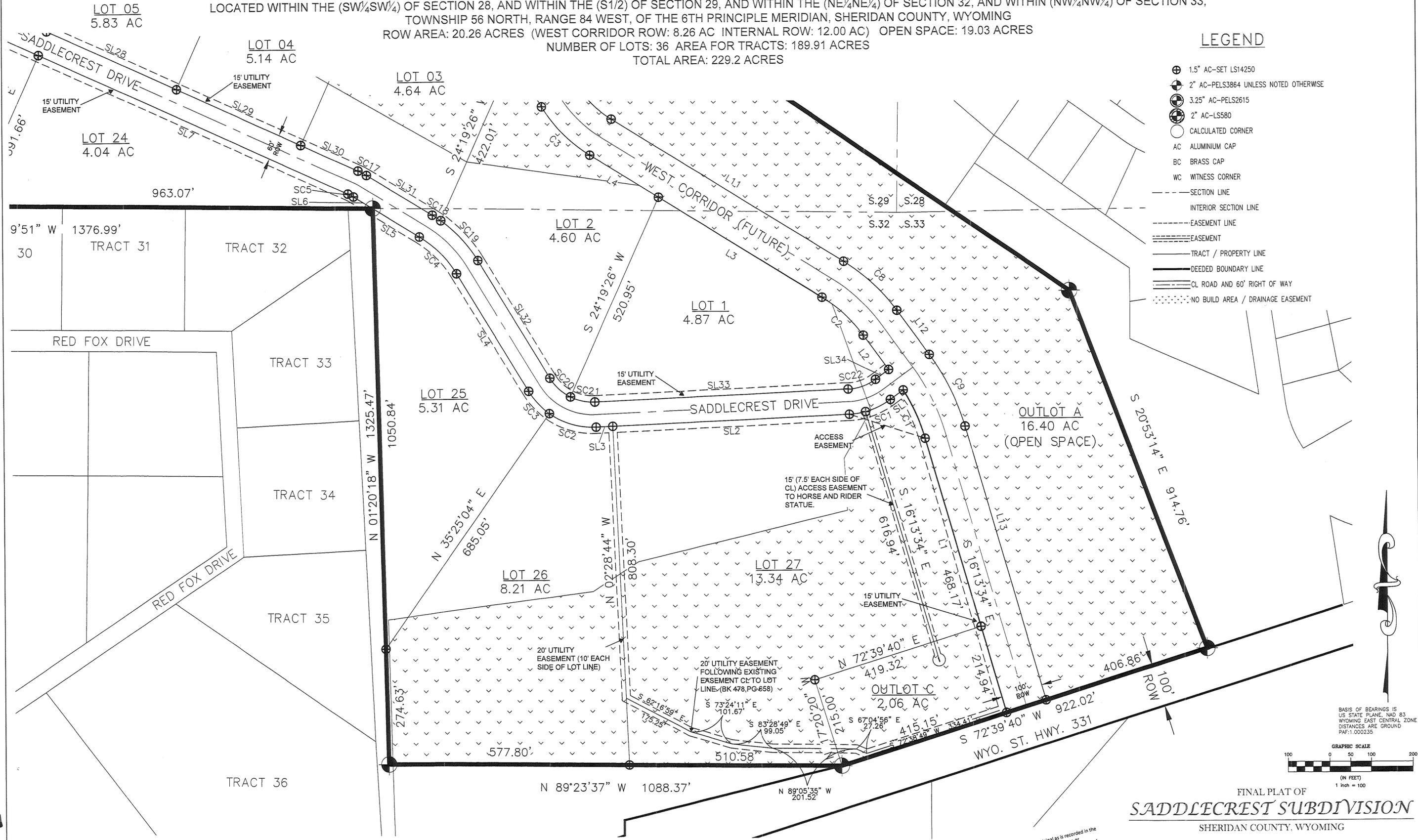
S-157
 PG 5 of 8

FINAL PLAT OF SADDLECREST SUBDIVISION

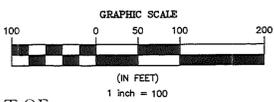
LOCATED WITHIN THE (SW¹/₄SW¹/₄) OF SECTION 28, AND WITHIN THE (S¹/₂) OF SECTION 29, AND WITHIN THE (NE¹/₄NE¹/₄) OF SECTION 32, AND WITHIN (NW¹/₄NW¹/₄) OF SECTION 33,
TOWNSHIP 56 NORTH, RANGE 84 WEST, OF THE 6TH PRINCIPLE MERIDIAN, SHERIDAN COUNTY, WYOMING
ROW AREA: 20.26 ACRES (WEST CORRIDOR ROW: 8.26 AC INTERNAL ROW: 12.00 AC) OPEN SPACE: 19.03 ACRES
NUMBER OF LOTS: 36 AREA FOR TRACTS: 189.91 ACRES
TOTAL AREA: 229.2 ACRES

LEGEND

- ⊕ 1.5" AC-SET LS14250
- ⊕ 2" AC-PELS3864 UNLESS NOTED OTHERWISE
- ⊕ 3.25" AC-PELS2615
- ⊕ 2" AC-LS580
- CALCULATED CORNER
- AC ALUMINIUM CAP
- BC BRASS CAP
- WC WITNESS CORNER
- SECTION LINE
- INTERIOR SECTION LINE
- EASEMENT LINE
- EASEMENT
- TRACT / PROPERTY LINE
- DEEDED BOUNDARY LINE
- CL ROAD AND 60' RIGHT OF WAY
- NO BUILD AREA / DRAINAGE EASEMENT



