Sheridan City Planning Commission
Meeting Agenda
February 9, 2026
7:00 PM, City Council Chamber, City Hall

1. Call to Order and Roll Call of Members

2. Approval of Agenda as Presented

   Motion by:

   Second:

   Vote:

3. Review, correction, and approval of minutes of the January 26, 2026 meeting.

   Motion by:

   Second:

   Vote:

Old Business

New Business

4. Consideration of PI-25-39, Preliminary plat for Westhaven Estates Subdivision. The applicant, Excalibur Construction, Inc. is requesting to subdivide 23.30 acres into 91 lots and 3 outlots. Zoned R-1 Residence District. Located west of Hill Pond Dr. PIN 56842910000100.

   Motion by:

   Second:

   Vote:

5. Discussion of Sheridan Transportation Plan - Tom Morneau

6. Adjourn

MEMO

TO: Planning Commission
FROM: Kelly Schroeder, Planning Director
RE: Review, correction, and approval of minutes of the January 26, 2026 meeting.

Motion by:

Second:

Vote:

Attachments

minutes

CITY OF SHERIDAN

MINUTES OF PLANNING COMMISSION MEETING

CITY HALL COUNCIL CHAMBERS

JANUARY 26, 2026

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1. Commission Chair Daniel Kerbs called the meeting to order at 7:00 PM with a quorum as follows: Tod Windsor, Lorraine Lehman, Jeff Pederson and Margaret Morneau. Staff present included City Planner Kelly Schroeder.

2. Approval of Agenda

Commissioner Windsor moved, seconded by Commissioner Pederson to approve the agenda as presented. Motion carried by unanimous consent.

3. Approval of the Minutes of January 12, 2026 Meeting

The Chair asked for any changes or additions to the minutes of January 12, 2026. No changes or additions were noted. Commissioner Pederson moved, seconded by Commissioner Lehman to approve the minutes. Motion carried by unanimous consent.

4. Consideration of PL-25-38; Preliminary plat for the High Tech Business Park Phase II Subdivision. The applicant, SEEDA, Sheridan Economic & Educational Development Authority Joint Powers Board, is requesting to subdivide 45.29 acres into 7 lots and 1 outlot. Zoned Gateway District. Located at 4200 Yellowtail Dr. PIN 56840910000112.

City Planner Kelly Schroeder presented an overview of the application. The applicant, SEEDA President Robert Briggs, and DOWL Engineer Drew Homola were present and available to answer questions.

The applicant is requesting a variance to allow a 150-foot centerline radii for the new streets proposed within the subdivision.

Ms. Schroeder explained that the applicant has proposed a 10-foot pathway extension along Yellowtail Drive to be constructed with the subdivision. Internal pathway requirements are proposed as a combination of sidewalks and pathway segments to be constructed by individual lot developers. These details will be finalized at the time of the final plat. Internal roadways are designed to local street standards, and a variance will be required with the final plat to reduce the minimum centerline curve radius from 300 feet to 150 feet. Staff supports this variance, as the roads will serve low-speed, local traffic.

Improvements are also proposed for Yellowtail Drive adjacent to the development, as the roadway does not currently meet City standards and is not adequate to support the proposed development. Improvements will include construction of a five-foot gravel shoulder on both sides of the roadway to enhance safety. Water and sewer mains will be extended throughout the project, requiring access easements that are still under discussion with the developer. Utility capacity is sufficient to serve the proposed development.

Ms. Schroeder noted that the City's Future Land Use Map (FLUM) previously identified the area as agricultural due to surrounding development at the time; however, existing commercial and light industrial uses in the area make the proposed light industrial use appropriate. Staff does not find the lack of alignment with the FLUM to be a concern. Notices were sent to ten (10) surrounding property owners, and no specific concerns have been received.

No Public Comments

Commissioner & Applicant Discussion:

A. Commissioner Windsor shared that he likes the concept of the sidewalks and pathways being finished before building and development and hopes that can be the case.

B. Commissioner Morneau clarified if the intention was to have the pathway fully finished with sidewalks prior to building, and inquired if it was typical to see sidewalks finished by the buyer. Ms. Schroeder responded that these improvements are typically completed with development; however, due to funding considerations, the applicant has proposed a different approach, and discussions are ongoing.

C. Commission Chair Kerbs asked whether City code requires sidewalks and pathways to be completed and whether there are requirements governing the sequence of construction. Ms. Schroeder explained that infrastructure improvements are typically required prior to City acceptance and that the proposal represents a departure from standard practice. She noted that a developer's agreement may be appropriate and that staff is continuing to work with the applicant on this issue.

D. DOWL Engineer Drew Homola explained that the Yellowtail Drive pathway is unlikely to connect to other pathways for approximately five years and that delaying construction could extend the pathway's useful life and allow flexibility based on future development. He clarified with Commissioner Windsor that initially one side of sidewalk would be constructed, with completion on both sides occurring later.

E. SEEDA President Robert Briggs explained the structure and purpose of the Joint Powers Board and noted that future development will determine the final alignment and location of pathways.

F. Commission Chair Kerbs asked whether the variance related to street curve radii would require approval at this meeting. Ms. Schroeder clarified that the variance would be considered with the final plat. Commission Chair Kerbs also asked whether the deficiencies in Yellowtail Drive were the result of a previously approved variance. As the prior City Planner, Mr. Briggs explained that the condition resulted from overlapping projects involving City funding, grant funding, and the North Sheridan Interchange, and that additional improvements would be required as development continues.

G. Commissioner Lehman asked about the Agro Business Park being recently purchased by the College in the area, and asked if there was any plan to rezone that area as part of that acquisition. Ms. Shroeder shared there had not been any discussion of rezoning brought to her attention. Mr. Briggs shared, on behalf of the College, that this was a long term sustainability acquisition.

Following discussion, City Planning staff recommended approval of PL-25-38, the Preliminary Plat for the High Tech Business Park Phase II Subdivision, noting that approval would allow the applicant to proceed to the final plat stage, where the discussed items would be addressed.

Commission Chair Kerbs asked for a motion relating to the issue. Commissioner Windsor moved, seconded by Commissioner Morneau to approve PL-25-38 High Tech Business Park Phase II Preliminary Plat. .

No further discussion.
Voice vote, unanimous. Motion passes

5. Comments from commissioners and staff.

A. City Planner Kelly Schroeder informed Commissioners there would be a meeting held on February 9th, 2026.

B. Ms. Schroeder also informed Commissioners the City and County would be working together to update their Joint Use Plan and while that is underway, the City may look to update the City's plan as well, which will be discussed with the Planning Commission once more information is available.

6. The meeting adjourned at 7:33 pm.

APPROVED:

_____

Daniel Kerbs, Planning Commission Chair

ATTEST:

_____

Ashlee Foster, City Clerk

MEMO

TO: Planning Commission

FROM: Kelly Schroeder, Planning Director

RE: Consideration of PI-25-39, Preliminary plat for Westhaven Estates Subdivision. The applicant, Excalibur Construction, Inc. is requesting to subdivide 23.30 acres into 91 lots and 3 outlots. Zoned R-1 Residence District. Located west of Hill Pond Dr. PIN 56842910000100.

Attachments

Staff Report
preliminary plat
Preliminary plat with contours
Variance request
aerial
neighbor letter

CITY OF SHERIDAN, WYOMING

55 Grinnell Plaza, Sheridan Wyoming 82801
Planning Division

MEMORANDUM

From: Kelly Schroeder, City Planner
To: City of Sheridan Planning Commission
Date: February 9, 2026

Re: PL-25-39 Westhaven Estates Preliminary Plat Staff Report

Background

Morrison-Maierle, on behalf of the property owner, Excalibur Construction, has submitted a preliminary plat application for the following location:

Address:	Mydland Rd. west of Hill Pond Dr., Sheridan, WY 82801
Legal:	Unplatted land
PIN:	56842910000100

The applicant is proposing to divide 23.30 acres into 91 residential use lots and three outlots. The proposed subdivision will extend Hill Pond Drive to the west and establish six new public streets to be built to City standard which will provide access and utilities to the subdivision.

Discussion

Subdivision Details

The proposed Westhaven Estates subdivision is located in the R-1 Residence zone district where the minimum lot size requirement is 6,000 sf. The majority of the lots within the subdivision will be at or just above 6,000 sf in size, while 21 of the lots will be 11,351 sf to 16,220 sf to account for a drainage area where no building will be permitted. Setback, height, and parking requirements will be addressed at the time of a building permit application for any of the lots.

Lots are required to have a depth-to-front ratio that does not exceed 2.5:1, and lots within the R-1 Residence zone district are required to have a minimum lot width of 60 feet measured at the building setback line. The applicant has submitted a subdivision variance request letter for the depth-to-front requirement for lots 71-91 as these lots encompass an undevelopable drainage area. This subdivision variance will be reviewed and approved at the time of the Final Plat application.

The Open Space requirements for this subdivision have been previously met through the dedication of Blacktooth Park, Hidden Bridge Golf Course, and neighborhood pathway segments. The subject property was part of Cloud Peak Phase I, which was annexed into the City in

December 2003. Per Article 4.2 of the Cloud Peak Ranch Universal Annexation agreement adopted by City Council in January 2021, Cloud Peak Phase I, II, and South Cloud Peak Phase III, have sufficient open space as required by municipal code and no additional open space shall be required for subdivisions within these areas.

Engineering

The proposed subdivision will extend Hill Pond Drive to the west and establish a new street, Westhaven Drive, to provide two access points to the subdivision. Hill Pond Drive and Westhaven Drive will serve as future through streets to property to the west. Both roads will be located in 60-foot rights-of-way and be built to City standard at 39 feet with attached sidewalks on both sides.

Five additional connector streets, Sagremor, Pellinore, Galahad, Bedivere, and Arthur Streets, are also proposed within the subdivision and will be located in 60-foot rights-of-way and built to a local street City standard of 36 feet wide with attached sidewalks on both sides.

Improvements to the west side of Mydland Road will include sidewalk, curb, and gutter to maintain pedestrian access along Mydland to the Hill Pond crossing.

The Alliance Lateral Ditch runs along the southern portion of the property and conveys both existing irrigation and off-site drainage. Westhaven Estates will utilize the existing drainage patterns of the site in addition to new stormwater control measures such as piping and detention. All drainage infrastructure will be sized in accordance with the City of Sheridan Storm Drainage Design Criteria.

Utilities

The subdivision will be served by municipal water and sewer. A 12” water main will be reconstructed in Hill Pond Drive, while the remaining water mains installed throughout the subdivision will be 8” in diameter with multiple looping connections to the 12” main in Hill Pond Drive. Sanitary sewer will connect to an existing 12” stub-out on the southeast corner of the property and then consist of a series of 8” sewer mains throughout the subdivision.

Future Land Use

The Future Land Use Map from 2017 indicates that this area is appropriate for residential use. The proposed subdivision will consist of 91 single-family lots, which is both in conformance with the Future Land Use Map and compatible with surrounding residential development.

Staff Review Comments

Staff comments during the internal review of this preliminary plat application were related to additional details needed on traffic counts to help determine improvements to Mydland Road and minor corrections needed for the plat. All staff comments have been adequately addressed at this time. Additional details regarding traffic, drainage, and utility infrastructure may be required with the final plat application.

Public Notice

Staff sent notices to 31 surrounding property owners and published a legal ad in the Sheridan Press with information about the project and the public hearing schedule. A sign was also posted on the property. To date, staff have received one written comment from a nearby property owner

with concerns about traffic, density, and water pressure. This comment letter is included as an attachment to this staff report. Staff have also received phone calls from a second nearby property owner seeking more information on the proposed development.

Staff Recommendation

The City of Sheridan Municipal Code Appendix B, Section 303C Preliminary Project Submittal states that the Planning Commission shall consider both staff and public comments and determine whether the information and data in the preliminary project submittal indicates that the proposed development will be consistent with and promote the planning and policy objectives set forth in the Master Plan (Sheridan Land Use Plan) and the requirements for development set forth in the Ordinances of the City. The Planning Commission shall approve, conditionally approve, or disapprove the preliminary project submittal.

Staff recommends that Planning Commission find that the preliminary plat Westhaven Estates demonstrates that the project will be consistent with the Future Land Use Plan and the Ordinances of the City of Sheridan, and that they **approve** the preliminary plat. This action will allow the applicant to move forward with submitting a Final Plat application, which will again come before Planning Commission to review and make a recommendation on prior to consideration by the Governing Body.

Sample Motions

1. Positive Recommendation
   "I motion to approve PL-25-39 Westhaven Estates Preliminary Plat"

2. Positive Recommendation with Conditions
   "I motion to approve PL-25-39 Westhaven Estates Preliminary Plat with the following conditions: [state conditions]"

3. Negative Recommendation
   "I motion to deny PL-25-39 Westhaven Estates Preliminary Plat for the following reasons [state reasons]"

WESTHAVEN ESTATES SUBDIVISION

A PORTION OF THE NW1/4SW1/4, SECTION 21, TOWNSHIP 56 NORTH, RANGE 84 WEST, 6TH PRINCIPAL MERIDIAN, CITY OF SHERIDAN, WYOMING

AREA OF 91 LOTS ±16.12 ACRES
AREA OF 3 OUTLOTS ±0.50 ACRES
AREA OF PRIVATE ROAD ±0.41 ACRES
AREA OF PUBLIC ROADS ±6.27 ACRES
TOTAL = ±23.30 ACRES

ZONED: R-1 RESIDENTIAL
FRONT YARD: 25.0'
REAR YARD: 20.0'
SIDE YARD: 5.0'

CERTIFICATE OF DEDICATION

KNOWN ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED EXCALIBUR CONSTRUCTION, INC., BEING THE OWNER, PROPRIETOR OR PARTY OF INTEREST IN THE LAND SHOWN ON THIS PLAT, DO HEREBY STATE:

THAT THE FOREGOING PLAT DESIGNATED AS **WESTHAVEN ESTATES SUBDIVISION**, IS A SUBDIVISION OF A TRACT OF LAND SITUATED IN THE NW¼SW¼ OF SECTION 21, TOWNSHIP 56 NORTH, RANGE 84 WEST, 6TH P.M., CITY OF SHERIDAN, SHERIDAN COUNTY, WYOMING; SAID TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE WEST QUARTER CORNER OF SAID SECTION 21 (MONUMENTED WITH A 3" ALUMINUM CAP PER PE&LS 551); THENCE N88°06'29"E, 1327.56 FEET ALONG THE NORTH LINE OF SAID NW¼SW¼ TO A POINT, SAID POINT BEING THE NORTHEAST CORNER OF SAID NW¼SW¼ (MONUMENTED WITH A 3¼" ALUMINUM CAP PER PLS 2615); THENCE S00°30'29"E, 768.05 FEET ALONG THE EAST LINE OF SAID NW¼SW¼ TO A POINT, SAID POINT BEING THE NORTHEAST CORNER OF CLOUD PEAK RANCH, SIXTH FILING P.U.D.; THENCE N90°00'00"W, 32.63 FEET ALONG THE NORTH LINE OF SAID CLOUD PEAK RANCH, SIXTH FILING P.U.D. TO A POINT, SAID POINT BEING THE NORTHEAST CORNER OF OUT LOT A, CLOUD PEAK RANCH, SIXTH FILING P.U.D.; THENCE, CONTINUE N90°00'00"W, 495.80 FEET ALONG SAID NORTH LINE OF CLOUD PEAK RANCH, SIXTH FILING P.U.D. TO A POINT, SAID POINT BEING THE NORTHEAST CORNER OF CLOUD PEAK RANCH, TWENTIETH FILING MINOR SUBDIVISION; THENCE, CONTINUE N90°00'00"W, 359.00 FEET ALONG THE NORTH LINE OF SAID CLOUD PEAK RANCH, TWENTIETH FILING MINOR SUBDIVISION TO A POINT, SAID POINT BEING THE NORTHWEST CORNER OF SAID CLOUD PEAK RANCH, TWENTIETH FILING MINOR SUBDIVISION; THENCE S00°00'00"E, 28.88 FEET ALONG THE WEST LINE OF SAID CLOUD PEAK RANCH, TWENTIETH FILING MINOR SUBDIVISION TO A POINT, SAID POINT BEING THE NORTHEAST CORNER OF CLOUD PEAK RANCH TWELFTH FILING; THENCE N90°00'00"W, 35.00 FEET ALONG THE NORTH LINE OF SAID CLOUD PEAK RANCH TWELFTH FILING TO A POINT, SAID POINT BEING THE NORTHEAST CORNER OF LOT 1, CLOUD PEAK RANCH TWELFTH FILING; THENCE S82°46'22"W, 411.10 FEET ALONG THE NORTH LINE OF SAID LOT 1, CLOUD PEAK RANCH TWELFTH FILING TO A POINT, SAID POINT BEING THE NORTHWEST CORNER OF SAID LOT 1, CLOUD PEAK RANCH TWELFTH FILING AND LYING ON THE WEST LINE OF SAID NW¼SW¼; THENCE N00°14'28"W, 804.80 FEET ALONG SAID WEST LINE OF THE NW¼SW¼ TO THE POINT OF BEGINNING OF SAID TRACT.

SAID WESTHAVEN ESTATES SUBDIVISION CONTAINS **23.30 ACRES** OF LAND, MORE OR LESS.

WESTHAVEN ESTATES SUBDIVISION, AS IT IS DESCRIBED AND AS IT APPEARS ON THIS PLAT, IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNER(S) AND PROPRIETORS; AND THAT THIS IS A CORRECT PLAT OF THE AREA AS IT IS DIVIDED INTO LOTS, OUTLOT'S, STREETS AND EASEMENTS.

THE UNDERSIGNED OWNER OF THE LAND SHOWN AND DESCRIBED ON THIS PLAT DO HEREBY DEDICATE A STRIP OF LAND AS A PRIVATE RIGHT-OF-WAY FOR THE BENEFIT OF LAND OWNERS LYING NORTH AND WEST OF OUTLOT A, AND LOTS 1 THRU 21, WESTHAVEN ESTATES SUBDIVISION. NO PUBLIC MAINTENANCE OF THIS AREA BY THE CITY OF SHERIDAN AND ITS LICENSEES. THE UNDERSIGNED OWNER OF THE LAND SHOWN AND DESCRIBED ON THIS PLAT DOES HEREBY DEDICATE TO THE CITY OF SHERIDAN AND ITS LICENSEES FOR PUBLIC USE FOR THE INDICATED PURPOSES A UTILITY, DRAINAGE AND IRRIGATION EASEMENT.

THE UNDERSIGNED OWNER OF THE LAND SHOWN AND DESCRIBED ON THIS PLAT DO HEREBY DEDICATE TO THE CITY OF SHERIDAN AND ITS LICENSEES FOR PUBLIC USE FOR THE INDICATED PURPOSES, ALL STREETS, EASEMENTS AND OTHER PUBLIC LANDS, AS INDICATED, AND NOT ALREADY OTHERWISE DEDICATED FOR PUBLIC USE.

UTILITY EASEMENTS, AS DESIGNATED ON THE PLAT, ARE HEREBY GRANTED TO THE CITY OF SHERIDAN AND IT'S LICENSEES FOR PUBLIC USE FOR THE PURPOSE OF INSTALLING, REPAIRING, REINSTALLING, REPLACING AND MAINTAINING SANITARY SEWERS, STORM SEWERS, WATER LINES, GAS LINES, ELECTRIC LINES, TELEPHONE LINES, CABLE TV LINE, AND OTHER FORMS AND TYPES OF PUBLIC UTILITIES NOW OR HEREAFTER GENERALLY UTILIZED BY THE PUBLIC.

OUTLOT A. IS AN OPEN SPACE, DRAINAGE, AND UTILITY EASEMENT, OWNED & MAINTAINED BY THE HOMEOWNER'S ASSOCIATION.

OUTLOT B. IS AN OPEN SPACE, DRAINAGE, AND UTILITY EASEMENT, OWNED & MAINTAINED BY THE HOMEOWNER'S ASSOCIATION.

OUTLOT C. IS AN OPEN SPACE, DRAINAGE, AND UTILITY EASEMENT, OWNED & MAINTAINED BY THE HOMEOWNER'S ASSOCIATION.

IN TESTIMONY WHEREOF:

ALL RIGHTS UNDER AND BY VIRTUE OF THE HOMESTEAD EXEMPTION LAWS OF THE STATE OF WYOMING ARE HEREBY WAIVED AND RELEASED.

THE UNDERSIGNED HAVE CAUSED THESE PRESENTS TO BE SIGNED THIS _____ DAY OF _____, _____.

EXCALIBUR CONSTRUCTION, INC.

BY: _____
ANDREW McFAUL, PRESIDENT

STATE OF WYOMING
COUNTY OF SHERIDAN :ss

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BY ANDREW McFAUL BEFORE ME THIS _____ DAY OF _____, _____.

WITNESS MY HAND AND OFFICIAL SEAL. MY COMMISSION EXPIRES _____

_____
NOTARY PUBLIC



SITE MAP:
SCALE: 1" = 100'

SURVEYOR'S CERTIFICATE

STATE OF WYOMING :ss
COUNTY OF SHERIDAN

I, ANDRE STAMENKOVIC, DO HEREBY STATE THAT I AM A REGISTERED LAND SURVEYOR, LICENSED UNDER THE LAWS OF THE STATE OF WYOMING, THAT THIS PLAT IS A TRUE, CORRECT AND COMPLETE PLAT OF **WESTHAVEN ESTATES SUBDIVISION**, AS LAID OUT, PLATTED, DEDICATED AND SHOWN HEREON, THAT THIS PLAT WAS MADE FROM AN ACCURATE SURVEY OF SAID PROPERTY CONDUCTED BY ME OR UNDER MY DIRECT SUPERVISION AND CORRECTLY SHOWS THE LOCATION AND DIMENSIONS OF ALL LOTS, EASEMENTS AND STREETS OF SAID SUBDIVISION IN COMPLIANCE WITH THE CITY OF SHERIDAN REGULATIONS GOVERNING THE SUBDIVISION OF LAND.

Professional Land Surveyor
ANDRE STAMENKOVIC
19744
STATE OF WYOMING
Date: 12/30/25

PRELIMINARY DRAFT

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

CERTIFICATE OF RECORDER

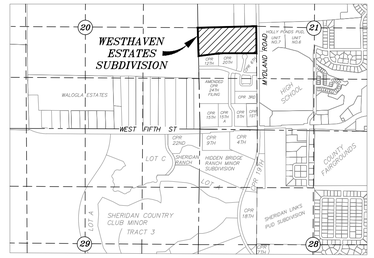
STATE OF WYOMING :ss
COUNTY OF SHERIDAN

THIS PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE CLERK AND RECORDER AT _____ O'CLOCK ___M.,

THIS _____, DAY OF _____, 20 _____, AND IS RECORDED IN PLAT BOOK _____, PAGE _____

_____ STAMP RECEIVING NUMBER _____
COUNTY CLERK

T56N R84W



LOCATION MAP
NO TRUE SCALE

DECLARATION EXTINGUISHING PREVIOUS EASEMENTS

1) ALL EARLIER EASEMENTS OR PORTIONS THEREOF ENCOMPASSED BY THE BOUNDARY OF THIS PLAT ARE HEREBY EXTINGUISHED UNLESS NOTED OTHERWISE.

2) EXISTING UTILITIES PLACED IN PREVIOUS RECORDED EASEMENTS HAVE SENIOR RIGHTS AND ARE NOW PROTECTED BY EASEMENTS OR ROADS AS SHOWN ON THIS PLAT.

CITY OF SHERIDAN CERTIFICATES OF APPROVAL

REVIEWED BY THE CITY OF SHERIDAN PLANNING COMMISSION THIS _____ DAY OF _____, _____.

_____ _____
ATTEST: VICE-CHAIRMAN CHAIRMAN

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 _____ DAY OF _____, _____, BY THE DIRECTOR OF PUBLIC WORKS OF SHERIDAN, WYOMING.

_____
DIRECTOR OF PUBLIC WORKS

APPROVED BY THE CITY COUNCIL OF THE CITY OF SHERIDAN, WYOMING, THIS ___ DAY OF _____, _____.

_____ _____
ATTEST: CITY CLERK MAYOR

PRELIMINARY PLAT

WESTHAVEN ESTATES SUBDIVISION

A PORTION OF THE NW1/4SW1/4, SECTION 21, TOWNSHIP 56 NORTH, RANGE 84 WEST, 6TH PRINCIPAL MERIDIAN, CITY OF SHERIDAN, WYOMING

CLIENT: MORRISON - MAIERLE
1470 SUGARLAND DRIVE, SUITE 2
SHERIDAN, WYOMING 82801

PRESTFELDT SURVEYING
2340 WETLANDS DR., SUITE 100
SHERIDAN, WY 82801
307-672-7415

Morrison Maierle
engineers · surveyors · planners · scientists

JN: 2025-012 SJ:3
DN: 2025-012-WHES-P
PF: T2025-012
DRAWN BY: TDT
CHECKED BY: TDT & CT
DECEMBER 30, 2025



NOTE:

1. THIS AREA IS DEDICATED AS PRIVATE RIGHT-OF-WAY FOR INGRESS AND EGRESS, AND SERVICES TO BENEFIT THE ADJOINING LAND OWNERS.

2. OWNERS OF LOTS 1 THRU 21, WESTHAVEN ESTATES SUBDIVISION ARE RESTRICTED FROM USING THIS ARE FOR INGRESS AND EGRESS.

3. THIS AREA IS ALSO A UTILITY, DRAINAGE AND IRRIGATION EASEMENT TO BENEFIT THE ADJOINING LAND OWNERS AND WESTHAVEN ESTATES SUBDIVISION.

SCALE: 1"= 50'

BEARINGS ARE BASED ON THE WYOMING COORDINATE SYSTEM NAD 1983, EAST CENTRAL ZONE DISTANCES ARE SURFACE

GRAPHIC SCALE

(U.S. SURVEY FEET)

DATUM:

NAD 83(1993), NAVD 88 (U.S. SURVEY FEET)
DATUM ADJUSTMENT FACTOR (DAF): 1.000235
DIVIDE SURFACE COORDINATES BY DAF TO CALCULATE THE WYOMING COORDINATE SYSTEM NAD 1983, EAST CENTRAL ZONE, COORDINATES

CURVE TABLE

CURVE	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD LENGTH
C1	4°22'49"	1040.00'	79.51'	S87°04'47"W	79.49'
C2	3°35'32"	980.00'	61.44'	N86°23'12"E	61.43'
C3	1°05'13"	980.00'	18.59'	N88°43'35"E	18.59'

LEGEND:

- SET 2" ALUMINUM CAP PER PLS 19344
- FOUND 2" ALUMINUM CAP PER PLS 6812
- FOUND 3-1/4" ALUMINUM CAP PER PLS 2615
- FOUND 2" ALUMINUM CAP PER PLS 2615
- FOUND 3" ALUMINUM CAP PER PE&LS 551
- FOUND 2" ALUMINUM CAP PER PLS 5369
- FOUND 2" ALUMINUM CAP PER PE&LS 3864
- CALCULATED: NOTHING FOUND/NOTHING SET
- BOUNDARY LINE
- PROPERTY/BLOCK/LOT LINE
- EASEMENT LINE AS NOTED
- NO BUILD ZONE LINE
- SETBACK LINE (R-1 RESIDENTIAL)
- DRAINAGE EASEMENT LINE
- RIGHT-OF-WAY LINE
- SECTION LINE
- INTERIOR SECTION LINE

PRELIMINARY PLAT

WESTHAVEN ESTATES SUBDIVISION

A PORTION OF THE NW1/4SW1/4, SECTION 21, TOWNSHIP 56 NORTH, RANGE 84 WEST, 6TH PRINCIPAL MERIDIAN, CITY OF SHERIDAN, WYOMING

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JN: 2025-012 SJ:3
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DECEMBER 30, 2025

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FRONT YARD: 25.0'
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SIDE YARD: 5.0'

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KNOWN ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED EXCALIBUR CONSTRUCTION, INC., BEING THE OWNER, PROPRIETOR OR PARTY OF INTEREST IN THE LAND SHOWN ON THIS PLAT, DO HEREBY STATE:

THAT THE FOREGOING PLAT DESIGNATED AS **WESTHAVEN ESTATES SUBDIVISION**, IS A SUBDIVISION OF A TRACT OF LAND SITUATED IN THE NW¼SW¼ OF SECTION 21, TOWNSHIP 56 NORTH, RANGE 84 WEST, 6TH P.M., CITY OF SHERIDAN, SHERIDAN COUNTY, WYOMING; SAID TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE WEST QUARTER CORNER OF SAID SECTION 21 (MONUMENTED WITH A 3" ALUMINUM CAP PER PE&LS 551); THENCE N88°06'29"E, 1327.56 FEET ALONG THE NORTH LINE OF SAID NW¼SW¼ TO A POINT, SAID POINT BEING THE NORTHEAST CORNER OF SAID NW¼SW¼ (MONUMENTED WITH A 3¼" ALUMINUM CAP PER PLS 2615); THENCE S00°30'29"E, 768.05 FEET ALONG THE EAST LINE OF SAID NW¼SW¼ TO A POINT, SAID POINT BEING THE NORTHEAST CORNER OF CLOUD PEAK RANCH, SIXTH FILING P.U.D.; THENCE N90°00'00"W, 32.63 FEET ALONG THE NORTH LINE OF SAID CLOUD PEAK RANCH, SIXTH FILING P.U.D. TO A POINT, SAID POINT BEING THE NORTHEAST CORNER OF OUT LOT A, CLOUD PEAK RANCH, SIXTH FILING P.U.D.; THENCE, CONTINUE N90°00'00"W, 495.80 FEET ALONG SAID NORTH LINE OF CLOUD PEAK RANCH, SIXTH FILING P.U.D. TO A POINT, SAID POINT BEING THE NORTHEAST CORNER OF CLOUD PEAK RANCH, TWENTIETH FILING MINOR SUBDIVISION; THENCE, CONTINUE N90°00'00"W, 359.00 FEET ALONG THE NORTH LINE OF SAID CLOUD PEAK RANCH, TWENTIETH FILING MINOR SUBDIVISION TO A POINT, SAID POINT BEING THE NORTHWEST CORNER OF SAID CLOUD PEAK RANCH, TWENTIETH FILING MINOR SUBDIVISION; THENCE S00°00'00"E, 28.88 FEET ALONG THE WEST LINE OF SAID CLOUD PEAK RANCH, TWENTIETH FILING MINOR SUBDIVISION TO A POINT, SAID POINT BEING THE NORTHEAST CORNER OF CLOUD PEAK RANCH TWELFTH FILING; THENCE N90°00'00"W, 35.00 FEET ALONG THE NORTH LINE OF SAID CLOUD PEAK RANCH TWELFTH FILING TO A POINT, SAID POINT BEING THE NORTHEAST CORNER OF LOT 1, CLOUD PEAK RANCH TWELFTH FILING; THENCE S82°46'22"W, 411.10 FEET ALONG THE NORTH LINE OF SAID LOT 1, CLOUD PEAK RANCH TWELFTH FILING TO A POINT, SAID POINT BEING THE NORTHWEST CORNER OF SAID LOT 1, CLOUD PEAK RANCH TWELFTH FILING AND LYING ON THE WEST LINE OF SAID NW¼SW¼; THENCE N00°14'28"W, 804.80 FEET ALONG SAID WEST LINE OF THE NW¼SW¼ TO THE POINT OF BEGINNING OF SAID TRACT.

SAID WESTHAVEN ESTATES SUBDIVISION CONTAINS **23.30 ACRES** OF LAND, MORE OR LESS.

WESTHAVEN ESTATES SUBDIVISION, AS IT IS DESCRIBED AND AS IT APPEARS ON THIS PLAT, IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNER(S) AND PROPRIETORS; AND THAT THIS IS A CORRECT PLAT OF THE AREA AS IT IS DIVIDED INTO LOTS, OUTLOT'S, STREETS AND EASEMENTS.

THE UNDERSIGNED OWNER OF THE LAND SHOWN AND DESCRIBED ON THIS PLAT DO HEREBY DEDICATE A STRIP OF LAND AS A PRIVATE RIGHT-OF-WAY FOR THE BENEFIT OF LAND OWNERS LYING NORTH AND WEST OF OUTLOT A, AND LOTS 1 THRU 21, WESTHAVEN ESTATES SUBDIVISION. NO PUBLIC MAINTENANCE OF THIS AREA BY THE CITY OF SHERIDAN AND ITS LICENSEES. THE UNDERSIGNED OWNER OF THE LAND SHOWN AND DESCRIBED ON THIS PLAT DOES HEREBY DEDICATE TO THE CITY OF SHERIDAN AND ITS LICENSEES FOR PUBLIC USE FOR THE INDICATED PURPOSES A UTILITY, DRAINAGE AND IRRIGATION EASEMENT.

THE UNDERSIGNED OWNER OF THE LAND SHOWN AND DESCRIBED ON THIS PLAT DO HEREBY DEDICATE TO THE CITY OF SHERIDAN AND ITS LICENSEES FOR PUBLIC USE FOR THE INDICATED PURPOSES, ALL STREETS, EASEMENTS AND OTHER PUBLIC LANDS, AS INDICATED, AND NOT ALREADY OTHERWISE DEDICATED FOR PUBLIC USE.

UTILITY EASEMENTS, AS DESIGNATED ON THE PLAT, ARE HEREBY GRANTED TO THE CITY OF SHERIDAN AND IT'S LICENSEES FOR PUBLIC USE FOR THE PURPOSE OF INSTALLING, REPAIRING, REINSTALLING, REPLACING AND MAINTAINING SANITARY SEWERS, STORM SEWERS, WATER LINES, GAS LINES, ELECTRIC LINES, TELEPHONE LINES, CABLE TV LINE, AND OTHER FORMS AND TYPES OF PUBLIC UTILITIES NOW OR HEREAFTER GENERALLY UTILIZED BY THE PUBLIC.

OUTLOT A. IS AN OPEN SPACE, DRAINAGE, AND UTILITY EASEMENT, OWNED & MAINTAINED BY THE HOMEOWNER'S ASSOCIATION.

OUTLOT B. IS AN OPEN SPACE, DRAINAGE, AND UTILITY EASEMENT, OWNED & MAINTAINED BY THE HOMEOWNER'S ASSOCIATION.

OUTLOT C. IS AN OPEN SPACE, DRAINAGE, AND UTILITY EASEMENT, OWNED & MAINTAINED BY THE HOMEOWNER'S ASSOCIATION.

IN TESTIMONY WHEREOF:

ALL RIGHTS UNDER AND BY VIRTUE OF THE HOMESTEAD EXEMPTION LAWS OF THE STATE OF WYOMING ARE HEREBY WAIVED AND RELEASED.

THE UNDERSIGNED HAVE CAUSED THESE PRESENTS TO BE SIGNED THIS _____ DAY OF _____, _____.

EXCALIBUR CONSTRUCTION, INC.

BY: _____
ANDREW McFAUL, PRESIDENT

STATE OF WYOMING
COUNTY OF SHERIDAN :ss

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BY ANDREW McFAUL BEFORE ME THIS _____ DAY OF _____, _____.

WITNESS MY HAND AND OFFICIAL SEAL. MY COMMISSION EXPIRES _____

_____
NOTARY PUBLIC



SITE MAP:
SCALE: 1" = 100'

SURVEYOR'S CERTIFICATE

STATE OF WYOMING :ss
COUNTY OF SHERIDAN

I, ANDRE STAMENKOVIC, DO HEREBY STATE THAT I AM A REGISTERED LAND SURVEYOR, LICENSED UNDER THE LAWS OF THE STATE OF WYOMING, THAT THIS PLAT IS A TRUE, CORRECT AND COMPLETE PLAT OF **WESTHAVEN ESTATES SUBDIVISION**, AS LAID OUT, PLATTED, DEDICATED AND SHOWN HEREON, THAT THIS PLAT WAS MADE FROM AN ACCURATE SURVEY OF SAID PROPERTY CONDUCTED BY ME OR UNDER MY DIRECT SUPERVISION AND CORRECTLY SHOWS THE LOCATION AND DIMENSIONS OF ALL LOTS, EASEMENTS AND STREETS OF SAID SUBDIVISION IN COMPLIANCE WITH THE CITY OF SHERIDAN REGULATIONS GOVERNING THE SUBDIVISION OF LAND.

Professional Land Surveyor
ANDRE STAMENKOVIC
19744
STATE OF WYOMING
Date: 12/30/25

PRELIMINARY DRAFT

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

CERTIFICATE OF RECORDER

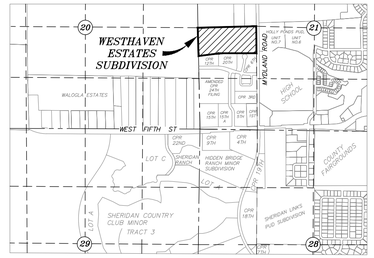
STATE OF WYOMING :ss
COUNTY OF SHERIDAN

THIS PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE CLERK AND RECORDER AT _____ O'CLOCK ___M.,

THIS _____, DAY OF _____, 20 _____, AND IS RECORDED IN PLAT BOOK _____, PAGE _____

_____ STAMP RECEIVING NUMBER _____
COUNTY CLERK

T56N R84W



LOCATION MAP
NO TRUE SCALE

DECLARATION EXTINGUISHING PREVIOUS EASEMENTS

1) ALL EARLIER EASEMENTS OR PORTIONS THEREOF ENCOMPASSED BY THE BOUNDARY OF THIS PLAT ARE HEREBY EXTINGUISHED UNLESS NOTED OTHERWISE.

2) EXISTING UTILITIES PLACED IN PREVIOUS RECORDED EASEMENTS HAVE SENIOR RIGHTS AND ARE NOW PROTECTED BY EASEMENTS OR ROADS AS SHOWN ON THIS PLAT.

CITY OF SHERIDAN CERTIFICATES OF APPROVAL

REVIEWED BY THE CITY OF SHERIDAN PLANNING COMMISSION THIS _____ DAY OF _____, _____.

_____ _____
ATTEST: VICE-CHAIRMAN CHAIRMAN

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 _____ DAY OF _____, _____, BY THE DIRECTOR OF PUBLIC WORKS OF SHERIDAN, WYOMING.

_____
DIRECTOR OF PUBLIC WORKS

APPROVED BY THE CITY COUNCIL OF THE CITY OF SHERIDAN, WYOMING, THIS ___ DAY OF _____, _____.

_____ _____
ATTEST: CITY CLERK MAYOR

PRELIMINARY PLAT

WESTHAVEN ESTATES SUBDIVISION

A PORTION OF THE NW1/4SW1/4, SECTION 21, TOWNSHIP 56 NORTH, RANGE 84 WEST, 6TH PRINCIPAL MERIDIAN, CITY OF SHERIDAN, WYOMING

CLIENT: MORRISON - MAIERLE
1470 SUGARLAND DRIVE, SUITE 2
SHERIDAN, WYOMING 82801

PRESTFELDT SURVEYING
2340 WETLANDS DR., SUITE 100
SHERIDAN, WY 82801
307-672-7415

Morrison Maierle
engineers · surveyors · planners · scientists

JN: 2025-012 SJ:3
DN: 2025-012-WHES-P
PF: T2025-012
DRAWN BY: TDT
CHECKED BY: TDT & CT
DECEMBER 30, 2025

NOTE:

1. THIS AREA IS DEDICATED AS PRIVATE RIGHT-OF-WAY FOR INGRESS AND EGRESS, AND SERVICES TO BENEFIT THE ADJOINING LAND OWNERS.
2. OWNERS OF LOTS 1 THRU 21, WESTHAVEN ESTATES SUBDIVISION ARE RESTRICTED FROM USING THIS ARE FOR INGRESS AND EGRESS.
3. THIS AREA IS ALSO A UTILITY, DRAINAGE AND IRRIGATION EASEMENT TO BENEFIT THE ADJOINING LAND OWNERS AND WESTHAVEN ESTATES SUBDIVISION.

SURFACE COORDINATE
N 1900645.73
E 1400807.83
DATUM: NAD 83(1993)
LAT 44°48'48.1400"N
LONG. 106°59'37.1997"W

SW1/4NW1/4 SECTION 21

RECORD OF SURVEY'S RECORDED IN PLAT BOOK "A", PAGE NUMBER "391 & 451"

RECORD OF SURVEY RECORDED IN PLAT BOOK "A", PAGE NUMBER "515"

SEE DETAIL

42' RIGHT-OF-WAY EASEMENT (BOOK 140, PAGE 519)

35' RIGHT-OF-WAY EASEMENT (RECORD OF SURVEY A-4573.49')

(DEDICATED PRIVATE RIGHT-OF-WAY)

W E S T H A V E N D R I V E

H I L L P O N D D R I V E

S A G E M O R E S T R E E T

P E L I N O R E S T R E E T

G A L A H A D S T R E E T

B E D I V E R E S T R E E T

A R T H U R S T R E E T

M Y D L A N D R O A D (C O U N T Y R O A D N O . 8 0)

(AKA)

LOT 1 ±6,000 SF
LOT 2 ±6,000 SF
LOT 3 ±6,000 SF
LOT 4 ±6,000 SF
LOT 5 ±6,000 SF
LOT 6 ±6,000 SF
LOT 7 ±6,000 SF
LOT 8 ±6,000 SF
LOT 9 ±6,000 SF
LOT 10 ±6,000 SF
LOT 11 ±6,000 SF
LOT 12 ±6,000 SF
LOT 13 ±6,000 SF
LOT 14 ±6,000 SF
LOT 15 ±6,000 SF
LOT 16 ±6,000 SF
LOT 17 ±6,000 SF
LOT 18 ±6,000 SF
LOT 19 ±6,000 SF
LOT 20 ±6,000 SF
LOT 21 ±6,300 SF
LOT 22 ±6,293 SF
LOT 23 ±6,293 SF
LOT 24 ±6,293 SF
LOT 25 ±6,373 SF
LOT 26 ±6,400 SF
LOT 27 ±6,400 SF
LOT 28 ±6,400 SF
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LOT 55 ±6,400 SF
LOT 56 ±6,814 SF
LOT 57 ±6,400 SF
LOT 58 ±6,400 SF
LOT 59 ±6,400 SF
LOT 60 ±6,400 SF
LOT 61 ±6,400 SF
LOT 62 ±6,400 SF
LOT 63 ±6,400 SF
LOT 64 ±6,400 SF
LOT 65 ±6,883 SF
LOT 66 ±6,000 SF
LOT 67 ±6,000 SF
LOT 68 ±6,000 SF
LOT 69 ±6,000 SF
LOT 70 ±6,900 SF
OUTLOT B ±6,040 SF
LOT 71 ±11,351 SF
LOT 72 ±11,643 SF
LOT 73 ±11,596 SF
LOT 74 ±11,645 SF
LOT 75 ±11,696 SF
LOT 76 ±11,745 SF
LOT 77 ±11,242 SF
LOT 78 ±11,729 SF
LOT 79 ±11,683 SF
LOT 80 ±11,967 SF
LOT 81 ±11,590 SF
LOT 82 ±11,544 SF
LOT 83 ±11,498 SF
LOT 84 ±11,981 SF
LOT 85 ±13,266 SF
LOT 86 ±13,662 SF
LOT 87 ±14,075 SF
LOT 88 ±14,468 SF
LOT 89 ±14,903 SF
LOT 90 ±15,322 SF
LOT 91 ±16,220 SF

(M)79.91' VARYING WIDTH

OUTLOT A ±6,408 SF

OUTLOT B ±6,040 SF

OUT LOT H, BLOCK 1 CLOUD PEAK RANCH, SIXTH FILING P.U.D.

OUTLOT "A" CLOUD PEAK RANCH TWELFTH FILLING

LOT 1 CLOUD PEAK RANCH TWELFTH FILLING

LOT 2 CLOUD PEAK RANCH, TWENTIETH FILLING MINOR SUBDIVISION

LOT 3

LOT 5

LOT 6

BLOCK 1 CLOUD PEAK RANCH, SIXTH FILING P.U.D.