BASIS OF BEARINGS IS
US STATE PLANE, NAD 83
WYOMING EAST CENTRAL ZONE
DISTANCES ARE GROUND
PAF:1.000235



FINAL PLAT OF SADDLECREST SUBDIVISION SHERIDAN COUNTY, WYOMING

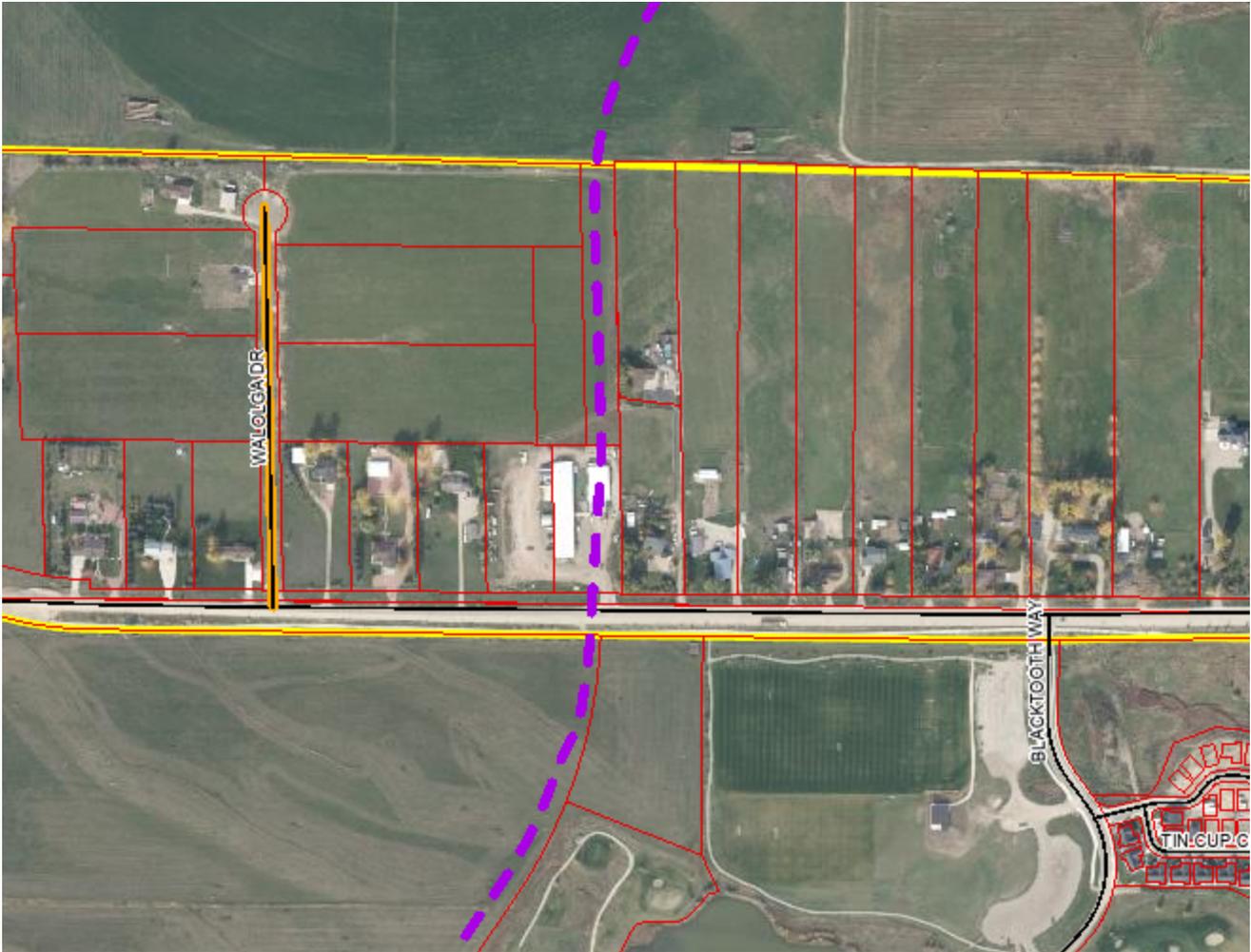
NOTICE
This plat is an image, or reproduction of the original as is recorded in the
Sheridan County Clerk's Office. It is not a certified, complete or
authoritative depiction of current property lines, easements or rights-of-
way. Delineations, measurement or representations may have occurred
since the original plat was recorded.

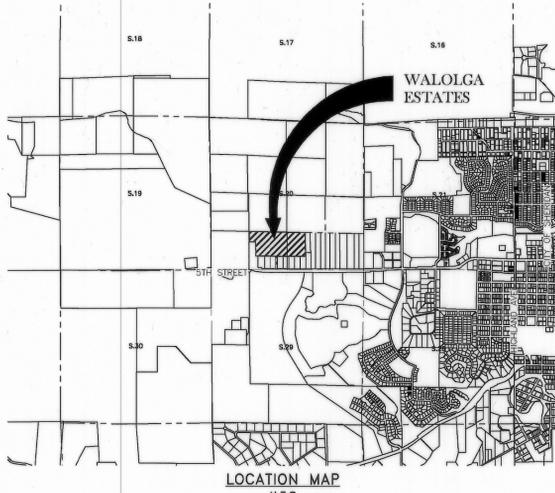
ann Consulting LLC
Making every shot count
201 E 5TH ST
SHERIDAN, WYOMING 82801