B O B W H I T E C O U R T

S H I R L E Y C O V E

TRACT B HOLLY PONDS PLANNED UNIT DEVELOPMENT UNIT NO. SEVEN

HOLLY PONDS PLANNED UNIT DEVELOPMENT UNIT NO. SEVEN

SHERIDAN COUNTY SCHOOL DISTRICT NO. 2

SHERIDAN HEIGHTS DRIVE

ALLIANCE LATERAL (CLOSED)

ALLIANCE LATERAL DITCH

(NO BUILD ZONE)

PUBLIC PATHWAY EASEMENT (BOOK 544, PAGE 588)

DRAINAGE EASEMENT (BOOK 516, PAGE 269)

STORM SEWER EASEMENT (BOOK 530, PAGE 661)

E-10 E-12 E-20 E-21 E-22 E-23 E-24

CURVE TABLE					
CURVE	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD LENGTH
C1	4°22'49"	1040.00'	79.51'	S87°04'47"W	79.49'
C2	3°35'32"	980.00'	61.44'	N86°23'12"E	61.43'
C3	1°05'13"	980.00'	18.59'	N88°43'35"E	18.59'

DETAIL:
NO TRUE SCALE

LEGEND:

- SET 2" ALUMINUM CAP PER PLS 19344
- FOUND 2" ALUMINUM CAP PER PLS 6812
- FOUND 3-1/4" ALUMINUM CAP PER PLS 2615
- FOUND 2" ALUMINUM CAP PER PLS 2615
- FOUND 3" ALUMINUM CAP PER PE&LS 551
- FOUND 2" ALUMINUM CAP PER PLS 5369
- FOUND 2" ALUMINUM CAP PER PE&LS 3864
- CALCULATED: NOTHING FOUND/NOTHING SET
- BOUNDARY LINE
- PROPERTY/BLOCK/LOT LINE
- EASEMENT LINE AS NOTED
- NO BUILD ZONE LINE
- SETBACK LINE (R-1 RESIDENTIAL)
- DRAINAGE EASEMENT LINE
- RIGHT-OF-WAY LINE
- SECTION LINE
- INTERIOR SECTION LINE

SCALE: 1" = 50'

BEARINGS ARE BASED ON THE WYOMING COORDINATE SYSTEM NAD 1983, EAST CENTRAL ZONE
DISTANCES ARE SURFACE

GRAPHIC SCALE

-50 0 25 50 100

(U.S. SURVEY FEET)

DATUM:

NAD 83(1993), NAVD 88 (U.S. SURVEY FEET)
DATUM ADJUSTMENT FACTOR (DAF): 1.000235
DIVIDE SURFACE COORDINATES BY DAF TO CALCULATE THE WYOMING COORDINATE SYSTEM NAD 1983, EAST CENTRAL ZONE, COORDINATES

PRELIMINARY PLAT

WESTHAVEN ESTATES SUBDIVISION

A PORTION OF THE NW1/4SW1/4, SECTION 21, TOWNSHIP 56 NORTH, RANGE 84 WEST, 6TH PRINCIPAL MERIDIAN, CITY OF SHERIDAN, WYOMING

CLIENT: MORRISON – MAIERLE
1470 SUGARLAND DRIVE, SUITE 2
SHERIDAN, WYOMING 82801

PRESTFELDT SURVEYING
2340 WETLANDS DR., SUITE 100
SHERIDAN, WY 82801
307-672-7415

Morrison Maierle
engineers - surveyors - planners - scientists

JN: 2025-012 SJ-3
DN: 2025-012-WHES-P
PF: T2025-012
DRAWN BY: TDT
CHECKED BY: TDT & CT
DECEMBER 31, 2025

Morrison Maierle | engineers surveyors planners scientists

We create solutions that build better communities.

January 7, 2026

City of Sheridan
Mr. Hanns Mercer, PE – Director of Public Works
55 Grinnell Plaza
Sheridan, WY 82801

Re: Westhaven Estates Subdivision Variance Request – Lot Depth to Frontage Ratio

Dear Hanns,

This letter constitutes a variance request for consideration by the City of Sheridan Planning Commission on the above-referenced project. This variance pertains to the depth-to-front (D:F) ratio for 21 proposed parcels (Lots 71-91) shown on the Preliminary Plat drawing of Westhaven Estates Subdivision.

Per the Sheridan Municipal Code, Appendix B Subdivision Regulations, §505(C)(1), the depth-to-front (D:F) ratio of lots shall not exceed 2.5 to 1. The table below presents the actual D:F ratio for the aforementioned lots.

LOT #	D:F RATIO
71-83	±3.2:1
84	3.4:1
86	3.7:1
87	3.9:1
88	4.0:1
89	4.1:1
90	4.2:1
91	4.3:1

As the southern area of the property is generally undevelopable, rather than excluding this area as open space, we are depicting it on the plat as a “no-build zone.” This would be accomplished via deed restriction at the time of sale for lots 71-91.

The developer is requesting a variance for the following reasons:

- Deed-restricted areas maintain private ownership of the green space but still providing the natural beauty and views.
- Reduced Maintenance Burden on HOA: Maintenance responsibilities for these areas will be managed by individual owners, reducing the burden on the HOA.
- Compliance with Intent of Code: The proposal aligns with the intent of the subdivision regulations by ensuring that the development is uniform in nature and built area.
- Market Differentiation within the subdivision: This approach can enhance the marketability and development of specific lots.

We appreciate your consideration of this request. Please let us know if you have any questions.

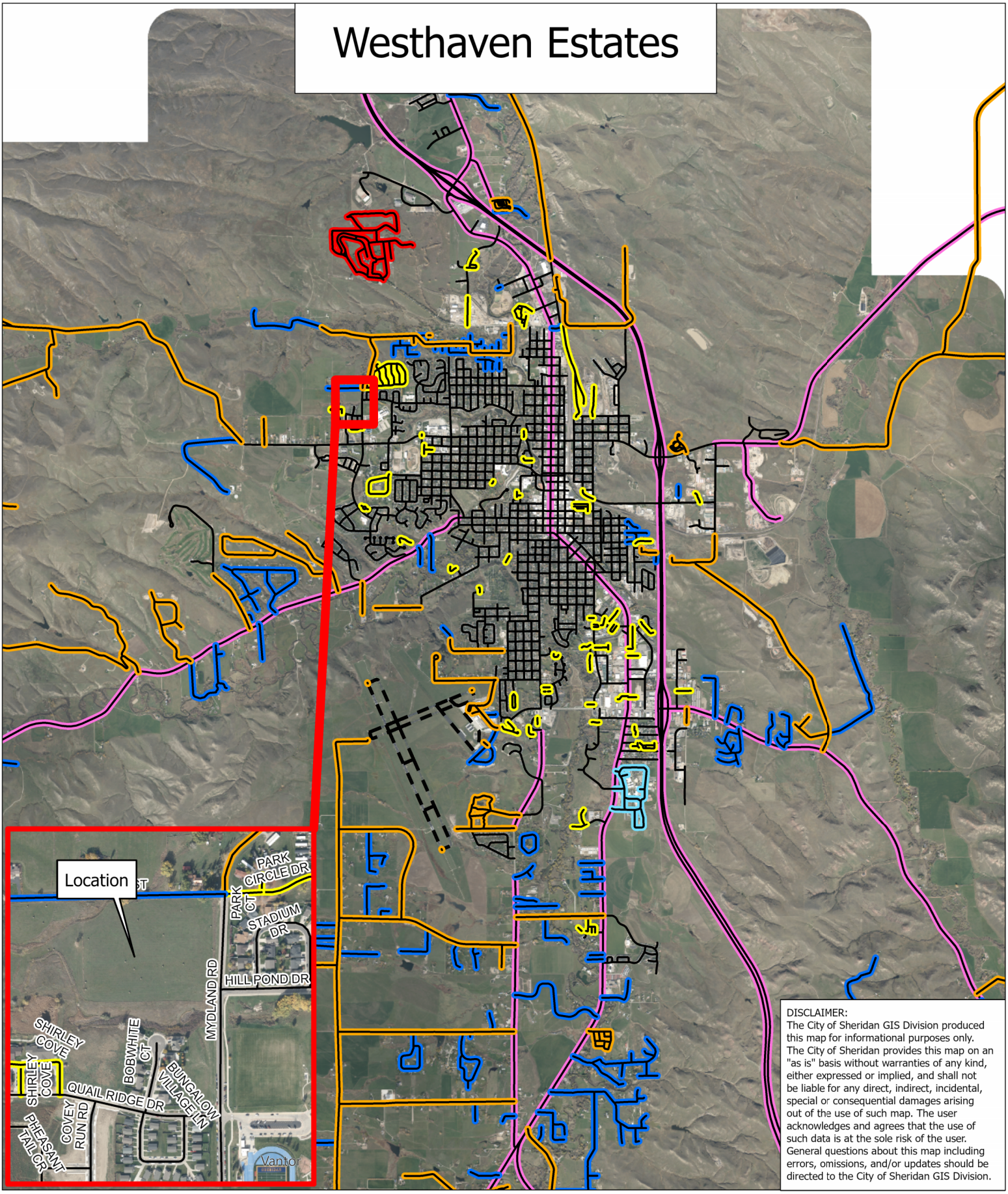
Sincerely,

Tyson Markham, PE
Project Manager
tmarkham@m-m.net
(307) 761-4130

Attachments

ec: Andrew McFaul, Excalibur Construction

Westhaven Estates



DISCLAIMER:
The City of Sheridan GIS Division produced this map for informational purposes only. The City of Sheridan provides this map on an "as is" basis without warranties of any kind, either expressed or implied, and shall not be liable for any direct, indirect, incidental, special or consequential damages arising out of the use of such map. The user acknowledges and agrees that the use of such data is at the sole risk of the user. General questions about this map including errors, omissions, and/or updates should be directed to the City of Sheridan GIS Division.

CITY OF Sheridan WYOMING

N

Miles 0 0.7 1.4

Date: 12/24/2025 10:00 AMUser: sgoodman

Sue Goodman <sgoodman@sheridanwy.gov>

Fwd: Application #PL-25-39. Westview Estates Subdivision

1 message

Kelly Schroeder <kschroeder@sheridanwy.gov> Tue, Feb 3, 2026 at 8:12 AM
To: Sue Goodman <sgoodman@sheridanwy.gov>

Kelly Schroeder, AICP
City Planner
P (307) 675-4248

---------- Forwarded message ---------
From: **Bob Stephenson** <bobbyandmar@gmail.com>
Date: Tue, Feb 3, 2026 at 7:37 AM
Subject: Fwd: Application #PL-25-39. Westview Estates Subdivision
To: <kschroeder@sheridanwy.gov>

---------- Forwarded message ---------
From: **Bob Stephenson** <bobbyandmar@gmail.com>
Date: Tue, Feb 3, 2026, 7:35 AM
Subject: Re: Application #PL-25-39. Westview Estates Subdivision
To: <kschroeder@sheridangov.com>

On Mon, Feb 2, 2026, 10:56 AM <bobbyandmar@gmail.com> wrote:

> We are writing to submit some questions and concerns about this subdivision plan.
> We know Sheridan is going to grow and are not opposed to growth but feel that this is an excessive amount of houses for this property. Is Hillpond going to be the only entry and exit point to this large proposed development?
>
> This will greatly increase the traffic on Mydland and Hillpond. We already see cars waiting on Hillpond to enter Mydland and we see school buses going back and forth on Hillpond to Sage Elementary. This will put more traffic by this Elementary school and more students in the system. Are these single family homes, multi family, low income. Is this developer local, out of state, is the project funded by foreign investors?
>
> When we saw there was activity on the property we expected maybe 40 houses would be built in this area NOT 92!!!!! Our water pressure is low in the summer when we try to water our lawn and cannot imagine how much water a development of this size would require???
>
> We respectfully request that the city consider very carefully the impact this LARGE development would have in our area.
>
> Thank you for your consideration.
>
> The Stephenson's
> 1997 Stadium Dr.
> Sheridan, WY

Sent from my iPad

MEMO

TO: Planning Commission
FROM: Thomas Morneau, City Engineer
RE: Discussion of Sheridan Transportation Plan - Tom Morneau

Background

On April 15, 2024, the City awarded the Transportation Plan Update to DOWL. The purpose of this project was to advance the next steps identified in the 2009 Sheridan Transportation Policy Plan by developing a clear, implementable framework for transportation improvements.

The update focuses on establishing a defined list of transportation projects and improvement locations that can be used to inform the City's Capital Improvement Program (CIP). Key deliverables include a map identifying desired improvement areas, associated cost estimates, and project prioritization to guide future investment and implementation decisions.

To identify transportation needs and establish project locations, a steering committee was formed to guide the development of the Transportation Plan. The committee included representatives from City departments and key community stakeholders, including The Hub on Smith, Whitney Benefits, Sheridan County Planning and Engineering, WYDOT, Sheridan County School District No. 2, the Downtown Sheridan Association (DSA), Sheridan Fire Rescue and EMS, and the Sheridan Chamber of Commerce.

Public engagement was a central component of the planning process. Three public meetings were held to gather community input and feedback on transportation needs and potential project areas for consideration by the steering committee. In addition, the City launched an interactive online map that allowed the public to submit comments on project locations and needs over a five-month period.

Following the close of public input, the draft Transportation Plan was posted on the City's website for a 30-day public comment period. Comments received during this time were reviewed and, where appropriate, incorporated into the final draft of the plan.

WYDOT has reviewed the Transportation Plan and supports adoption of the Master Plan.

Staff will present an informational update on the Transportation Plan to the Sheridan County Planning and Zoning Commission and the Board of County Commissioners. The plan will then proceed to the Sheridan Planning Commission for comment and a recommendation for adoption, before returning to the City Council for final consideration.

Attachments

SUMMARY REPORT

Sheridan Transportation Master Plan Update 2024

City of Sheridan

December 2025

Prepared for:
City of Sheridan
55 Grinnell Plaza
Sheridan, Wyoming

Prepared by:
DOWL
1833 S. Sheridan Avenue
Sheridan, Wyoming

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Appendix B: Steering Committee Meeting Information

Appendix C: Public Comments

Appendix D: Transportation Improvement Projects

1.0 INTRODUCTION

The 2009 Sheridan Transportation Policy Plan (STPP) serves as a policy guide for transportation decision making in the City of Sheridan. It was shaped by community vision and values gathered during an extensive public process. The goals and policies laid out in this plan were derived directly from community input. Therefore, the 2009 document stands as a clear tool for evaluating how future transportation projects meet and achieve the community vision and values.

As specific transportation projects are developed, the 2009 plan should serve as the basis to determine how each project meets (or doesn't meet) the transportation values held by the community. Controversial decisions should be informed by those values as specific projects are reviewed.

The purpose of this Sheridan Transportation Plan Update is to build upon the 2009 STPP and implement the recommended next steps. DOWL was retained by the City of Sheridan to perform the Sheridan Transportation Plan Update 2024 project, also referred to as the Sheridan Transportation Master Plan in this document, with the following general scope of work:

- review prior studies,
- document data collected since the past transportation plan,
- review the existing conditions and transportation and traffic issues,
- develop a steering committee to provide input and "steer" the project,
- obtain public input on the traffic and transportation issues, and
- establish a specific list of projects and improvement locations in the form of a Capital Improvements Plan.

The results of the work completed in the tasks above are documented in this summary report.

2.0 REVIEW OF EXISTING CONDITIONS

Since 2009, several plans and projects have been developed or built within the City of Sheridan transportation system. Appendix 1 includes a memorandum written in July, 2024 near the start of the project to document changes in existing conditions of the traffic network, studies completed, major land development, existing crash data and existing traffic count data. The memorandum was used in communications with the Steering Committee for their input on transportation related issues and to steer the direction of the project.

A summary of the review of existing conditions is as follows:

- Multiple planning studies have been conducted since 2009, ranging from land use plans, corridor studies, and pathways plans.

- Considerable growth has taken place in and around the City of Sheridan since 2009 including growth on the north side of Sheridan and around existing street corridors.
    - Wrench Ranch development and area north of the new north I-90 interchange near mile marker 20.
    - Sheridan High Tech Business Park Development and area around the new north I-90 interchange.
    - Continued development of the Cloud Peak development area west of and around Mydland Road, including development of the old Country Club golf course into residential development.
    - Continued development of the area east of I-90 along East Ridge Road.
    - Proposed development of the area north of 5th Street and East of I-90.
    - Continued development in outlying areas adjacent to the City in Sheridan County, including subdivisions along the Big Goose Highway, south of Sheridan along Big Horn Avenue and Coffeen Avenue in the Little Goose Valley, along the Decker Highway north of Sheridan, east of Sheridan on E. 5th Street and E. Brundage Lane and west of Sheridan along Soldier Creek Road.
    - Significant growth in the communities of Ranchester and Dayton.

- The following major projects, since 2009, have impactedtraffic flow and the transportation network:
    - Location of I-90 and Main Street interchange moved west on I-90.
    - Main Street reduced from two lanes each direction to one lane each direction with a center turn lane.
    - E. 5th Street Improvements – Added sidewalks, ADA ramps, landscaping
    - Traffic signal at E. 5th Street and Sheridan Avenue.
    - Traffic signal at Sugarland Drive and Brundage Lane.
    - Train warning system (notifies drivers of trains blocking tracks so drivers can take other routes prior to being stopped at the 5th Street railroad crossing.
    - Removal of one block of Brooks Street south of Burkitt Street, adjacent to the County Courthouse.
    - Significant improvement in the pathways around the City of Sheridan.

- The following travel patterns and barriers to travel exist:
    - The Little Goose Creek and Big Goose Creek drainages have topographical constraints funneling traffic on a few major roadways.
    - The interstate and railroad corridors are physical barriers and concentrate east-west traffic movements to a few arterials.
    - The interstate is used as an arterial connection between Brundage Lane and 5th Street.
    - External trip generators are located in Big Horn, Story, the south end of Sheridan, Ranchester and Dayton. These areas are mainly residential areas, and residents living in these areas generally work, shop, and do business in Sheridan.
    - The current pattern of development in the Sheridan area is concentrated on commercial and employment activity in a group of "centers" (districts) where a large proportion of trips are attracted. The main activity centers are as follows:
        - The downtown area attracts travel from the external employment centers and residential developments.
        - A major commercial center exists on the southeast side of town (Wal-Mart, Home Depot, Sheridan College area).
        - There is an activity center at the existing hospital/medical and high school area.
        - A new activity center has recently been created on the north side of Sheridan around the new north interchange including industrial facilities, a truck stop, and auto dealer. Additional industrial development is planned in this area as part of the High-Tech Business Park Phase II project.

- Due to the barriers to travel, and the pattern of development in Sheridan, the transportation network has the following challenges:
    - Limited options for travel to and from external areas. As the external areas grow, the current roadways will become progressively more congested.
    - Limited travel options to get around or bypass downtown.
    - Discontinuous arterial and minor arterial network.
    - Increased travel through residential neighborhoods due to the lack of an arterial network. One example is the Sparrowhawk subdivision near Mydland Road.

3.0 STEERING COMMITTEE GUIDANCE

This project engaged a steering committee composed mostly of the same entities on the steering committee for the 2009 study. The entities include city administrators and representatives from the public works, engineering, and planning departments as well as representatives from Sheridan County, Sheridan County School District #2, and emergency service providers.

Two steering committee meetings were held:

1. Steering Committee Meeting 1 was held at the Council Chambers at the City of Sheridan City Hall on July 30, 2024. At this meeting the project team introduced the project, reviewed the existing information, and obtained input from the steering committee on transportation related issues. The memo discussed at this meeting can be found in Appendix 1. Presentation materials are located in Appendix 2.
2. Steering Committee Meeting 2 was held at the City of Sheridan Council Chambers on March 26, 2025. The steering committee reviewed the input received from the public, proposed transportation improvements and provided feedback on the process to get projects from the transportation plan onto an official map of recommendations or into the CIP. At this meeting the steering committee was encouraged to provide input on the proposed projects. Meeting minutes from Steering Committee Meeting 2 and comments gathered afterwards are summarized in Appendix 2.

4.0 PUBLIC INPUT

During the first steering committee, the committee recommended re-engaging the public to verify the goals and next steps of the 2009 Transportation plan were still applicable and generally accepted by the community. The City of Sheridan then hosted a series of public meetings to inform the public and gather input on transportation issues in the City of Sheridan. These public meetings included the following:

- September 26, 2024 – Sheridan Memorial Hospital Primary Care Facility
- October 22, 2024 – Sheridan County Library
- December 5, 2024 – Sheridan Senior Center – West Corridor

The first two meetings were held to gather input from the public on the Transportation Plan Update. After an introductory presentation by City of Sheridan staff, meeting attendees were asked to provide input on specific transportation issues.

The third meeting was held to gather input on the West Corridor project. Although not directly associated with the Transportation Plan Update, the West Corridor project generated significant public input.

In addition to the meetings above, a website was developed to solicit public input. The website allowed comments to be submitted online and allowed website users to place the comments on an interactive map.

Public meeting sign-in sheets and comments received are shown in Appendix 3. These comments include several maps and a cross-referenced table of comments from the public meetings and website.

4.1 Incorporating Public Input into the Project List

All public comments were reviewed to determine whether project suggestions should be included in or excluded from the proposed project list. Comments suggesting improvements aligning with available data or fitting within the defined projects were added to the list. A few examples of comments incorporated into the proposed project list are provided below:

1. Extend Highland Ave north to Fort Rd (project 4)
2. Intersection at 5th St and Val Vista St (project 43)
3. Connection between Lewis St and S Sheridan Ave (projects 18 & 20)
4. Extend Mydland Rd to W Loucks St (project 11)
5. Intersection improvements at Big Horn Ave and Edwards Dr (project 47)
6. Connection between the Osprey Hill Subdivision and the West Corridor (project 10)

Many additional comments were incorporated into the project list. Several submissions addressed topics including vehicle speed, traffic signage, street lighting, walking paths, sidewalks, bike lanes, and other similar access or safety issues. While these comments are valuable for the City's consideration, they fell outside the scope of the categories evaluated as part of this master plan. The City recently received a grant for Safe Streets and Roads for All (SS4A) where these comments can be considered during development of a comprehensive safety action plan.

Numerous comments were received regarding the West Corridor, with both support and opposition expressed. All feedback was carefully reviewed by the project team and steering committee. Alternative routes were discussed; however, no options were identified warranting changes to the current alignment shown on the map, particularly north of W Loucks Street. West Corridor specific studies and projects may still consider alternative routes for the final road alignment.

A draft of this report was published in 2025 and public input was solicited from the steering committee as well as the general public. The report was made available on the project and City website and several comments from the public were received. In summary, the major points from these 18 comments were as follows:

- 5 Against Bluebird Lane Project
- 7 Against Airport Road Project(s)
- 2 Against West Corridor Project
- 1 for West Corridor Project
- 2 general comments
- And 1 for improving congestion in south Sheridan neighborhoods.

These comments can be found at the end of Appendix C.

5.0 RECOMMENDATIONS

After review of existing traffic data, recommendations from past studies, traffic patterns, transportation network issues, and public input, the following recommendations are proposed for specific areas of transportation in the City of Sheridan.

5.1 Transportation Network Recommendations

A list of transportation improvement projects was developed. These projects are shown and numbered on Figure 5.1 Transportation Master Plan Map. The project number corresponds to the project description and individual project maps in Appendix D. Project priorities are described in Section 6.0.

It should be noted, most of the transportation improvement projects include conceptual roadways that go through private property and right-of-way has not been obtained for these

projects at the time of this study. Future studies and coordination with landowners and developers is needed to finalize alignments and obtain this right-of-way.

5.2 School Zones

The 2009 STPP recommended review of existing school zones and evaluation of impacts caused by future transportation improvement projects. This Transportation Plan Update supports the Policy Plan recommendation. Several school zones are located on or near existing major collector or minor arterials with pedestrian traffic adjacent to or crossing these roadways. These include the following locations:

1. Sheridan Avenue at Coffeen School. This school has revised their bus loop and parent pick-up and drop-off traffic in the past few years, improving the traffic circulation.
2. Mydland Drive at Highland Park School. Providing alternate routes to Mydland Drive and Sparrowhawk Drive should help reduce traffic in this school zone.
3. Pedestrians traveling to Woodland Park School adjacent to and crossing Coffeen Avenue. A pedestrian crossing of Coffeen Avenue at Woodland Park Road should be considered by WYDOT.
4. Pedestrians traveling to Meadowlark School adjacent to and crossing Big Horn Avenue. A pedestrian crossing (or crossings) should be considered versus a school zone on Big Horn Avenue.
5. Lewis Street at Sheridan Junior High School.
6. Long Drive and West 5th Street and Sheridan High School.

5.3 Railroad Crossings

The transportation network discussion identified the railroad as a barrier to east-west traffic flow. Converting two existing crossings (First Street and Fifth Street) to grade separated crossings were identified as projects in Section 5.1. These projects have been studied multiple times and present significant challenges for preserving continuity of the existing street network adjacent to the railroad and not impacting businesses and historic properties near the existing railroad crossings, whether the crossing is over or under the railroad. However, a new grade separated crossing is proposed north of the two existing crossings near Fort Road. This crossing would connect to Fort Road at Main Street on the west and Kittering Road on the east side of the railroad. A crossing at this location will require coordination with BNSF and Sheridan County since Kittering Road is under the jurisdiction of the county.

The Fort Road railroad crossing takes priority over the First Street or Fifth Street crossing projects because it may offer the following benefits:

1. This crossing will offload some traffic from other railroad crossings.

2. Future increases in traffic on these crossings will likely be from development north of Sheridan, both on the west and east of the railroad. This crossing will provide a good east-west arterial connection on the north side of Sheridan to help distribute this traffic.

3. Constructing an overpass of the railroad and connecting to the existing street network will be easier at this location than the other existing railroad crossings.

5.4 Downtown Sheridan

Prior studies and public comments have identified a need to provide alternate ways for traffic to traverse from one end of Sheridan to the other without going through the Historic Downtown. Several improvements in the past years have been made to improve the safety of the Historic Downtown which make it a tourism destination and community hub with shops, restaurants, galleries, and museums.

This Transportation Plan Update doesn't propose projects within the Historic Downtown Sheridan area due to other recent and planned improvements. However, the proposed projects should help improve the transportation network to provide alternate routes for traffic which will alleviate downtown congestion and allow the downtown to function more as a destination than a thoroughfare.

5.5 Pedestrian and Pathway Facilities

Several of the comments received from the steering committee and public input were associated with the pedestrian network.

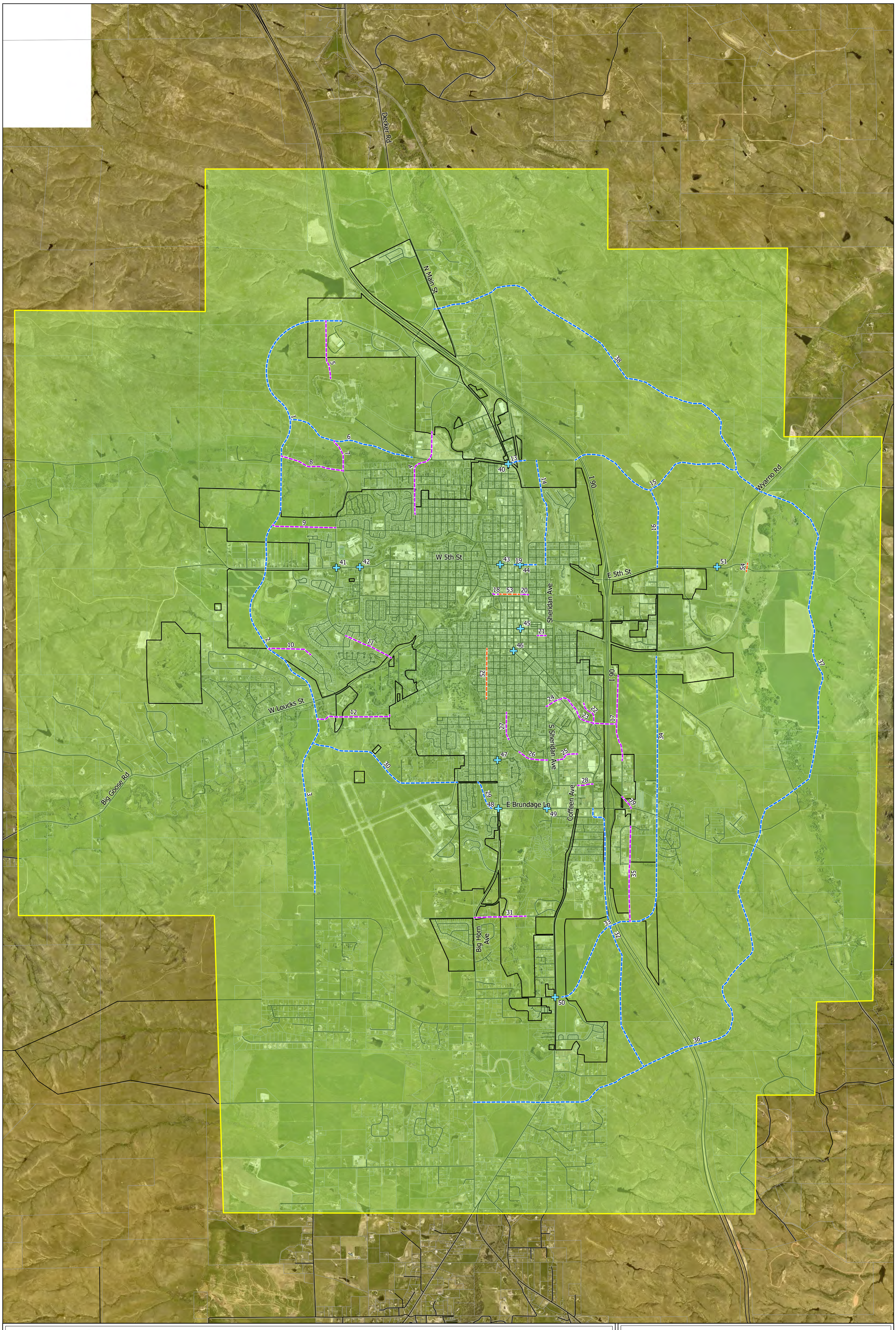
Updating the Pedestrian and Pathway network was not included in the scope of work for this project. However, this Transportation Plan Update generally recommends the following items related to pedestrian and pathway networks:

1. The existing sidewalk network is discontinuous and inaccessible (from an ADA standpoint). The City of Sheridan should continue to look for opportunities to establish ADA compliant corridors and accessible routes throughout the network.

2. The pathway network is highly used, and many comments were received about additional routes which could improve the continuity of the pathway network. The City of Sheridan should continue to develop the pathway network and provide bicycle facilities to connect the existing pathway network through town.

3. Bicycle lanes should be considered when feasible. Bicycle lanes offer potential benefits including a reduction in car traffic volume and overall congestion.

4. As discussed in the 2009 Transportation Policy Plan, future roadway projects should incorporate pedestrian and bicycle elements in a "complete street" design. The City of Sheridan provided an update to the Pathways Master Plan in 2019 and should continue to update the plan on a regular basis to reestablish current priorities.



Legend

- City Limits
- Sheridan City/County JPA Boundary
- Existing Roads
- Parcels
- Future Arterial
- Future Collector
- Rehabilitation
- Intersection Projects

N

0 2,000 4,000
Feet

Transportation Master Plan

City of Sheridan Transportation Plan

DOWL

Date: June 12, 2025

Figure 5.1

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6.0 PROJECT PRIORITIZATION

The numbered projects in the project list below, and described in Appendix D, are prioritized based on the expected benefits they provide and existing or future traffic issues they will address. The primary challenges and most pressing project needs are located where the City of Sheridan and Sheridan County are experiencing growth. The Sheridan transportation network has the following primary challenges:

- Limited options for travel to and from external areas. As external areas grow, the current roadways will become progressively more congested.
- Limited travel options to get around or bypass downtown.
- Discontinuous arterial and minor arterial network.
- Increased travel through residential neighborhoods due to the lack of an arterial network.

Therefore, projects addressing the challenges above are the highest priority. The top dozen high priority projects based on addressing the challenges above are:

1. West Corridor from West 5th Street to West Loucks (project 2) and Bluebird Lane connection (project 10). This project provides an alternate route to Mydland Road, improves the arterial network, and decreases travel through residential neighborhoods.
2. West Corridor from West Loucks Street to Upper Road (project 3) with connections to Leopard Street and West Brundage Lane (projects 12, 29 and 30). These projects provide an alternate route west of Sheridan around downtown, improve the arterial network, and provide an alternate route to Girl's School Road and Coffeen Avenue for development south of Sheridan.
3. Mydland Road from Dome Drive to West Loucks Street (project 11). This project provides a minor arterial connection to Loucks Street and should reduce traffic through Sparrowhawk neighborhood.
4. West Corridor from Yellowtail Drive to West 5th Street (project 1) and Hill Pond, 17th Street and Fort Road Connections (projects 6,8, and 9). Completes connection to north end of Sheridan/I-90 and west Sheridan.
5. Fort Road from Main Street to Kittering Road (project 13) This project provides a grade separated crossing of the railroad and a east-west arterial connection on the north end of Sheridan. Completing this connection may reduce the need to build a grade-separated crossing at First or Fifth Streets.
6. Loucks Street to Sheridan Avenue (project 21). This project connects Loucks Street to Sheridan Avenue and should offload traffic from Brundage Street, improving the arterial network.
7. Sugarland Drive south extension (project 32). This project provides a parallel arterial to Coffeen Avenue and could be constructed in phases. The first extension south of Brundage Lane will connect several existing dead end streets and allow an alternate route to Coffeen Avenue. Phases further south will connect existing and future developments east of Coffeen Avenue to Brundage Lane.
8. Frank Street from Gillette Street to Sugarview Drive (project 22). This project provides a connection for the area between Water Street and I-90 to the commercial area around Sugarland Drive and would reduce out-of-direction travel for this area of town and offload some traffic from Coffeen Avenue and Sheridan Avenue.
9. North Sheridan Avenue from 8th Street to Kittering Road (project 14). This project improves the arterial network, especially once project 13 is completed. This will help reduce the increase in traffic on Skeels Street, which currently goes through a residential

area from 5th Street to 8th Street.

10. Commercial Avenue to East Ridge Road (project 17). This project provides an arterial roadway from the existing Commercial Avenue to East Ridge Road, and will be needed as the area east of I-90 develops. In conjunction with project 39, which aligns the intersection at East Brundage Lane with Dry Ranch Road, this will provide improvements to the arterial network.
11. Colorado Street from Coffeen Avenue to Commercial Avenue (project 23). This project provides a connection east under I-90, and also provides access to Coffeen Avenue for the commercial area east of Coffeen Avenue and north of Little Goose Creek. Combined with project 22 and project 24, this connection provides an alternate route to Coffeen Avenue for this area's traffic.
12. Turner Lane from Sheridan Avenue to Coffeen Avenue (project 25). This project provides an east-west arterial connection between the commercial area on Sheridan Avenue and Coffeen Avenue. The intersection of this project with Coffeen Avenue would be a likely future location of a traffic signal on Coffeen Avenue based on spacing and traffic volumes from the Walmart area.

Although the projects above are listed as high priority, other projects not listed may become high priority based on timing of land development, funding availability or other factors.

7.0 SUMMARY AND NEXT STEPS

The Sheridan Transportation Plan Update continued the next steps recommended in the 2009 Transportation Policy Plan. The next steps included:

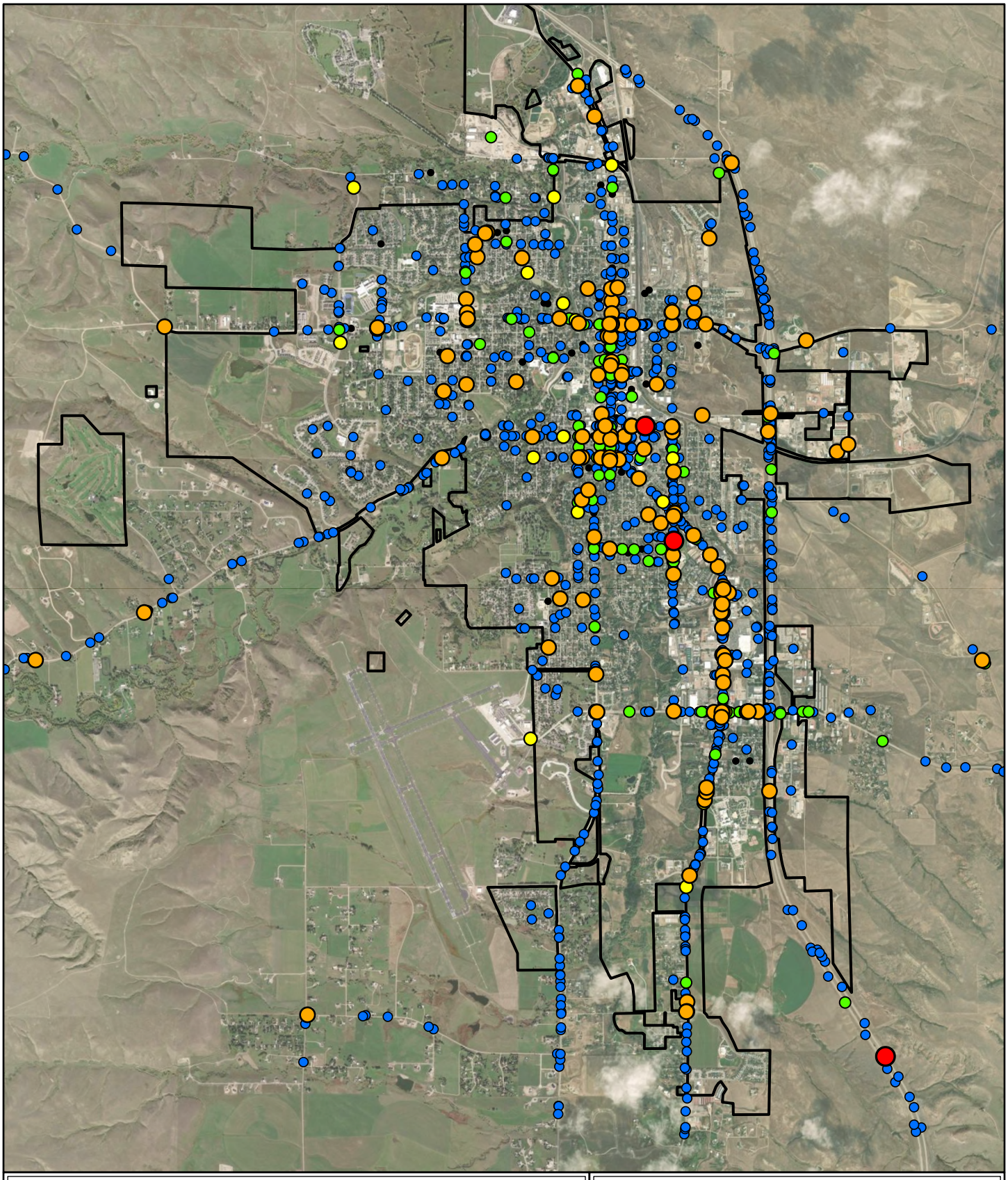
- reviewing prior studies,
- documenting data collected since the past transportation plan,
- reviewing the existing conditions and transportation and traffic issues,
- developing a steering committee to provide input and "steer" the project,
- obtaining public input on the traffic and transportation issues, and
- establishing a specific list of projects and improvement locations in the form of Capital Improvements Plan projects.

This Transportation Plan Update outlines actionable improvements and sets the stage for future transportation planning with a clear vision for the City of Sheridan. Future planning efforts should include the following steps:

1. Obtain consensus from Sheridan County and WYDOT on the proposed projects.
2. Obtain additional public input on the proposed projects.
3. Recommend the Sheridan Urban Systems Advisory Committee (SUSAC) review this Transportation Master Plan and recommend updates to the Functional Classification Map.

APPENDIX A:
EXISTING CONDITIONS MEMO

Figure A.1	Total Crash Count
Figure A.2	Crashes Involving Parked Vehicles
Figure A.3	Crashes by Intersection Type
Figure A.4	Crashes in Downtown
Figure A.5	Crashes on Coffeen Ave
Figure A.6	Crashes by Year
Figure A.7	Top 10 Highest Street Crashes
Figure A.8	Crashes Involving Deer
Figure A.9	Historic Traffic Counts
Figure A.10	Traffic Counts and Crashes



Historic Crash Data 2019-2024

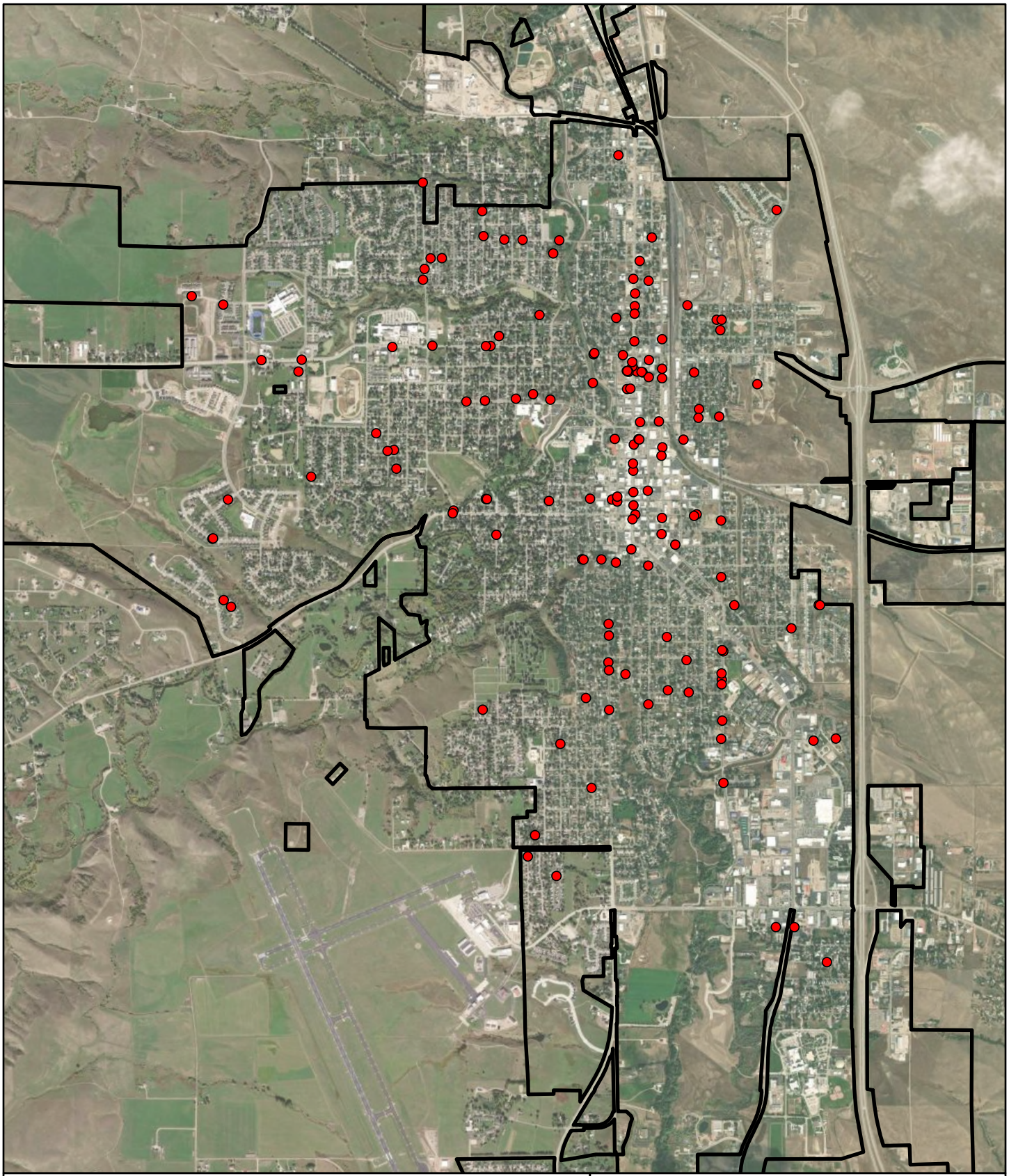
City of Sheridan Transportation Plan

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July 09, 2025

Figure A-1

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Parked Car Crashes 2019-2024

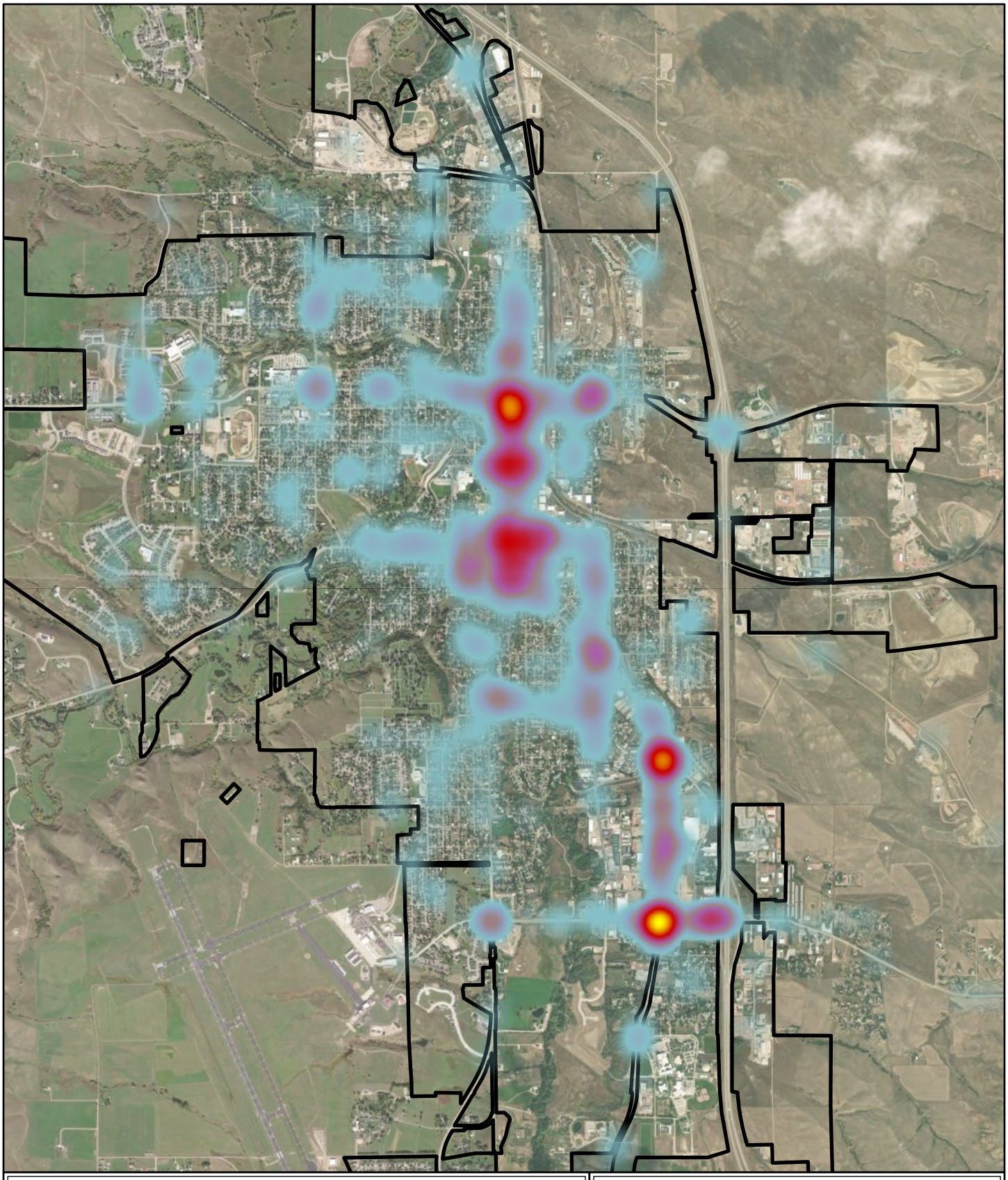
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Intersection Crashes 2019-2025

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Figure A-3

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Downtown Crashes 2019-2024

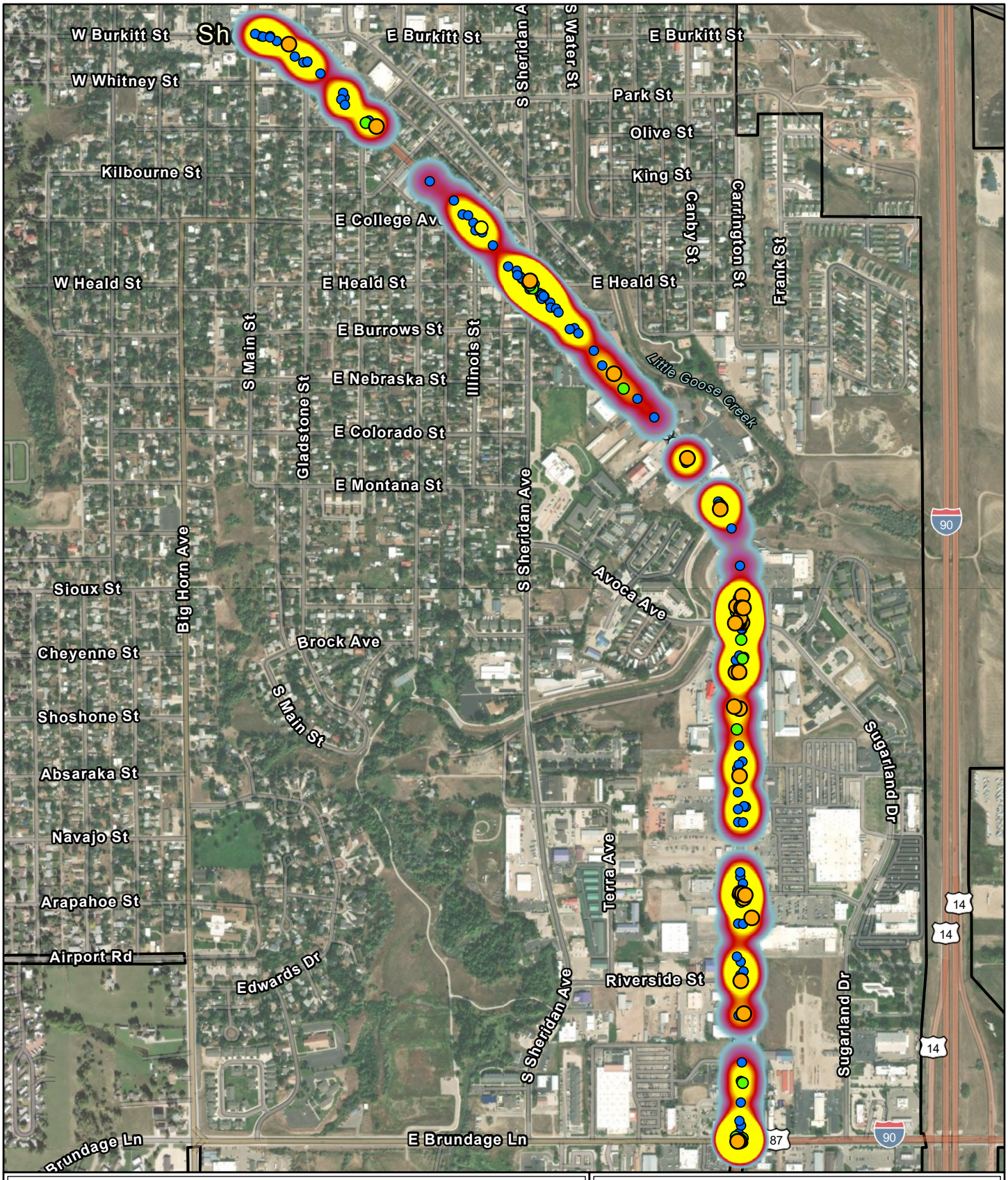
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Figure A-4

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Crash Severity

CRASH SEVERITY

- FATAL INJURY
- SUSPECTED MINOR INJURY
- SUSPECTED SERIOUS INJURY
- POSSIBLE INJURY
- PROPERTY DAMAGE ONLY
- UNKNOWN
- Low
- High
- CityLimits

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Feet

Coffeen Ave Crashes 2019-2024

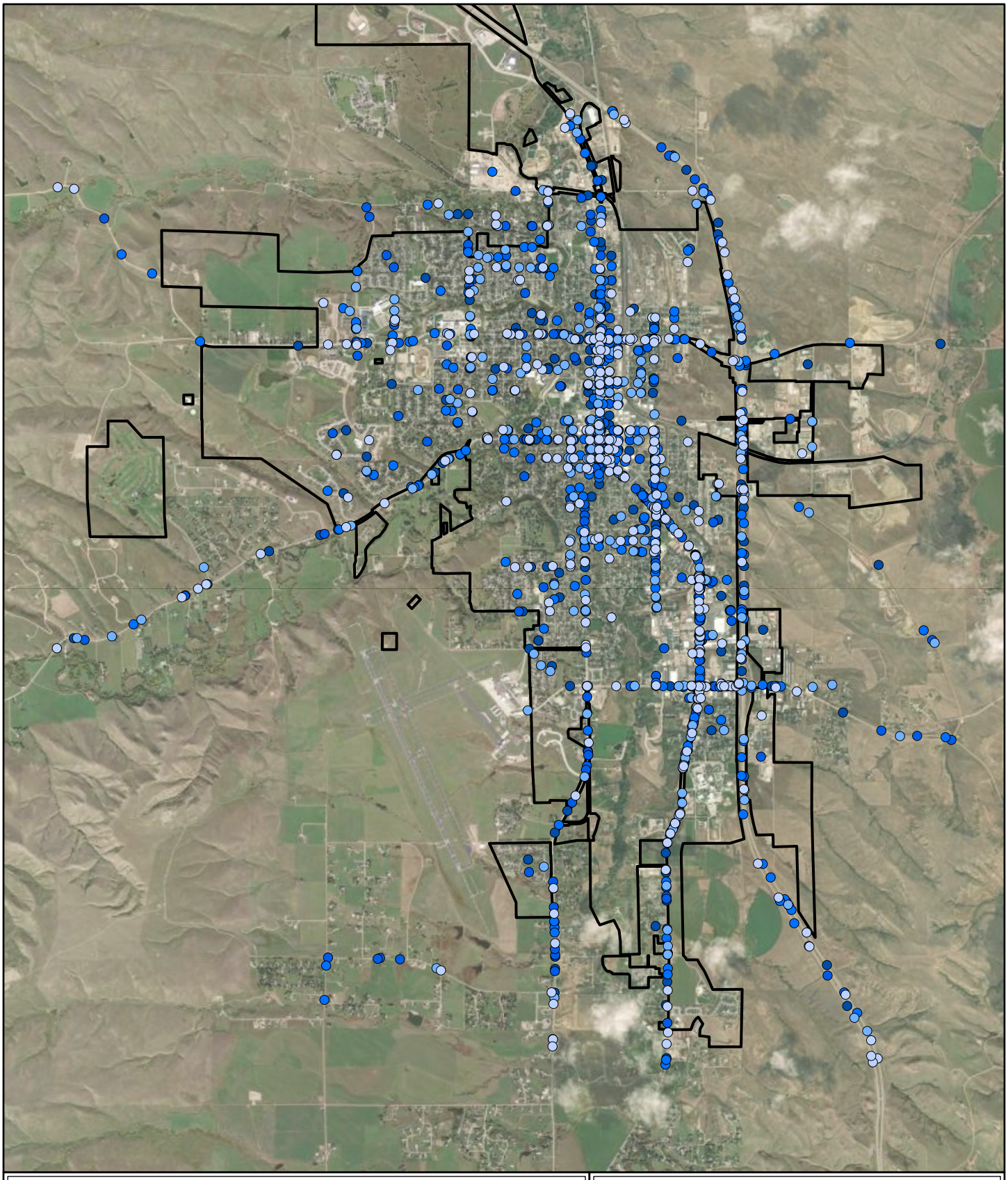
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Figure A-5

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Crashes Based on Year 2019-2024

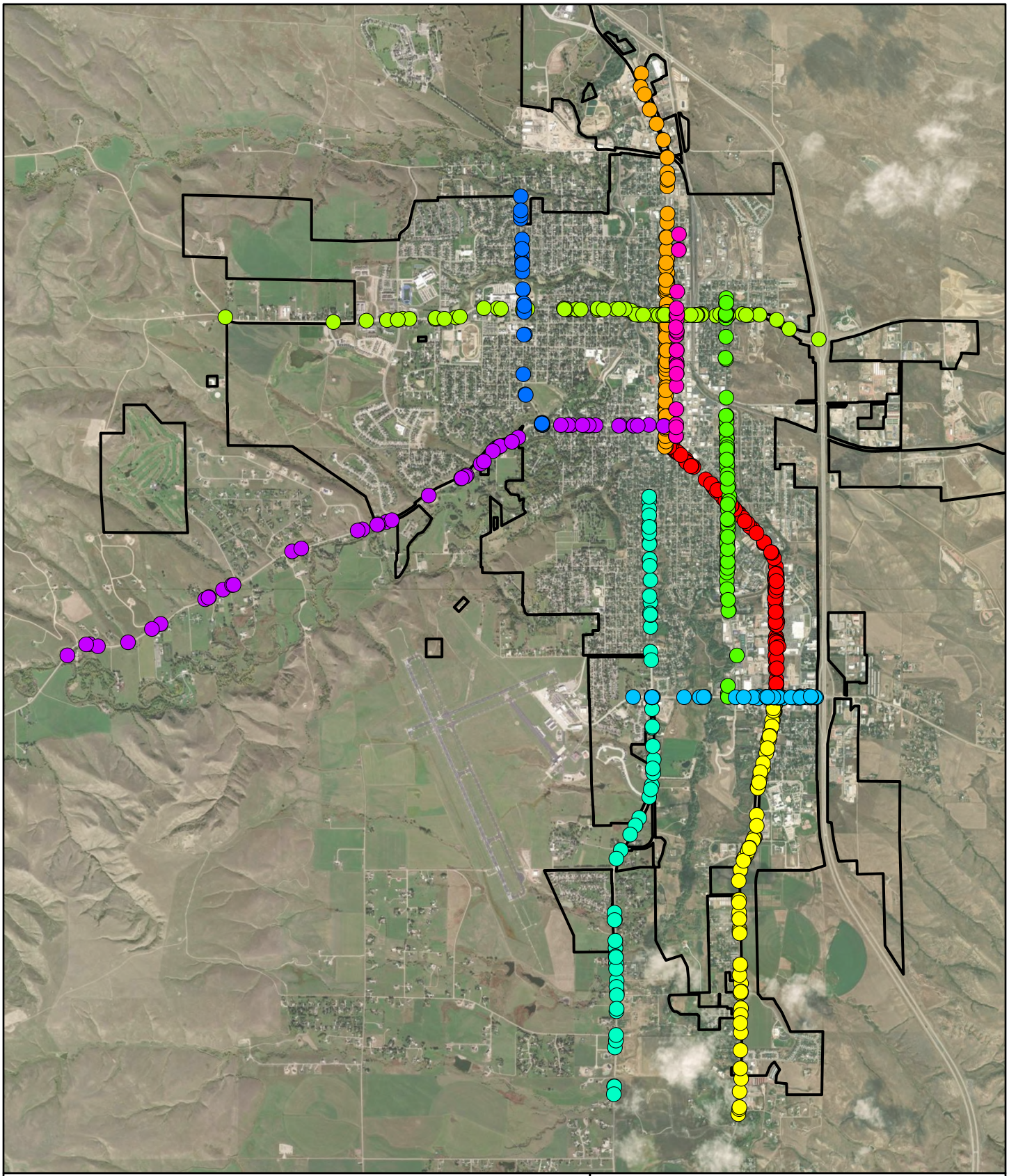
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Figure A-6

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Top 10 Streets 2019-2024

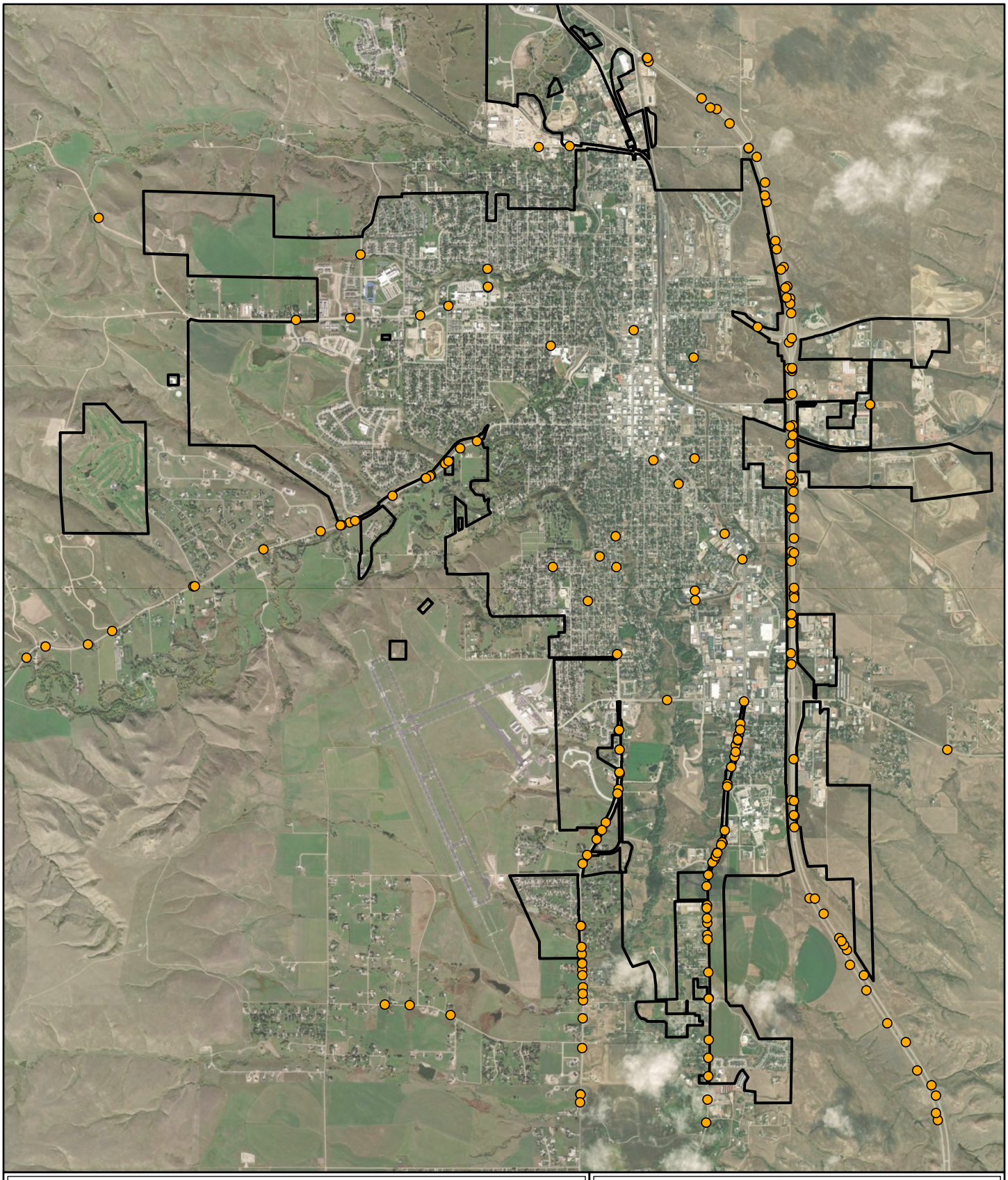
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Figure A-7

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Deer Crashes 2019-2024

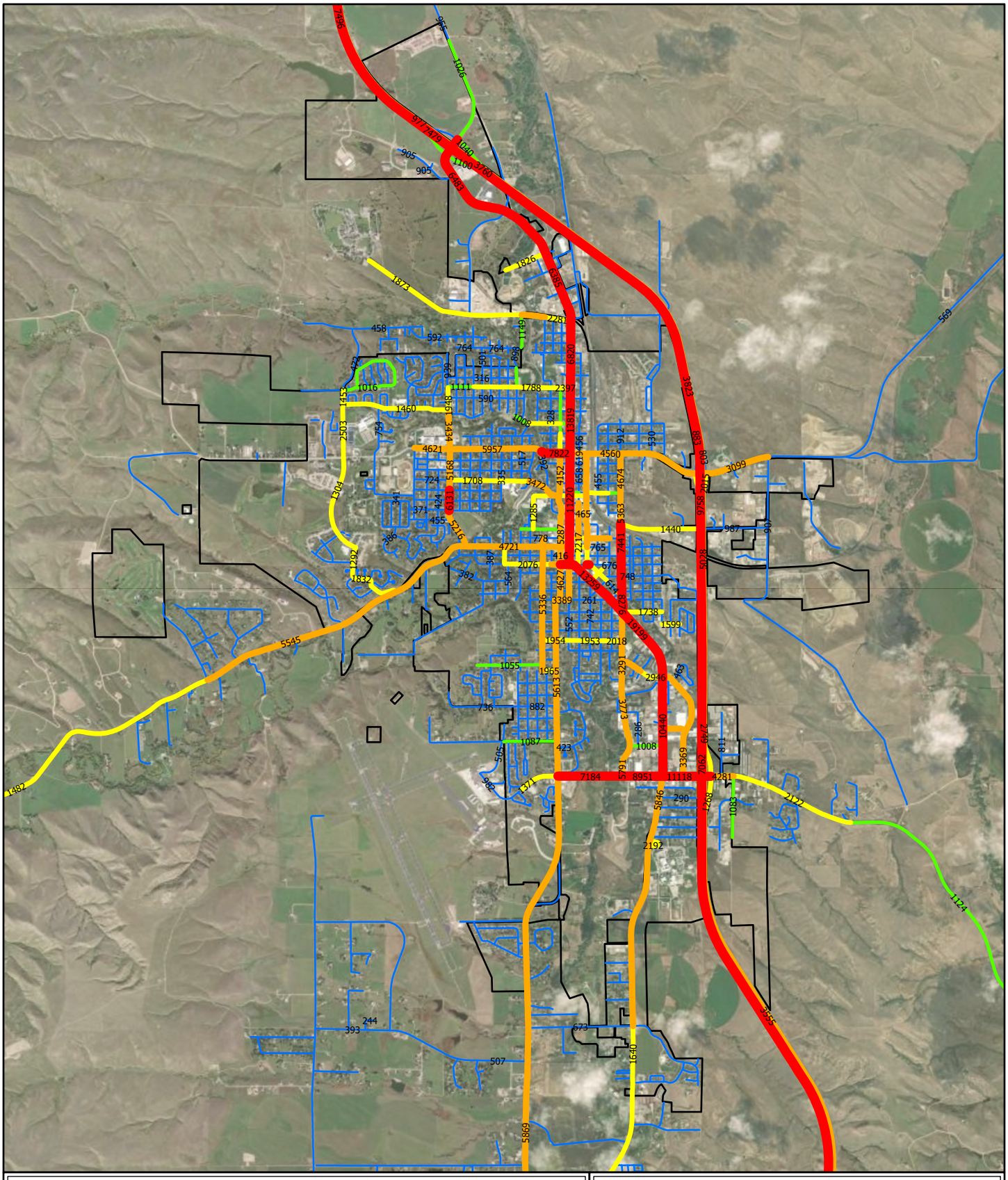
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July 09, 2025

Figure A-8

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Historic Traffic Counts 2019-2024

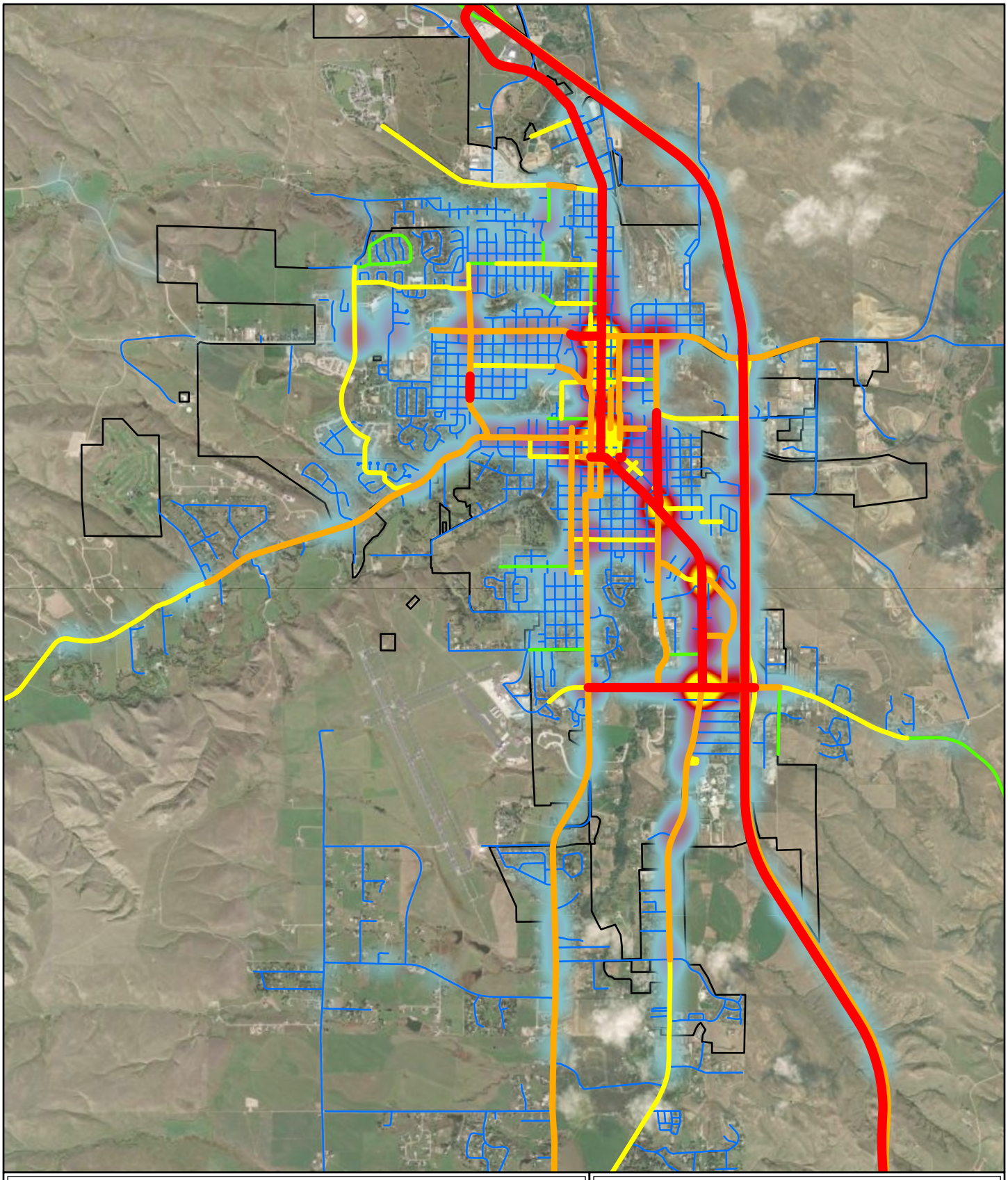
City of Sheridan Transportation Plan

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July 09, 2025

Figure A-9

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Historic Traffic Counts and Crashes 2019-2024

City of Sheridan Transportation Plan

DOWL

July 09, 2025

Figure A-10

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APPENDIX B:
STEERING COMMITTEE MEETING INFORMATION

Steering Committee Meeting #1 Slides
Steering Committee Meeting #1 Discussion
Steering Committee Meeting #1 Sign-in sheet

Steering Committee Meeting #2 Slides
Steering Committee Meeting #2 Discussion
Steering Committee Meeting #2 Sign-in sheet

Contractor Meeting

PO Box 7010, Sheridan, WY 82801-7001

PROJECT	Sheridan Transportation Plan Update 5071.28038.01	DATE	7/23/2024 12:00 PM - 1:00 PM
ORGANIZER	Jeffrey Rosenlund	SUBJECT	2024 Sheridan Transportation Plan Steering Committee Meeting
LOCATION	Sheridan City Council Chambers - 3rd Floor City Hall, 55 E. Grinnell		
INVITEES	Teresa Detimore, David Ford, Derek Hall, Gary Harnish, Erin Kilbride, Ryan Landis, Bev Leichtnam, Ryan Levanen, Stuart Mcrae, Hanns Mercer, michelle.edwards@wyo.gov, Thomas Morneau, Ken Muller, Zoila Perry, Nathan Rager, Mark Reid, Carmen Rideout, Jeffrey Rosenlund, Kelly Schroeder, Shawn Stevens, Benjamin Wetzel		
ATTENDEES			
CC			

MEETING COMMENTS

The City of Sheridan is kicking off a transportation planning effort and would like to invite you to the first steering committee meeting to be held July 23rd at noon at City Council Chambers on 3rd floor of City Hall, 55 E. Grinnell. Lunch will be provided.

This transportation planning effort builds upon the 2009 Transportation Policy Plan that many of you were a part of. This plan continues with the recommended “next steps” of the 2009 plan and would like to develop a specific list of transportation improvements in the form of a Capital Improvements Plan and Official Map of the desired improvements.

Please RSVP for a headcount for lunch and verify if you are able to be on this steering committee. We will send materials for the first steering committee out in the next week.

The City of Sheridan is excited to continue improving transportation in and around Sheridan. Thank you in advance for your participation.”

AGENDA

1. Introductions
2. Review of prior 2009 Transportation Policy Plan and recommended "next steps"
3. Review scope of this project - develop list of transportation improvements
4. Summary of data collected and existing conditions.
5. Input on transportation issues

Contractor Meeting

MEETING DATE: 7/23/2024

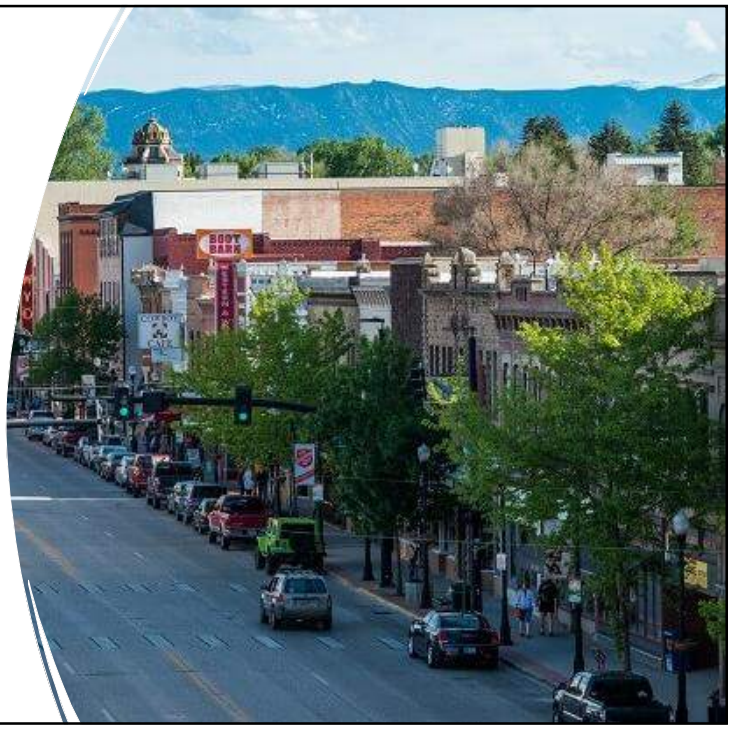
AGENDA

6. Input on improvement alternatives for the following areas
   6.1. Transportation Network
   6.2. Local street classification/neighborhood impacts
   6.3. School zones
   6.4. Downtown Sheridan
   6.5. Railroad Crossing
7. Project schedule and next meeting.

SHERIDAN TRANSPORTATION PLAN

STEERING COMMITTEE MEETING

July 30, 2024



1

Agenda

- Introductions
- Review of prior 2009 Transportation Policy Plan and recommended “next steps”
- Review this project scope
- Summary of data collected
- Input on transportation issues
- Input on improvement alternatives for the following areas
  - Overall Transportation Network
  - School Zones
  - Downtown Sheridan
  - Railroad Crossing
- Project schedule and next meeting

2

2009 Transportation Policy

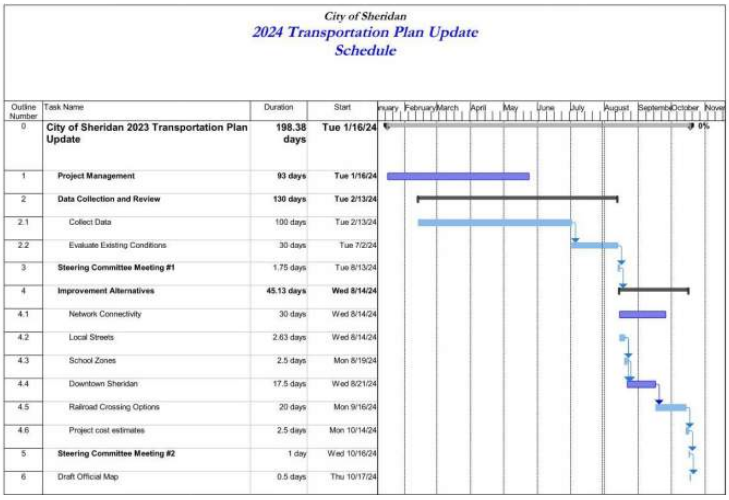
Next Steps from 2009 Policy Plan

1. Work with neighborhoods to understand how the Policy Plan translates into neighborhood improvements (ongoing)
2. Prioritize Transportation Projects
3. Apply the Policy Plan to develop an Official Map of desired improvements (Major Streets Plan)
4. Approve the CIP and Major Streets Plan
5. Complete the Downtown Master Plan

3

Scope of this Project

- Collect and review data
- Public involvement, Steering Committee #1
- Improvement Alternatives
- Steering Committee #2
- Draft Official Map



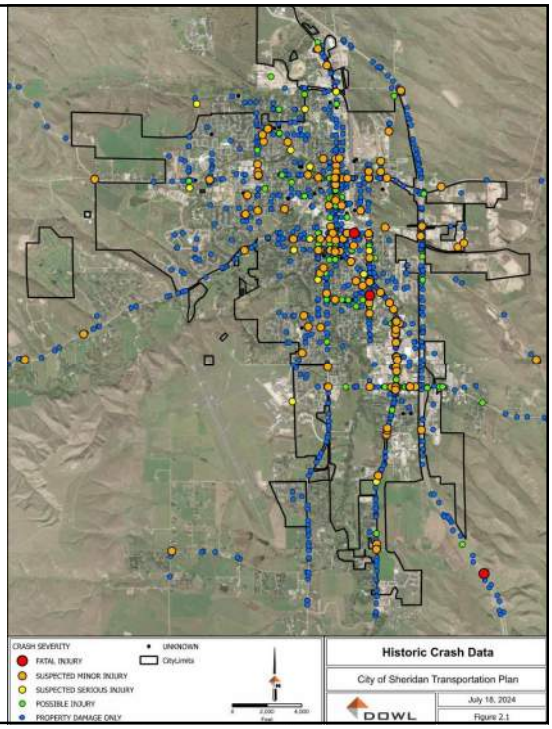
4

Summary of Data Collected

- 2009 Transportation Policy Plan
- 2017 JPA Land Use Plan
- 2019 Pathway Master Plan
- 2019 Capital Improvements Plan
- WYDOT - crash data and counts
- WYDOT Functional Classification Map(s)

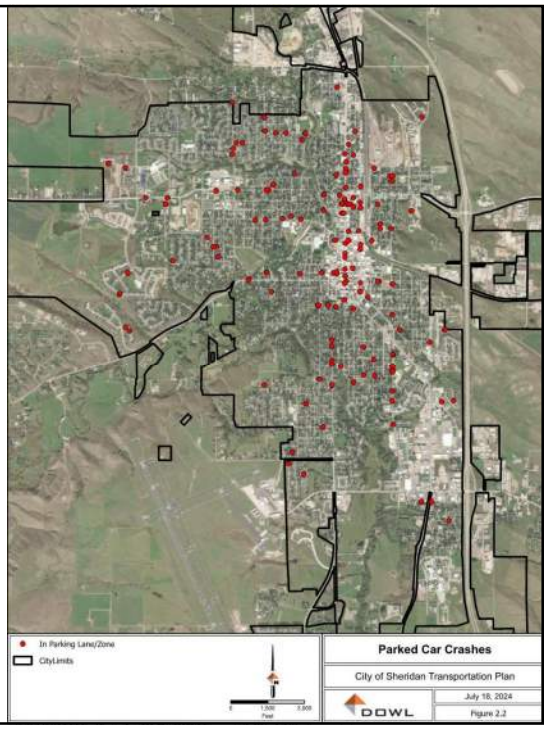
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Historic Crash Data



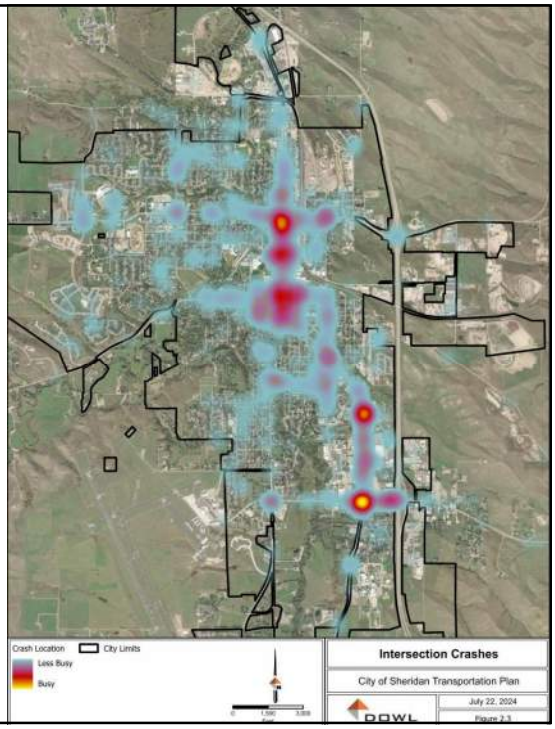
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Parked Car Crashes



7

Intersection Crashes



8

Downtown Crashes



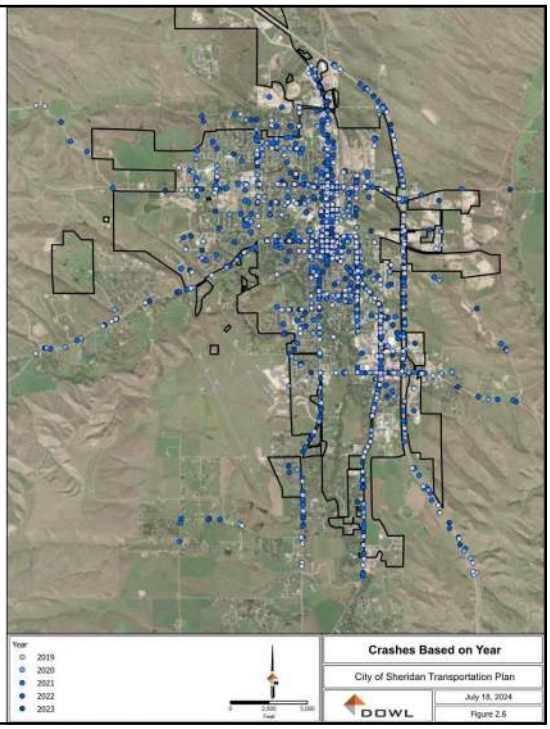
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Coffeen Ave Crashes



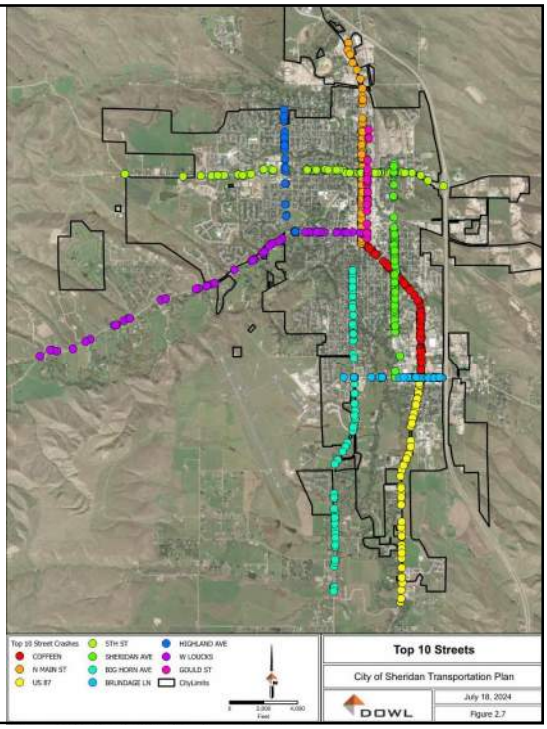
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Crashes Based on Year



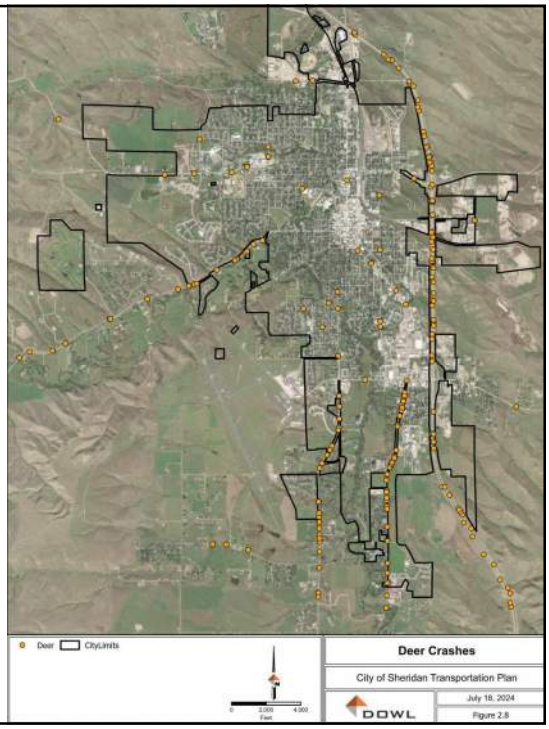
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Top 10 Streets



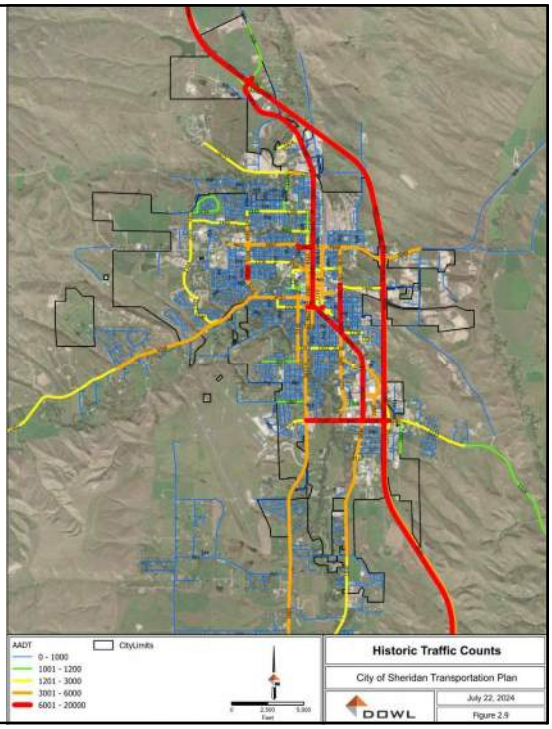
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Deer Crashes



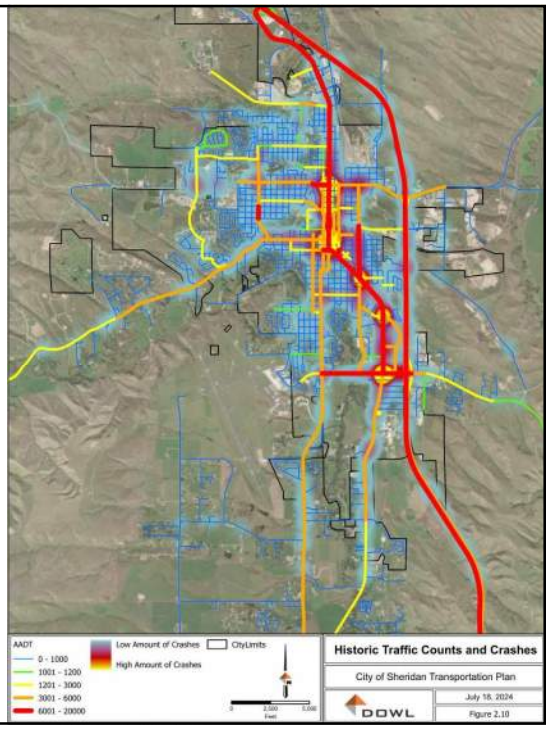
13

Historic Traffic Counts



14

Historic Traffic Counts and Crashes



15

Major transportation changes since 2009

- North Interchange Project and associated development
- Main Street road diet
- E. 5th Street Improvements
- Traffic Signal at 5th and Sheridan
- Traffic Signal at Sugarland and Brundage Lane
- Train Warning System
- Removal of Brooks Street adjacent to Courthouse
- Significant investment in Pathways
- Continued development in most all directions and externals

16

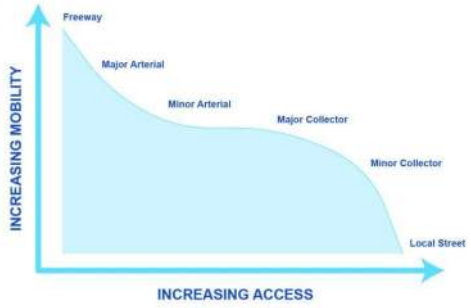
Transportation Issues

- Barriers to Transportation Connectivity
  - Little Goose and Big Goose Creeks
  - I-90 and RR
  - Topography
- External Trip Generators have an impact
- Main Activity Centers
  - Downtown
  - Coffeen Ave. Commercial District
  - High School/Hospital Area
  - North Sheridan Interchange area

17

Transportation Issues

- Limited options for travel to and from externals
- Limited travel options to travel across Sheridan without going through downtown.
- Discontinuous arterial and minor arterial network
  - Increased travel through residential areas
  - Increased travel time and out-of-direction travel



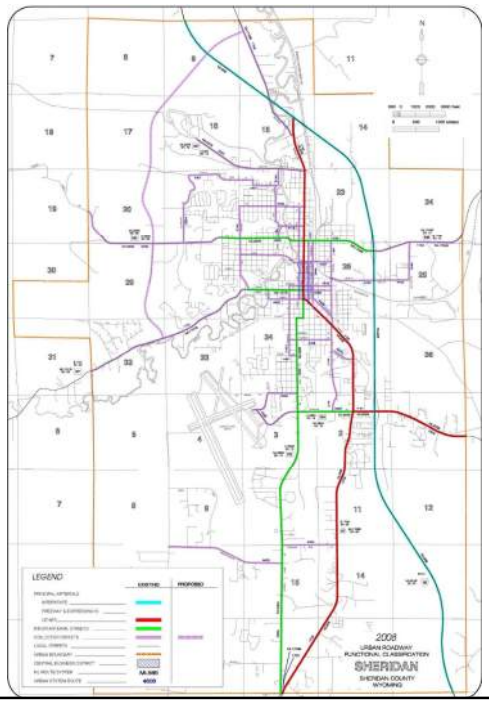
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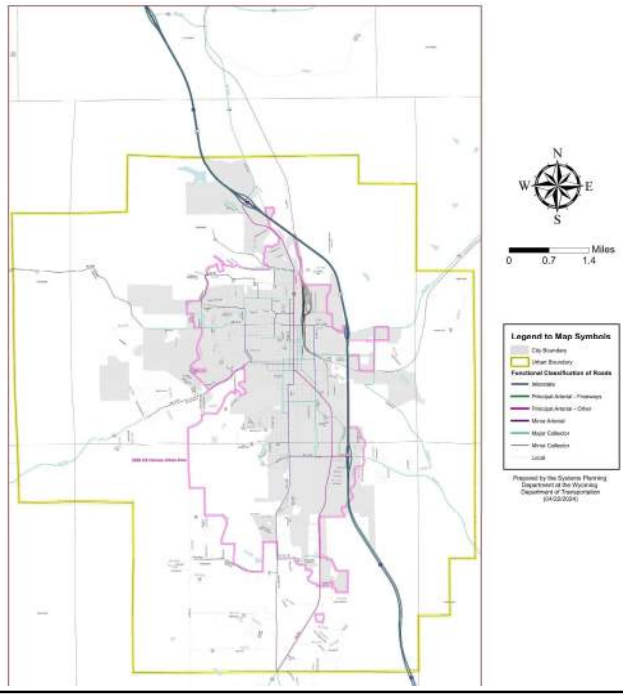
Input on Improvement Alternatives

- Transportation Network
- Local Street Classification/Neighborhood Impacts
- School Zones
- Downtown Sheridan
- Railroad Crossing