RECORD OWNER: SADDLECREST LLC
2048 SUMMIT DRIVE
SHERIDAN, WYOMING 82801
DATE OF PREPARATION: SEPTEMBER 4, 2018

S-1517
Pg 6 of 6

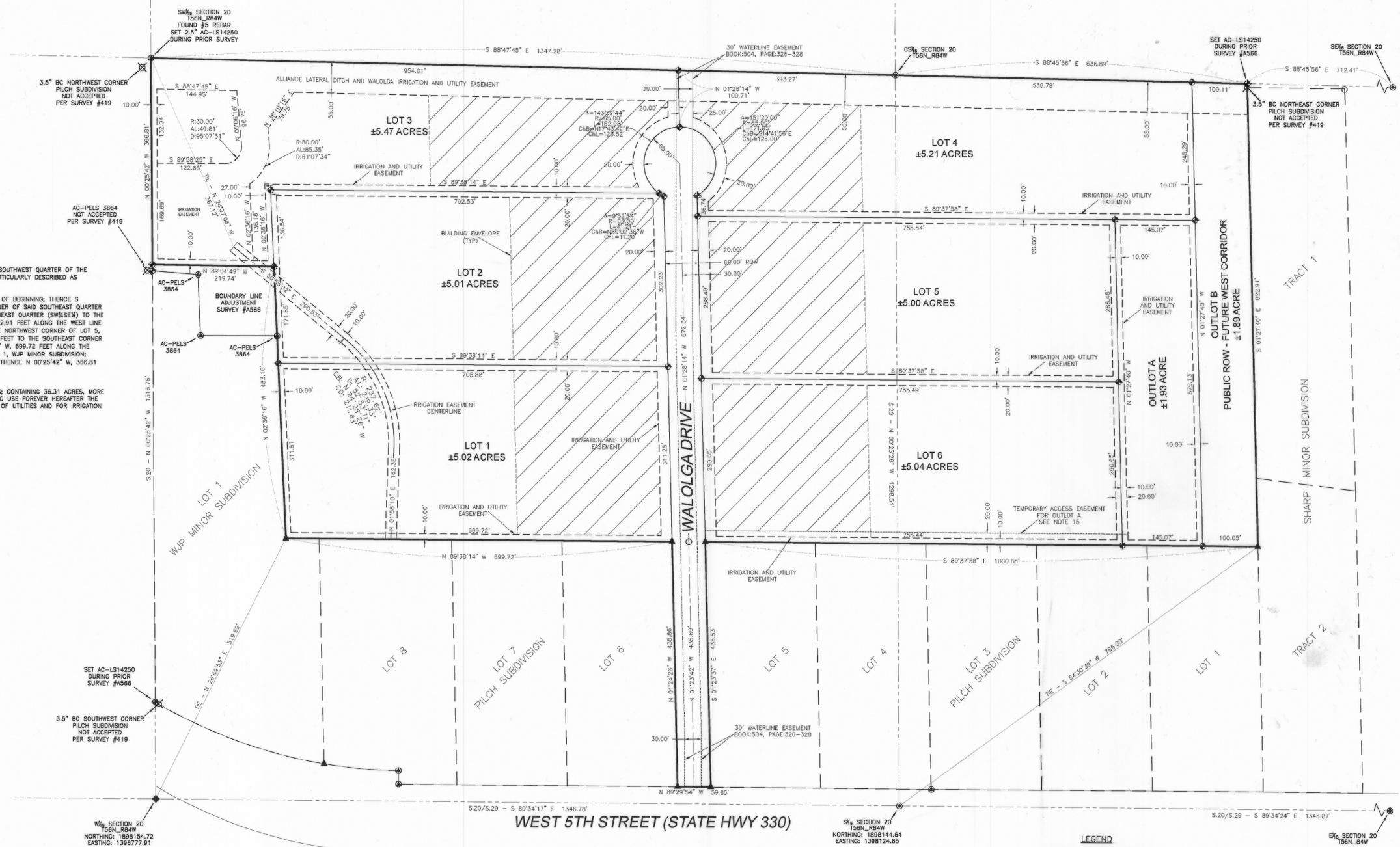
ROW Map of Waloga Estates Subdivision





FINAL PLAT OF WALOLGA ESTATES

LOCATED IN THE (SE1/4SW4) AND THE (SW1/4SE4), SECTION 20, T56N, R84W, 6TH P.M., SHERIDAN COUNTY, WYOMING
 TOTAL AREA: ±36.31 ACRES
 ROW AREA: ±1.74 ACRES, OUTLOT AREA: ±3.82 ACRES, AREA FOR LOTS: ±30.75
 NUMBER OF LOTS: 6