19

FCMs



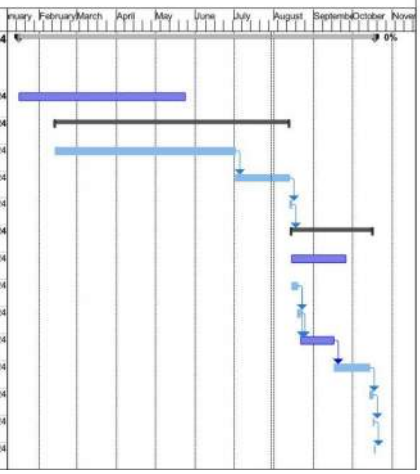


20

Project Schedule and Next Meeting

City of Sheridan
2024 Transportation Plan Update
Schedule

Outline Number	Task Name	Duration	Start
0	**City of Sheridan 2023 Transportation Plan Update**	**198.38 days**	**Tue 1/16/24**
1	**Project Management**	**93 days**	**Tue 1/16/24**
2	**Data Collection and Review**	**130 days**	**Tue 2/13/24**
2.1	Collect Data	100 days	Tue 2/13/24
2.2	Evaluate Existing Conditions	30 days	Tue 7/2/24
3	**Steering Committee Meeting #1**	1.75 days	Tue 8/13/24
4	**Improvement Alternatives**	**45.13 days**	**Wed 8/14/24**
4.1	Network Connectivity	30 days	Wed 8/14/24
4.2	Local Streets	2.63 days	Wed 8/14/24
4.3	School Zones	2.5 days	Mon 8/19/24
4.4	Downtown Sheridan	17.5 days	Wed 8/21/24
4.5	Railroad Crossing Options	20 days	Mon 9/16/24
4.6	Project cost estimates	2.5 days	Mon 10/14/24
5	**Steering Committee Meeting #2**	1 day	Wed 10/16/24
6	Draft Official Map	0.5 days	Thu 10/17/24



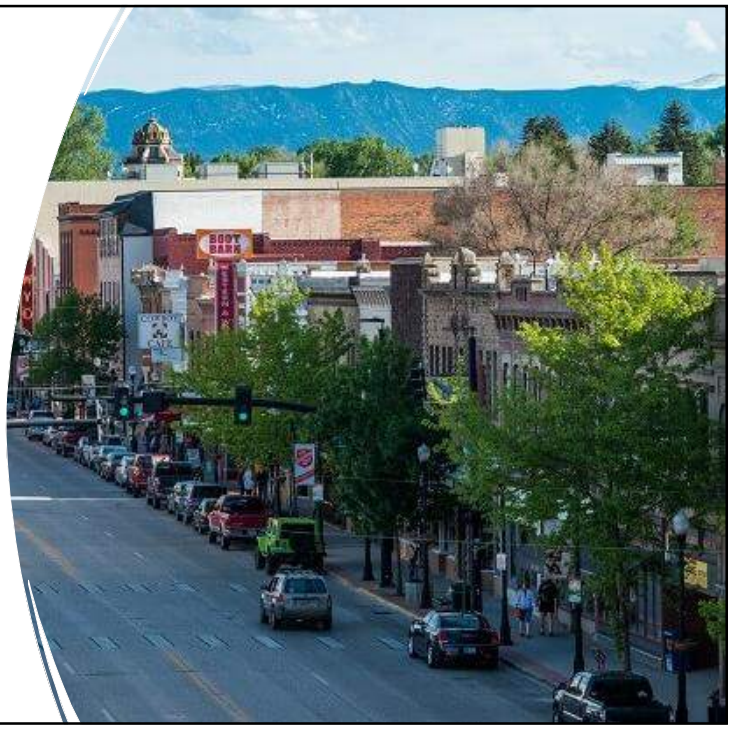
Steering Committee Meeting #1
Sheridan Transportation Plan 2024
July 30, 2024 Attendance List

Name	Representing (if representing an organization or company)	Phone	Email
JEFFREY ROSENLUND	DOWL	307-751-6235	jrosenlund@dowl.com
Bev Leichtnam	City of Sheridan	751-2878	bevleichtnam@gmail.com
Zoila Perry	DSA	307-672-8881	Zoila@downtownsheridan.org
LARRY KONETZKI	WYDOT	307-674-3300	larry.konetzki@wyo.gov
Ryan Levanen	DOWL	906-281-4246	rlevanen@dowl.com
Hanns Mercer	City	751-9106	~~hannsmercer@~~
Kelly Schroeder	City	675-4248	kschroeder@sheridanwy.gov
~~GARY~~ GARY HARNISH	CITY	751-0906	gharnish@sheridanwy.gov
KEN MULLER	County		
~~MYR~~ REID	COUNTY	752-1508	mreid@sheridancountywy.gov.
Ryan Landis	Goose Creek Transit	605-670-2548	rlandis@thehubsheridan.org
Jodi Hartley	Chamber	672-2485	~~jodi~~ jhartley@sheridanwyomingchamber.org
Nathan Rogers	CCS	~~58~~ 461-0277	Nrogers@sheridancountywy.gov
Luke Sorenson	WREMS	247-5814	luke.sorenson@cchwyo.org

SHERIDAN TRANSPORTATION PLAN

STEERING COMMITTEE MEETING

March 26, 2025



1

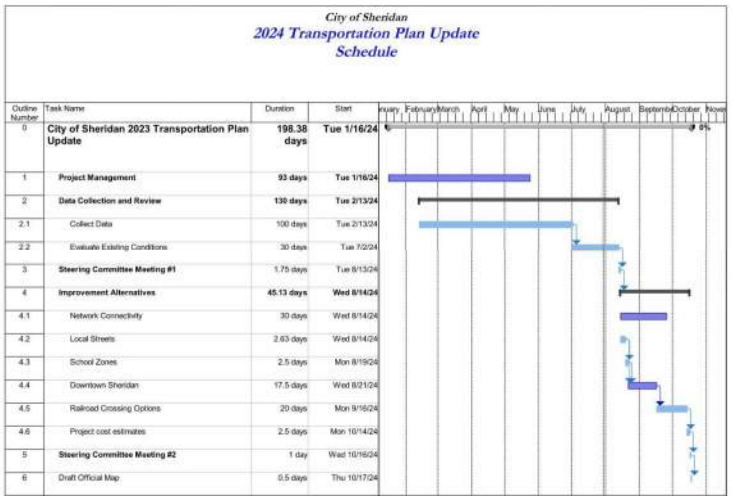
Agenda

- Introductions
- Review project scope
- Public Involvement/comments
- Example Sheridan transportation planning and projects
- Current transportation issues
- Draft Official Map
- Capital Improvement Plan template
- Input on Draft Official Map/Projects
- Review of prior 2009 Transportation Policy Plan and recommended “next steps”
- Next steps

2

Scope of this Project

- Collect and review data
- Steering Committee #1
- Improvement Alternatives
- Steering Committee #2
- Draft Official Map



City of Sheridan
2024 Transportation Plan Update
Schedule

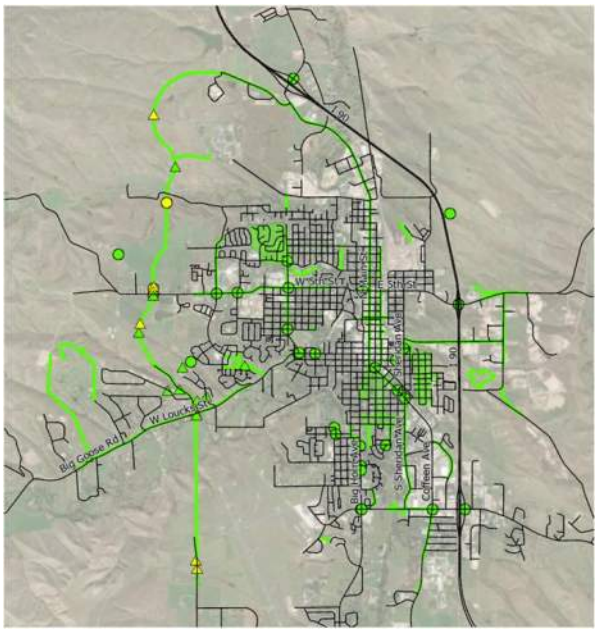
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January February March April May June July August September October Nover

3

Public Comments Received

- Interactive online maps
- Physical maps at public meetings
  - Two Transportation Plan Update Meetings
  - West Corridor Public Meeting
- Email comments
- Mail-in comments
- 125 individual comments



4

Previous City of Sheridan Transportation Project Examples

- S Sheridan Ave Extension
- Avoca Ave Re-Route
- I-90 North Interchange
- Mydland Rd



5

South Sheridan Ave

1994

2002



6

Avoca Ave

2002 2006



7

I-90 North Interchange

2006 2023



8

Mydland Road

2002 2010



9

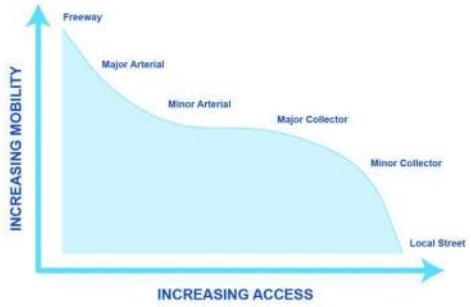
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- Discontinuous arterial and minor arterial network
  - Increased travel through residential areas
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11

Draft Official Map

- Preliminary projects based on:
  - public comments,
  - network connectivity,
  - traffic and crash data,
  - steering committee comments,
  - and past studies.



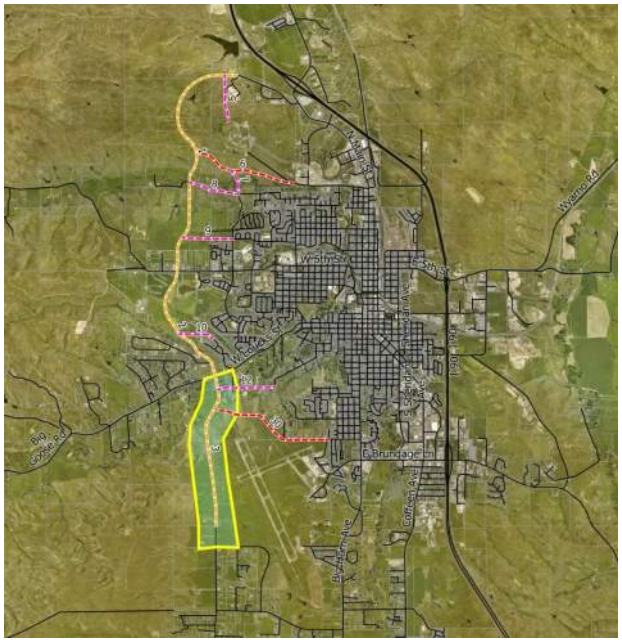
12

Draft West Corridor Map

West Corridor and connections

Projects:

1. West Corridor – Yellowtail Dr to 5th St
2. West Corridor - 5th St to W Loucks St
3. West Corridor - W Loucks St to Upper Rd
5. VA - West Corridor North Entrance
6. Fort Rd - Highland Ave to West Corridor
7. Mydland Rd - 17th St to Fort Rd
8. 17th Street to West Corridor
9. Hill Pond Dr - Mydland Rd to West Corridor
10. Bluebird Ln - Kingfisher Ave to West Corridor
12. Leopard Street to West Corridor
30. Airport Rd - Chapek Dr to West Corridor



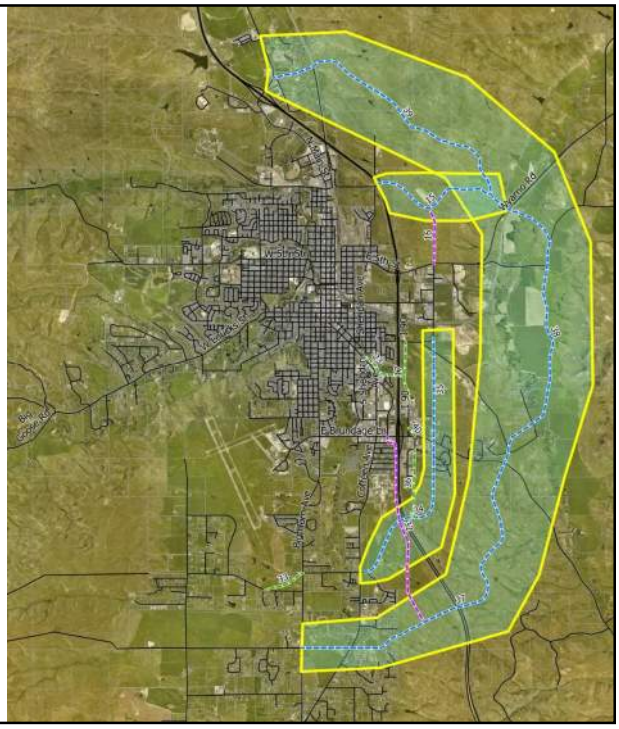
13

Draft East Corridor Map

East Corridor with proposed connections

Projects:

15. Kittering Rd - Gulch Rd to East Corridor
16. East Ridge Rd - E 5th St to Kittering Rd
17. Commercial Ave to East Ridge Rd
23. Coffeen Ave to Commercial Ave
32. Sugarland Dr - E Brundage Ln to East Corridor
33. Paradise Park Rd to Woodland Park Rd
34. Middle East Corridor - Coffeen Ave to E Brundange Ln
35. Middle East Corridor - E Brundage Ln to E Ridge Rd
36. Dry Ranch Rd - Solutions Way to Middle East Corridor
37. East Corridor - Big Horn Ave to E Brundage
38. East Corridor - E Brundage to E 5th St
39. East Corridor - E 5th St to Decker Rd
40. Dry Ranch Rd - E Brundage to Commerical Ave



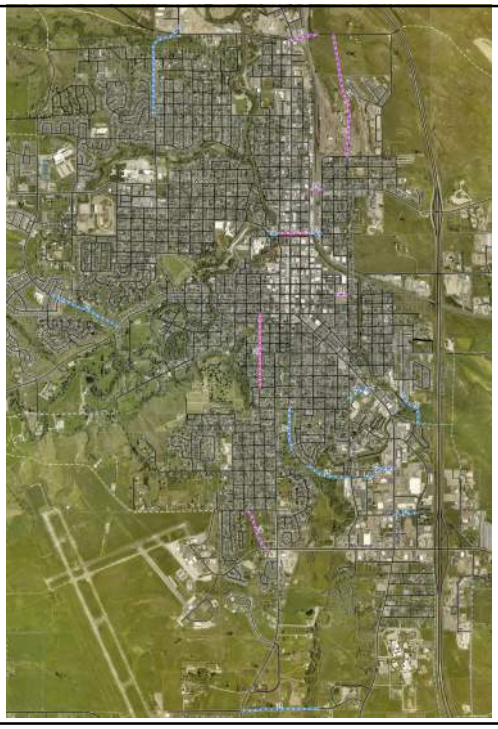
14

Draft Connections & Rehab Map

Connection and rehab projects within existing network

Projects:

4. Highland Ave - 11th St to Industrial Road
11. Mydland Rd - Dome Dr to W Loucks St
13. Fort Rd - N Main St to Kittering Rd
14. N Sheridan Ave - 8th St to Kittering Rd
18. Lewis St to 1st St Bridge
19. 5th St Grade Separated Crossing
20. 1st St Grade Separated Crossing
21. E Loucks St - Custer St to Sheridan Ave
22. Frank St - Gillette St to Sugarview Dr
24. Colorado St - S Sheridan Ave to Coffeen Ave
25. Turner Ln - S Sheridan Ave to Coffeen Ave
26. S Main St - Kurtz Pl to S Sheridan Ave
27. S Main St - E Montana St to Brock Ave
28. Riverside St - Coffeen Ave to Sugarland Dr
29. W Brundage Ln - Big Horn Ave to Airport Rd
31. Short Rd - Big Horn Ave to College Meadow Dr
52. S Thurmond Reconstruction
53. First Street Ecosystem Restoration



15

Draft Intersection Map

Intersection improvement projects

Projects:

41. Main St & Fort Rd
42. 5th St & Mydland Rd
43. 5th St & Long Dr
44. 5th St & Val Vista St
45. 5th St & Broadway St
46. Main St & Burkitt St
47. Coffeen Ave & Gould St
48. Big Horn Ave & Edwards Dr
49. Big Horn Ave & Brundage Ln
50. S Sheridan Ave & Brundage Ln
51. Woodland Park Rd & Coffeen Ave



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Capital Improvement Plan Template

- A capital improvement plan (CIP) will be developed for each project included on the draft official map
- Cost estimates will be provided for high-priority projects (projects likely to occur in the near future)

Mydland Rd – Dome Dr to W Loucks St

Project Location: Beginning at the intersection of Mydland Rd and Dome Dr extending southeasterly to intersect W Loucks St.

Description: Proposed 2-lane "complete street" roadway extension spanning approximately 0.5-miles that may include a pathway which would connect to the existing pathway along W Loucks St. A new intersection on Loucks St would be required that best suits forecasted traffic patterns. The existing school zone for Highland Park Elementary along Mydland Rd will need to be assessed.

Purpose and Need: The connection of Mydland Rd to W Loucks St would allow traffic between 5th St and Loucks St to avoid congesting neighborhood roads primarily within the Sparrow Hawk Cloud Peak Ranch subdivisions. As more development occurs along the 5th St and Mydland Rd corridors, local streets will become more congested.

Improvement Categories: Corridor Preservation, Functional Classification, Roadway Connectivity, School Zone, Safety, Pedestrian/Bicycling, Pathways

Public Comments Received: 4

Previous Study References: *(1 Total)* 2008 Sheridan County Comprehensive Plan

Estimated 2025 Cost: $3,490,000*

*Cost assumes a 2-lane asphalt paved urban collector with a 60-foot R.O.W.



17

Input on Draft Official Map

Questions and Comments



18

2009 Transportation Policy

Next Steps from 2009 Policy Plan

1. Work with neighborhoods to understand how the Policy Plan translates into neighborhood improvements (ongoing)
2. Prioritize Transportation Projects
3. Apply the Policy Plan to develop an Official Map of desired improvements (Major Streets Plan)
4. Approve the CIP and Major Streets Plan
5. Complete the Downtown Master Plan

19

Next Steps

This project:

- Post map on Sheridan Transportation Plan website and solicit input
- Finalize Draft Official Map
- Capital Improvement Plans for each project

After this project:

- Adopt Official Map/Major Streets Plan
- Preserve corridors
- Individual project studies, funding and public involvement
- Updated plans for downtown, pathways, pedestrians, parking, transit, and other recommendations from Policy Plan

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MEETING SUMMARY

PROJECT:	Sheridan Transportation Plan Update	DATE:	3/26/2025
PROJECT NUMBER:	5071.28038.01	TIME:	12:00 p.m.
ORGANIZER:	DOWL/City of Sheridan	SUBJECT:	Steering Committee #2

ATTENDEES:	ORGANIZATION:
Jeffrey Rosenlund	DOWL
Jake Curtis	DOWL
Thomas Morneau	City of Sheridan
David Ford	City of Sheridan
Kelly Schroeder	City of Sheridan
Stuart McRae	City of Sheridan
Richard Bridger	City of Sheridan
Bev Leichtnam	City of Sheridan
Jack Wood	City of Sheridan
Nathan Rager	City of Sheridan
Michelle Edwards	WYDOT
Scott Taylor	WYDOT
Mark Reid	Sheridan County
Ken Muller	Sheridan County
Teresa Detimore	Sheridan County Chamber of Commerce
Zoila Perry	Downtown Sheridan Association
Shane Kirsch	Wyoming Regional EMS

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1. Jeffrey Rosenlund began the meeting by going through introductions and the agenda. He then gave a presentation regarding the scope of this project, public input/comments, previous Sheridan Transportation projects, current transportation issues, and the draft official map.

2. Thomas mentioned that showing future corridors, such as the middle east and east corridors, allows the city to engage with developers at the time projects occur in these areas. It also allows the city to visit with various landowners within the polygonal shapes shown on the map to best guide the actual corridors.

3. Jeffrey mentioned that the presentation did not reference downtown and emphasized that addressing key projects around downtown's perimeter could significantly alleviate congestion. By creating alternative routes for those who prefer to bypass downtown entirely, traffic congestion would naturally decrease.

4. Jeffrey showed an example CIP (capital improvement project) template that would be prepared for the projects included on the draft official map.

5. Thomas clarified that these CIPs would not be automatically included in the city's next round of capital improvement projects. Instead, they would serve as a foundation for potential inclusion in the CIP program in the future.

6. Jeffrey and Thomas explained that the draft official map is needed to preserve future corridors legally as development occurs. The map will allow the city to include public right-of-way in future development projects that occur where the official map includes streets/roadways.

7. Thomas opened the room for questions regarding the projects shown on the draft official map. He added that the goal was to have the steering committee's support before rolling it out to the public and that each project would be further studied before becoming a reality. There should be an understanding that this is a long process and that this map has been a missing piece to transportation planning within the city and joint planning area.

8. Shane emphasized that increased access and additional routes benefit patients during emergency responses. He also inquired whether discussions had been held with the airport regarding its future expansion plans, as they could affect the route for the southern section of the west corridor.

9. Thomas explained that showing the southern portion of the west corridor within the polygonal shape gives the map flexibility when dealing with unknown future conflicts, such as an expansion of the county airport.

10. Jack stated that the problem Sheridan has seen in the past is there haven't been roads available for development to grow around, such as the subdivisions around Sparrow Hawk Rd and Osprey Boulevard. Having roads defined and constructed prior to development would be beneficial to avoid discontinuous, sporadic roads.

11. Thomas explained that this is the reason the city needs the official map, to be granted a seat at the table for guiding development around these key roads. He also added that in the past, WYDOT functional classification maps were used to show future projects.

12. Michelle stated that the WYDOT functional classification maps currently only show existing roads.

13. Ken added that SUSAC (Sheridan Urban Systems Advisory Committee) used to develop these functional classification maps with WYDOT to show future corridors for urban systems funding. The South Sheridan Ave and Avoca Ave projects were a product of this funding and had a strong purpose and need.

14. David mentioned that it is hard to reserve right-of-way when there is no plan for development, which is what many of these projects seem like. An example is the story house development, which nobody would've predicted 10 years ago. This is an example of why certain corridors that seems far-fetched are important to show on the map.

15. Jack added that if the road exists prior to development, it will drive where roads go versus reacting at the time of development planning.

16. Thomas stated that the public will wonder why the roads shown to the east are on the map. The point is that it reserves the right for the city to be involved in the event there is a plan for development in that area. It may turn out that development does not continue spreading east and some of those corridors will never be needed.

17. Ken suggested that only polygons should be shown versus a distinct, fixed line. This may cause unneeded push-back if the road does not end up following the alignment shown. Thomas stated that the city and DOWL will re-visit how the projects are shown.

18. Nathan asked if there should be a project “trigger” component added. This would set a certain set of criteria for which a project would need, such as a development on a specific parcel or a certain number of new homes constructed in an area.

19. Thomas added that we could explore noting a project will be triggered when development or traffic warrants it.

20. Stuart mentioned that a different trigger could be used to re-visit the map, such as physical barriers discovered when surveying for a specific project. The city should have flexibility to revise the map when certain criteria force other options to be evaluated.

21. Thomas explained that including a polygonal shape with the project gives the city flexibility when defining an actual corridor in the future.

22. Thomas then explained that the city opted not to present a “further west” corridor to prevent public scrutiny and attachment to an alternative that would undermine the progress made on the current west corridor. Ken then added that the topography only gets more extreme the further west you go.

23. David expressed there has been a lot thought that has gone into the projects that are currently shown on the map.

24. Stuart again emphasized the need for council to have flexibility with what is shown on the map.

25. Thomas added that there will be an extensive amount of studies and public involvement with the larger projects that will likely break them into phases.

26. A discussion commenced regarding setting a “renewal” period to revisit and amend the official map. Nathan suggested that caution should be taken when setting a set timeline to update the map. If the map becomes outdated, the legitimacy could be questioned. Jeffrey added that it is a good idea to keep the map and other city plans updated.

27. Shane asked if there were any major street re-construction projects scheduled that could justify starting some of these projects. This could be a way to further justify the projects since it would alleviate the impact and congestion caused by construction. This tactic could be seen south of Gillette when Highway 59 was under construction.

28. Shane also inquired about a new I-90 interchange between Brundage Ln and 5th St. Michelle and Scott noted that there are barriers due to FHWA spacing and geometry requirements.

29. David added that though it may be challenging to build new interchanges, certain projects (such as extending Sugarland Dr south) could act as interstate frontage roads.

30. Stuart noted that presenting alternatives, such as a further west corridor, would provide the council with more options and flexibility when approving routes. He also emphasized that council would make the right decisions despite opposition from a small group of dissatisfied residents.

31. Thomas explained that he would engage with the public works director regarding showing an alternative west corridor.

32. Richard added that a forward-thinking plan is a good approach.

33. Mark explained that cooperation between the City of Sheridan and Sheridan County is needed for planning purposes. Currently, the county uses the Joint Planning Area Land Use Plan when making decisions regarding development and planning. If this is going to supersede JPA Land Use Plan, cooperation and a clear agreement is needed.

34. Mark also added that most of these projects lie outside of the city limits and therefore within the county. The county has been proactive in the past by acquiring public right-of-way for the west corridor and other projects. For this to continue, the city and the county need to work together.

35. Bev sated that lots of work has been done to re-vitalize downtown Sheridan. Incorporating additional north-south routes to minimize congestion downtown is favorable.

36. Thomas stated this is more than a City of Sheridan project and that there needs to be cooperation and synchronicity between the city, county, and WYDOT.

37. Thomas and Jeffrey adjourned the meeting by stating additional comments from the steering committee will need to be gathered before revising the draft official map. Jeffrey would follow-up with an email setting a timeline for submitting any additional comments.

APPENDIX C:
PUBLIC COMMENTS

- Public Meeting 1 Attendees
- Public Meeting 1 Minutes

- Public Meeting 2 Attendees
- Public Meeting 2 Minutes

- Map of Comments Received
- Table of Comments

PUBLIC MEETING - TRANSPORTATION PLAN UPDATE
September 26, 2024 S:30 PM
ATTENDEE SIGN-IN SHEET

NAME	ADDRESS	PHONE	E-MAIL
John M. Smith	1025 KROE Lane	751-4600	jmsmith@actaccess.net
Ron Patterson	1547 Holly Road	751-5099	RONHP@VCN.com
CODY SINCLAIR	1400 PIONEER RN	443-994-4048	CODYSINCLAIR@SHERIDANHOSPITAL.ORG
Tim Brugger	1831 Lookout Rd. Dr	307-675-7708	tbrugger@m-m.net
Jaynie Spell	2 Saddlecrest Dr	307-752-0515	jjspell@me.com
JEFFREY ROSENLUND	212 MEADE CREEK RD	307-751-6235	jrosenlund@aol.com
Teresa Detiman	1257 3rd Ave	672-2485	tdetiman@sheridanwyomingchamber.org
Andrew Patees	2760 Big Horn Ave		
Margaret McGee	489 Bluebird Ln	679-7016	
Logan Potter	941 Covey Run Rd Apt 111	286-9096	logan.c.potter@gmail.com
Janie Johlman	428 Kingfisher Ave	752-6488	cobblej77@gmail.com
Tyson Markham	730 E. Brundage St	307-761-4130	tmarkham@m-m.net
KEN MULLER	224 S. MAIN STREET	307-674-7920	

PUBLIC MEETING - TRANSPORTATION PLAN UPDATE
September 26, 2024 5:30 PM
ATTENDEE SIGN-IN SHEET

NAME	ADDRESS	PHONE	E-MAIL
Gary Campbell	2218 Pheasant Draw Rd.	(406)861-7603	GWADEC@AOL.com
Zaila Perry			
Michelle Edwards			michelle.edwards@wyo.gov
Noll Roberts			
Brian & Mary Wilson	50 Saddlecrest Dr	406-640-1163	deligirl.wilson@gmail.com
Jared Koenig	625 Summer	307-620-2479	jared@sheridanclt.org

Office of the
Public Works Director
55 Grinnell Plaza
Sheridan, WY 82801
307-675-4237

September 26, 2024

Transportation Plan Public Meeting Minutes

Meeting Began: 5:31 PM

City Engineer, Thomas Morneau, gave a presentation.

It was stated this was the first of two meetings, the second meeting will take place in mid-October.

The November 2009 Transportation Plan is a policy plan created to evaluate needed projects and detailed next steps.

The 2019 Capital Improvement Program (CIP) is a document primarily used by Public Works & Engineering as a guide for the process of choosing the next big projects the City will undertake in the next 5-10 years, a budgetary & financial tool, and was built on previous planning efforts and documents.

The different funding sources for projects were explained. There is special revenue/General Purpose Excise tax (Optional One Cent) at approx. $1.8M, Public Benefit at approx. $1M, and Cap Tax at $4.6M annually.

The background regarding Cap Tax, it is the primary way of funding CIPs, was last approved in November of 2020 for $40M, can only be spent on CIPs, expires once funding has been collected, and will be on ballet again this year.

Showed projects that have been completed in the last five years, bridges, Rotomill & Overlay, pavement preservation, pathways, etc.

The policies identified in the 2009 Transportation Plan are still applicable today and help develop the next steps and provide recommendations for projects for the next CIP.

In working with DOWL, the firm chosen to lead the efforts in updating the Transportation Plan, aided in reforming the Steering Committee, laying out projects to consider, and using community engagement to compare the goals and objectives to lay out the framework going forward.

City Planner, Kelly Schroeder, explained the community engagement exercise. There are 4 tables with maps to focus on ideas and suggestions for walking, biking, mobility for the future, and driving. There are pens at each table and we encourage everyone to write their ideas, suggestions, and concerns on the maps for the City, Steering Committee, and DOWL to use.

Q: It was said the 2009 Plan laid out the next steps; what were the next steps that were taken?

A: The policy plan unfortunately did not happen as intended. Development and corridor management did come into play and areas of growth were discussed when focusing on which projects were important. Efforts were made but the CIP was not fully developed in relation to the 2009 Plan.

Q: As it relates to new streets or beltways, how will they fit into the new plan?

A: When it comes to larger projects, it's not just the streets to consider, but the utilities as well. Most of that is Developer-driven. The City doesn't just lay out new roads, but we do reference planning documents to help drive the projects. Those larger projects do go through great public involvement.

Q: What are the citizens supposed to do when they read the 2009 Plan, but the values laid out are not followed? For example, the west corridor?

A: There is a study that was done on the West Corridor and is available on the City's website. Future public involvement will help explain the process, what the project entails, and what it will take to come to fruition. The City is still collecting a lot of information.

Q: Is there a timeline on the beltway?

A: No, there is currently not a timeline, but will be coming forth in the next few months. Advertisements will happen regarding the different steps along the way where public involvement is crucial.

Q: Who is on the Steering Committee?

A: Teresa Detimore, David Ford, Derek Hall, Gary Harnish, Erin Kilbride, Ryan Landis, Bev Leichtnam, Ryan Levanen, Stuart McRae, Hanns Mercer, Michelle Edwards, Thomas Morneau, Ken Muller, Zoila Perry, Nathan Rager, Mark Reid, Carmen Rideout, Jeffery Rosenlund, Kelly Schroeder, Shawn Stevens, and Benjamin Wetzel – who consist of City staff, Chamber Members, The Hub, WYDOT, Sheridan County staff, and other Firm and Association members.

Q: Are all those members from government agencies or are there non-government members?

A: There are members from the school district, bus barn, EMS, etc. We tried to use active members/entities when forming the Committee and did not mean to cut anyone out. All the information we receive will go to the Steering Committee for review.

Ron Patterson offered his time to volunteer to give his expertise and experience to the Committee.

Q: Is the City aware of all the issues at 5th St. & Long Dr?

A: Yes, and we are evaluating and beginning to plan.

Q: Has the City reached out to the City of Casper or the City of Gilette on their traffic plans?

A: No, the City has not, but we certainly can.

Q: Who is the Traffic Engineer on the project?

A: WYDOT, and they are present here tonight and on the Committee.

Participants disbursed to view maps and give input. Individual Q&A at each table was not captured.

Meeting Adjourned: 7:00 PM

CITY OF Sheridan
WYOMING

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Comments can also be emailed to tmorneau@sheridanwy.gov.

II. Contact Info (Optional)

Brian Wilson
406-640-1163
50 Saddlecrest

III. Feedback

We Are Strongly Opposed To The Current Location Of The West Side Corridor. We Have Not Been Involved In The City's Proposed Impact On Our County Subdivision. You Never Build Neighborhoods Before The Infrastructure Is In. Please Look Farther Out Big Goose Rd For It's Location.

PUBLIC MEETING - TRANSPORTATION PLAN UPDATE
October 22, 2024 5:30 PM
ATTENDEE SIGN-IN SHEET

NAME	ADDRESS	PHONE	E-MAIL
Ron Patterson	1547 Holly Pond	751-5099	RONHP@VCN.com
Mark Reid	Courthouse	752-1408	mreid@sheridancountywy.gov
Ber Leichtnam	1578 Holly Ponds Dr	751-2878	
THOMAS MORNEAU	—	—	—
Roger Sanders	634 Ann St	752-5761	
Michelle Edwards			
John Stanisich	19 Saddlecrest	763-9838	standjohn@gmail.com
Pam Standish	19 Saddle crest	763-6452	Pamstandish@gmail.com
Cathy Heyward	719 Emerson	672-7832	ejheywood@hotmail
Don Crecelius	258 S. Linden	672-6080	dcrece@gmail.com
JEFFREY ROSENLUND	212 MEADE CRK ROAD	751-6235	jrosenlund@dowl.com
Patsy Tate	366 W. Heald St Sheridan		pitts@yahoo.com
George Rogers	1122 Park View Ct	763-1023	crr1948@yahoo.com
Brad Gregerich	353 Nighthawk Ct	406.860.1221	

PUBLIC MEETING - TRANSPORTATION PLAN UPDATE
October 22, 2024 5:30 PM
ATTENDEE SIGN-IN SHEET

NAME	ADDRESS	PHONE	E-MAIL
DUFFY EXON	1629 WARREN	951 233 0946	MUDLARK369@YAHOO.COM
Manz Herce	City		
Marie Bthamley	43 Saddlecrest Dr.		mebbthamley@gmail.com
Mark Carroll	160 Edward Ct	214.280.9587	tetonguy@icloud.com
JoAnne Westbrook	1371 Marion	~~307 ...~~	SuzyWestbrook@gmail.com
Mary McDougall	2200 W 5th # 203		merkcdoug@gmail.com
Tim Geary	610 Michael Dr.	3076729870	
Rita Geary	" " "	"	
MIKE ARZY	73 BOX CROSS RD		arzymike@gmail.com
Scott Adell	720 W. Burkitt	(307)620-0979	scott.adell@abbott.com
Dave Engels	1949 Sugarland Dr. 205	307-673-1545	dave.engels@CAengineers.com
Catherine Engels	4 CARNOUSTIE CT	307-752-7771	engelscatherine@yahoo.com
BAILEY GREGORICH	353 Nighthawk Ct	307.689.5238	baileybertch@gmail.com
Steven Brantz	City of Sheridan		

CITY OF Sheridan WYOMING

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Comments can also be emailed to tmorneau@sheridanwy.gov.

II. Contact Info (Optional)

Edith Heyward 672-7832

ejheyward@hotmail

III. Feedback

downtown "sidewalk" bumpouts are great for pedestrians crossing Main. And Main's turn lane.

- Highland's crossing over Hume Draw is awful for bikes & pedestrians, esp: parents with stroller
- Angled parking at Blacktooth Brewery is v. dangerous for bicyclists. (Broadway?)
- Making roads wider should not be a priority, it has been shown that it increases speed of vehicles

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WYOMING

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II. Contact Info (Optional)

III. Feedback

- Consider two-way traffic on Gladstone; College Ave.?
- Coffeen intersection @ Lowell - College - Illinois awkward/disfunctional?
- Advance West Corridor construction.
- Intersection control (lights/roundabout?) @ Brundage & BighornAve.
- Access conflicts to businesses along Brundage
- Pedestrian safety concerns along Coffeen @ multiple intersections

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Comments can also be emailed to tmorneau@sheridanwy.gov.

II. Contact Info (Optional)

Scott Adell (307) 620-0979

email: Scott.adell@abbott.com

III. Feedback

Need

(2) Cross WALK(S) needed on BADGER ST

Crossing Loucks into City PARK (Kendrick)

* Current Crosswalk is down 4 block across BIG Goose Creek - that is fine but more foot traffic & runners Cross Badger ST

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WYOMING

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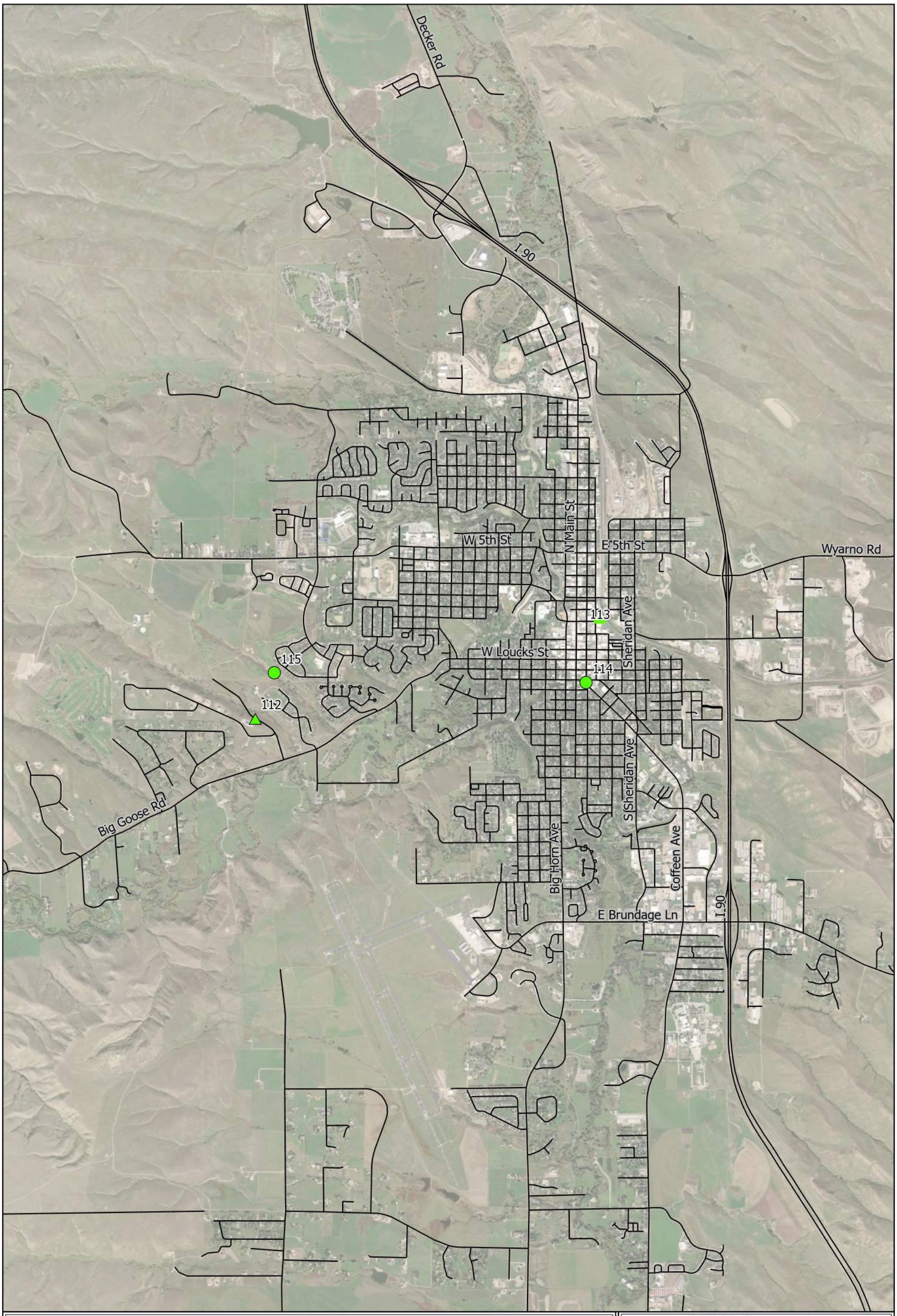
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Brian Wilson
406-640-1163
50 Saddlecrest

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Legend

Comments (West Corridor) Comments (Point) Comments (Polyline)

Existing Roads

N

0 1,000 2,000
Feet

Public Comments
Category - Other

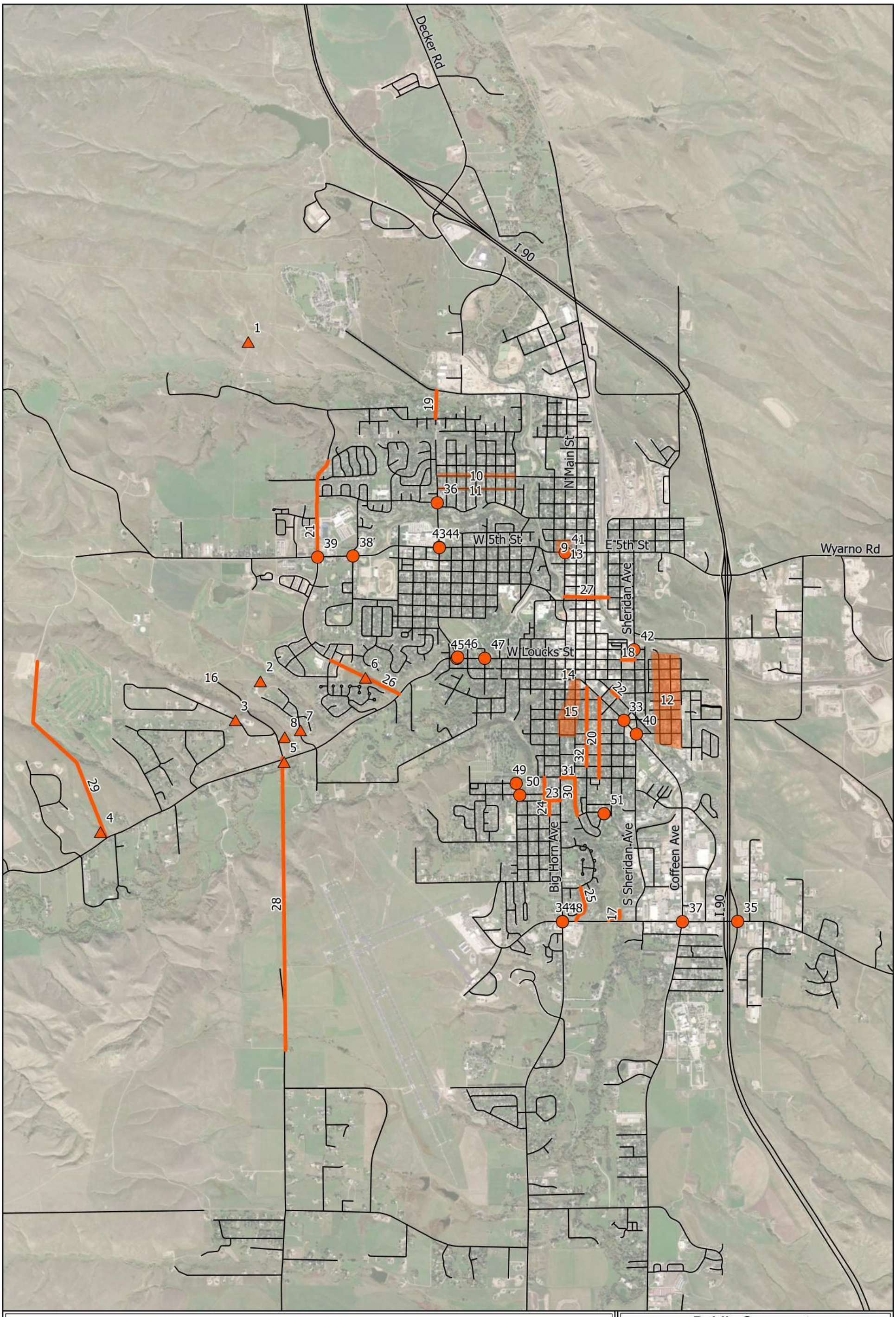
City of Sheridan Transportation Plan

DOWL

Date: March 04, 2025

Figure 3.6

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Legend

Comments (West Corridor) | Comments (Point) | Comments (Polygon) | Comments (Polyline) | Existing Roads

0 1,000 2,000 Feet

Public Comments
Category - Driving

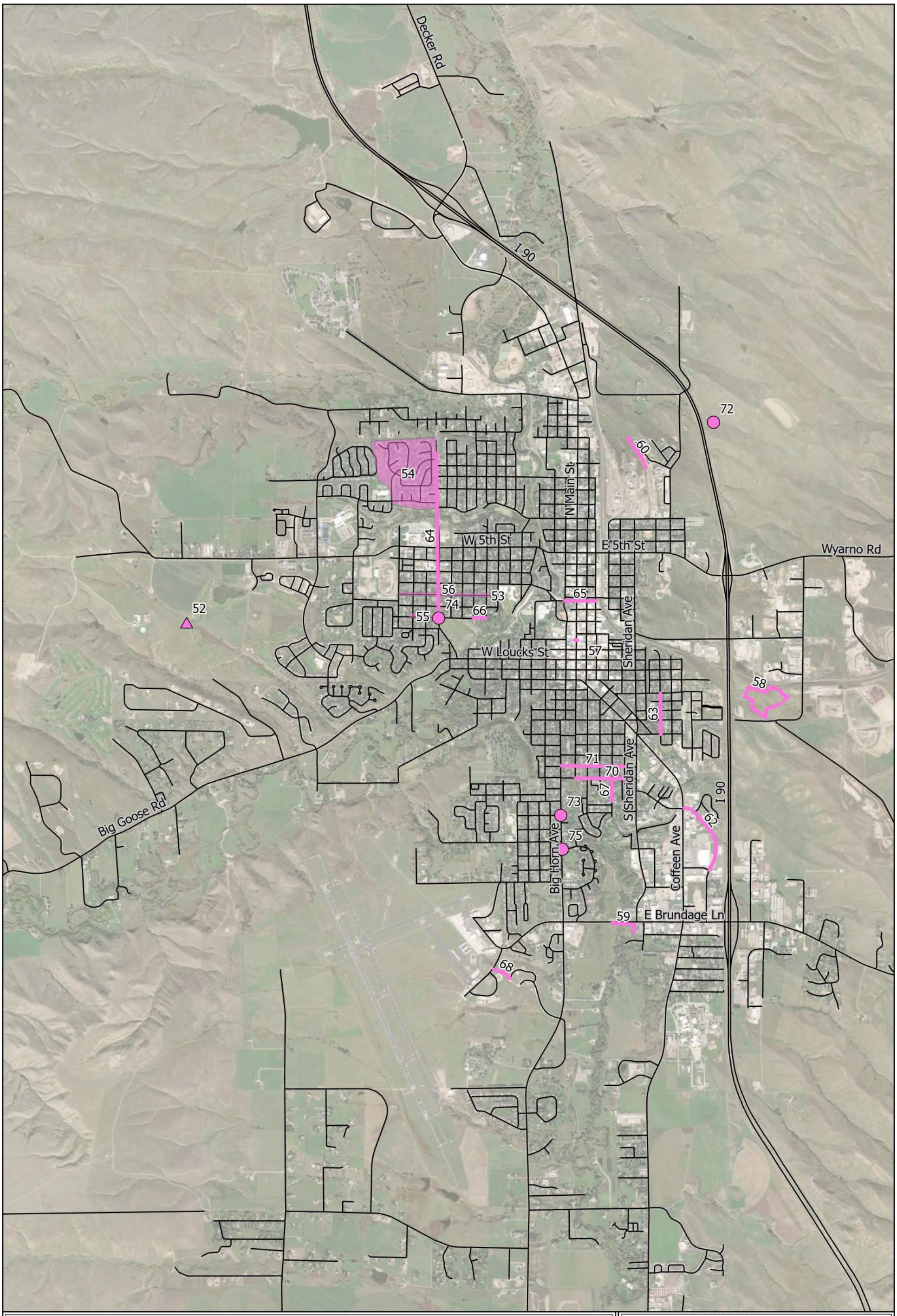
City of Sheridan Transportation Plan

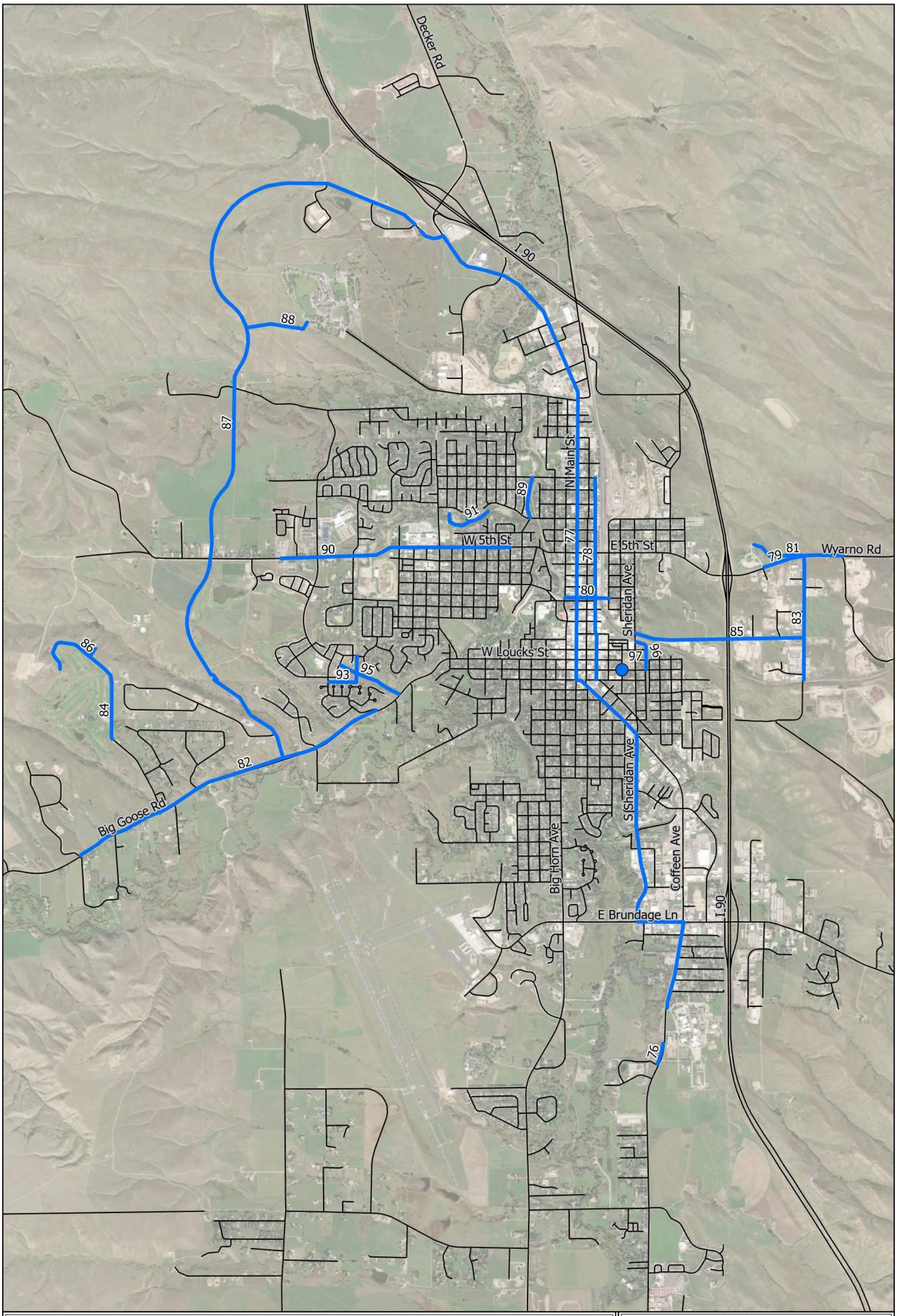
DOWL

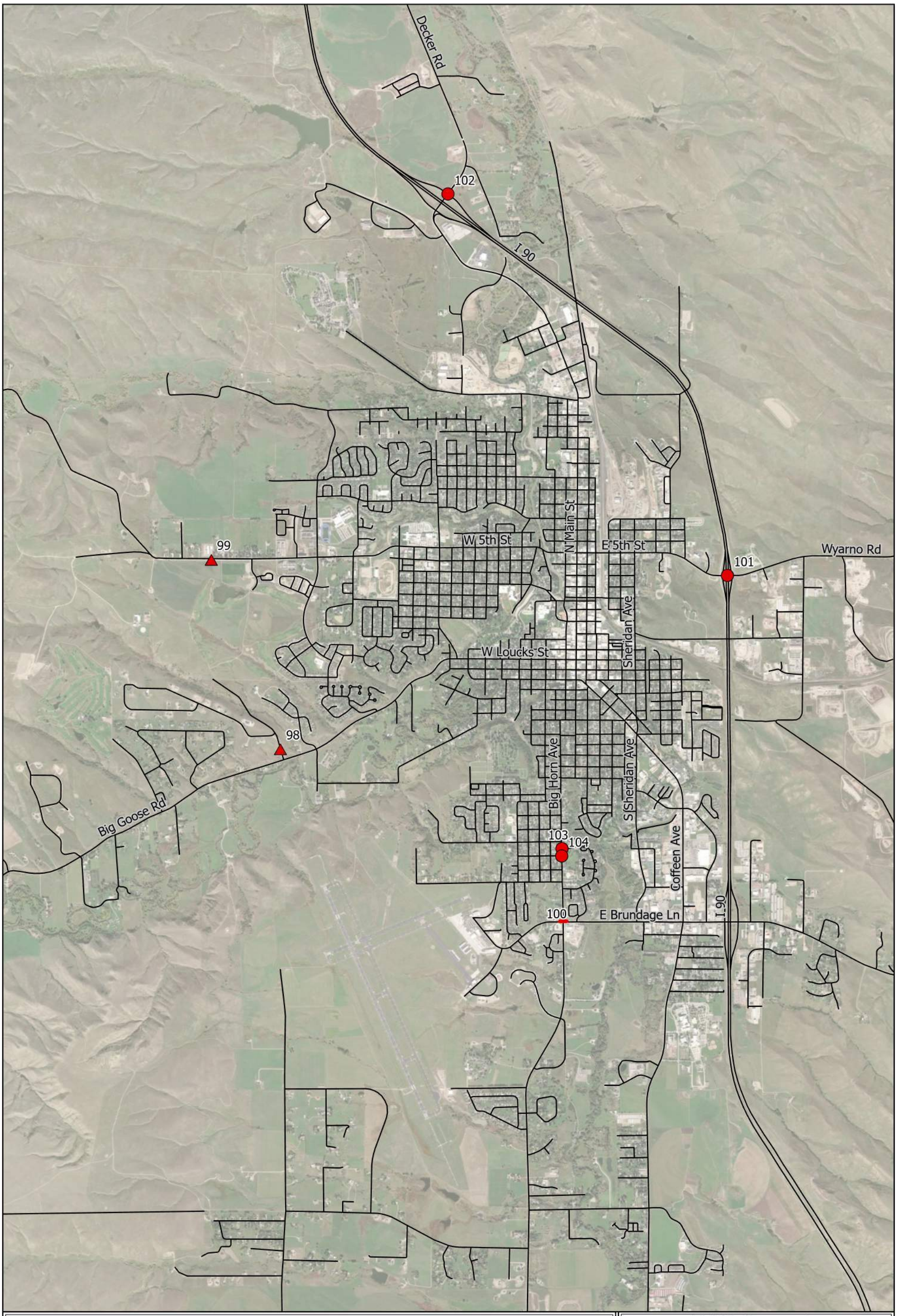
Date: March 04, 2025

Figure 3.1

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Decker Rd
I 90
72
60
54
N Main St
64
W 5th St
E 5th St
Wyarno Rd
56
53
74
66
65
52
55
Sheridan Ave
W Loucks St
57
58
63
71
70
67
73
S Sheridan Ave
I 90
62
Big Goose Rd
75
Big Horn Ave
Coffeen Ave
59
E Brundage Ln
68
Legend
Comments (West Corridor)
Comments (Point)
Comments (Polygon)
Comments (Polyline)
Existing Roads
N
0
1,000
2,000
Feet
Public Comments
Category - Walking
City of Sheridan Transportation Plan
DOWL
Date: March 04, 2025
Figure 3.2
K:\00\12345-00\60GIS\GIS\City of Sheridan\Carto\COS_TRANSPORTATION.aprx Mar 04, 2025 12:01 PM User: jcurtis


Decker Rd
I 90
88
87
89
91
N Main St
W 5th St
90
77
78
E 5th St
79
81
Wyarno Rd
80
Sheridan Ave
83
85
86
W Loucks St
93
95
97
96
84
82
Big Goose Rd
Big Horn Ave
S Sheridan Ave
Coffeen Ave
E Brundage Ln
I 90
76
Legend
Comments (Point)
Comments (Polyline)
Existing Roads
N
0
1,000
2,000
Feet
Public Comments
Category - Bicycling
City of Sheridan Transportation Plan
DOWL
Date: March 04, 2025
Figure 3.3
K:\00\12345-00\60GIS\GIS\City of Sheridan\Carto\COS_TRANSPORTATION.aprx Mar 04, 2025 12:00 PM User: jcurtis



Legend

Comments (West Corridor) Comments (Point) Comments (Polyline)

Existing Roads

0 1,000 2,000
Feet

Public Comments
Category - Safety

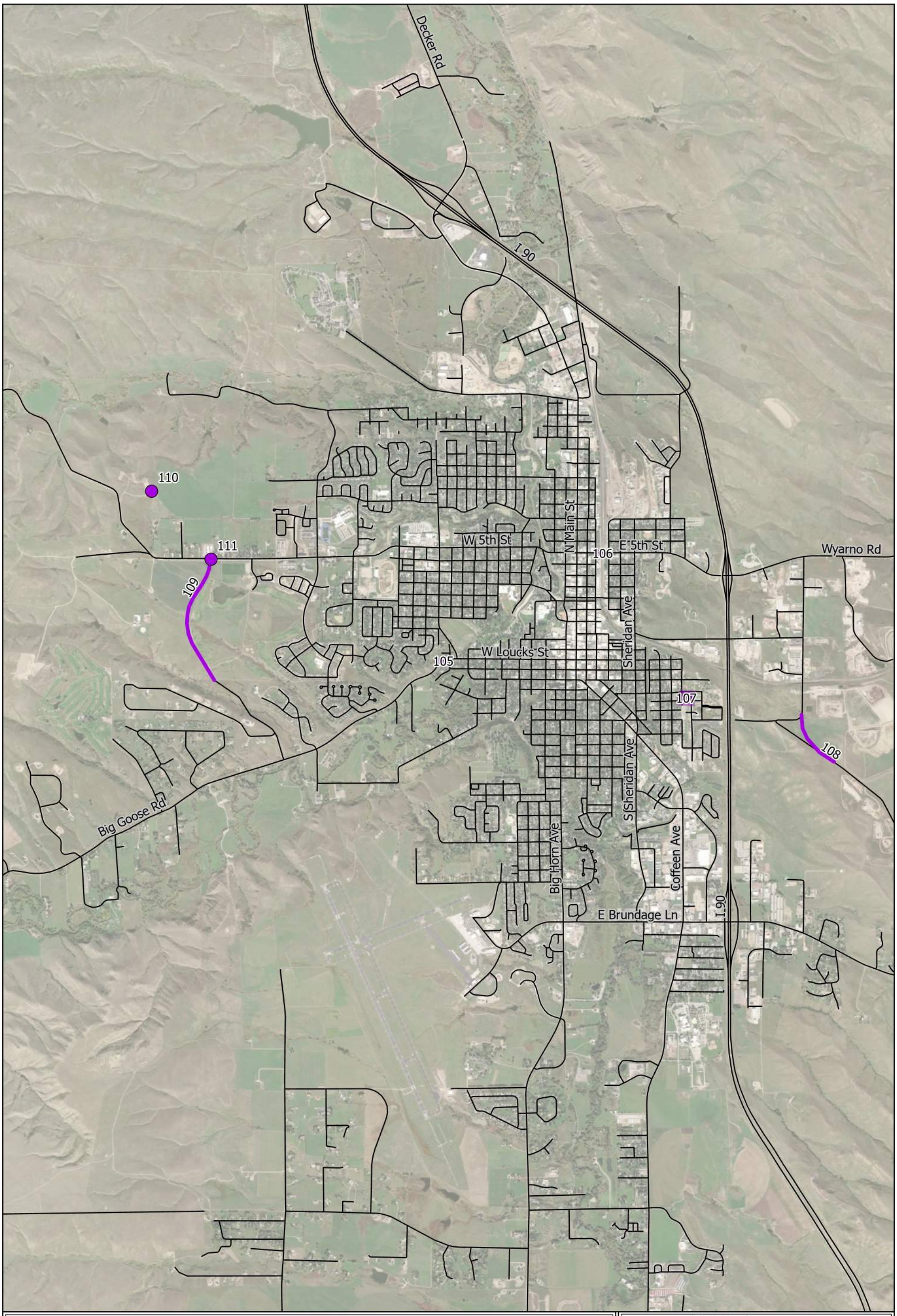
City of Sheridan Transportation Plan

DOWL

Date: March 04, 2025

Figure 3.4

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Legend

Comments (Point) | Comments (Polyline) | Existing Roads | Comments (Polygon)

0 1,000 2,000 Feet

Public Comments Category - Mobility

City of Sheridan Transportation Plan

DOWL

Date: March 04, 2025

Figure 3.5

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Driving Comments	
Comment #	**Comment**
1	Will there be a Fort Road connection?
2	Will there be a secondary access for Osprey connecting to the West Corridor?
3	Could the West Corridor use the existing Saddlecrest Drive and
4	move it further west away from neighborhoods? West of the Kendrick Golf Course and tie into the gravel road north of Kendrick Golf Course.
5	How does this line up with a southern portion of the beltway? People and animals live on this property.
6	Could Mydland be extended and become the corridor?
7	Could Osprey be used at the new road?
8	This parcel is owned by Saddlecrest LLC, Coucl the Corridor be moved back down into the draw?
9	Add turn lane
10	Remove Stop Signs
11	Remove stop signs
12	Uncontrolled intersections
13	Enlarge intersection for truck traffic
14	Potholes
15	Difficult to move through city from bighorn
16	Trailhead parking
17	Pave this
18	Punch this through
19	Extend?
20	Reduce speed
21	Street Lights
22	Driving Improvement Needed
23	Airport traffic and odd flow
24	Airport traffic and odd flow
25	Lots of fast through traffic, no snow removal. Consider speed control bumps to reduce traffic on this residential road.
26	Extend Mydland Road to Loucks/Big Goose
27	Direction Connection to Sheridan Ave from Lewis Street
28	Big Goose/Loucks to Upper Road Connection
29	maybe another option for a beltway, away from neighborhoods
30	South Main connection
31	Montana Street Connection
32	Establish 2-way traffic on Gladstone.
33	Traffic Circle
34	Round about!!
35	Round about
36	Driving Improvements Needed
37	Left turn Brundage onto Coffeen- congested south or north bound
38	Stop Light
39	Stop Light
40	Congested
41	Odd Signal
42	Round about
43	5th street to 4 lanes?
44	Left turn arrow for 13
45	Difficult to get through town coming from the west.
46	? No right on red
47	Crosswalk
48	Super busy and dangerous intersection. Please consider putting traffic light arms on the existing light poles.
49	No good turnaround here
50	Add stop sign here
51	90 degree tie in, or stop sign

Walking Comments	
Comment #	**Comment**
52	What improvements would be made to preserve the Hidden Hoot Trail?
53	Needs crosswalk and handicap
54	No sidewalks, problems for kids walking down the streets to get to school.
55	No sidewalks
56	Traffic calming X-walks. X-walk rrfb
57	With all the parking lots here, walking feels extremely dangerous. Could use some wider sidewalks/less access points for vehicles
58	Shelter trail
59	Obvious path
60	Walking Improvements Needed
61	Walking Improvements Needed
62	Intermittent sidewalk
63	Pathway in conflict with traffic (LOTS!)
64	Sidewalk connectivity
65	Better bike/walk path from Broadway to Brooks (YES!)
66	Walking Improvement Needed
67	Sidewalk needed on at least one side of the street
68	Connect with walking path.
69	Opportunity for cool mid-block crossing at Smith Alley. Painted crosswalk?
70	Install sidewalks on Montana Ave
71	Install sidewalks on Colorado Ave
72	(Behind hospital, other too) Walking paths have spots where dirt has sloughed down the hill, so parts of the pathway are, or soon will be, compromised.
73	RRFB
74	Ped x-ing
75	Pedestrian Crosswalk across Bighorn Avenue here would be a benefit to the community. It's dangerous to have to cross the road anywhere along this section and many kids would use the park more if they could cross safely.

Bicycle Comments	
Comment #	**Comment**
76	Needs to be safer for bikes etc
77	Bike lane
78	Bike lane
79	Bike Path
80	Bike lane
81	Bike Path
82	Bike path
83	Bike Path
84	Bike path
85	Bike Path
86	Bike path
87	Bike path to go in with West Corridor
88	Bike path
89	Dirt Path
90	Bike lane
91	Dirt Path
92	Bike Path
93	Bike Path
94	Bike Bath
95	Bike Path
96	extend walking/bike path
97	Improve biking in this area

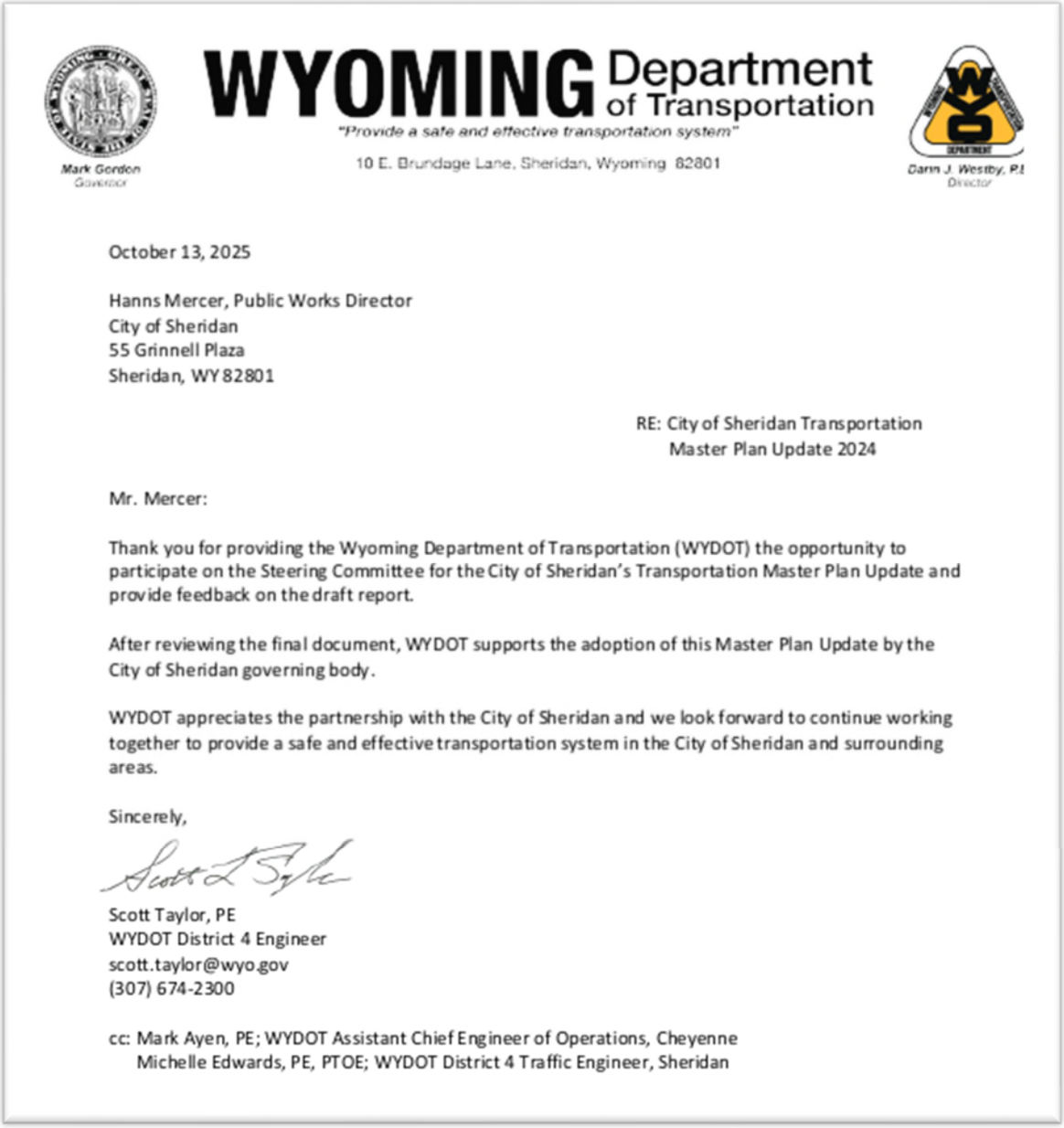
Safety Comments	
Comment #	**Comment**
98	What is the exact grade of Saddlecrest Dr.? If Highland Ave is too steep for trucks, how is Saddlecrest Dr. any better?
99	Will this intersection be signalized or stop controlled?
100	Crosswalk desperately needed here to connect sidewalks and running trails
101	Underpass scary for for bikers and joggers
102	Visibility issues
103	Crosswalk for neighborhoods and park across Bighorn Ave. Dangerous for kids and families to walk.
104	RRFB

Mobility Comments	
Comment #	**Comment**
105	No transition from pathway to street
106	Rail crossing improvements
107	Mobility Improvements Needed
108	Future realignment and paving
109	Mobility Improvement Needed
110	More North-South Connections
111	North-South connection

Other Comments	
Comment #	**Comment**
112	Steep side of what is most likely an unstable Gillespie Draw. Seems like an expensive place to build an industrial beltway
113	Opportunity for better/clearer connection to Pathway system
114	This intersection is particularly dangerous for pedestrians and bicyclists. Cars coming down Coffeen and turning onto Gould are using this more as an off-ramp and not slowing down to look for bikes or pedestrians.
115	Pave the pathway in and out of the Hidden Bridge. Safety concerns from the continuing erosion holes at the bridge. Also will help with water quality of the stream.

Miscellaneous Comments From Public Meetings & Online Form					
Category	Location	Author	Phone #	Email	Comment
Driving	Saddlecrest Subdivision	Brian Wilson	406-640-1163	N/A	We are strongly opposed to the current location of the West Side Corridor. We have not been involved in the city's proposed impact on our county subdivision. You never build neighborhoods before the infrastructure is in. Please look farther out Big Goose Rd for its location.
Walking/Safety	Kendrick Park	Scott Adell	307-620-0979	scott.adell@abbott.com	(2) Crosswalk(s) needed on Badger St. crossing Loucks into City Park (Kendrick). Current crosswalk is down a block across Big Goose Creek – that is fine but more foot traffic & runners cross Badger St.
Multiple	Multiple	N/A	N/A	N/A	The feedback raises concerns about traffic flow, intersection safety, and infrastructure. Suggestions include evaluating two-way traffic on Gladstone and College Ave., improving the Coffeen-Lowell-College-Illinois intersection, and advancing West Corridor construction. Additionally, there are calls for better intersection control at Brundage & Big Horn, addressing business access conflicts on Brundage, and improving pedestrian safety along Coffeen.
Multiple	Multiple	Edith Heyward	307-672-7832	ejheyward@hotmail.com	The feedback highlights pedestrian and cyclist safety concerns. Downtown sidewalk bump-outs and Main Street's turn lane are praised for improving crossings on Main Street. However, Highland's crossing over Hume Draw is problematic for bikes and strollers, and angled parking at Blacktooth Brewery poses a danger to cyclists. Additionally, widening roads is discouraged, as it is believed to increase vehicle speeds.
Driving	2930 W 17th St	Abigail Turnbough	N/A	abi.turnbough@gmail.com	I bought a home in July and discovered today that the proposed west corridor plan would place the new road right on our property line. My family is opposed to the destruction of our solitude by a large road as we bought this house to enjoy peace and quiet close to town. We also do not feel it is necessary to spend more city funds or taxpayer money to expand access to subdivisions or to encourage growth that would encourage building more subdivisions in Sheridan. Sheridan and Bighorn already cater enough to out of state land grabbers who move here with enough money to corrupt the small town we all know and love. Not to mention ruining the Bighorn mountains with side by sides and bad manners/ littering. I would like to know who I can speak to about this in order to ensure my voice is heard.
Mobility	Multiple	Shelley Anderson	N/A	customflames@bresnan.net	I believe we need better traffic control at 5th and Mydland and 5th and Long. SO many new houses and apartment complexes. Trying to get out of these intersections is so dangerous! Been numerous accidents! Between residents, high school traffic and buses, it's a nightmare! Also Brundage and Bighorn! Come on city....
Driving	N/A	Jack Landon Jr	N/A	jlandon@fiberpipe.net	Establishing a West Corridor seems a necessity if Sheridan is to prosper as an efficient city. Doing nothing continues growing travel inconvenience, delay and congestion. The first phase connecting Loucks to 5th St., Fort Rd. and the Interstate will do more than divert gravel truck traffic. Residents from Big Goose valley will have a route to the Interstate and destinations north without having to travel through downtown Sheridan or high-density residential areas. It is a more efficient route to access the hospital, High School, fairgrounds and recreational parks. It is important to start planning the extension of the outer loop to the South as well. Connecting the Corridor to Airport Rd. and West Brundage Lane again provides access for Big Goose valley residents to Sheridan College, the Interstate and the retail areas of south Sheridan. A southern extension would enable residents (and service providers) in the Little Goose valley to avoid traveling through downtown or residential areas to more efficiently access the hospital and High School. For this convenience those of us on Metz, Sweem, Paradise Park and Upper roads would be impacted by more traffic. Two consequences of this Corridor extension would be more efficient fuel expenditure and less travel time. Unintended consequences could be greater subdivision activity, need for extension of waste-water lines and other services.
Driving	Don Ena Estates	Edgar Fack	307-751-2118	edrfack@gmail.com	Living in Sheridan since 1980 and living in the Don Ena Estates since 1991 I have heard about the Corridor Bi-Pass many times. With the the approval of the Gravel Pit operations and the moving of these materials through residential areas, this has raised this issue of transportation in and around Sheridan. 1. The Corridor Bi-Pass Plan always was discussed as moving vehicles around the outside of Sheridan including South of Loucks, the airport area. During the meeting on December 5 at the HUB, it was mentioned that the area south of Loucks won't be affected for 50-100 yrs. What is being purposed is not a Corridor By-Pass Plan but a way to appease "The Gravel Pit Operation". 2. The purposed location of routes is to late for the growth that has happened in Sheridan, especially between 5th street and W. Loucks. Squeezing the Corridor down or near Gillispie Draw, between two subdivisions Osprey and Saddlecrest, is not a good idea. Just 5 or 6 yrs ago the City of Sheridan was looking at damming up Gillispie Draw for a Water Reservoir to serve Sheridan, now we want to build a road there?? Moving the Corridor West was mentioned. I served on the Wild Rose Water Irrigation & Improvement Service District Board for over 10yrs. One item discovered was when the Kendrick Family gave the land to the City of Sheridan for the Municipal Golf Course a stipulation was agreed upon, that the road (Golf Course Road) leading to the Golf Course Area would not be used as a "throughway" or passageway to other locations. 3. Suggestions for a resolution: City Council should get with the County Commissioners and Mullinax Inc. and do a land swap. Find land that is suitable for there operation, City Council should develop with County Commissioners and require a Transportation Plan for future operations that could have impact on City and County roads plus residential areas. Please consider the above suggestions and please contact me if need be. I believe this is a matter of "The Squeaky Wheel Gets the Grease"
Mobility	Sheridan Public Library	N/A	N/A	N/A	My wife has one more suggestion in planning since she travels quite often to the Sheridan Library quite often. And would like to discuss how to correct the dead end turn around.
Mobility	Loucks & Thurmond	Dave Engels	307-673-1542		One area that I forgot to bring up during last Tuesday night's meeting on the Transportation Plan Update was the Loucks-Thurmond intersection. For 20 years, our family lived on Residence Hill near the top of Thurmond, and our kids had to go through that intersection on their way to the high school. At that time, during the morning "rush hour," traffic backed up on Thurmond all the way to and into the Thurmond-Burkitt intersection. It's interesting that when EnTech did the Loucks Street Reconstruction Project, our traffic subconsultants, Fehr and Peers, looked at this intersection and stated that it didn't warrant a traffic light.

The Draft Transportation Plan was provided to WYDOT for their review. After some revisions were made at WYDOT's request, WYDOT provided the following letter of support.



WYOMING Department of Transportation

"Provide a safe and effective transportation system"

10 E. Brundage Lane, Sheridan, Wyoming 82801

Mark Gordon
Governor

Darin J. Westby, P.E.
Director

October 13, 2025

Hanns Mercer, Public Works Director
City of Sheridan
55 Grinnell Plaza
Sheridan, WY 82801

RE: City of Sheridan Transportation
Master Plan Update 2024

Mr. Mercer:

Thank you for providing the Wyoming Department of Transportation (WYDOT) the opportunity to participate on the Steering Committee for the City of Sheridan's Transportation Master Plan Update and provide feedback on the draft report.

After reviewing the final document, WYDOT supports the adoption of this Master Plan Update by the City of Sheridan governing body.

WYDOT appreciates the partnership with the City of Sheridan and we look forward to continue working together to provide a safe and effective transportation system in the City of Sheridan and surrounding areas.

Sincerely,

Scott Taylor, PE
WYDOT District 4 Engineer
scott.taylor@wyo.gov
(307) 674-2300

cc: Mark Ayen, PE; WYDOT Assistant Chief Engineer of Operations, Cheyenne
Michelle Edwards, PE, PTOE; WYDOT District 4 Traffic Engineer, Sheridan

The Draft was provided to the Steering Committee via the following email, and a similar message was posted on the project website:

Greetings, All.

A DRAFT of the Sheridan Transportation Master Plan Update is available for review on the City of Sheridan Website. Please send comments to Thomas Morneau at *tmorneau@sheridanwy.gov*.

Here's a link to the document: *Microsoft Word - STP_Update_Memo.docx*

The public comment period will be open from October 23 through November 22 (approximately 30 days). Notices regarding the draft plan will be published in *The Sheridan Press* on October 23 and November 12.

In addition to the City website, a notice was posted on the Chamber of Commerce Community Calendar. This is also an item that will be brought up during the general discussion at upcoming City Council meetings.

Once the public review and comment period concludes, the plan will be brought forward to the City Planning Commission, County Planning Commission, Board of County Commissioners (BOCC), and City Council for adoption.

WYDOT has reviewed this final draft document and provided a letter of support.

Thank you for all your help on this important project!

Jeffrey Rosenlund, PE, PTP
Senior Water Resources Engineer

DOWL
-
dowl.com

The following comments were received after the Draft Transportation Plan Update Memo was published and made available to the steering committee and general public via the City of Sheridan's Website.

---------- Forwarded message ---------
From: **Sheldon and Sara Bartel** <ssohbartel@gmail.com>
Date: Wed, Oct 22, 2025 at 12:04 PM
Subject: Sheridan Transportation Plan comments
To: tmorneau@sheridanwy.gov <tmorneau@sheridanwy.gov>

Hello, after reviewing the Transportation Plan:

We have a free rider problem - all the traffic originating outside (south) of the City. It appears to me that most of the population and housing growth is occurring outside the City. The County's "free for all" development policy is at the root of the City Transportation issues. How is Sheridan County working with the City to improve the traffic/transportation situation?

Keep traffic out (make it difficult and inconvenient) of the South Sheridan neighborhood. On the interactive map, someone commented it is difficult to move thru the City (their polygon highlights the south sheridan neighborhood) from Bighorn Ave to Main Street. South Sheridan neighborhood street infrastructure is a disgrace as it is. Not ADA compliant, intersections flood regularly, pot holes everywhere, no marked crosswalks or bulb outs, unmoved junk vehicles etc. As it is, it is not safe for pedestrians (given the amount of vehicles trying to get around the traffic on Thurmond and Bighorn and South Main) as drivers frequently speed, ignore traffic signage, and make lots of noise (all things they don't live with in the County).

Allowing more vehicular travel thru south sheridan neighborhood will likely negatively impact our property values and ability to sell. Please do not allow more traffic thru our neighborhood.. Commuters from south of Sheridan must be made to avoid Big Horn and Thurmond (and streets linking these roads), they can use Coffeen and the interstate to commute to the City. These are corridors designed to handle large volumes of traffic.

Thank you.

Sheldon Bartel

532 South Tschirgi Street

Name
Sheldon Bartel

Email
ssohbartel@gmail.com

Message
Its clear that the increasing traffic originating south of Sheridan (outside of the City limits in the County) has to be diverted away from Big Horn Ave, Thurmond etc for safety reasons (we live between Big Horn and Thurmond so we deal with this regularly - we experience vehicles speeding through narrow side streets, ignoring traffic signs, noise, not stopping for pedestrians, etc). These people choose to live outside of Sheridan to escape the speeding, noise etc, so why should City residents have to live with what they are escaping? Please consider diverting traffic from the south to Coffeen Ave or the interstate so we can live in peace and quiet like the out of City commuters do. Do not make it easier for commuters to use neighborhoods as their escape routes, they are creating the traffic and must therefore deal with it. Where does the County stand on improving access and egress into the City of Sheridan? The County can make changes to commuting patterns outside of the City. All the City's transportation plans will be for naught if the County does not help deal with their creation - 100's if not 1000s of McMansions on acreage away from the City. Sheridan County offers country lifestyle with City amenities (at no cost). The County development patterns are the root of City traffic problems. Maybe consider a toll for people living outside the City but using its road infrastructure daily, that may help mitigate the "free rider" problem.

From: **Lauren Nieves** <lauren.nieves@yahoo.com>
Date: Sun, Nov 2, 2025 at 12:01 AM
Subject: Bluebird lane and the Osprey Hill Corridor Review
To: tmorneau@sheridanwy.gov <tmorneau@sheridanwy.gov>

To Thomas Morneau and the Esteemed City of Sheridan Officials and City Council-

Subject: Formal and Immediate Opposition to the Proposed West Corridor Extension via Bluebird Lane and the Osprey Hill Corridor

We, the Steinert family, are writing to you today not only as concerned homeowners and active members of the community, but specifically as a medical family and parents of young children whose lives and livelihoods will be catastrophically impacted by the proposed West Corridor extension through the Bluebird Lane and Osprey Hill area. We must emphatically state our disagreement with moving forward on this alignment.

The plan to transform our quiet, residential streets into a high-volume transportation artery is deeply misguided, posing irreversible risks to public health, safety, and the financial stability of our neighborhood.

The Unacceptable Cost to Public Health and Safety:

The true cost of this corridor cannot be measured only in asphalt and concrete; it must be measured in human well-being. From our perspective as a medical professional family, the increase in noise pollution is not a minor inconvenience—it is a critical public health hazard.

Healthcare Provider Fatigue and Risk:

Many residents in this neighborhood are frontline healthcare providers (surgeons, physicians, pharmacist, critical care nurses, lab directors and more) serving Sheridan. Consistent, high-volume traffic noise will severely impact the overall quality of sleep. Poor sleep is directly linked to impaired judgment, slower reaction times, and increased stress, which translates to a higher potential for accidents, both on the road and, critically, within the medical settings we serve. Not to mention, poor sleep quality also increases mortality in professionals of these high-stress careers. We implore you to consider the liability and risk this project introduces to the very providers who keep your city healthy.

Increased Accident Risk:

A dramatic increase in traffic volume and speed will inherently lead to a higher potential for neighborhood traffic accidents and serious injuries. As parents of young children, we are

terrified of the dangers posed to kids walking or biking- which are some of the most precious assets of Sheridan. Furthermore, accidents on this corridor will inevitably lead to road blockages, hindering emergency services and causing gridlock in the neighborhood.

Long-Term Health Risks:

The surge in vehicle emissions, brake dust, and traffic-related particulate matter presents significant health risks to our children and elderly residents, increasing exposure to respiratory issues and other chronic illnesses.

Irreversible Financial and Infrastructure Burden:

This proposal is fiscally irresponsible for both homeowners and the city at large.

Decrease in Property Value:

The establishment of a major corridor directly adjacent to our homes will cause an immediate and steep decrease in property value for every single home in the Osprey Hill subdivision. This project threatens the largest investment many of us have made in our lives and in this community. An investment that becomes more and more difficult to obtain, every single year.

Increased City Expense:

Directing heavy traffic, including industrial and commercial equipment, onto this route will accelerate the decay of the infrastructure. Which currently has the reputation of poor and unreliable maintenance from the city, due to the unique infrastructure underneath the pavement. This action guarantees an increased need for city road repair and maintenance, placing a constant, heavy, and unnecessary financial burden on Sheridan taxpayers for decades to come.

We understand the need for strategic transportation planning, but the selection of the Bluebird Lane and Osprey Hill corridor demonstrates a profound disregard for established residential neighborhoods and their families. This is a quiet, nature/outdoor enthusiast, family-oriented community that provides essential workers and stable property taxes for the City of Sheridan.

We urge you to uphold the quality of life, safety, and investment of your citizens. There are alternative routes that do not impose these extreme burdens on families and public safety.

We, The Steinert family, stand firmly opposed to moving forward with the Bluebird Lane corridor and demand that you seek a more responsible and equitable solution for the West Corridor Project.

Sincerely,

The Steinert Family

Osprey Hill Homeowners

(407) 802-7721

From: **Jane Johlman** <cobblej77@gmail.com>
Date: Sun, Nov 2, 2025 at 4:59 PM
Subject: Transportation Plan comments
To: Thomas Morneau <tmorneau@sheridanwy.gov>

Thomas,
On the Draft Transportation Plan, in the top dozen high priority projects is a plan to connect Bluebird Lane to 5th Street, via the West Side Corridor. This is a very bad idea that will permanently affect the safety and cohesiveness of the Osprey Hill Community. That project would take a quiet dead-end road and turn it into a busy corridor. We object to this development.

Thank you for the opportunity to register my objection.

Janie Johlman

From: **Pam Standish** <pamstandish@gmail.com>
Date: Thu, Nov 6, 2025 at 9:33 AM
Subject: Transportation Plan maps idea
To: Thomas Morneau <tmorneau@sheridanwy.gov>

HI Thomas,

I was wondering if it would make sense to add a different color line or dotted line to proposed projects in the Transportation plan map that don't have the right of way.

I think when a landowner sees a road going through their property and has no idea
that the city has a plan to put a road through their property it creates some concern from the property owner.

Or, maybe in the write up after the map, it can be included that the city does not have the Right of Way for this road.

One of the roads that I know this has happened is the connector road on Derek Gilbert's land-it connects the West Corridor to Bluebird Lane in Osprey Hills subdivision.

This is just a thought on how the city can improve the relationship they have with the residents of Sheridan.

Best,
Pam

From: **Audrey Hirschman** <anhirschman@gmail.com>
Date: Mon, Nov 10, 2025 at 9:02 AM
Subject: Public Comment on Sheridan Transportation Plan - Western Corridor & Safety Considerations
To: <tmorneau@sheridanwy.gov>

Dear Mr. Morneau,

I grew up here in Sheridan, and since returning to Wyoming in recent years, it's been wonderful to see how much thought and care has gone into improving our community's transportation network. The new projects, especially the expanded pathways and corridor improvements, show real progress in making Sheridan safer, more connected, and more enjoyable to get around. I certainly take advantage of them daily! I'd like to provide a few comments on the current transportation plan and share my perspective as a local resident who uses many of these routes regularly.

I'm especially excited about the western corridor. This seems like a forward-thinking project that will help ease congestion through downtown and make travel between the west and north sides much smoother (and faster!). It's exciting to see Sheridan planning for long-term mobility and growth. My main concern is that completing only one section at a time could unintentionally shift traffic through Loucks Street neighborhoods, including multiple four-way stops and pedestrian areas near park entrances. That could make these areas less safe and more congested than they already are, which feels contrary to some of the goals of the corridor. I hope the City will focus on securing right-of-way and completing the corridor as a connected route to ensure traffic flows efficiently once it's open, as well as consider the impact on Loucks street and how to mitigate potential issues from increased traffic there.

Thurmond and Loucks street already carry quite a bit of traffic, and those four-way stops can easily back up. My vehicle was totaled at Loucks and Thurmond several years ago during rush-hour traffic, so I know firsthand how tricky that intersection can be. After this accident, I walked to work for a while (near the courthouse), but felt that I was unsafe crossing these intersections as a pedestrian during high-traffic hours. I'd love to see continued attention to improving safety and traffic flow along these two streets - especially at key intersections during peak hours. I know Thurmond is already mentioned in the plan,

and would love to see some focus on Loucks, as well.

Though outside the scope of this draft, it might also be a good time to revisit the Pathways Plan alongside this plan. Adding underpasses or other features to separate pedestrian and bicycle traffic from vehicles could make a big difference. As someone who walks and bikes Sheridan's pathways often, I really appreciate when routes stay connected and away from traffic. And as a driver, I'm grateful when pedestrians have a safe, dedicated path. Looking at how pathway connections align with these transportation updates could make travel safer and smoother for everyone, while further improving one of Sheridan's most distinctive and valued community features.

Lastly, I'd like to mention the intersections at College Ave. & Big Horn Ave. and College Ave. & Main St. They're not really high-traffic areas, but the existing blind corner and frequent turns from Main onto College make it difficult to anticipate vehicles, which can be dangerous for pedestrians trying to cross. Improving sightlines, crosswalks, or maybe signage here could enhance safety and visibility for both drivers and people walking in the area or to/from downtown. This is likely not a priority project, but hopefully an area to consider in the future.

Thank you for taking the time to take in my comments, and for the City's continued work to make Sheridan's transportation network better all around!

Sincerely,

Audrey Hirschman

You don't often get email from brady.white307@gmail.com. Learn why this is important

To the City of Sheridan, Sheridan County, Planning Commissioners, and Elected Officials:

I am writing as a resident of Airport Road, just below the Sheridan County Airport runway, to express my strong opposition to the City's proposal to take over this County Road and convert it into a major roadway as part of the West Side Corridor / Transportation Plan.

Airport Road is currently a quiet rural road with only a few homes along it. Families, children, and livestock all rely on its low-traffic, low-speed character. Reclassifying this short dirt County Road into a primary east-west connector would fundamentally change its purpose and would severely damage the safety, character, and quality of life of the people who already live here.

1. Airport Road is being treated as a "corridor" rather than a neighborhood street

In the draft Sheridan Transportation materials, "Airport Road – Zuni Drive to West Corridor" is listed as a defined project segment, showing it is being planned as part of a major through-route rather than a local rural road.

The West Side Corridor itself is described in public documents and interactive maps as a new route intended to provide a more direct transportation connection through Sheridan and relieve congestion elsewhere.

That may sound reasonable at a high level, but on-the-ground it means taking a very small, quiet County Road with a handful of homes and turning it into a busy city arterial that carries large volumes of fast-moving traffic between "one side of town and the other." This is a dramatic and inappropriate change in function for Airport Road and is not compatible with the existing land use and way of life along the road.