DEDICATION

THE ABOVE OR FOREGOING SUBDIVISION A TRACT OF LAND LOCATED IN SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER (SE1/4SW4) AND THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 56 NORTH, RANGE 84 WEST, 6TH PRINCIPAL MERIDIAN, SHERIDAN COUNTY, WYOMING BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER (SE1/4SW4), SAID POINT BEING THE POINT OF BEGINNING; THENCE S 88°47'45" E, 1347.28 FEET ALONG THE NORTH LINE OF SAID SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER (SE1/4SW4) TO THE NORTHWEST CORNER OF SAID SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER (SE1/4SW4); THENCE S 88°45'56" E, 636.89 FEET ALONG THE NORTH LINE OF SAID SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER (SE1/4SW4) TO THE POINT OF INTERSECTION OF THE WEST LINE OF THE SHARP MINOR SUBDIVISION AND SAID NORTH LINE; THENCE S 01°27'40" E, 822.91 FEET ALONG THE WEST LINE OF SAID SHARP MINOR SUBDIVISION TO THE SOUTHWEST CORNER OF VACATED WJIP MINOR SUBDIVISION; THENCE N 89°37'58" W, 1000.65 FEET TO THE NORTHWEST CORNER OF LOT 5, PILCH SUBDIVISION; THENCE S 01°23'37" E, 435.53 FEET TO THE SOUTHWEST CORNER OF LOT 5, PILCH SUBDIVISION; THENCE N 89°29'54" W, 59.85 FEET TO THE SOUTHWEST CORNER OF LOT 6, PILCH SUBDIVISION; THENCE N 01°24'26" W, 435.86 FEET TO THE NORTHWEST CORNER OF LOT 6, PILCH SUBDIVISION; THENCE N 89°38'14" W, 699.72 FEET ALONG THE NORTH LINE OF PILCH SUBDIVISION AND WJIP MINOR SUBDIVISION; THENCE N 02°36'18" W, 483.16 FEET ALONG THE EAST LINE OF THE ADJUSTED LOT 1, WJIP MINOR SUBDIVISION; THENCE N 89°04'40" W, 219.74 FEET TO A POINT LYING ON THE WEST LINE OF SAID SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER (SE1/4SW4); THENCE N 02°25'42" W, 366.81 FEET ALONG SAID WEST LINE OF SAID SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER (SE1/4SW4) TO THE POINT OF BEGINNING.

AS APPEARS ON THIS PLAT, IS WITH FREE CONSENT, AND IN ACCORDANCE WITH THE DESIRES OF THE UNDER-SIGNED OWNERS AND PROPRIETORS; CONTAINING 36.31 ACRES, MORE OR LESS, HAVE BY THESE PRESENT LAID OUT, AND SURVEYED AS WALOLGA ESTATES, AND DO HEREBY DEDICATE AND CONVEY TO AND FOR THE PUBLIC USE FOREVER HEREAFTER THE STREETS AS ARE LAID OUT AND DESIGNATED ON THIS PLAT, AND DO ALSO RESERVE PERPETUAL EASEMENTS FOR THE INSTALLATION AND MAINTENANCE OF UTILITIES AND FOR IRRIGATION AND DRAINAGE FACILITIES AS ARE LAID OUT AND DESIGNATED ON THIS PLAT HEREBY RELEASING AND WAIVING ALL HOMESTEAD RIGHTS.

EXECUTED THIS 16 DAY OF December, 2019.

THOMAS J. PILCH (MANAGING PARTNER)
 (W.J. PILCH FAMILY LLC.)

STATE OF WYOMING }
 COUNTY OF SHERIDAN }

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY Thomas J. Pilch FOR W.J. Pilch Family LLC THIS 16th DAY OF December, 2019.

WITNESS MY HAND AND OFFICIAL SEAL. MY COMMISSION EXPIRES: 6-2-2021.

Cindy L. Pilch
 Notary Public

CERTIFICATE OF ACTION

SHERIDAN COUNTY PLANNING & ZONING COMMISSION

REVIEWED BY THE SHERIDAN COUNTY PLANNING & ZONING COMMISSION THIS 17th DAY OF November, 2019.

Mandy Botwinick ATTEST: CLERK

W. J. Pilch CHAIRMAN

CERTIFICATE OF APPROVAL

BOARD OF COUNTY COMMISSIONERS

PLAT APPROVED AND SUBDIVISION PERMIT ISSUED BY THE BOARD OF COUNTY COMMISSIONERS OF SHERIDAN COUNTY, WYOMING THIS 30th DAY OF December, 2019.

Kimberly Heitz ATTEST: COUNTY CLERK

Trick Liddle CHAIRMAN

CITY COUNCIL OF SHERIDAN

APPROVED BY THE CITY COUNCIL OF THE CITY OF SHERIDAN, WYOMING THIS 2nd DAY OF December, 2019.

W. J. Pilch ATTEST: CITY CLERK

Ray Smith MAYOR

- NOTES**
- NO PROPOSED CENTRALIZED SEWAGE SYSTEM
 - DOMESTIC WATER SOURCE TO BE OBTAINED THROUGH CITY OF SHERIDAN
 - NO PUBLIC MAINTENANCE OF STREETS, ROADS OR STORMWATER STRUCTURES.
 - ANY PURCHASER DOES NOT HAVE THE RIGHT TO THE NATURAL FLOW OF ANY STREAM WITHIN, OR ADJACENT TO THE SUBDIVISION, SINCE WYOMING WATER ADMINISTRATION LAWS DO NOT RECOGNIZE ANY RIPARIAN RIGHTS WITH REGARD TO NATURAL FLOW FOR PERSONS LIVING ON THE BANK OF ANY STREAM OR RIVER.
 - THERE ARE SURFACE WATER RIGHTS ASSOCIATED WITH THIS SUBDIVISION. ALL WATER RIGHTS AND DISTRIBUTION SYSTEM HAVE BEEN APPROVED BY THE WYOMING STATE ENGINEER'S OFFICE AND IS ON FILE AT THE WYOMING STATE ENGINEER'S OFFICE IN CHEYENNE WYOMING. WATER RIGHTS AND DISTRIBUTION PLAN IS CONTROLLED BY THE COVENANTS.
 - ALL NEW CONSTRUCTION, REMODELING, ADDITIONS OR REPAIRS TO ANY PUBLIC OR PRIVATE BUILDINGS WITHIN THE SUBDIVISION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE SHERIDAN COUNTY BUILDING STANDARDS REGULATIONS AND BUILDING PERMITS AND INSPECTIONS ARE REQUIRED.
 - WHEN PUBLIC SEWAGE FACILITIES BECOME AVAILABLE, ALL EXISTING AND FUTURE DWELLINGS SHALL CONNECT TO SAID SYSTEM.
 - WALOLGA SUBDIVISION IS LOCATED IN CLOSE PROXIMITY TO THE SHERIDAN COUNTY AIRPORT AND NO OWNER OF ANY TRACT NOR HIS SUCCESSORS OR ASSIGNS SHALL HAVE A CAUSE OF ACTION AGAINST DECLARANT OR COUNTRY OF SHERIDAN ARISING OUT OF THE NOISE OR OTHER DISTURBANCE WHICH MAY RESULT FROM LEGAL OPERATION OF AIRCRAFT IN THE AIRSPACE OVER SAID SUBDIVISION.
 - ALL ON-SITE SEPTIC SYSTEMS REQUIRE A PERMIT THROUGH SHERIDAN COUNTY PUBLIC WORKS OFFICE.
 - NO PRIVATE WELLS CAN BE DRILLED AND PRODUCED FROM DEPTHS LESS THAN 250 FEET BELOW THE GROUND SURFACE. WELLS MUST BE USED FOR IRRIGATION PURPOSES ONLY.
 - ALL LOTS HAVE BUILDING RESTRICTIONS. SEE THIS PLAT AND WALOLGA SUBDIVISION COVENANTS FOR DETAILS.
 - NO PUBLIC MAINTENANCE OF WALOLGA DRIVE OR ITS ASSOCIATED STORMWATER STRUCTURES; ALL TRACTS WITHIN WALOLGA SUBDIVISION ARE EQUALLY RESPONSIBLE FOR THE MAINTENANCE, REPAIR, UPGRADE, REBUILDING AND SNOW-PLOWING OF WALOLGA DRIVE.
 - THE SURFACE ESTATE OF THE LAND TO BE SUBDIVIDED IS SUBJECT TO FULL AND EFFECTIVE DEVELOPMENT OF THE MINERAL ESTATE.
 - BUILDING ENVELOPES: ALL BUILDINGS, OUTBUILDINGS, INTERIOR FENCES "HARD FENCES" CORRALS, AND/OR OTHER STRUCTURES CONSTRUCTED OR ERECTED WITHIN THE BUILDING ENVELOPE ARE RESTRICTED BY A PRIVATE COVENANT AND SHALL BE ENFORCED BY THE WALOLGA SUBDIVISION COVENANTS. SHERIDAN COUNTY WILL NOT BE LIABLE NOR RESPONSIBLE FOR ASSURING COMPLIANCE WITH ENFORCING THIS COVENANT. BUILDING WITHIN ALLIANCE LATERAL DITCH AND WALOLGA IRRIGATION EASEMENT MAY BE RESTRICTED.
 - LOT 6 HAS A 20' TEMPORARY ACCESS EASEMENT TO OUTLOT A. TEMPORARY ACCESS EASEMENT EXPIRES IF OUTLOT B (PUBLIC ROW - FUTURE WEST CORRIDOR) BECOMES A CITY STREET.

CERTIFICATE OF RECORDER

STATE OF WYOMING }
 COUNTY OF SHERIDAN }

I HEREBY CERTIFY THAT THIS PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE CLERK AND RECORDER AT 1:10 O'CLOCK P.M. THIS 20th DAY OF January, 2019 AND IS DULY RECORDED IN PLAT BOOK W ON PAGE 77 (OR AS PLAT NO 2020-155349 2020)

Kimberly Heitz COUNTY CLERK

2020-155349

CERTIFICATE OF APPROVAL DIRECTOR OF PUBLIC WORKS

THIS PLAT HAS BEEN PREPARED IN ACCORDANCE WITH THE REQUIREMENTS AND PROCEDURES OUTLINED IN THE SUBDIVISION REGULATIONS OF THE CITY OF SHERIDAN AND CERTIFIED THIS 17th DAY OF December, 2019.

W. J. Pilch DIRECTOR OF PUBLIC WORKS

CERTIFICATE OF SURVEYOR

I, CLAYTON P. ROSENBLUND, A DULY REGISTERED LAND SURVEYOR IN THE STATE OF WYOMING, DO HEREBY CERTIFY THAT THIS PLAT OF WALOLGA ESTATES TRULY AND CORRECTLY REPRESENTS THE RESULTS OF A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION.

CLAYTON P. ROSENBLUND
 REGISTERED LAND SURVEYOR
 NO. 14250

Professional Land Surveyor
 14250
 CLAYTON P. ROSENBLUND
 WYOMING

Cannon Consulting LLC
 Making every shot count
 201 E 5TH ST
 SHERIDAN, WYOMING 82801

LEGEND

- FOUND HIGHWAY MONUMENT OR AS NOTED
- FOUND 3.25" BC-PLS 537
- ◆ FOUND 3.25" AC-PLS 2615
- FOUND 3.25" AC-PLS 6812
- ▲ FOUND 3.25" AC-PE&LS 3864
- ◆ SET 1.5" AC-LS 14250
- ⊗ FOUND EXISTING MONUMENT (NOT ACCEPTED)
- CALCULATED CORNER
- AC ALUMINUM CAP
- BC BRASS CAP
- SUBDIVISION BOUNDARY LINE
- ADJOINING PROPERTY LINE
- LOT LINES
- EASEMENT LINE
- ROW CENTERLINE
- SECTION LINE
- INTERIOR SECTION LINE
- /// BUILDING ENVELOPE

NOTICE

This plat is an image, or reproduction of the original as is recorded in the Sheridan County Clerk's Office. It is not a certified, complete or authoritative depiction of current property lines, easements or rights-of-way. Delineations, measurement or representations may have occurred since the original plat was recorded.