2. Serious safety conflicts with existing rural use (kids, livestock, walking, airport proximity)

Our families use Airport Road every day **as a shared rural space**:

- We walk with our children, family, and friends along the road because traffic is currently light and slow.
- We move and run livestock along or across the road as part of normal agricultural/rural operations.
- Pets and wildlife frequently cross the road.
- The road lies directly under the approach area of the Sheridan County Airport runway, making driver attention and safety especially important.

Converting this into a major connector route will:

- Put **children and pedestrians** directly next to much higher traffic volumes and higher-speed vehicles, with no realistic way to keep them safe at the current width and design.
- Make **livestock movement** along or across the road dangerous or impossible, effectively forcing out traditional rural practices.
- Increase **wildlife–vehicle collisions**, as traffic volumes and speeds rise in an area where open space and animal movement are common.
- Introduce more distraction and complexity right at the base of the airport runway, which already has special safety concerns and height/zoning regulations in place.

These are not hypothetical concerns; they are built into the daily life of those of us who live on Airport Road right now.

3. Loss of rural character, peace, and mountain views we intentionally chose for our families

Our families chose to live on Airport Road **because** it is a dirt County Road with very limited traffic and beautiful open views of the Bighorn Mountains and surrounding landscape. We raise our children here expecting a quiet, rural experience: open skies, livestock, wildlife, and a safe place to walk, ride, and gather.

A major city roadway would bring:

- Continuous traffic noise where there is now relative quiet.
- Headlights, truck traffic, and possible road lighting where it is now dark and peaceful at night.
- Visual clutter (wider pavement, turn lanes, possible signals, signage, and barriers) that would significantly reduce the scenic quality and mountain views that define this area.

This would permanently erase the character of the neighborhood and undermine the very reasons people invested in homes and property here.

4. Negative impacts on neighboring neighborhoods and "pass-through" communities

The West Side Corridor has been promoted for decades as a way to move traffic around town and relieve congestion in downtown and other pass-through neighborhoods.

However, routing that traffic onto Airport Road simply **shifts** those impacts from one group of residents to another:

Nearby neighborhoods and county residents would suddenly find their local streets feeding into a busy arterial they were never designed to support.

Traffic patterns would funnel vehicles through quiet residential and rural areas that currently function well with low volumes.

Noise, emissions, cut-through traffic, and safety concerns would spread outward from Airport Road into multiple surrounding neighborhoods.

The City's own transportation goals emphasize developing corridors that align with "community and infrastructure needs," not sacrificing existing communities to move cars more quickly across town.

5. Conflicts with existing pedestrian and pathway planning in the airport–Airport Road area

The Sheridan Pathways Master Plan and related documents already envision the airport–Airport Road area as a place for **non-motorized travel**, including pathway connections

between Sheridan County Airport and Airport Road and Safe Routes to School improvements.

Building a heavily traveled major roadway here would:

Work directly against the idea of creating safe, family-friendly walking and biking routes.

Make any future pathway along Airport Road far more expensive and complicated to design safely.

Turn what could be a key, scenic, low-stress walking corridor into a noisy, high-speed vehicle corridor.

In other words, the West Side Corridor concept as applied to Airport Road is in tension with Sheridan's own pathway and safety goals in this area.

6. Property value, equity, and fairness concerns

Homeowners along Airport Road made long-term financial and life decisions based on its current status: a low-traffic, rural County Road at the base of the airport, with open views and quiet surroundings.

Converting it into a major city roadway would likely:

Reduce property values due to higher noise, reduced privacy, loss of views, and increased safety risks.

Disproportionately burden a very small number of existing residents and families for a benefit (regional traffic movement) that primarily serves others.

Create a situation where those who have invested in a quiet rural setting are effectively "punished" for that choice by having a highway-like facility built in front of their homes.

If the City is committed to fairness, it should seriously weigh whether it is acceptable to impose these concentrated harms on so few families when other alignment options exist.

. Airport-related planning and safety must be honored

Sheridan County already has specialized planning and zoning around the Sheridan County Airport, including resolutions that restrict structure heights and recognize the unique safety and operational issues in the airport vicinity.

Any decision to significantly increase traffic volumes and speeds on a road that runs along the base of the runway should:

Be evaluated very carefully for compatibility with existing airport safety and zoning policies.

Consider potential conflicts between higher traffic volumes, aircraft operations, and emergency response.

Avoid placing a high-speed arterial in a location where driver distraction is already elevated by aircraft activity and open vistas.

8. Alternatives and a more balanced West Side Corridor solution

The West Side Corridor idea has been discussed since at least the 1960s and has evolved over time as Sheridan grows. That long history is exactly why **now** is the right time to reconsider whether using Airport Road as a major segment is truly the best option.

I respectfully request that the City and County:

Remove or significantly downgrade the concept of Airport Road as a major connector in the Transportation Plan ("Airport Road – Zuni Drive to West Corridor").

Evaluate alternative alignments for the West Side Corridor that avoid running a major arterial directly through an existing rural neighborhood below the airport.

If some improvements to Airport Road are truly necessary, limit them to **context-sensitive, low-speed rural roadway upgrades** that prioritize existing residents' safety and quality of life (e.g., modest surface improvements, clear signage, and traffic calming), rather than high-capacity corridor design.

9. Request to decision makers

Given the above concerns about safety, rural character, fairness, airport compatibility, and consistency with Sheridan's own pathways and planning goals, I respectfully ask:

1.That the City of Sheridan **not take over Airport Road from Sheridan County** for the purpose of turning it into a major east-west connector; and

2.That the segment labeled "Airport Road – Zuni Drive to West Corridor" be reconsidered or removed from the major streets / corridor plan; and

3.That any future planning for the West Side Corridor explicitly protect Airport Road residents, livestock operations, and neighboring neighborhoods from increased traffic, speed, and noise.

-The White Family

Dear Jeff Rosenlund:

We are writing in regard to the proposed Bluebird Lane connection to the proposed West side Corridor, described in the Sheridan Transportation Plan.

"6.0 Project Prioritization

Therefore, projects addressing the challenges above are the highest priority.

The top dozen high priority projects based on addressing the challenges above are:

1. West Corridor from West 5th Street to West Loucks (project 2) and Bluebird Lane connection (project 10). This project provides an alternate route to Mydland Road, improves the arterial network, and decreases travel through residential neighborhoods. ..."

W We are strongly in opposition to this proposal for several reasons:

1. First it does not accomplish the objectives stated above. Instead of DECREASING travel through a residential neighborhood, it would **significantly** INCREASE traffic through our very quiet residential street where little kids are on scooters and bicycles, etc. All of our friends up and down this street love the peace and quiet of this neighborhood.

Secondly, why do we need to spend $2,740,000 for less than half a mile new roadway, when vehicles coming from town can travel a little over 1,000 feet to turn onto the proposed West side Corridor bypass? This is very poor use of our taxpayer dollars!!

Additionally, the city does not have right-of-way access to the property needed for this proposed route.

This route is a complete waste of time and money in addition to ruining our quiet street. Please reconsider.

T Thank you,

Glenn and Carol Bredin

478 Bluebird Lane, Sheridan, WY 82801

Name
Robert Edwards

Email
robsaphire12@outlook.com

Message
I reside on Airport Road and was just notified by a fellow resident in the area of the city's intention of project 2.29 and project 30. I'm shocked how many residents in the area have no idea the city is about to destroy our quiet neighborhoods without any public comment! Does the city not have the obligation to notify residents of such a project? This seems borderline illegal that this did not happen. I'm getting in line to demand a dedicated public meeting for Airport Road residents. If this doesn't happen then the city could very well face a class action lawsuit!

Device
desktop

Language
en-US

Submitted_from
Contact us

APPENDIX D: TRANSPORTATION IMPROVEMENT PROJECTS

1.0 TRANSPORTATION IMPROVEMENT PROJECTS

The transportation improvement projects developed during this transportation plan update are described in this appendix. These projects were developed following the next steps outlined in the 2009 Sheridan Transportation Policy Plan.

2.0 PROJECT MAPS AND DESCRIPTIONS

Descriptions and maps for several of the proposed transportation improvements were developed, following the template for the City of Sheridan Capital Improvements Plan (CIP). Cost estimates were developed for higher priority projects based on road lengths and classifications. Cost estimates do not specifically include improvements to intersections that would be included for roadway projects. The project descriptions, maps and cost estimates are included as follows:

- 2.1 West Corridor – Yellowtail Drive to West 5th Street
- 2.2 West Corridor – West 5th Street to West Loucks Street
- 2.3 West Corridor – West Loucks Street to Upper Road
- 2.4 Highland Ave – 11th Street to Real Bird Way
- 2.5 VA – West Corridor North Entrance
- 2.6 Fort Road – Highland Avenue to West Corridor
- 2.7 Mydland Road – 17th Street to Fort Road

- 2.8 17th Street – Mydland Road to West Corridor
- 2.9 Hill Pond Drive – Mydland Road to West Corridor
- 2.10 Bluebird Lane – Kingfisher Avenue to West Corridor
- 2.11 Mydland Road – Dome Drive to West Loucks Street
- 2.12 Leopard Street to West Corridor
- 2.13 Fort Road – Main Street to Kittering Road
- 2.14 North Sheridan Avenue – 5th Street to Kittering Road
- 2.15 Kittering Rd – Gulch Rd to East Corridor
- 2.16 East Ridge Road – East 5th Street to Kittering Road
- 2.17 Commercial Avenue to East Ridge Road
- 2.18 Lewis Street to First Street Bridge
- 2.19 5th Street Grade Separated Crossing
- 2.20 1st Street Grade Separated Crossing
- 2.21 East Loucks Street – Custer Street to Sheridan Avenue
- 2.22 Frank Street – Gillette Street to Sugarview Drive
- 2.23 Colorado Street – Coffeen Avenue to Commercial Avenue
- 2.24 Colorado Street – Sheridan Avenue to Coffeen Avenue
- 2.25 Turner Lane – Sheridan Avenue to Coffeen Avenue
- 2.26 South Main Street – Gladstone Street to South Sheridan Avenue
- 2.27 South Main Street – Montana Street to Brock Avenue
- 2.28 Riverside Street – Coffeen Avenue to Sugarland Drive
- 2.29 Brundage Lane – Big Horn Avenue to Airport Road
- 2.30 Airport Road – Zuni Drive to West Corridor
- 2.31 Short Road – Big Horn Avenue to College Meadow Drive
- 2.32 Sugarland Drive – East Brundage Lane to East Corridor

- 2.33 Middle East Corridor – Coffeen Avenue to East Brundage Lane
- 2.34 Middle East Corridor – East Brundage Lane to East Ridge Road
- 2.35 Dry Ranch Road – Solutions Way to Middle East Corridor
- 2.36 East Corridor – Big Horn Avenue to East Brundage Lane
- 2.37 East Corridor – East Brundage Lane to Wyarno Road
- 2.38 East Corridor – Wyarno Road to Decker Road
- 2.39 Dry Ranch Road – East Brundage to Commercial Avenue
- 2.40 Intersection – Fort Road and Main Street
- 2.41 Intersection – 5th Street and Mydland Road
- 2.42 Intersection – 5th Street and Long Drive
- 2.43 Intersection – 5th Street and Val Vista Street
- 2.44 Intersection – 5th Street and Broadway Street
- 2.45 Intersection – Scott St and Brundage St
- 2.46 Intersection – Coffeen Avenue and Gould Street
- 2.47 Intersection – Big Horn Avenue and Edwards Drive
- 2.48 Intersection – Brundage Lane and Big Horn Avenue
- 2.49 Intersection – Sheridan Avenue and Brundage Lane
- 2.50 Intersection – Woodland Park Road and Coffeen Avenue
- 2.51 Intersection – Wildcat Road and Wyarno Road
- 2.52S. Thurmond Street Reconstruction
- 2.53 1st Street Eco Restoration
- 2.54 BNSF Overpass at Wildcat Road

2.1 West Corridor – Yellowtail Drive to West 5th Street

Project Location: Northwest of Sheridan extending from Yellowtail Drive north of the High-Tech Business Park and connecting to 5th Street west of Mydland Road and the new Black Tooth Park.

Description: Proposed 2-lane arterial roadway with a detached pathway. Right-of-way has been acquired for approximately 2/3 of the corridor. This section spans approximately 3-miles. The existing intersection at Yellowtail Dr and N Main St will need an evaluation for safety and capacity during planning and design of the corridor. This project requires collaboration with WYDOT and Sheridan County.

Purpose and Need: The West Corridor will provide an additional north-south transportation route to accommodate increasing vehicular traffic within Sheridan's Joint Planning Area. Construction of this section of the West Corridor will provide a vital link in the transportation network on the north and west side of Sheridan. This connection will improve regional mobility between several important east-west routes such as 5th Street, Fort Road, 17th Street, and Hill Pond Drive. The following are other benefits this portion of the West Corridor would provide:

1. Improved public and emergency access to several key facilities in the west portion of Sheridan, such as schools, fairgrounds, the hospital, and the proposed 5th St community center.
2. Provides a route for heavy truck traffic to access southern destinations without passing through downtown bottlenecks.
3. Accommodate planned growth and recent developments on the west side of Sheridan.
4. Reduce traffic congestion downtown and improve future traffic operations in the city on primary roadways.
5. Reduce cut-through traffic in neighborhoods.

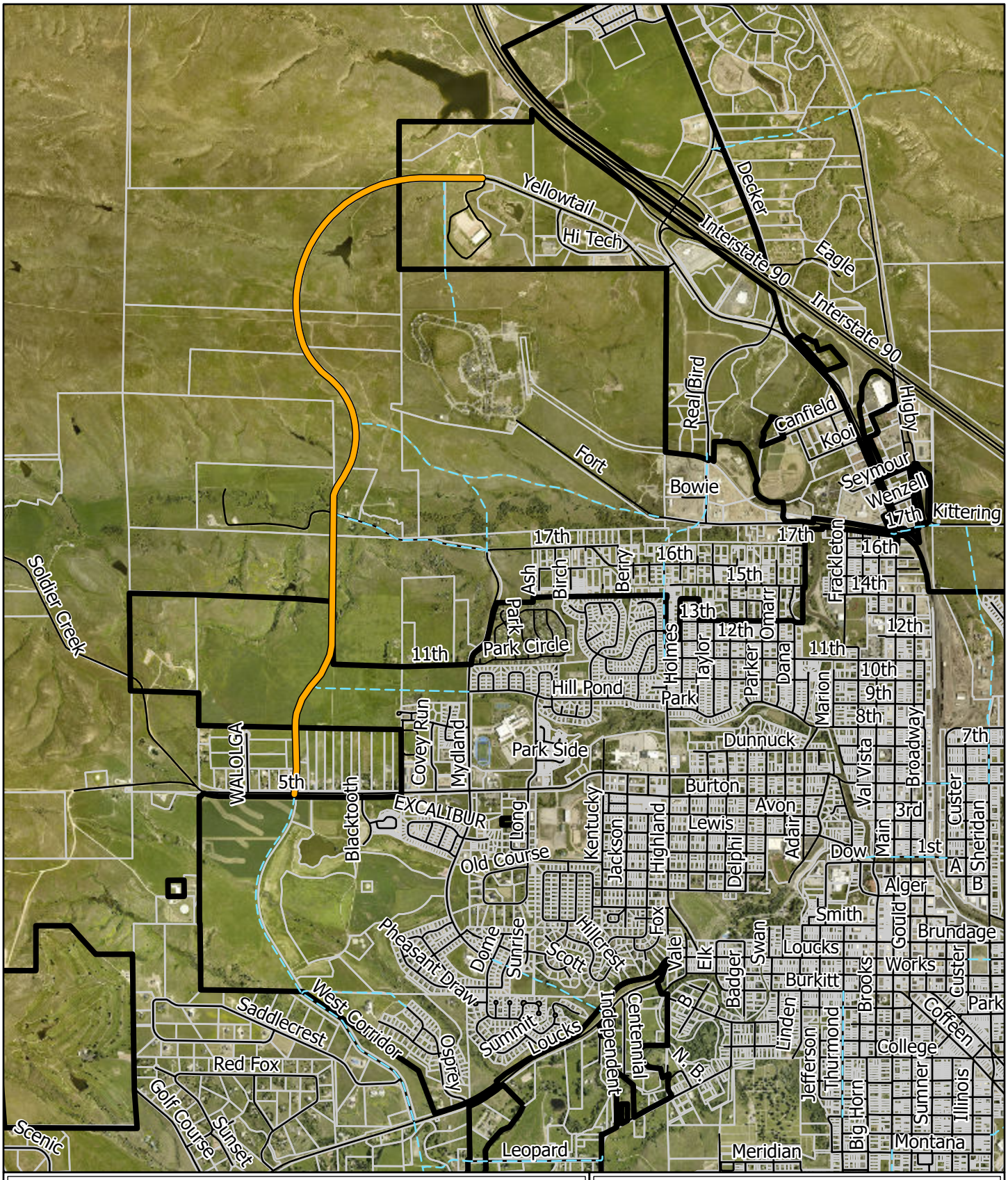
Improvement Categories: Corridor Preservation, Roadway Connectivity, Downtown Sheridan, Safety, Pedestrian/Bicycling, Pathways

Public Comments Received: 24

Previous Study References: *(17 Total)* 1965 Sheridan County Comprehensive Plan, 1981 Sheridan County Comprehensive Plan, 1982 West Sheridan Beltway Location Study, 2001 City of Sheridan Traffic Study, 2001 Sheridan County Growth Management Plan, 2001 Sheridan Downtown Streetscape Master Plan, 2004 Phase 1 West Corridor Feasibility Study, 2006 Phase 2 West Corridor Feasibility Study, 2008 West Corridor Study Phase 1 & Phase 2, 2008 Sheridan West Side Corridor Report, 2008 Sheridan County Comprehensive Plan, 2009 Draft West Corridor Environmental Assessment, 2009 Sheridan Transportation Policy Plan, 2013 Draft Reconnaissance Inspection Report, 2017 Sheridan Land Use Plan, 2017 Sheridan JPA Land Use Plan, 2020 Sheridan County Comprehensive Plan.

Estimated 2025 Cost: $16,460,000*

*Cost assumes a 2-lane asphalt paved rural arterial with a detached pathway and a 120-foot R.O.W.



West Corridor - Yellowtail Dr to W 5th St

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.1

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2.2 West Corridor – West 5th Street to West Loucks Street

Project Location: West of Sheridan extending from 5th Street west of Mydland Road and the new Black Tooth Park to Loucks Street at the current intersection of Saddlecrest Drive.

Description: Proposed 2-lane arterial roadway with a detached pathway. Right-of-way has been acquired for most of the corridor. This section spans approximately 1.5-miles. The existing intersection at W Loucks St and Saddlecrest Dr. will need to be re-evaluated during planning and design of this corridor. This project requires collaboration with WYDOT and Sheridan County.

Purpose and Need: The West Corridor will provide an additional north-south transportation route to accommodate increasing vehicular traffic within Sheridan's Joint Planning Area. Construction of this section of the West Corridor will provide a connection that will allow residents in the Big Goose Valley to access the interstate and key facilities such as schools, the fairgrounds, the hospital, and the proposed 5th St community center. This will also serve future developments and eventually residents south and west of the county airport. Providing this connection will help reduce traffic congestion downtown and cut-through traffic in neighborhoods.

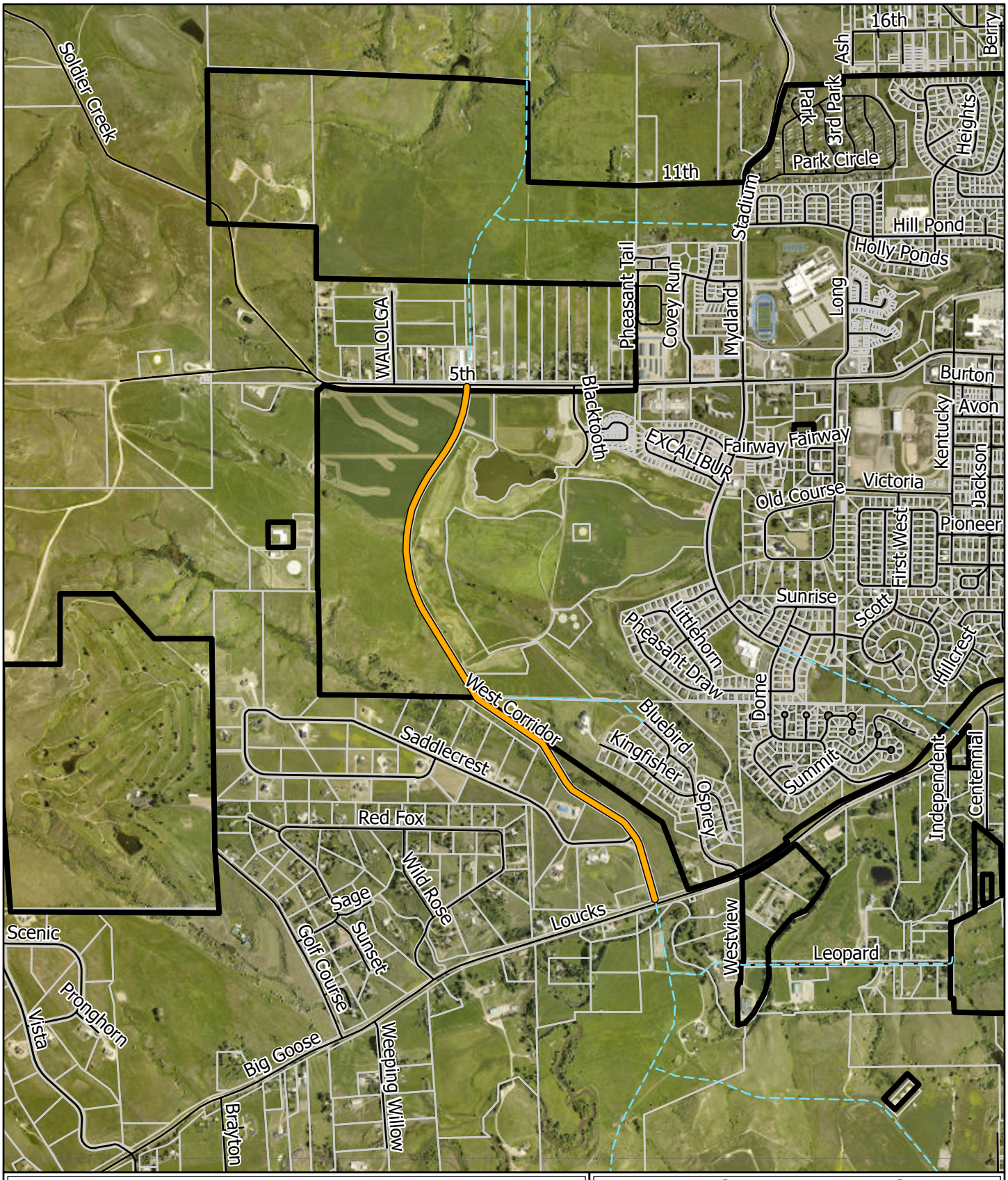
Improvement Categories: Corridor Preservation, Roadway Connectivity, Downtown Sheridan, Safety, Pedestrian/Bicycling, Pathways

Public Comments Received: 24

Previous Study References: *(17 Total)* 1965 Sheridan County Comprehensive Plan, 1981 Sheridan County Comprehensive Plan, 1982 West Sheridan Beltway Location Study, 2001 City of Sheridan Traffic Study, 2001 Sheridan County Growth Management Plan, 2001 Sheridan Downtown Streetscape Master Plan, 2004 Phase 1 West Corridor Feasibility Study, 2006 Phase 2 West Corridor Feasibility Study, 2008 West Corridor Study Phase 1 & Phase 2, 2008 Sheridan West Side Corridor Report, 2008 Sheridan County Comprehensive Plan, 2009 Draft West Corridor Environmental Assessment, 2009 Sheridan Transportation Policy Plan, 2013 Draft Reconnaissance Inspection Report, 2017 Sheridan Land Use Plan, 2017 Sheridan JPA Land Use Plan, 2020 Sheridan County Comprehensive Plan.

Estimated 2025 Cost: $14,100,000*

*Cost assumes a 2-lane asphalt paved rural arterial with a detached pathway, bridge structure, and a 120-foot R.O.W.



West Corridor - 5th St to W Loucks St

Proposed Projects

Existing Streets

City Limits

Parcels

N

0 750 1,500

Feet

West Corridor - W 5th St to W Loucks St

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.2

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2.3 West Corridor – West Loucks Street to Upper Road

Project Location: West of Sheridan extending from West Loucks Street at the current intersection of Saddlecrest Drive to Upper Road along the west edge of the county airport.

Description: Proposed 2-lane arterial roadway with a detached pathway. Right-of-way has not been acquired for any portions of the corridor. This section spans approximately 1.8miles. The existing intersection at W Loucks St and Saddlecrest Dr will need to be re-evaluated during planning and design of this corridor. Any future plans for the Sheridan County Airport should be coordinated with the final placement of this corridor. This project requires collaboration with WYDOT and Sheridan County.

Purpose and Need: The West Corridor will provide an additional north-south transportation route to accommodate increasing vehicular traffic within Sheridan's Joint Planning Area. Construction of this section of the West Corridor will serve residents in the Little Goose Valley and provide an essential connection allowing access to key facilities to the north such as schools, the fairgrounds, the hospital, and the proposed 5th St community center. This connection will also allow north and west traffic to access southern destinations without passing through downtown bottlenecks.

A future connection of Airport Rd will provide a link to Brundage Ln and the activity centers in the southern portion of Sheridan. This connection will further alleviate downtown traffic congestion.

Improvement Categories: Corridor Preservation, Roadway Connectivity, Downtown Sheridan, Safety, Pedestrian/Bicycling, Pathways

Public Comments Received: 24

Previous Study References: *(17 Total)* 1965 Sheridan County Comprehensive Plan, 1981 Sheridan County Comprehensive Plan, 1982 West Sheridan Beltway Location Study, 2001 City of Sheridan Traffic Study, 2001 Sheridan County Growth Management Plan, 2001 Sheridan Downtown Streetscape Master Plan, 2004 Phase 1 West Corridor Feasibility Study, 2006 Phase 2 West Corridor Feasibility Study, 2008 West Corridor Study Phase 1 & Phase 2, 2008 Sheridan West Side Corridor Report, 2008 Sheridan County Comprehensive Plan, 2009 Draft West Corridor Environmental Assessment, 2009 Sheridan Transportation Policy Plan, 2013 Draft Reconnaissance Inspection Report, 2017 Sheridan Land Use Plan, 2017 Sheridan JPA Land Use Plan, 2020 Sheridan County Comprehensive Plan.

Estimated 2025 Cost: $13,850,000*

*Cost assumes a 2-lane asphalt paved rural arterial with a detached pathway, bridge structure, and a 120-foot R.O.W.



West Corridor - W Loucks St to Upper Rd
Proposed Projects
Existing Streets
Parcels
City Limits

N

0 750 1,500
Feet

West Corridor - W Loucks St to Upper Rd

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.3

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2.4 Highland Ave – 11th Street to Real Bird Way

Project Location: Beginning at the intersection of 11th St and Highland Ave extending northerly to the point where Industrial Rd turns into Real Bird Way.

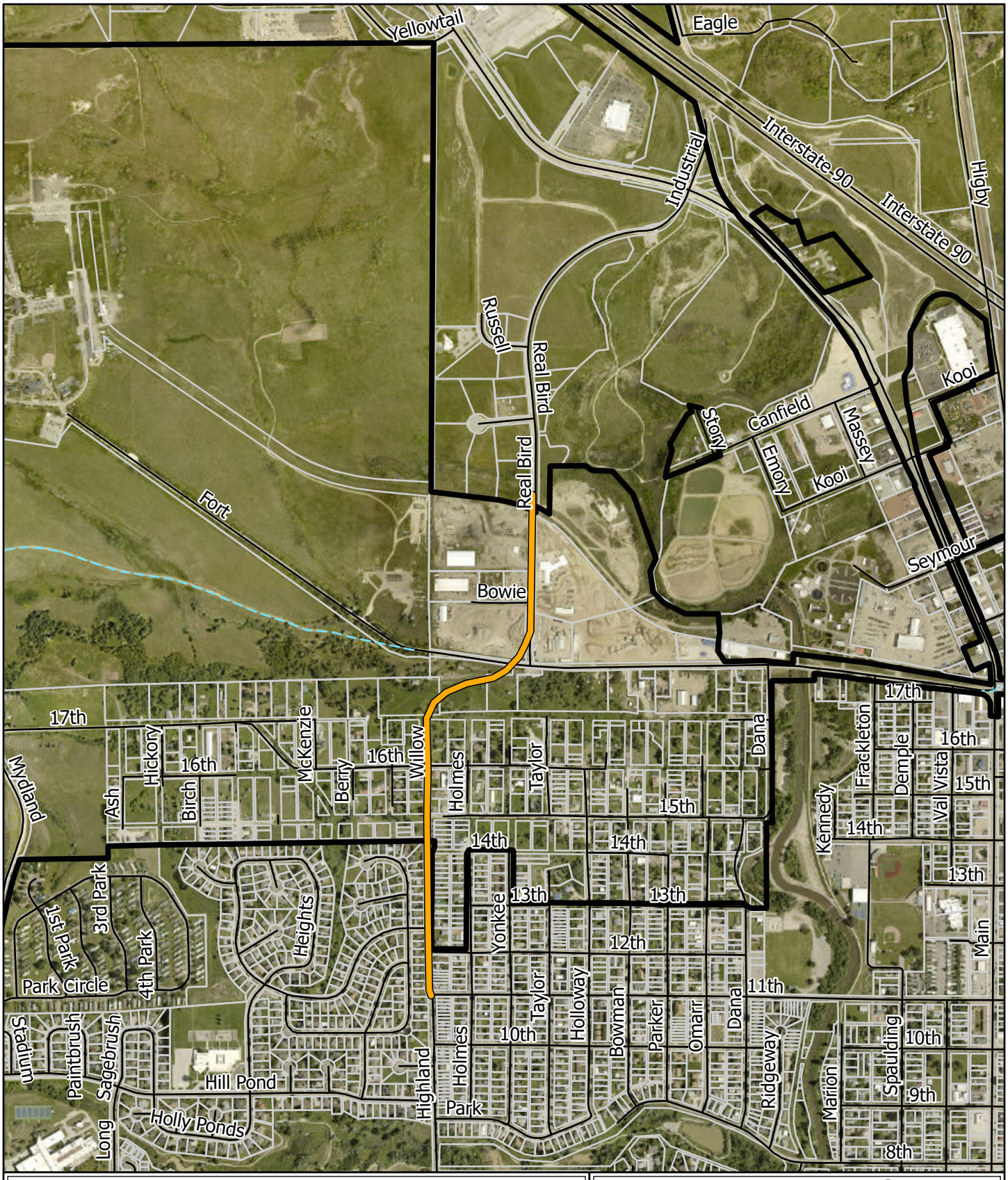
Description: Proposed 2-lane collector roadway consisting of upgrading existing infrastructure and establishing new corridors. The portion of Highland Ave between 11th St and 15th St may need to be reconfigured to meet the functional classification of a collector roadway. New corridor meeting the collector functional classification would need to be established between 15th St and Fort Rd. Improvements to Industrial Rd may be necessary to meet the collector functional classification. A new intersection at Fort Rd would be necessary. Roadway improvements should incorporate complete streets where adequate right-of-way widths are available. This project includes approximately 0.87 miles of roadway and requires collaboration with Sheridan County.

Purpose and Need: Highland Avenue is currently classified as an arterial between W Loucks St to W 5th St. It becomes a collector between W 5th St and 11th St and then a local street north of 11th St. Continuing Highland Avenue as a collector north of 11th St would create a new continuous north-south collector that directly connects the activity center around W 5th St to the developing activity center along N Main St near the new north I-90 interchange. This connection would also help re-distribute traffic that would normally use 5th St and 11th St as a route to Main St, relieving some unnecessary downtown traffic.

Improvement Categories: Corridor Preservation, Functional Classification, Roadway Connectivity, Pedestrian/Bicycling, Downtown Sheridan

Public Comments Received: 1

Previous Study References: *(2 Total)* 2001 City of Sheridan Traffic Study & 2008 Sheridan County Comprehensive Plan



Highland Ave - 11th to Fort Road

Proposed Projects

Existing Streets

City Limits

Parcels

N

0 500 1,000

Feet

Highland Ave - 11th St to Real Bird Way

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.4

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2.5 VA – West Corridor North Entrance

Project Location: Extending southerly from the proposed West Corridor to the north boundary of the Sheridan VA Medical Center.

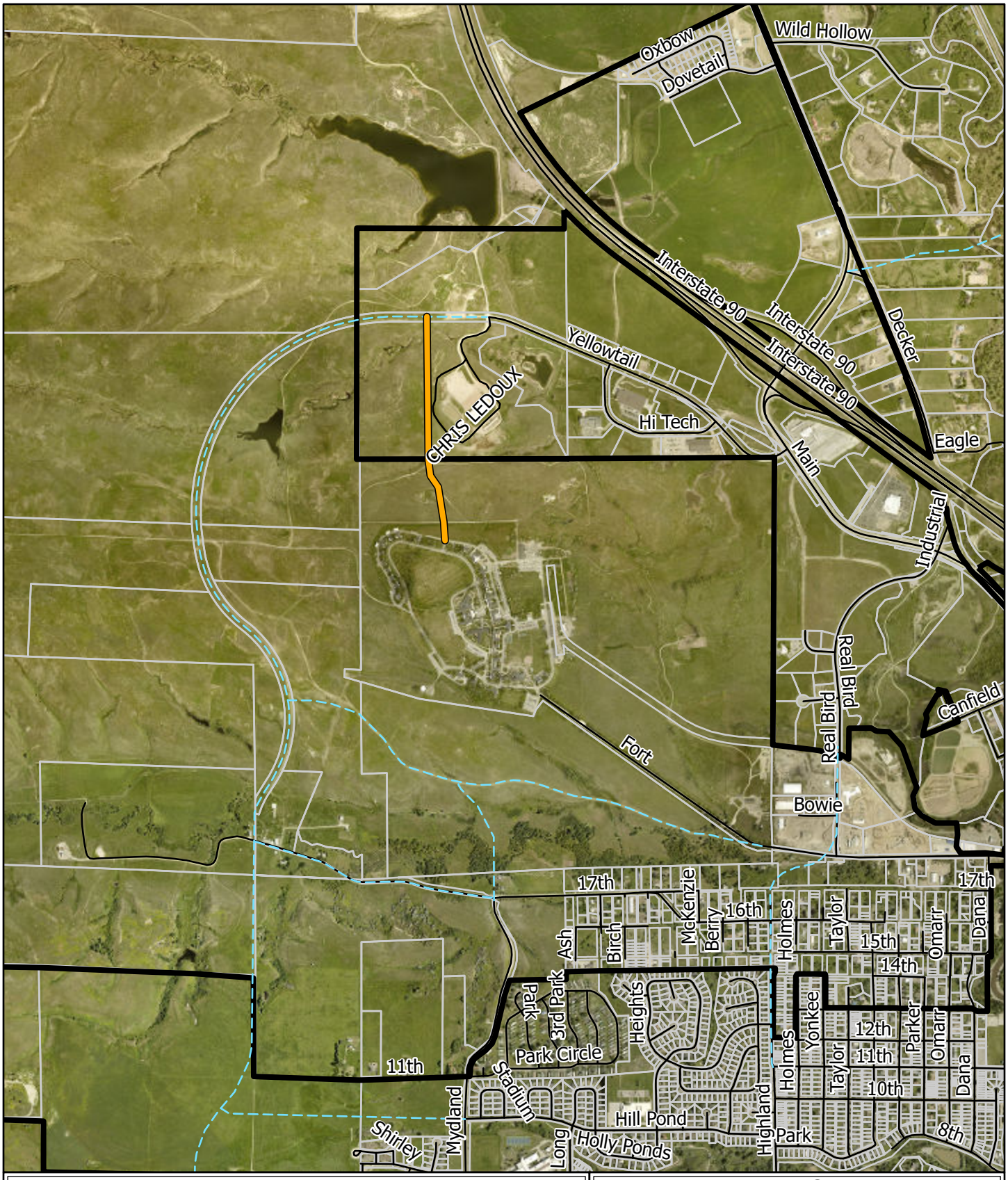
Description: Proposed 2-lane collector roadway providing a north access to the Sheridan VA Medical Center. This project includes approximately 0.55 miles of roadway.

Purpose and Need: A north access to the VA was an original vision when the West Corridor right-of-way acquisition began. Providing a north access will re-distribute some traffic from Main St and Fort Rd as the means of access to the facility. Inclusion of pathways, sidewalks, and bike lanes will need to be coordinated with the facility and Sheridan County during planning and design to implement a “complete street” approach.

Improvement Categories: Corridor Preservation, Roadway Connectivity

Public Comments Received: None

Previous Study References: None



VA - West Corridor North Entrance

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.5

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2.6 Fort Road – Highland Avenue to West Corridor

Project Location: Beginning at the future intersection of Highland Ave and Fort Rd extending westerly to the future West Corridor.

Description: Proposed 2-lane arterial roadway that will extend Fort Rd west to the future West Corridor. A “complete street” approach should be incorporated to connect existing pedestrian walkways between Fort Rd and the future West Corridor. This project includes approximately 1.25 miles of roadway. The project requires collaboration with Sheridan County.

Purpose and Need: Fort Rd is currently classified as a collector from N Main St to the entrance of the Sheridan VA Medical Center and serves as the only access to the VA facility. Proposed future improvements would connect Fort Rd to Kittering Rd and create a continuous east-west arterial route on the north end of Sheridan. Eventually, Fort Rd/Kittering Rd would connect to the West Corridor and to East Ridge Rd (or future east corridor) to provide a complete east-West Corridor.

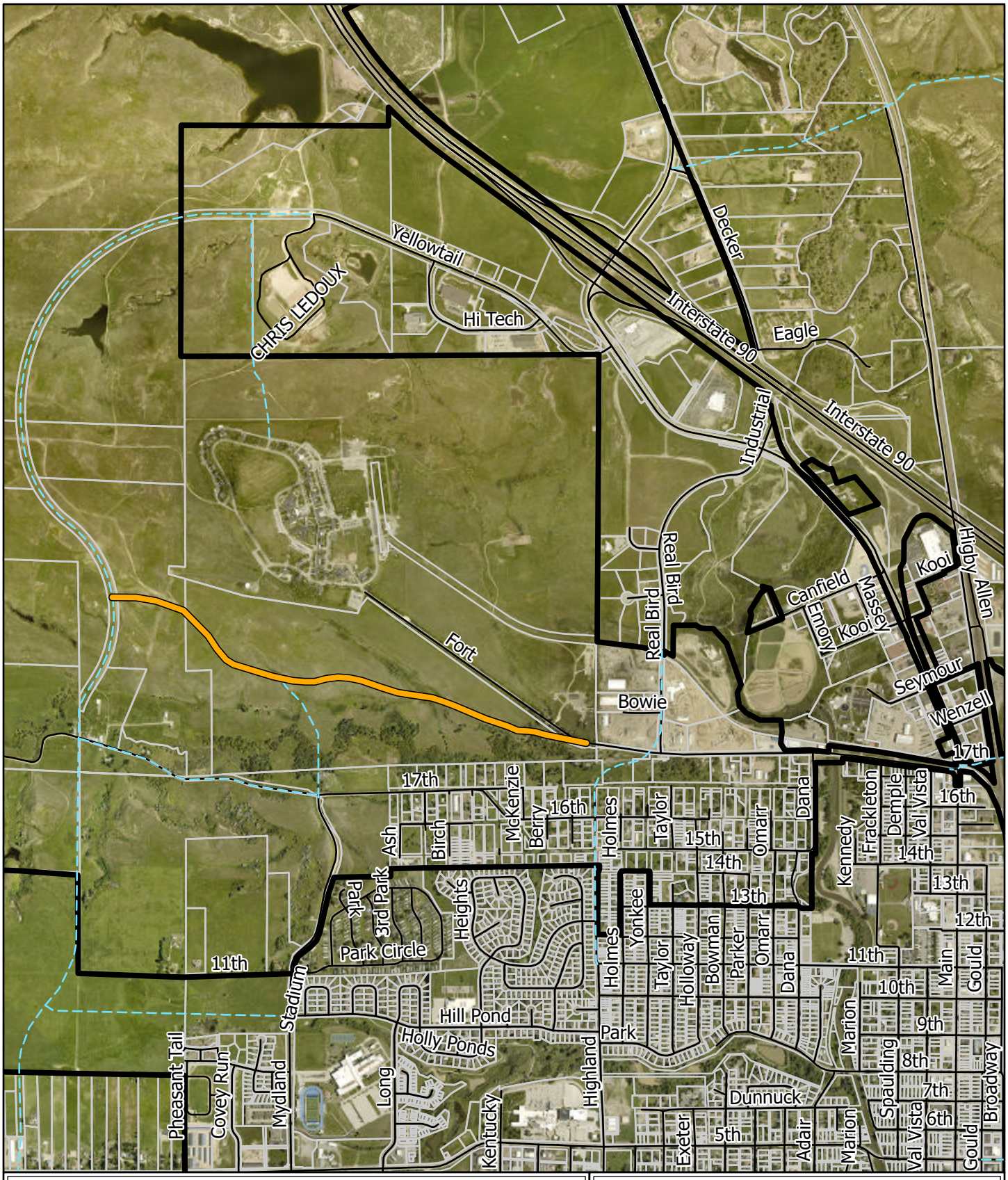
Improvement Categories: Corridor Preservation, Roadway Connectivity, Pedestrian/Bicycling, Pathways

Public Comments Received: 1

Previous Study References: *(2 Total)* 2001 Sheridan Traffic Study & 2008 Sheridan County Comprehensive Plan

Estimated 2025 Cost: $8,890,000*

*Cost assumes a 2-lane asphalt paved urban arterial with an 80-foot R.O.W. including a retaining wall and several culverts.



Fort Rd - Highland Ave to West Corridor

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.6

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2.7 Mydland Road – 17th Street to Fort Road

Project Location: Beginning at the intersection of Mydland Rd and 17th St and extending northerly to the future west extension of Fort Rd.

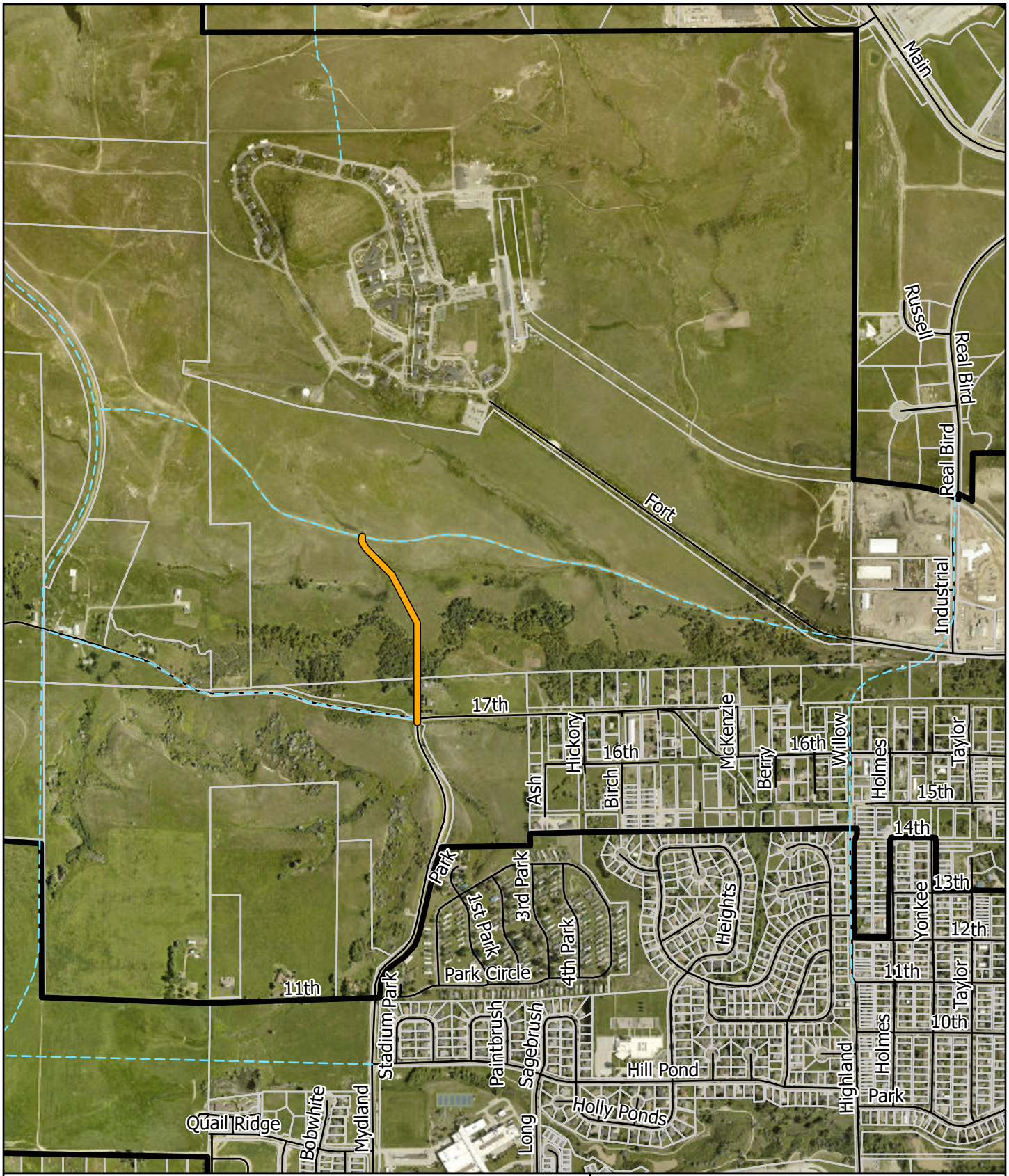
Description: Proposed 2-lane collector roadway that will extend Mydland Rd north to the future west extension of Fort Rd. This project includes approximately 0.32 miles of roadway and requires collaboration with Sheridan County.

Purpose and Need: Mydland Rd is currently classified as a collector from W 5th St to 17th St. Extending Mydland Rd north would provide another continuous north-south collector to connect the 5th St activity center to the future east-west arterial. Other future improvements would allow Mydland Rd to be a continuous collector from W Loucks St to Fort Rd.

Improvement Categories: Corridor Preservation, Roadway Connectivity

Public Comments Received: None

Previous Study References: None



Mydland Rd - 17th St to Fort Rd

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.7

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2.8 17th Street – Mydland Road to West Corridor

Project Location: Beginning at the intersection of Mydland Rd and 17th St and extending westerly to the future West Corridor.

Description: Proposed 2-lane collector roadway that will follow the existing 17th St west to the future West Corridor. Right-of-way is reserved for a portion of the existing gravel road. This project includes improving approximately 0.60 miles of roadway. Collaboration with Sheridan County will be needed.

Purpose and Need: 17th St is currently classified as a collector between Mydland Rd and 16th St and serves as a main access point to the Downer Addition. This roadway would provide an east-west collector connection to the future West Corridor.

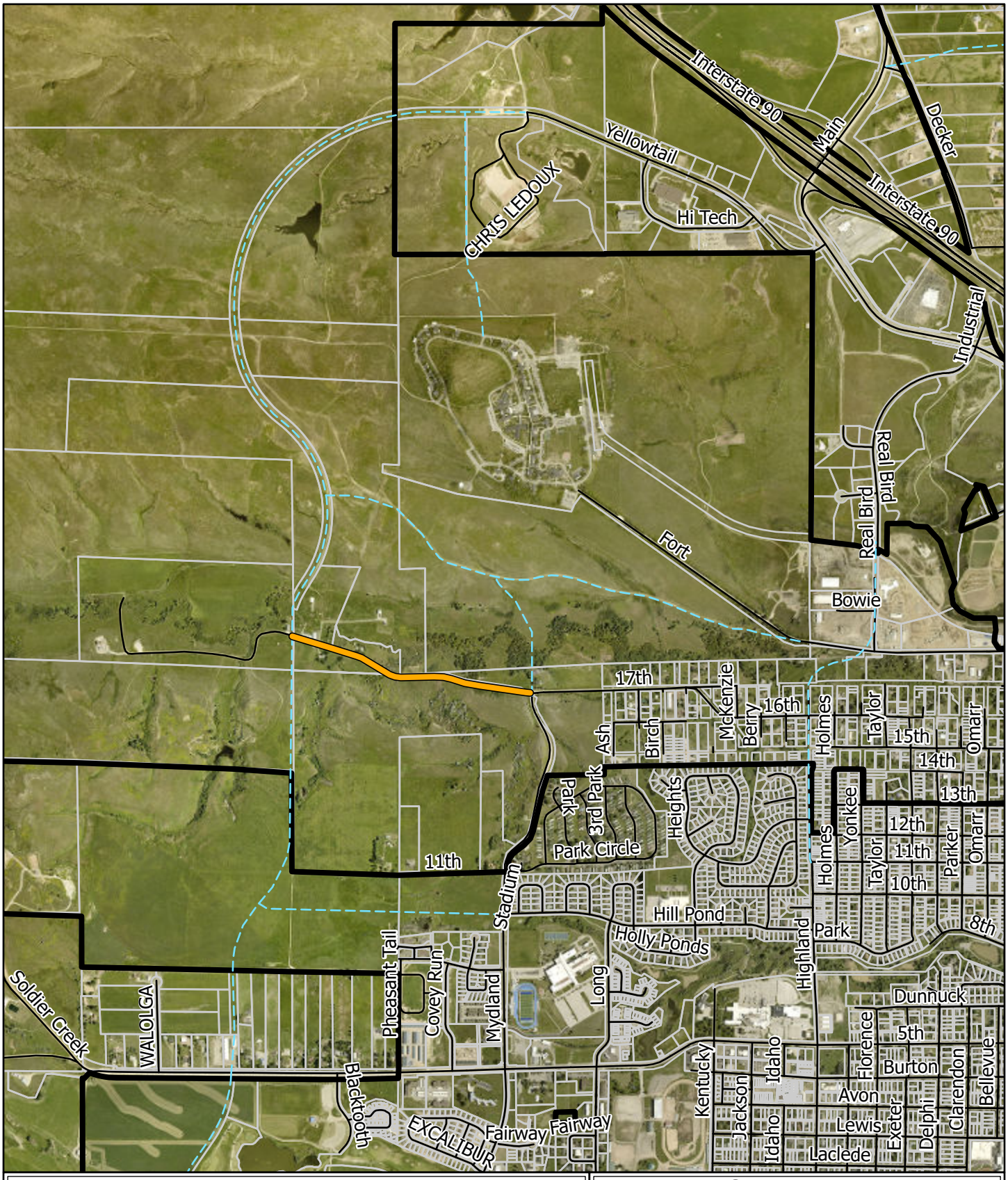
Improvement Categories: Corridor Preservation, Roadway Connectivity

Public Comments Received: None

Previous Study References: *(1 Total)* 2001 City of Sheridan Traffic Study

Estimated 2025 Cost: $2,770,000*

*Cost assumes a 2-lane asphalt paved rural collector with a 70-foot R.O.W. atop an already established gravel road. R.O.W already exists for a portion of the road.



17th Street to West Corridor
Proposed Projects
Existing Streets
City Limits
Parcels

N

0 500 1,000
Feet

17th St - Mydland Rd to West Corridor

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.8

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2.9 Hill Pond Drive – Mydland Road to West Corridor

Project Location: Beginning at the intersection of Mydland Rd and Hill Pond Dr extending westerly to the future West Corridor.

Description: Proposed 2-lane collector roadway that will extend Hill Pond Dr west to the future West Corridor. A “complete street” approach should be incorporated to connect existing pedestrian walkways between Hill Pond Dr and the future West Corridor. This project includes approximately 0.60 miles of roadway and requires collaboration with Sheridan County.

Purpose and Need: Hill Pond Dr is currently classified as a collector in its entirety. This road serves as an access point to Sagebrush Elementary, Sheridan High School, and the North Heights Subdivision. Extending Hill Pond Dr west would provide another east-west collector to connect to the future West Corridor. Establishing this connection would provide a direct connection for residential areas to access the West Corridor without needing to utilize 5th St.

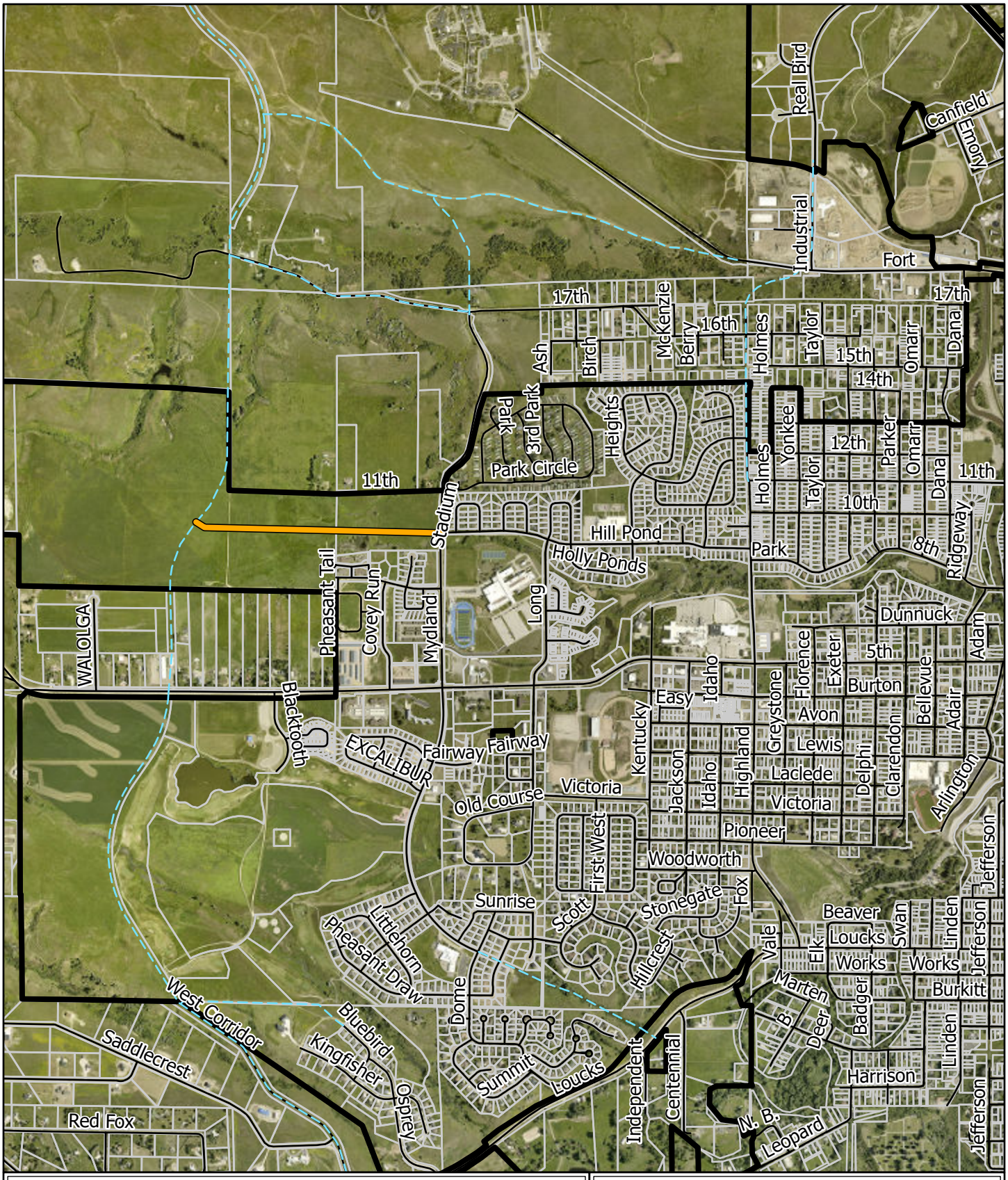
Improvement Categories: Corridor Preservation, Roadway Connectivity, Pedestrian/Bicycling, Pathways

Public Comments Received: None

Previous Study References: *(1 Total)* 2001 City of Sheridan Traffic Study

Estimated 2025 Cost: $3,290,000*

*Cost assumes a 2-lane asphalt paved urban collector with a 60-foot R.O.W.



Hill Pond Dr - Mydland Rd to West Corridor

Proposed Projects

Existing Streets

City Limits

Parcels

N

0 500 1,000

Feet

Hill Pond Dr - Mydland Rd to West Corridor

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.9

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2.10 Bluebird Lane – Kingfisher Avenue to West Corridor

Project Location: Beginning at the north end of Bluebird Ln extending westerly towards the future West Corridor.

Description: Proposed 2-lane collector roadway that will extend Bluebird Ln west to the future West Corridor. A “complete street” approach should be incorporated to connect existing pedestrian walkways between Bluebird Ln and the future West Corridor. This project includes approximately 0.42 miles of roadway.

Purpose and Need: Connecting Bluebird Ln to the West Corridor will provide the existing residential area with a second access point, which is typically required for a residential subdivision. Connections to existing and future pathways can be made to improve the pathways network.

Improvement Categories: Corridor Preservation, Roadway Connectivity, Pedestrian/Bicycling, Pathways

Public Comments Received: None

Previous Study References: None

Estimated 2025 Cost: $2,740,000*

*Cost assumes a 2-lane asphalt paved urban collector with a 60-foot R.O.W.



Bluebird Ln - Kingfisher Ave to West Corridor

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.10

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2.11 Mydland Road – Dome Drive to West Loucks Street

Project Location: Beginning at the intersection of Mydland Rd and Dome Dr extending southeasterly to intersect W Loucks St.

Description: Proposed 2-lane “complete street” roadway extension spanning approximately 0.5-miles that may include a pathway which would connect to the existing pathway along W Loucks St. A new intersection on Loucks St would be required that best suits forecasted traffic patterns and considers sight distance when locating the intersection. The existing school zone for Highland Park Elementary along Mydland Rd will need to be assessed. This project includes approximately 0.48 miles of roadway and requires collaboration with WYDOT.

Purpose and Need: The connection of Mydland Rd to W Loucks St would allow traffic between 5th St and Loucks St to avoid congesting neighborhood roads primarily within the Sparrow Hawk Cloud Peak Ranch subdivisions. As more development occurs along the 5th St and Mydland Rd corridors, local streets will become more congested and collector streets are needed to get local street traffic to arterial roadways.

Improvement Categories: Corridor Preservation, Functional Classification, Roadway Connectivity, School Zone, Safety, Pedestrian/Bicycling, Pathways

Public Comments Received: 4

Previous Study References: *(1 Total)* 2008 Sheridan County Comprehensive Plan

Estimated 2025 Cost: $3,240,000*

*Cost assumes a 2-lane asphalt paved urban collector with a 60-foot R.O.W.



Mydland Rd - Dome Dr to W Loucks St
Proposed Projects
Existing Streets
City Limits
Parcels

N

0 500 1,000
Feet

Mydland Rd - Dome Dr to W Loucks St

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.11

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2.12 Leopard Street to West Corridor

Project Location: Beginning at the point along Leopard St where asphalt paving ends extending westerly towards the future West Corridor.

Description: Proposed 2-lane collector roadway that will extend Leopard St west to the future West Corridor. Right-of-way is already reserved west of Leopard St to Westview Dr. This project includes approximately 0.70 miles of roadway and would require a new bridge structure and updates to an existing bridge structure. This project requires collaboration with Sheridan County.

Purpose and Need: Connecting Leopard St to the West Corridor will provide the existing residential area with direct access to the future West Corridor and eliminate an existing long dead-end road. An access point along the West Corridor would be required in this area anyways to maintain access to existing residences. The existing roadway is classified as a local road. Improvements should be made to re-classify this road as a collector.

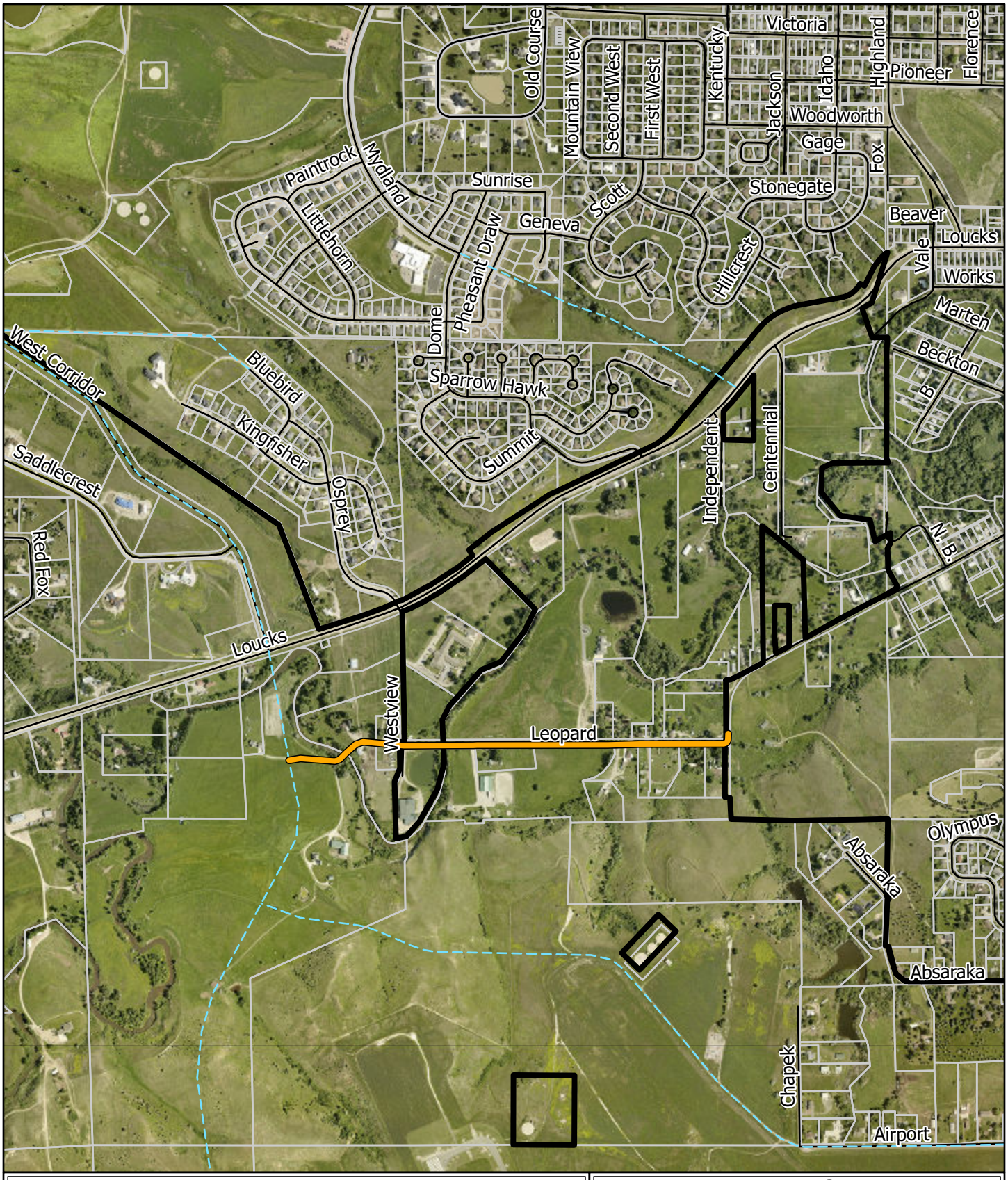
Improvement Categories: Corridor Preservation, Roadway Connectivity, Functional Classification

Public Comments Received: None

Previous Study References: *(1 Total)* 2001 City of Sheridan Traffic Study

Estimated 2025 Cost: $3,100,000*

*Cost assumes a 2-lane asphalt paved rural collector with a 70-foot R.O.W. Also includes a new bridge structure and rehabilitation to an existing bridge. A gravel road with R.O.W. is already established for a portion of the corridor.



Leopard Street to West Corridor
Proposed Projects
Existing Streets
City Limits
Parcels

N

0 500 1,000
Feet

Leopard St to West Corridor

City of Sheridan Transportation Plan

DOWL

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Figure 2.12

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2.13 Fort Road – Main Street to Kittering Road

Project Location: Beginning at the intersection of Fort Rd and Main St extending easterly along E 17th St and across the railroad to Kittering Rd.

Description: Reconfiguration of E 17th St and a grade separated crossing at the railroad. Would also require intersection reconfiguration at Fort Rd and E 17th St (project #40). Collaboration with Sheridan County and BNSF will be needed.

Purpose and Need: Connecting Fort Road to Kittering Road would provide an additional railroad crossing and a good east-west arterial route on the north end of Sheridan. Eventually, Fort Rd/Kittering Rd would connect to the West Corridor and to East Ridge Rd (or future east corridor) to provide a complete east-West Corridor.

Improvement Categories: Corridor Preservation, Functional Classification, Downtown Sheridan, Roadway Connectivity, Traffic Pattern, Safety, Railroad Crossing

Public Comments Received: None

Previous Study References: *(2 Total*) 2001 Sheridan Traffic Study, 2008 Sheridan County Comprehensive Plan

Estimated 2025 Cost: $24,720,000*

*Cost assumes a 2-lane asphalt paved urban arterial with a 60-foot R.O.W and bridge structure.



Fort Rd - N Main St to Kittering Rd

Proposed Projects

Existing Streets

City Limits

Parcels

N

0 500 1,000

Feet

Fort Rd - Main St to Kittering Rd

City of Sheridan Transportation Plan

DOWL

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Figure 2.13

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2.14 North Sheridan Avenue – 5th Street to Kittering Road

Project Location: Beginning at the intersection of N Sheridan Ave and 5th St extending northerly to Kittering Rd.

Description: Proposed 2-lane arterial roadway that will extend N Sheridan Ave north to Kittering Rd. This project includes approximately 1.0 miles of roadway and would include improvements to Sheridan Ave north of 5th St, the existing gravel portion of Sheridan Ave that provides access to Zowada Recycling and other businesses, as well as new corridor. A "complete street" approach should be taken during design to accommodate pedestrians and bicyclists. The project requires collaboration with Sheridan County.

Purpose and Need: Sheridan Ave is classified as a collector south of Coffeen Ave, and as an arterial north of Coffeen Ave. North of 5th St, Sheridan Ave becomes a local road. Extending Sheridan Ave north to Kittering Rd would create a continuous north-south collector/arterial roadway east of Main St in Sheridan. This would give motorists an alternative north-south route to completely by-pass Main St. Future projects would create a continuous east-west arterial with Fort Rd and Kittering Rd for Sheridan Ave to intersect.

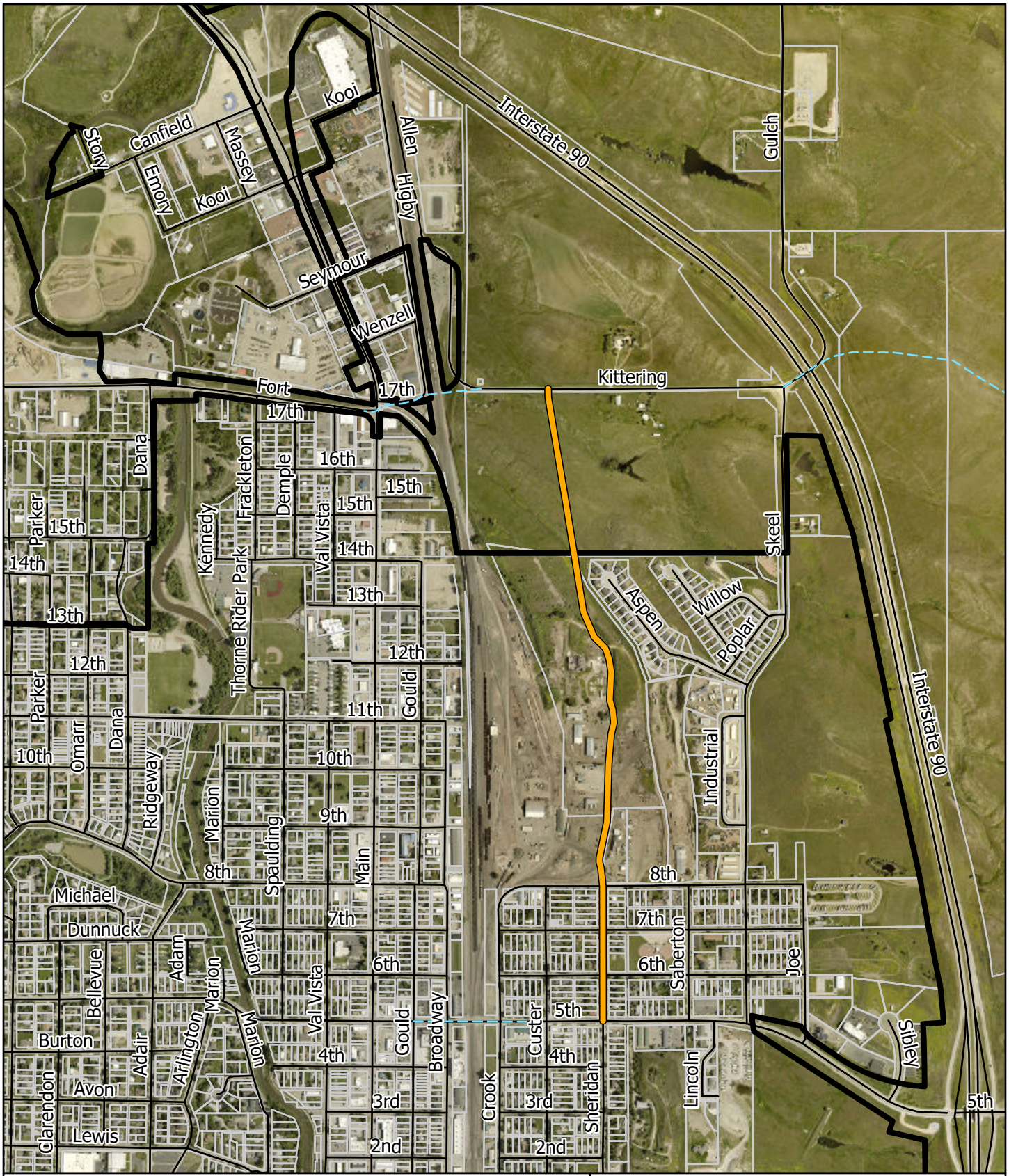
Improvement Categories: Corridor Preservation, Roadway Connectivity, Functional Classification, Downtown Sheridan

Public Comments Received: None

Previous Study References: *(2 Total)* 2001 City of Sheridan Traffic Study & 2008 Sheridan County Comprehensive Plan

Estimated 2025 Cost: $6,270,000*

*Cost assumes a 2-lane asphalt paved urban arterial with a 90-foot R.O.W.



N Sheridan Ave - 8th St to Kittering Rd

Proposed Projects

Existing Streets

City Limits

Parcels

N

0 500 1,000

Feet

N Sheridan Ave - 5th St to Kittering Rd

City of Sheridan Transportation Plan

DOWL

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Figure 2.14

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2.15 Kittering Rd – Gulch Rd to East Corridor

Project Location: From the intersection of Kittering Rd and Gulch Rd extending easterly towards the future east corridor.

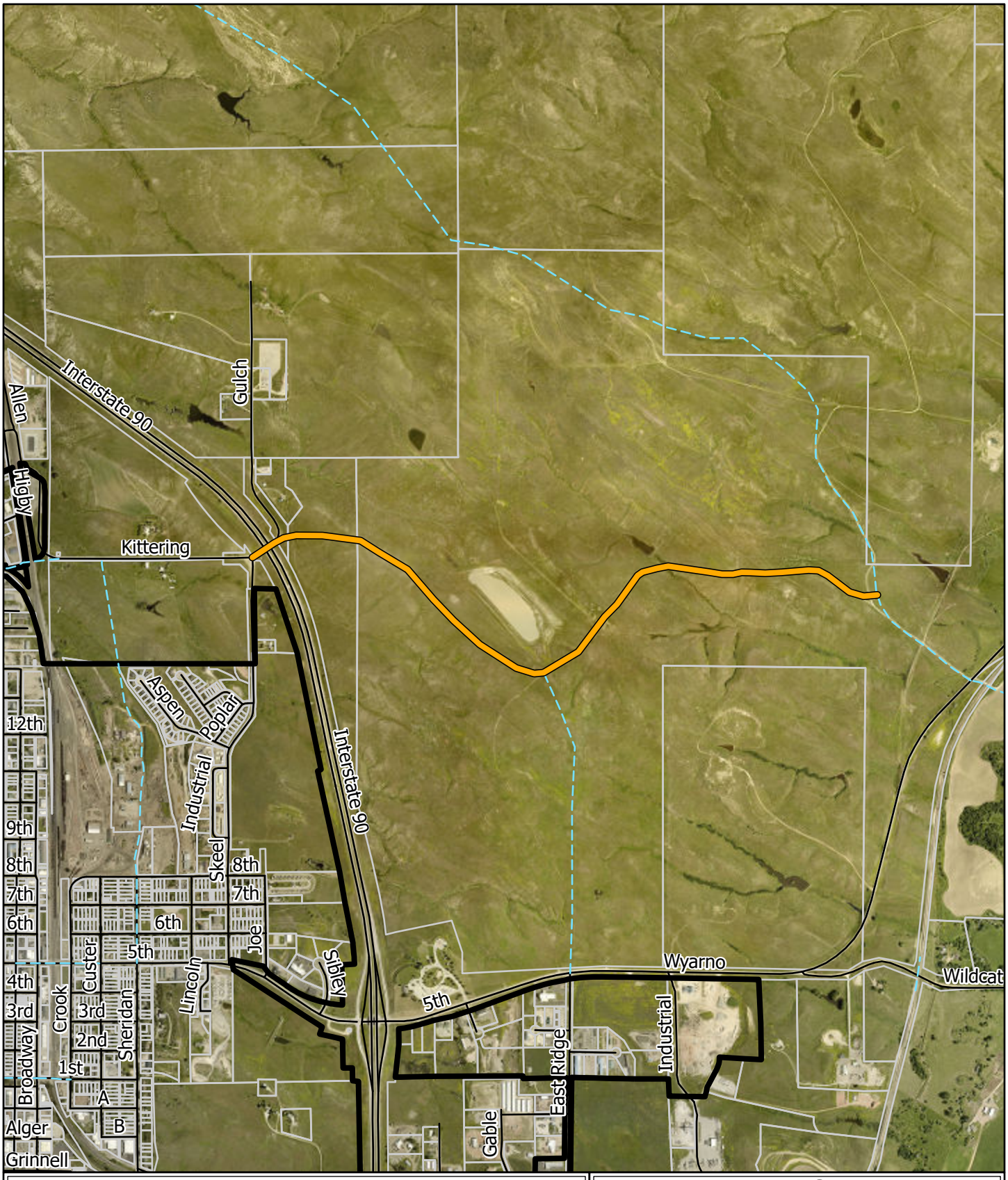
Description: Proposed 2-lane arterial extending from the intersection of Kittering Rd and Gulch Rd easterly towards the future east corridor. The existing I-90 bridge that spans across Gulch Rd would need to be evaluated during planning and design of this improvement. This project is approximately 1.8 miles in length and requires collaboration with Sheridan County and WYDOT.

Purpose and Need: This project, along with other improvement projects, would connect Kittering Rd and Fort Rd to create a continuous east-west arterial route on the north end of Sheridan. Eventually, Fort Rd/Kittering Rd would connect to the West Corridor and to the east corridor.

Improvement Categories: Corridor Preservation, Roadway Connectivity

Public Comments Received: None

Previous Study References: *(2 Total)* 2001 City of Sheridan Traffic Study, 2008 Sheridan County Comprehensive Plan



Kittering Rd - Gulch Rd to East Corridor

City of Sheridan Transportation Plan

DOWL

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Figure 2.15

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2.16 East Ridge Road – East 5th Street to Kittering Road

Project Location: From the intersection of E Brundage Ln and Skyline Dr northerly to East Ridge Rd.

Description: Proposed 2-lane arterial extending from the intersection of East Ridge Rd and E 5th St to a future easterly extension of Kittering Rd. This project is approximately 0.75 miles in length and requires collaboration with Sheridan County and WYDOT.

Purpose and Need: This proposed extension of East Ridge Rd provide a northerly connection to a future extension of Kittering Rd. Establishing a plan for a corridor in this area is critical with the increasing development in this area, such as the Story House Development and the Northeast Transmission Main water project. This corridor would also be a continuation of the corridor connecting E Brundage Ln to East Ridge Road and would provide a completely connected north-south transportation route east of I-90. A single, large parcel of undeveloped land encompasses the route for this corridor and is a likely area to be developed in the future.

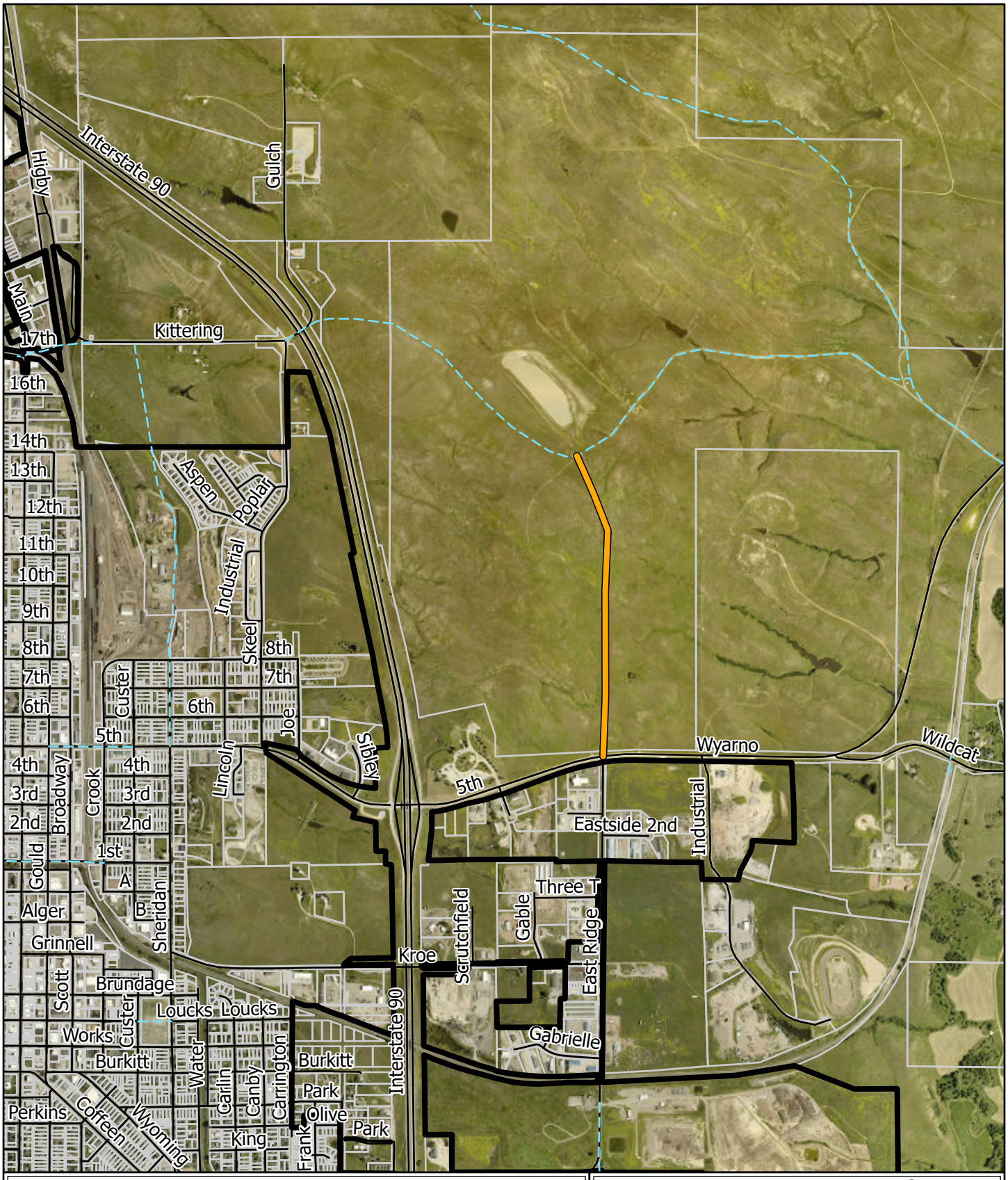
Improvement Categories: Corridor Preservation, Roadway Connectivity, Functional Classification, Pedestrian/Bicycling, Pathway

Public Comments Received: None

Previous Study References: *(2 Total*) 2001 City of Sheridan Traffic Study, 2008 Sheridan County Comprehensive Plan

Estimated 2025 Cost: $5,040,000*

*Cost assumes a 2-lane asphalt paved rural arterial with a detached pathway and a 100-foot R.O.W.



East Ridge - E 5th St to Kittering Rd

Proposed Projects

Existing Streets

City Limits

Parcels

N

0 500 1,000

Feet

East Ridge Rd - E 5th St to Kittering Rd

City of Sheridan Transportation Plan

DOWL

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Figure 2.16

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2.17 Commercial Avenue to East Ridge Road

Project Location: Beginning at the north end of Commercial Ave extending northerly to the gravel road that provides access to 114 East Ridge Rd.

Description: Proposed 2-lane collector roadway that will extend Commercial Ave north. This project includes approximately 0.80 miles of roadway. The project requires collaboration with Sheridan County.

Purpose and Need: Extending Commercial Ave north will ensure there is a dedicated north-south corridor when development occurs in this area for future local and collector roads to connect to. Other future projects would create a continuous north-south collector by connecting Commercial Ave and Dry Ranch Rd. Another future project would provide a connection to the west side of I-90 from this collector.

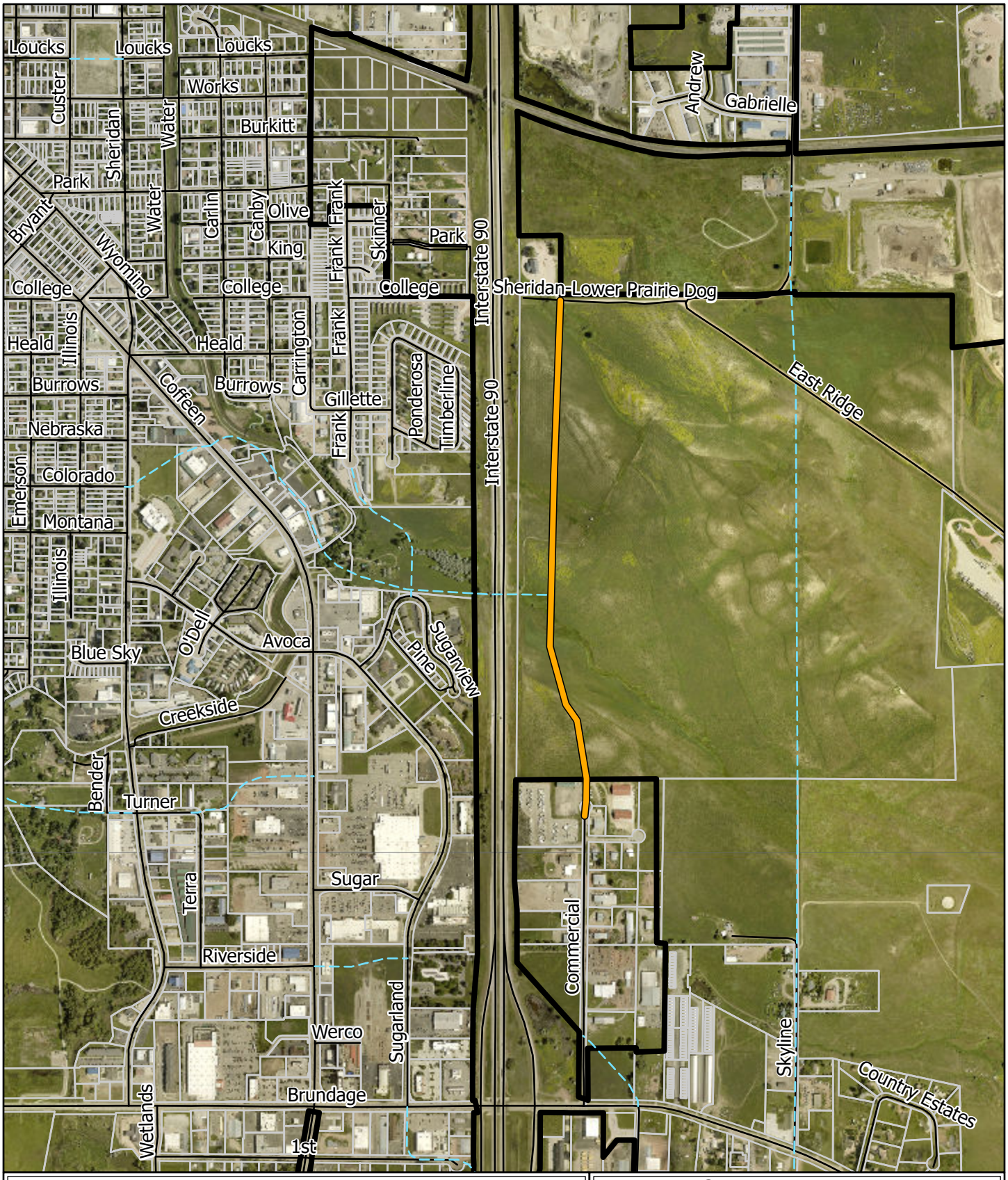
Improvement Categories: Corridor Preservation, Roadway Connectivity, Functional Classification

Public Comments Received: None

Previous Study References: None

Estimated 2025 Cost: $3,930,000*

*Cost assumes a 2-lane asphalt paved rural collector with a 50-foot R.O.W.



Commercial Ave to East Ridge Rd

Proposed Projects

Existing Streets

City Limits

Parcels

N

0 500 1,000

Feet

Commercial Ave to East Ridge Rd

City of Sheridan Transportation Plan

DOWL

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Figure 2.17

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2.18 Lewis Street to First Street Bridge

Project Location: Near the intersections of Dow St/ Lewis St and Val Vista St/1st St.

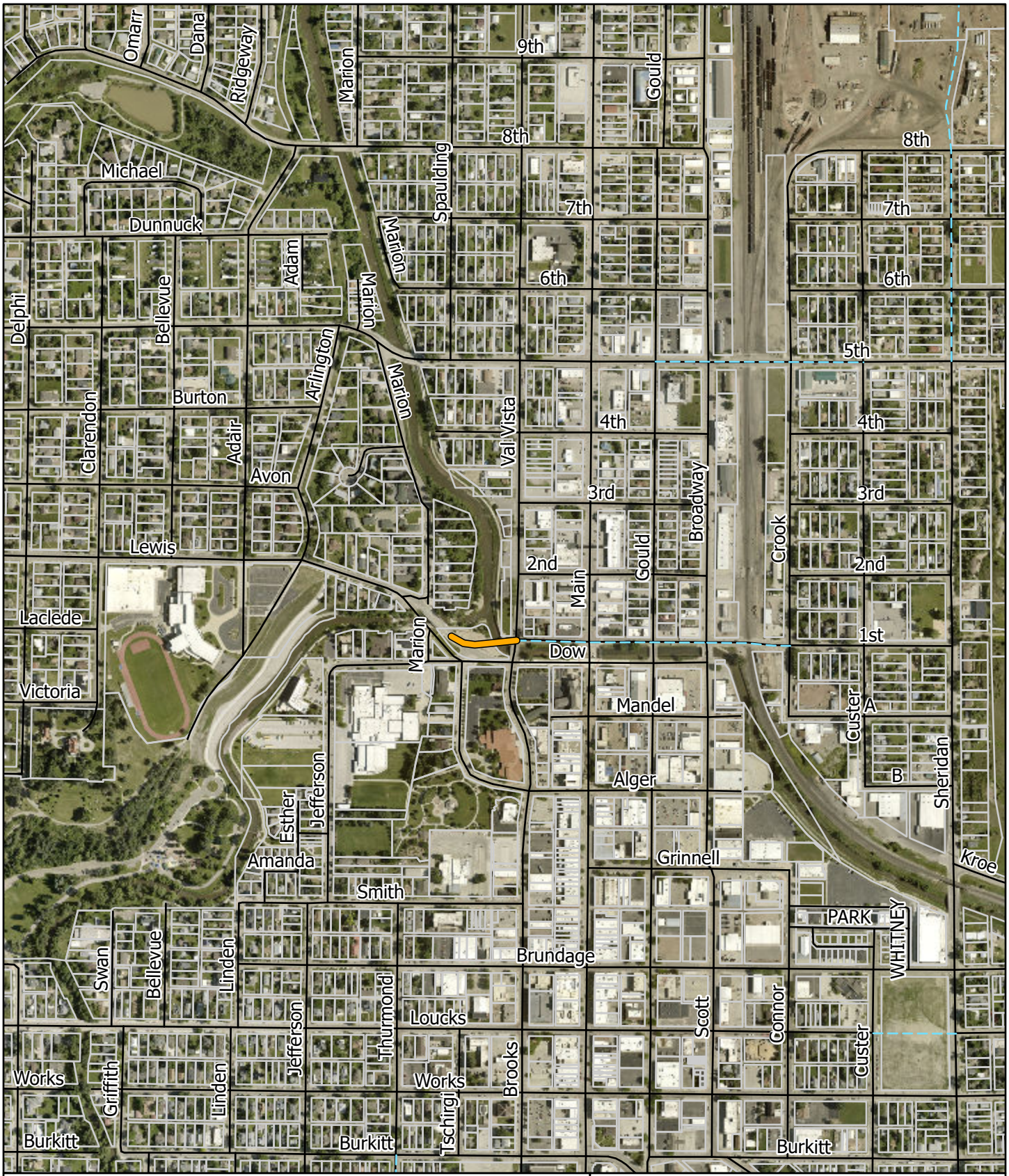
Description: Proposed overpass structure above Little Goose Creek to connect Lewis St and 1st St. Several intersections between Dow St, Lewis St, Brooks St, Val Vista St, and 1st St would need to be evaluated with this project to optimize traffic.

Purpose and Need: 1st St is classified as a collector from Sheridan Ave to Val Vista St where it dead ends. Connecting 1st St to Lewis St would create continuous east-west collector from Highland Ave to Sheridan Ave. Improvements in this area would directly impact downtown Sheridan traffic.

Improvement Categories: Roadway Connectivity, Traffic Pattern, Downtown Sheridan

Public Comments Received: 1

Previous Study References: None



Lewis St to 1st St Bridge

Proposed Projects

Existing Streets

Parcels

N

0 250 500

Feet

Lewis St to 1st St Bridge

City of Sheridan Transportation Plan

DOWL

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Figure 2.18

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2.19 5th Street Grade Separated Crossing

Project Location: The intersection of 5th St and the BNSF railroad.

Description: Grade separated crossing to allow 5th St to bypass the at-grade crossing with the BNSF railroad. Both overpass and underpass structures have been studied in the past. Planning and design should incorporate improvements for pedestrians and bicyclists. This project requires collaboration with WYDOT and BNSF.