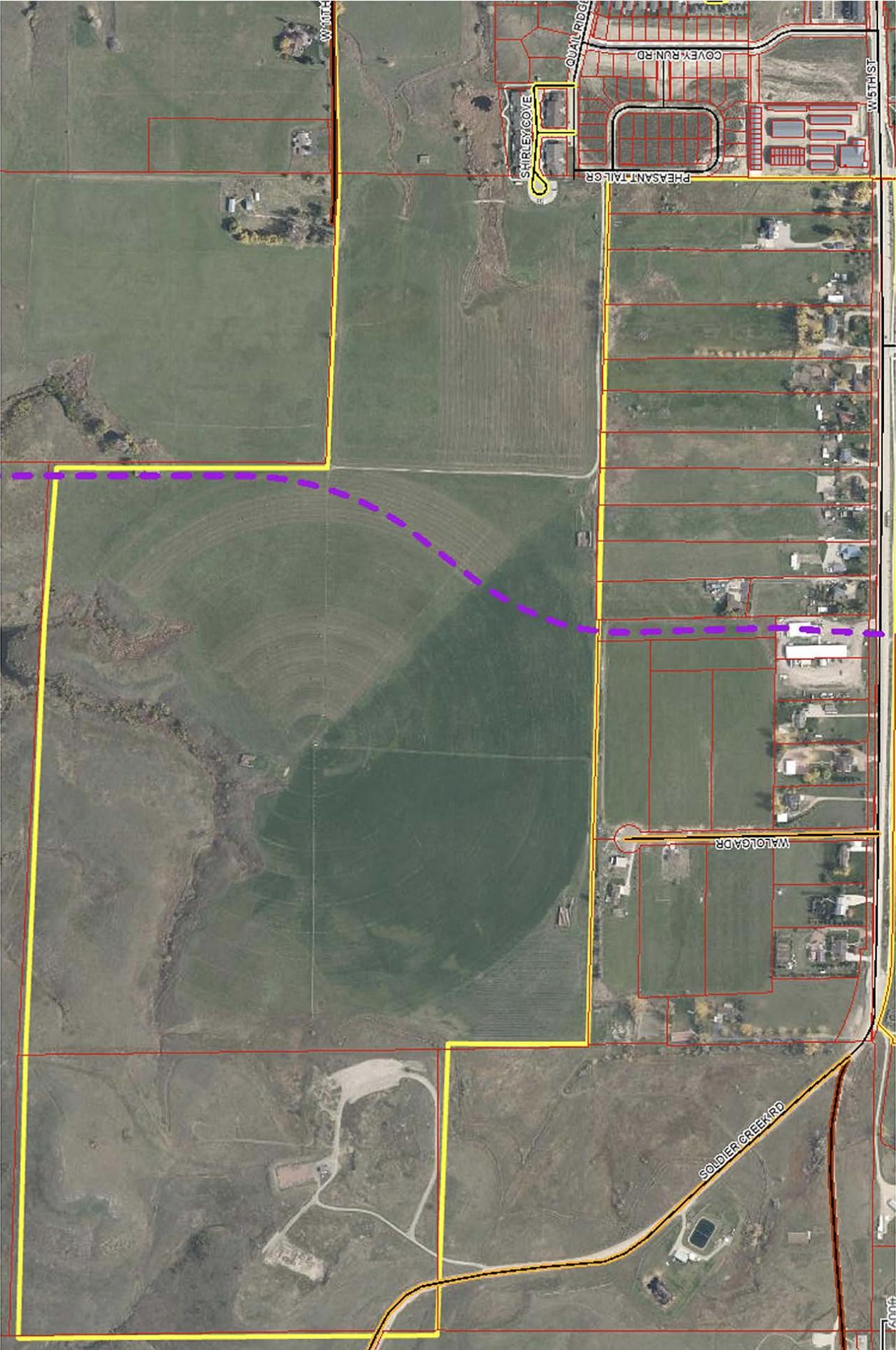
RECORD OWNER:

PILCH, WJ FAMILY LLC,
 PO BOX 6498
 SHERIDAN, WYOMING 82801

SCALE: 1"=100'

BASIS OF BEARINGS IS US STATE PLANE, NAD 83 WYOMING EAST CENTRAL ZONE COORDINATES AND DISTANCES ARE GROUND (US SURVEY FEET) PAF:1.000235

ROW Documentation of Sheridan Heights Ranch north of 5th Street





DEDICATION OF EASEMENT AND RIGHT OF WAY

This easement is entered into between Sheridan Heights Ranch, LLC ("Grantor"), whose address is and City of Sheridan ("Grantee"), whose address is 55 Grinnell Plaza, Sheridan, WY 82801.

Grantor grants, conveys and dedicates to Grantee, its successors and assigns a perpetual, non-exclusive easement and right-of-way to survey, design, construct, install, inspect, operate, maintain, repair and replace a road and utilities, including, but not limited to water and sewer services, power and gas services, phone services, and fiber optic and similar communication lines over, across and under the following described property situate in Sheridan County, Wyoming:

SEE ATTACHED EXHIBITS A AND B

This easement is subject to the following terms and conditions.

1. **Duration.** This easement shall be perpetual.
2. **Reclamation.** Within six (6) months after the disturbance, weather permitting, Grantee will reclaim and restore to its original condition, as near as possible, all areas which are not occupied by the constructed road and which are disturbed by Grantee's installation, construction, maintenance, repair or replacement activities. Grantee will repair any trench settlement. Topsoil will be kept separate from subsoil wherever there is any disturbance, and topsoil will be spread back over the subsoil. Grantee will control erosion and weeds on the easement area. This obligation to reclaim and restore shall apply each time the easement area is disturbed by Grantee's operations.
3. **Debris.** Grantee will not allow any debris to be discarded on the easement, and Grantee will be responsible to clean up debris along the easement for which Grantee or Grantee's invitees are responsible.
4. **Buried Lines.** Grantee shall bury all utility lines at least 48 inches between the surface of the ground and the top of the pipe.
5. **Nonexclusive Use.** This easement is nonexclusive and shall not preclude Grantor from using the easement area or from granting the right to other persons and parties to use the easement area; provided, however, such use will not unreasonably interfere with Grantee's use of the easement area.
6. **Nondisturbance.** Grantee and its employees and agents shall not disturb, use, or travel upon any of the land of Grantor outside the easement area described herein.
7. **No Warranty.** Grantor makes no warranty of title or otherwise in entering into this Agreement. Grantee shall be responsible for assuring that its use of the easement area does not conflict with any third party pipelines, easements, or surface use agreements.
8. **Indemnification.** To the maximum extent permitted by law, Grantee shall indemnify and hold Grantor and Grantor's managers, members, agents and employees harmless from any legal actions or claims that arise out of the use of the easement and right of way by Grantee or its agents or the public unless such claims are the sole result of Grantor's gross negligence or willful

EXHIBIT "A"
LEGAL DESCRIPTION

Record Owner: Sheridan Heights Ranch, LLC
April 29, 2013

Re: Dedicated Public Right-of-Way to the City of Sheridan

A tract of land situated in the SW $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$, and the SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 20, Township 56 North, Range 84 West, 6th P.M., Sheridan County, Wyoming, as shown on **EXHIBIT "B"** attached hereto and by this reference made a part hereof; said tract of land being more particularly described as follows:

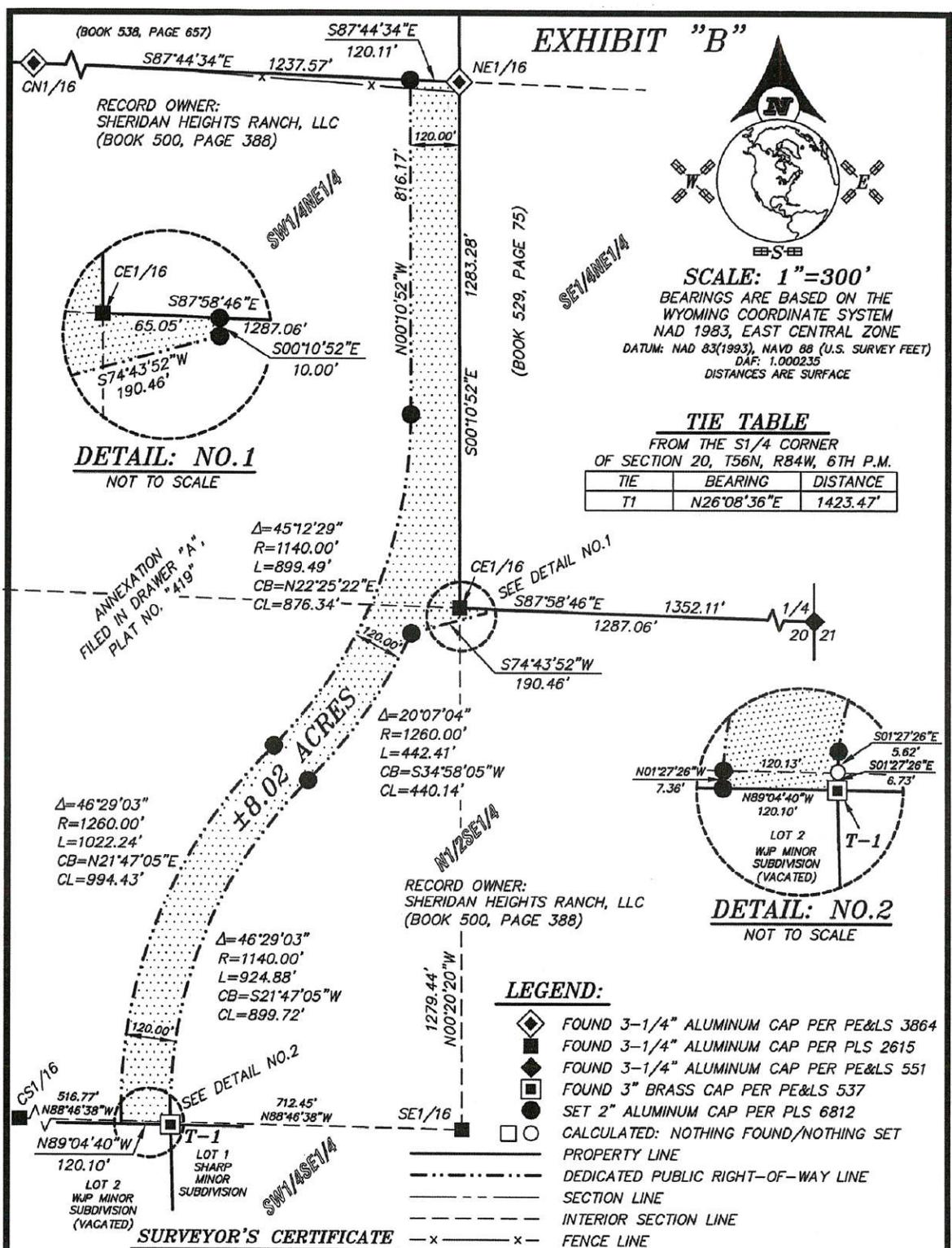
Commencing at the south quarter corner of said Section 20 (Monumented with a 3 $\frac{1}{4}$ " Aluminum Cap per PLS 2615); thence N26°08'36"E, 1423.47 feet to the **POINT OF BEGINNING** of said tract, said point being the northeast corner of Lot 2, WJP Minor Subdivision (Vacated) (Monumented with a 3" Brass Cap per PE&LS 537); thence N89°04'40"W, 120.10 feet along the north line of said Lot 2, WJP Minor Subdivision (Vacated) to a point; thence N01°27'26"W, 7.36 feet to a point, said point lying on the north line of said SW $\frac{1}{4}$ SE $\frac{1}{4}$; thence, through a curve to the right, having a central angle of 46°29'03", a radius of 1260.00 feet, an arc length of 1022.24 feet, a chord bearing of N21°47'05"E, and a chord length of 994.43 feet to a point; thence, through a reverse curve to the left, having a central angle of 45°12'29", a radius of 1140.00 feet, an arc length of 899.49 feet, a chord bearing of N22°25'22"E, and a chord length of 876.34 feet to a point; thence N00°10'52"W, 816.17 feet to a point, said point lying on the north line of said SW $\frac{1}{4}$ NE $\frac{1}{4}$; thence S87°44'34"E, 120.11 feet along said north line of the SW $\frac{1}{4}$ NE $\frac{1}{4}$ to a point, said point being the northeast corner of said SW $\frac{1}{4}$ NE $\frac{1}{4}$ (Monumented with a 3 $\frac{1}{4}$ " Aluminum Cap per PE&LS 3864); thence S00°10'52"E, 1283.28 feet along the east line of said SW $\frac{1}{4}$ NE $\frac{1}{4}$ to a point, said point being the southeast corner of said SW $\frac{1}{4}$ NE $\frac{1}{4}$ (Monumented with a 3 $\frac{1}{4}$ " Aluminum Cap per PLS 2615); thence S87°58'46"E, 65.05 feet along the north line of said N $\frac{1}{2}$ SE $\frac{1}{4}$ to a point; thence S00°10'52"E, 10.00 feet to a point; thence S74°43'52"W, 190.46 feet to a point; thence, through a non-tangent curve to the right, having a central angle of 20°07'04", a radius of 1260.00 feet, an arc length of 442.41 feet, a chord bearing of S34°58'05"W, and a chord length of 440.14 feet to a point; thence, through a reverse curve to the left, having a central angle of 46°29'03", a radius of 1140.00 feet, an arc length of 924.88 feet, a chord bearing of S21°47'05"W, and a chord length of 899.72 feet to a point; thence S01°27'26"E, 5.62 feet to a point, said point lying on said north line of the SW $\frac{1}{4}$ SE $\frac{1}{4}$; thence, continue S01°27'26"E, 6.73 feet to the **POINT OF BEGINNING** of said tract.

Said tract contains 8.02 acres of land, more or less.

Bearings are Based on the Wyoming Coordinate System, NAD 1983, East Central Zone.

H:\WP\LD\T56N\2013\2013-007-LD1.rtf

2013-706811 8/7/2013 12:02 PM PAGE: 4 OF 6
 BOOK: 542 PAGE: 258 FEES: \$27.00 VL EASEMENT
 EDA SCHUNK THOMPSON, SHERIDAN COUNTY CLERK



STATE OF WYOMING :ss
 COUNTY OF SHERIDAN

I, THOMAS D. TUCKER, A DULY REGISTERED LAND SURVEYOR IN THE STATE OF WYOMING, DO HEREBY STATE THAT THIS PLAT REPRESENTS THE RESULTS OF A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION.

Professional Land Surveyor
 THOMAS D. TUCKER
 6812
Thomas D. Tucker
 Date: 4-27-2013
 WYOMING

"PLAT IS VALID ONLY IF PRINT HAS ORIGINAL SIGNATURE OF SURVEYOR SIGNED AND DATED"

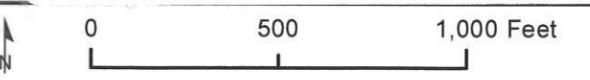
EXHIBIT "B"
DEDICATED PUBLIC RIGHT-OF-WAY

CLIENT: DOWL-HKM & THE CITY OF SHERIDAN
 LOCATION: SW1/4NE1/4, N1/2SE1/4, SW1/4SE1/4,
 SECTION 20, T56N, R84W, 6TH P.M.,
 SHERIDAN COUNTY, WYOMING

RESTFELDT
 SURVEYING
 2340 WETLANDS DR., SUITE 100
 PO BOX 3082
 SHERIDAN, WY 82801
 307-672-7415
 FAX 674-5000

JN: 2013-007
 DN: 2013-007-D1
 PF: T2013-007
 APRIL 29, 2013

Exhibit C



Pathway ROW West Corridor Alignment Neighborhood Park

Proposed West Corridor Alignment through Sheridan Heights Ranch aligning with the proposed Master Plan