Purpose and Need: Railroad crossings, downtown Sheridan, and pedestrian facilities were among the top values included in the 2009 Sheridan Transportation Policy Plan. This project involves each of these values and would address one of the largest transportation issues in Sheridan. 5th St is classified as an arterial and is one of the main entryway corridors into Sheridan. Recent projects have striven to improve the functionality and aesthetics of this corridor, but current at-grade crossing is a physical barrier that limits the full functionality of 5th St.

According to the East 5th Street Corridor Plan (2012), these tracks provide an average of 32 daily train movements that cause traffic delays. These delays slow response time for emergency vehicles and cause a trickle-down effect impacting adjacent intersections.

Improvement Categories: Traffic Pattern, Functional Classification, Downtown Sheridan, Railroad Crossing, Safety, Pedestrian/Bicycling

Public Comments Received: 1

Previous Study References: *(6 Total)* 1981 Sheridan County Comprehensive Plan, 1982 Railroad Grade Separation Feasibility Study, 2001 Sheridan County Growth Management Plan, 2006 BNSF Quiet Zone Study, 2012 Sheridan Railroad Historic District Master Plan, 2012 East 5th Street Corridor Plan



5th St Grade Separated Crossing
Proposed Projects
Existing Streets
City Limits
Parcels

N

0 500 1,000
Feet

5th St Grade Separated Crossing

City of Sheridan Transportation Plan

DOWL

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Figure 2.19

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2.20 1st Street Grade Separated Crossing

Project Location: The intersection of 1st St and the BNSF railroad.

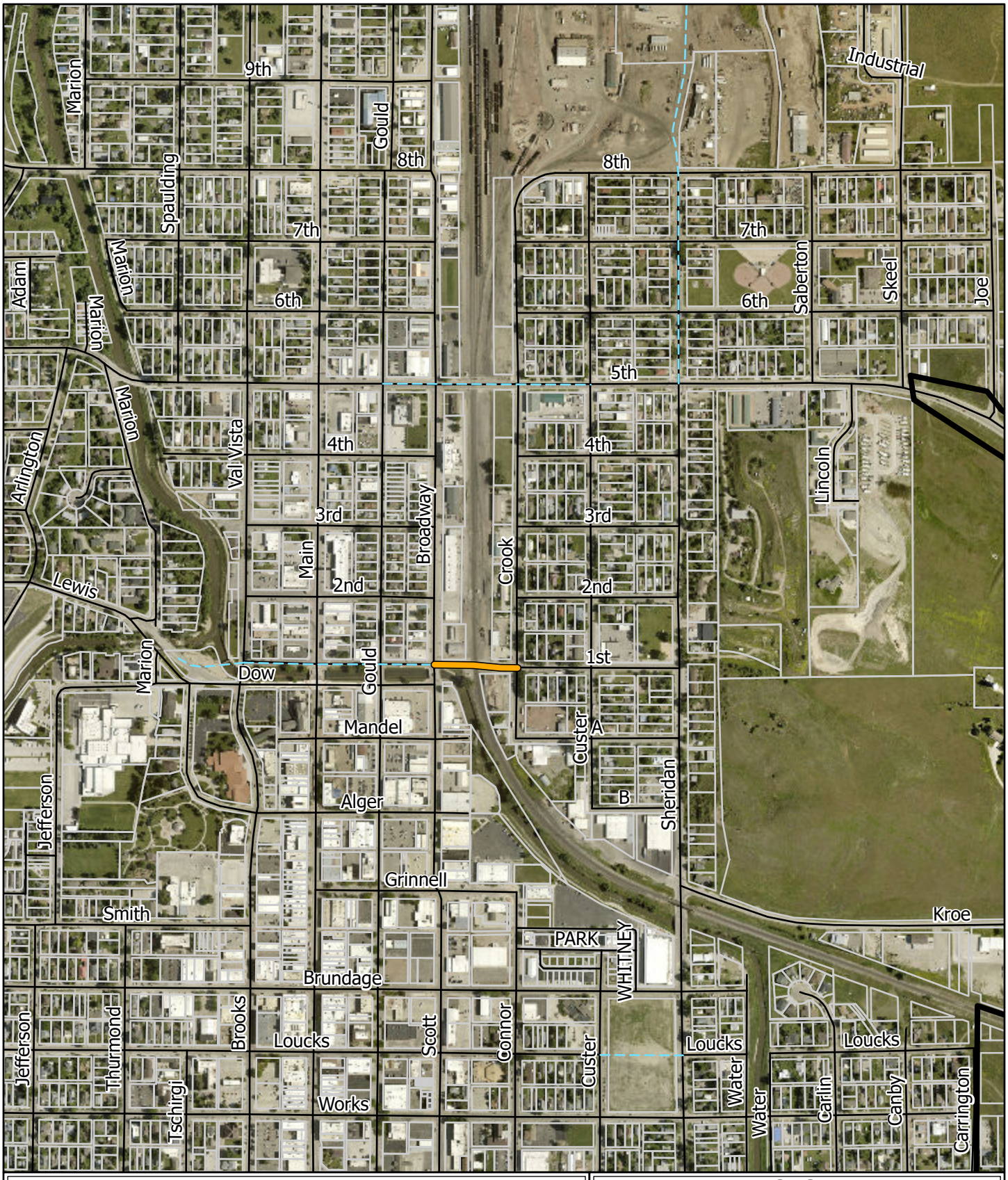
Description: Grade separated crossing to allow 1st St to bypass the at-grade crossing with the BNSF railroad. An overpass structure has been studied in the past. Planning and design should incorporate improvements for pedestrians and bicyclists. This project requires collaboration with BNSF.

Purpose and Need: Railroad crossings, downtown Sheridan, and pedestrian facilities were among the top values included in the 2009 Sheridan Transportation Policy Plan. This project involves each of these values. 1st St is classified as a collector and is one of two roads that crosses the railroad in Sheridan.

Improvement Categories: Traffic Pattern, Functional Classification, Downtown Sheridan, Railroad Crossing, Safety, Pedestrian/Bicycling

Public Comments Received: 2

Previous Study References: None



1st St Grade Separated Crossing

Proposed Projects

Existing Streets

City Limits

Parcels

N

0 400 800

Feet

1st St Grade Separated Crossing

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.20

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2.21 East Loucks Street – Custer Street to Sheridan Avenue

Project Location: From the intersection of Loucks St and Custer St to the intersection of Loucks St and Sheridan Ave.

Description: Proposed 2-lane collector that would connect E Loucks St from Custer St to Sheridan Ave. This project includes approximately 0.1 miles of new roadway.

Purpose and Need: Loucks St acts as a primary east-West Corridor and becomes discontinuous at Custer St. Traffic counts show a shift of east-west traffic departing Loucks St and entering Brundage St from Scott St to Sheridan Ave. This increased traffic loading onto Brundage St contributes to the high accident rate that occurs at the Scott St/Brundage St intersection. Connecting Loucks would create a continuous east-West Corridor and would likely help alleviate the increased traffic loading onto Brundage St and other issues noted with the Brundage St intersections.

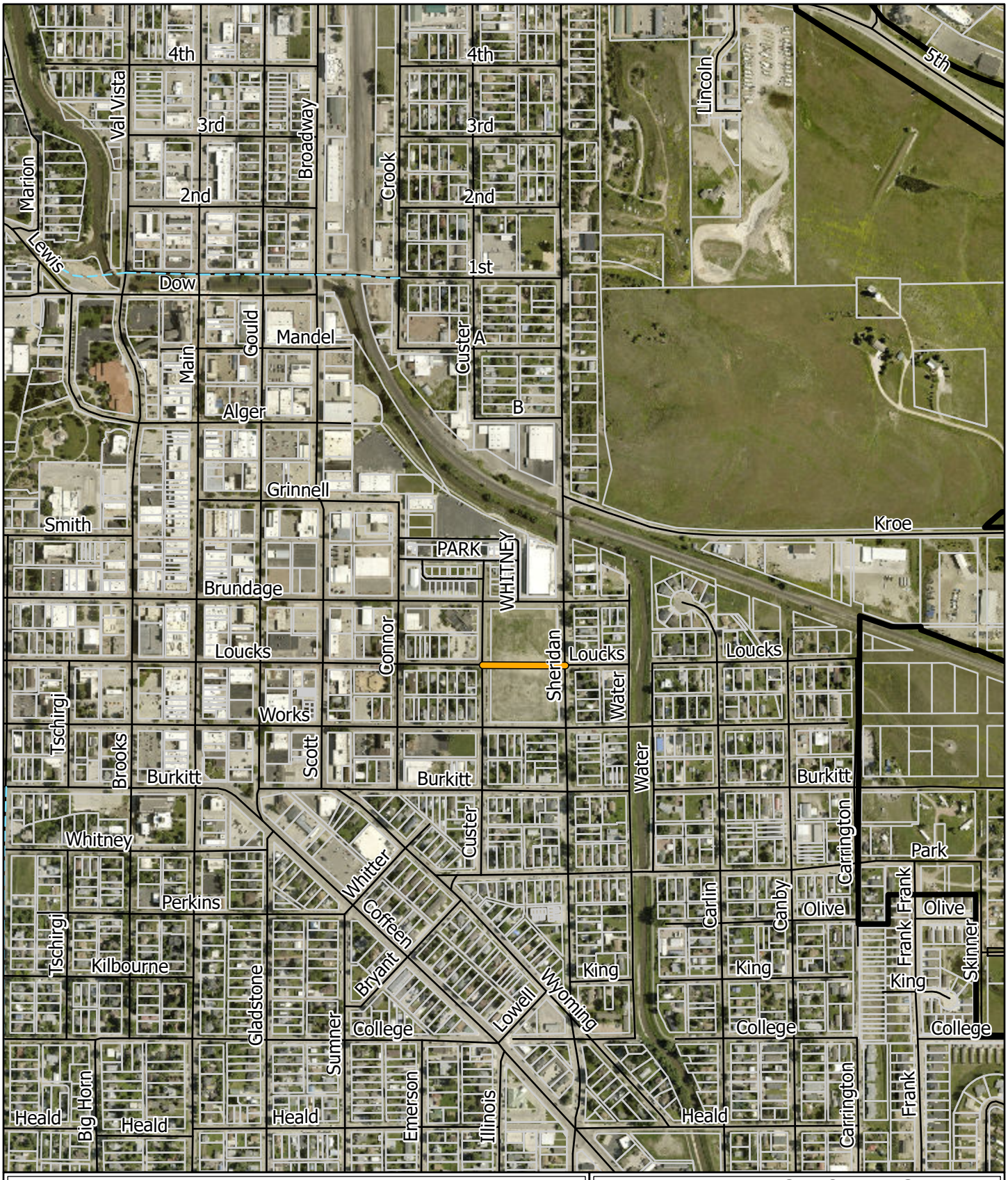
Improvement Categories: Corridor Preservation, Roadway Connectivity, Downtown Sheridan, Traffic Pattern, Pedestrian/Bicycling

Public Comments Received: 1

Previous Study References: *(1 Total*) 2008 Sheridan County Comprehensive Plan

Estimated 2025 Cost: $790,000*

*Cost assumes a 2-lane asphalt paved urban collector with a 60-foot R.O.W.



E Loucks St - Custer St to Sheridan Ave

Proposed Projects

Existing Streets

City Limits

Parcels

N

0 250 500

Feet

E Loucks St - Custer St to Sheridan Ave

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.21

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2.22 Frank Street – Gillette Street to Sugarview Drive

Project Location: Southern end of Frank St southerly to Sugarview Dr.

Description: Proposed 2-land collector roadway that would connect Frank St to Sugarview Dr. A new intersection at Sugarview Dr would be required. This project includes approximately 0.25 miles of roadway.

Purpose and Need: Access into the Mountain View Addition, Mountain View Estates, and Cottonwood Subdivision is difficult with no direct connection from the north or south. E Heald St and Gillette St, which serve as the primary route into this area from the south, were shown to be serving more as collectors than local streets based on recent traffic counts. Creating a new corridor from the south along Sugarview Dr would establish a secondary access point into this residential area and likely re-distribute some traffic that would normally concentrate along Coffeen Ave.

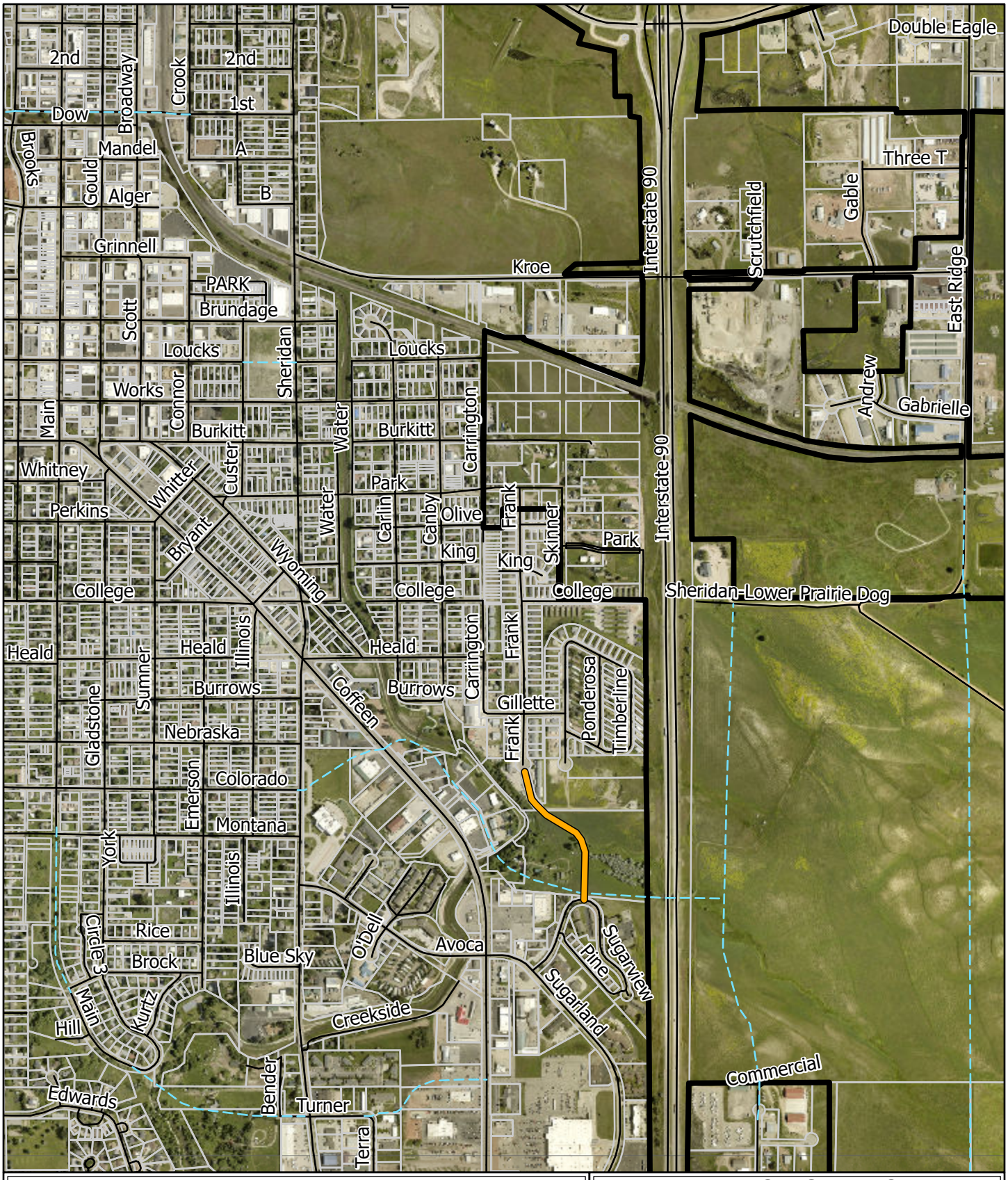
Improvement Categories: Corridor Preservation, Roadway Connectivity, Functional Classification, Traffic Pattern, Pedestrian/Bicycling, Pathway

Public Comments Received: None

Previous Study References: *(2 Total*) 2001 City of Sheridan Traffic Study, 2008 Sheridan County Comprehensive Plan

Estimated 2025 Cost: $1,630,000*

*Cost assumes a 2-lane asphalt paved urban collector with a 70-foot R.O.W.



Frank St - Gillette St to Sugarview Dr

Proposed Projects

Existing Streets

City Limits

Parcels

N

0 500 1,000

Feet

Frank St - Gillette St to Sugarview Dr

City of Sheridan Transportation Plan

DOWL

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Figure 2.22

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2.23 Colorado Street – Coffeen Avenue to Commercial Avenue

Project Location: Beginning at Coffeen Ave near Washington Park running southeasterly across I-90 to connect to a future extension of Commercial Ave.

Description: Proposed 2-lane collector roadway that would connect Coffeen Ave to the east side of I-90 via Commercial Ave. New intersections and a bridge structure would be included with the corridor. A “complete street” approach should be evaluated for pedestrians and bicyclists. This project includes approximately 0.65 miles of roadway and requires collaboration with WYDOT and Sheridan County.

Purpose and Need: A future extension of Colorado St would intersect Coffeen Ave near Washington Park. This intersection would serve as the beginning point for this future southeasterly extension of Colorado Ave and would create a continuous east-west collector from Thurmond St to Commercial Ave. This project would also give businesses around Washington Park access to a future signalized intersection. This could help traffic by eliminating multiple approaches along Coffeen and providing business access from the new roadway. Connections with the existing pathways in the area could be made.

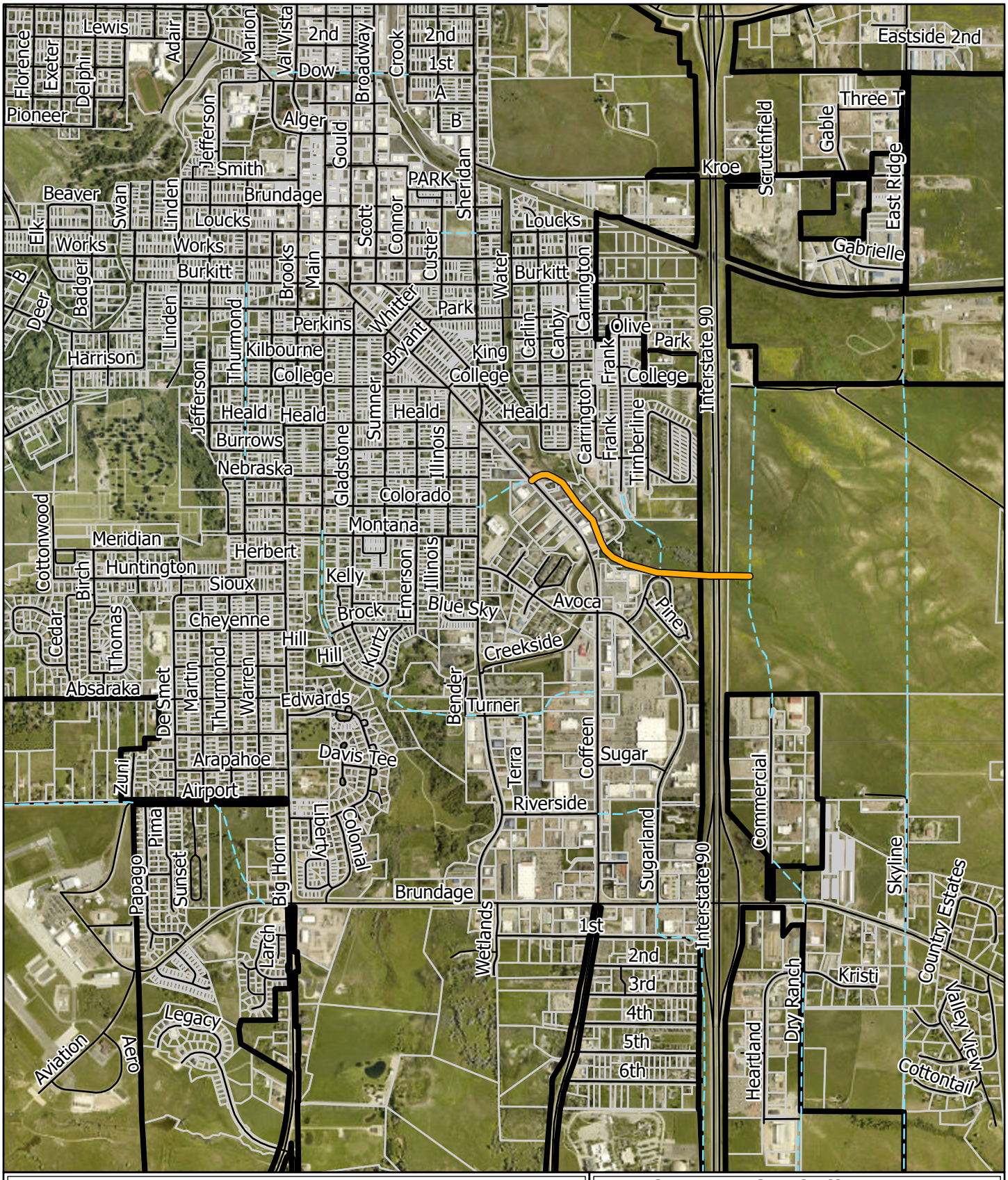
Improvement Categories: Corridor Preservation, Roadway Connectivity, Functional Classification, Traffic Pattern, Pedestrian/Bicycling, Pathway

Public Comments Received: None

Previous Study References: *(2 Total*) 2001 City of Sheridan Traffic Study, 2008 Sheridan County Comprehensive Plan

Estimated 2025 Cost: $5,030,000*

*Cost assumes a 2-lane asphalt paved urban collector with a 60-foot R.O.W. Also includes a new bridge structure.



Coffeen Ave to Commercial Ave

Proposed Projects

Existing Streets

City Limits

Parcels

N

0 500 1,000

Feet

Colorado St - Coffeen Ave to Commercial Ave

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.23

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2.24 Colorado Street – Sheridan Avenue to Coffeen Avenue

Project Location: Beginning at the intersection of Colorado St and S Sheridan Ave extending easterly to Coffeen Ave.

Description: Proposed 2-lane collector roadway that would extend Colorado St easterly to Coffeen Ave. This project includes approximately 0.15 miles of roadway. Collaboration with WYDOT would be needed.

Purpose and Need: This extension would create a continuous east-west collector from Thurmond St to Coffeen Ave and be a candidate for a future signalized intersection on Coffeen Ave. This would likely re-distribute some traffic away from the intersection at Sheridan Ave and Coffeen Ave, which has high traffic volumes and accident rates. This would also align with a future crossing of I-90 and connection to the roadway infrastructure east of I-90.

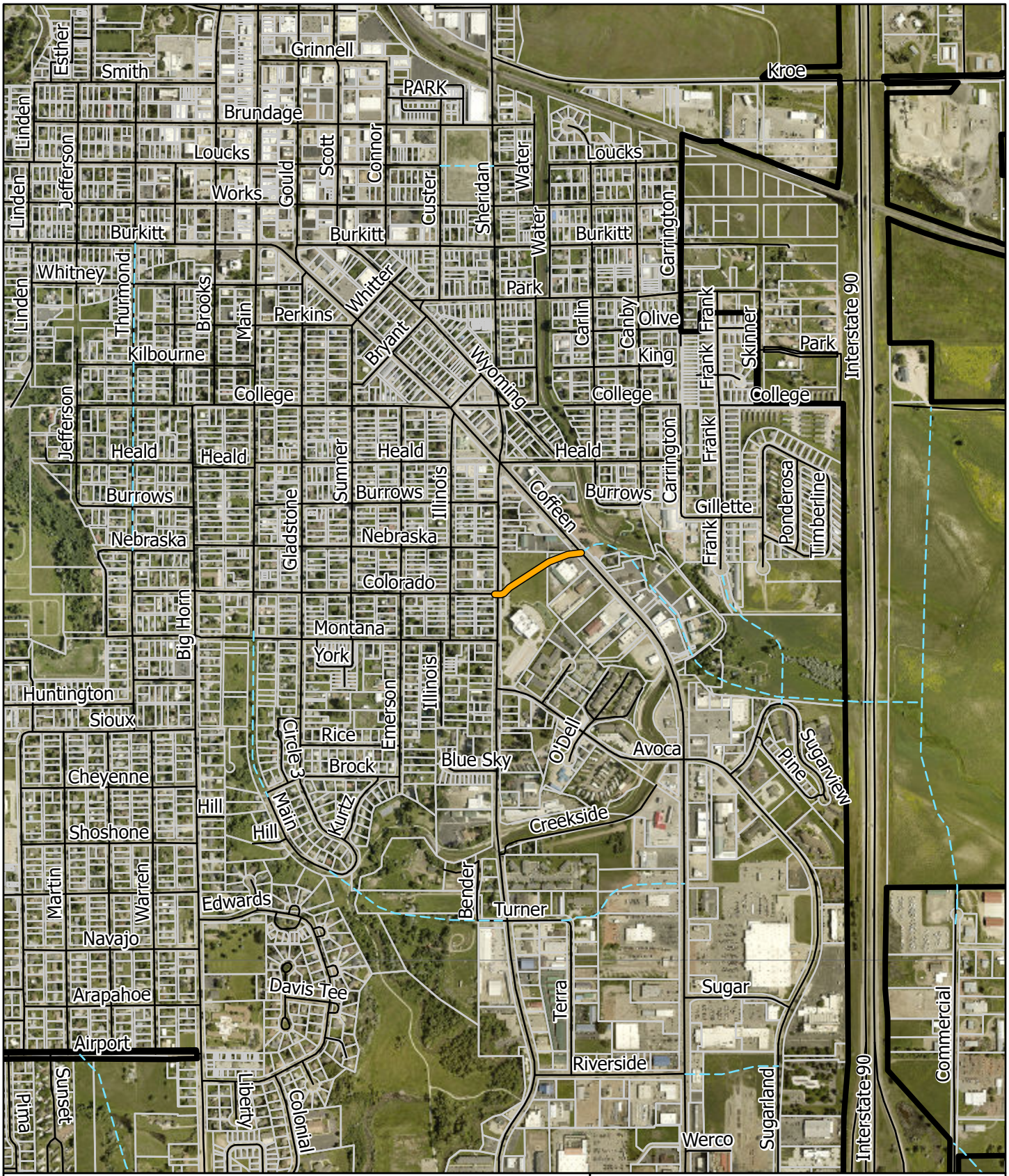
Improvement Categories: Corridor Preservation, Roadway Connectivity, Traffic Pattern, School Zone

Public Comments Received: None

Previous Study References: *(1 Total*) 2008 Sheridan County Comprehensive Plan

Estimated 2025 Cost: $1,590,000*

*Cost assumes a 2-lane asphalt paved urban collector with a 60-foot R.O.W.



Colorado St - S Sheridan Ave to Coffeen Ave

City of Sheridan Transportation Plan

DOWL

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Figure 2.24

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2.25 Turner Lane – Sheridan Avenue to Coffeen Avenue

Project Location: Beginning at the intersection of Turner Ln and Terra Ave extending easterly to Coffeen Ave.

Description: Proposed 2-lane collector roadway that would extend Turner Ln easterly to Coffeen Ave. This project includes approximately 0.20 miles of roadwayand requires collaboration with WYDOT.

Purpose and Need: Currently, only Avoca Ave and Riverside St provide east-west connectivity between Coffeen Ave and S Sheridan Ave. Extending Turner Ln east to Coffeen Ave would an additional east-west link between the two corridors approximately halfway between the existing east-west roads. This would also serve as a potential location for a new signalized intersection along Coffeen Ave that would serve businesses on both the east and west sides of Coffeen Ave. Turner Ln is currently classified as a local road. Other future projects would possibly connect S Main St to Turner Ln.

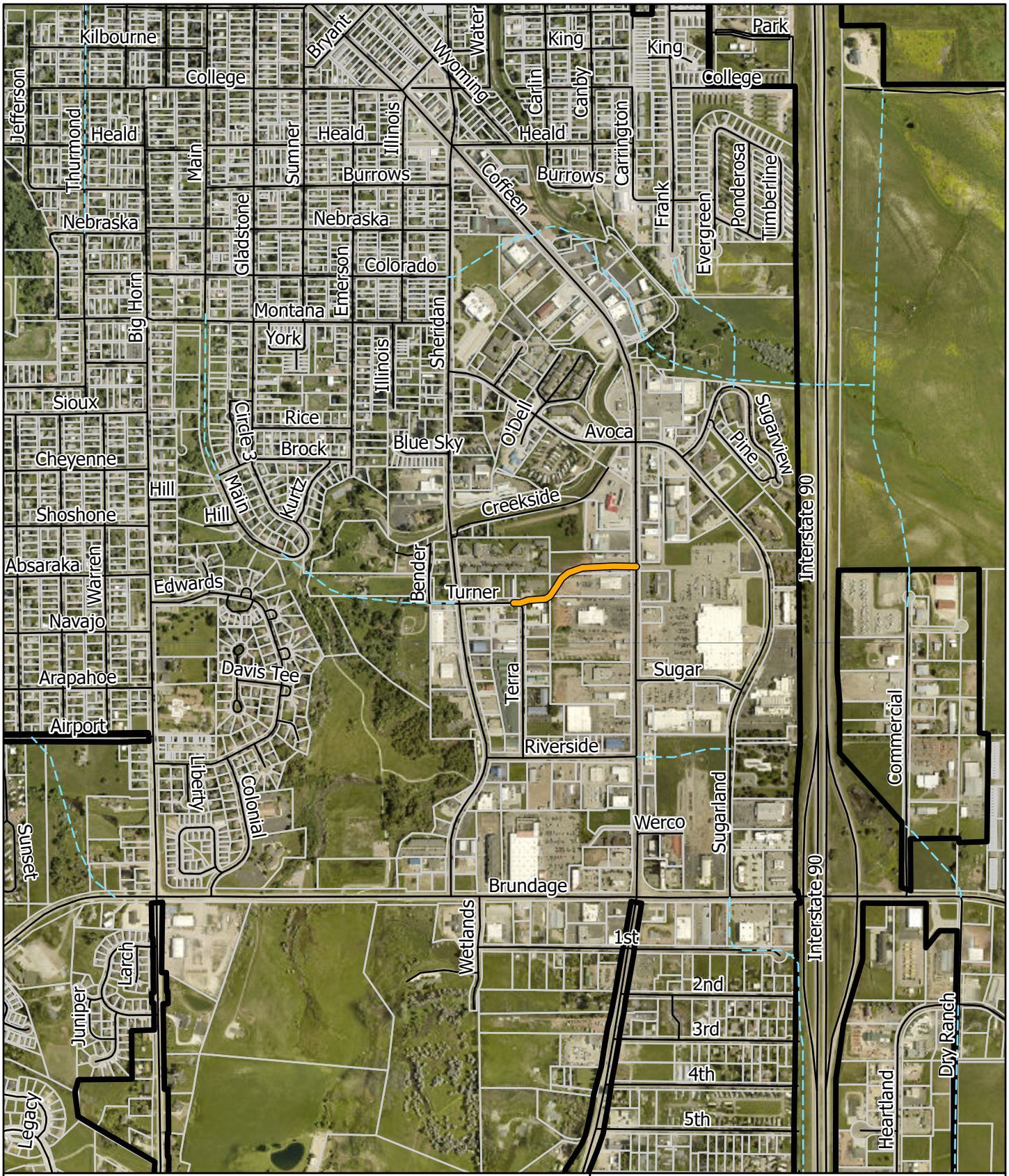
Improvement Categories: Corridor Preservation, Roadway Connectivity, Traffic Pattern, Functional Classification

Public Comments Received: None

Previous Study References: None

Estimated 2025 Cost: $1,840,000*

*Cost assumes a 2-lane asphalt paved urban collector with a 60-foot R.O.W.



Turner Ln - S Sheridan Ave to Coffeen Ave

Proposed Projects

Existing Streets

City Limits

Parcels

N

0 500 1,000

Feet

Turner Ln - S Sheridan Ave to Coffeen Ave

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.25

K:\00\12345-00\60GIS\GIS\City of Sheridan\Carto\COS_TRANSPORTATION.aprx Dec 01, 2025 3:27 PM User: jcurtis

2.26 South Main Street – Gladstone Street to South Sheridan Avenue

Project Location: Beginning at the south end of Main St extending southeasterly towards S Sheridan Ave.

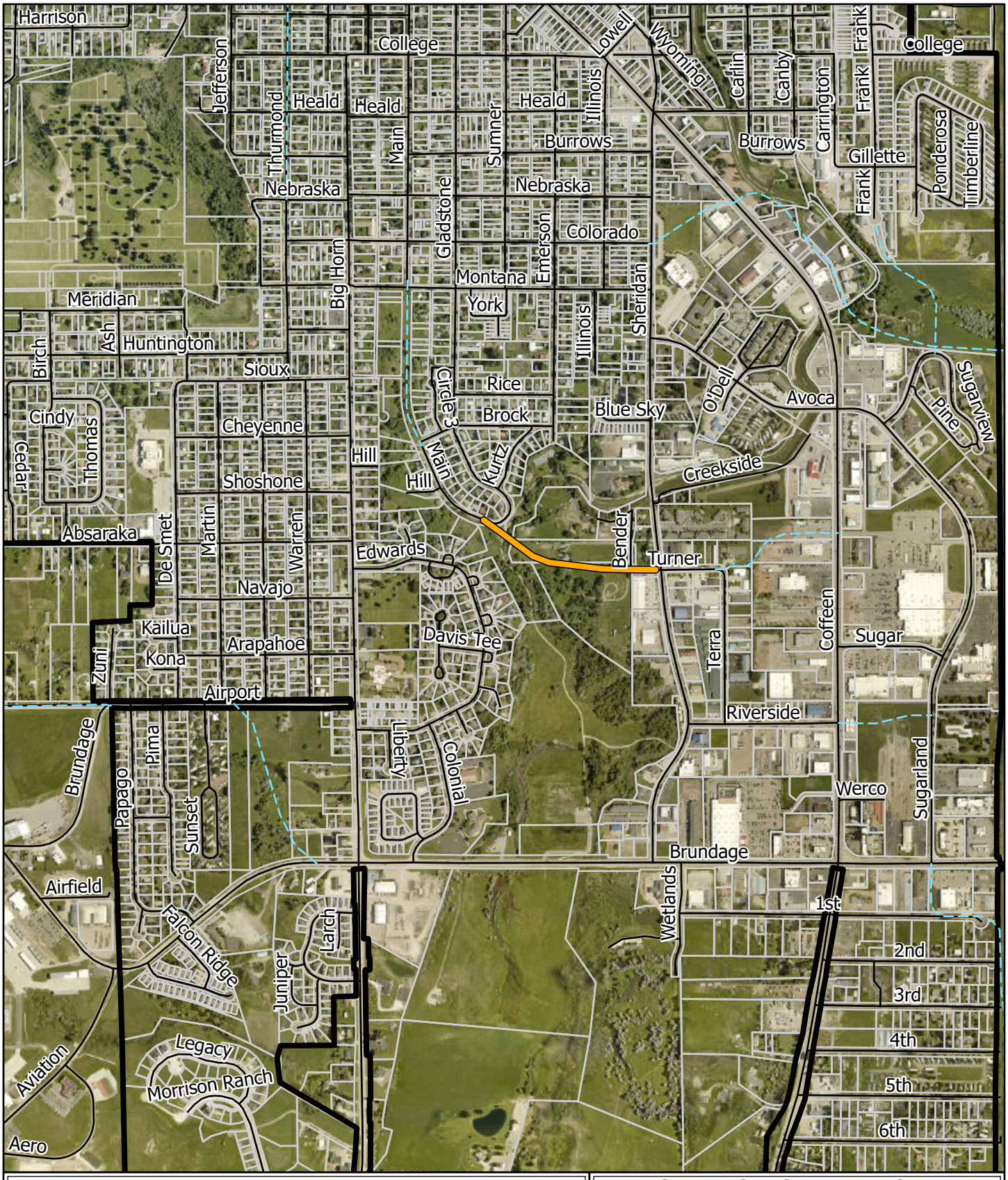
Description: Proposed 2-lane collector roadway that would extend S Main St easterly to S Sheridan Ave. A bridge structure would be required over Little Goose Creek. A “complete street” approach should be considered with this project to improve the existing pathways in the area. This project includes approximately 0.30 miles of roadway.

Purpose and Need: S Main St is discontinuous between E Montana St and Brock Ave. In conjunction with another future project that would connect S Main St in this area, the roadway could be continued to connect with S Sheridan Ave at the Turner Ln intersection. The city has right-of-way at this intersection that serves Bender Ln. This roadway could serve as another east-west collector to distribute some traffic that would otherwise use Colorado St as a collector.

Improvement Categories: Corridor Preservation, Roadway Connectivity, Traffic Pattern, Pathways

Public Comments Received: None

Previous Study References: None



S Main St - Gladstone St to S Sheridan Ave

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.26

K:\00\12345-00\60GIS\GIS\City of Sheridan\Carto\COS_TRANSPORTATION.aprx Dec 01, 2025 3:27 PM User: jcurtis

2.27 South Main Street – Montana Street to Brock Avenue

Project Location: Beginning at the intersection of Main St and E Montana St extending southerly towards Brock Ave.

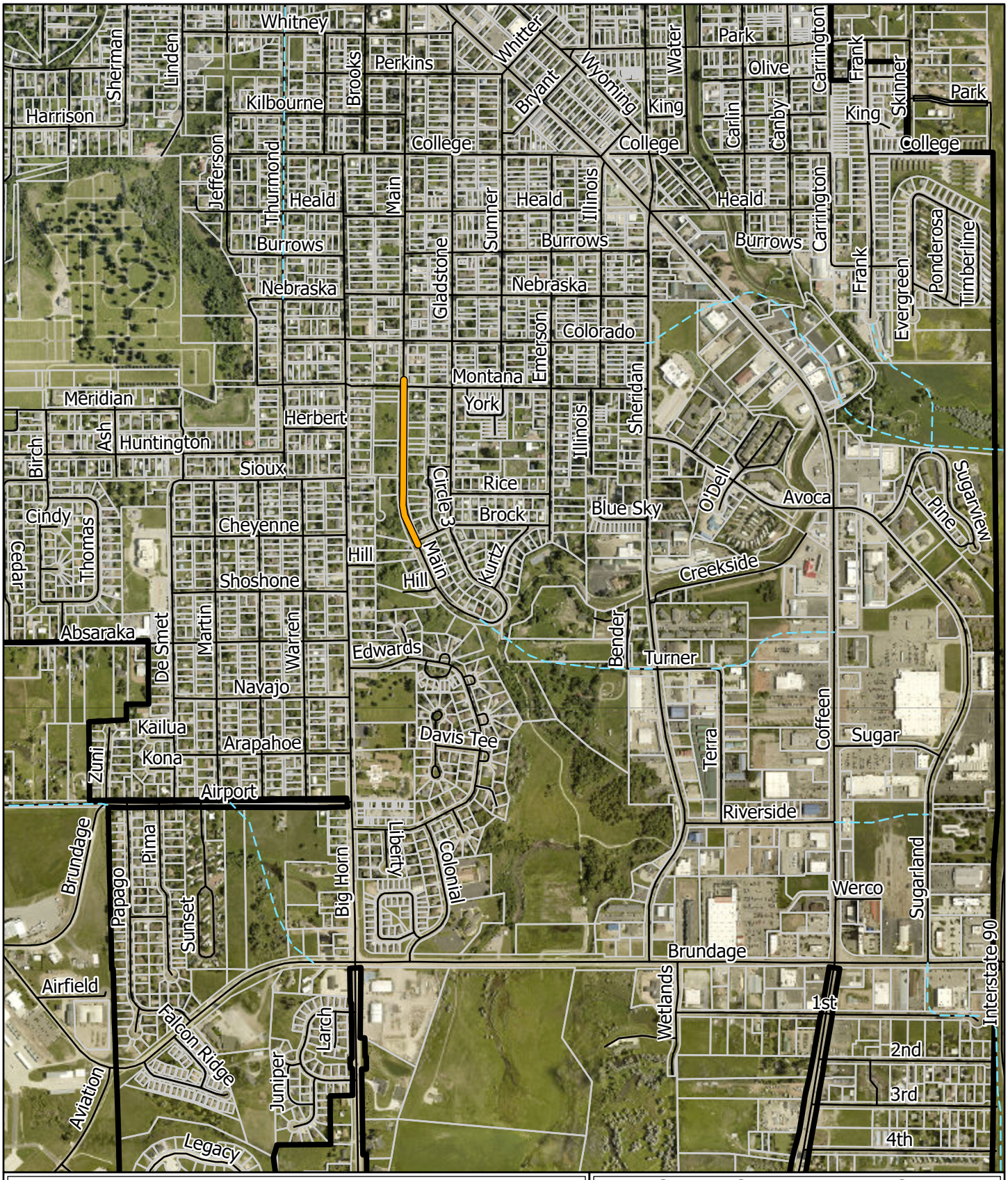
Description: Proposed 2-lane collector roadway that would connect S Main St between E Montana St to Brock Ave. Steep hillsides would likely require retaining walls alongside the new roadway. This project includes approximately 0.25 miles of roadway.

Purpose and Need: S Main St is discontinuous between E Montana St and Brock Ave. The city has right-of-way already reserved for this corridor. Connecting this portion of S Main St would, in conjunction with other future projects, would create a continuous collector that would tie into S Sheridan Ave. This roadway could re-distribute traffic that would otherwise use Big Horn Ave and Colorado St as primary corridors.

Improvement Categories: Roadway Connectivity, Traffic Pattern, Functional Classification

Public Comments Received: 1

Previous Study References: None



S Main St - E Montana St to Brock Ave

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.27

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2.28 Riverside Street – Coffeen Avenue to Sugarland Drive

Project Location: Beginning at the intersection of Riverside St and Coffeen Ave extending easterly to Sugarland Dr.

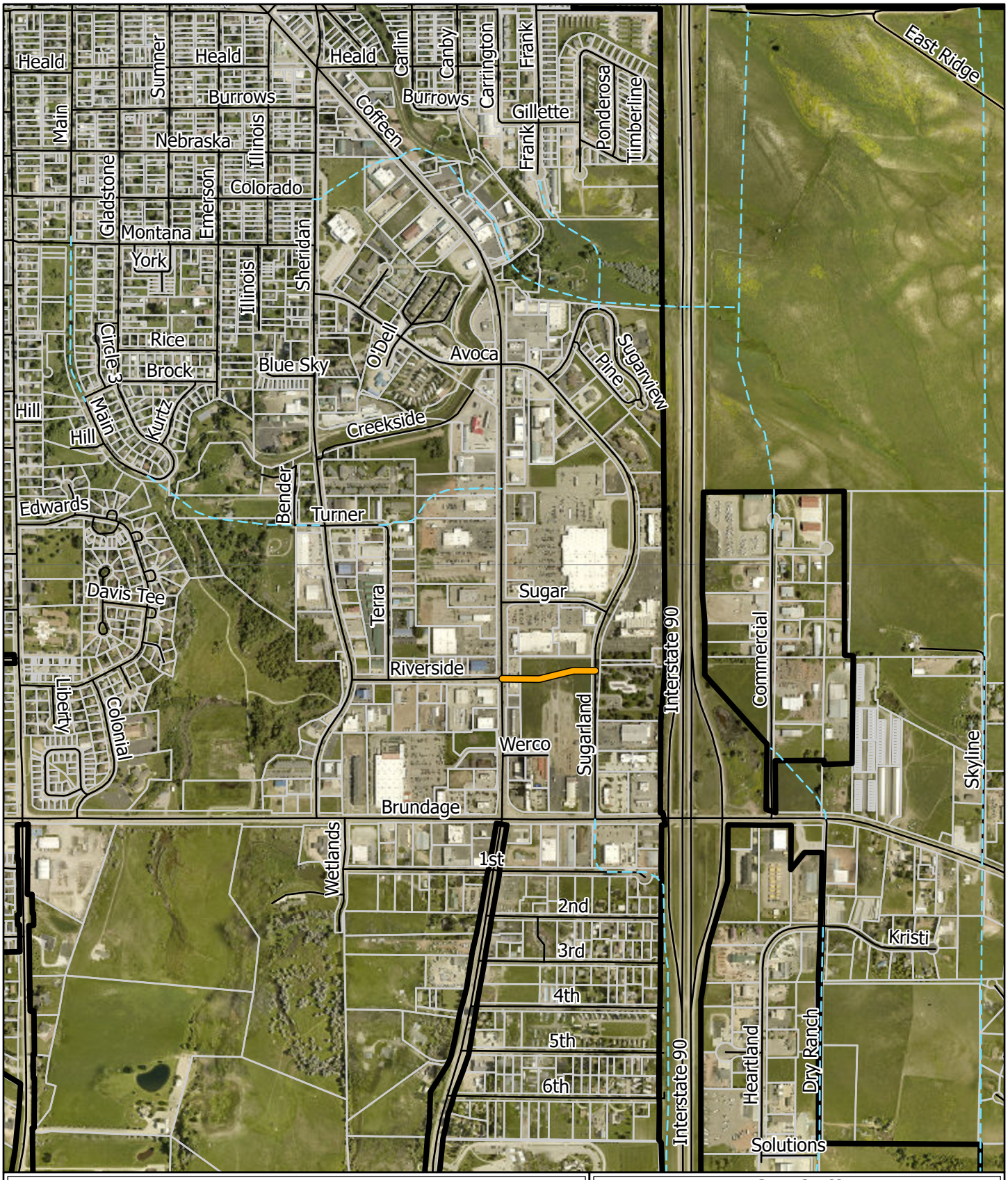
Description: Proposed 2-lane collector roadway that would extend Riverside St from Coffeen Ave to Sugarland Dr. The intersection at Coffeen Ave could be a future location for a new traffic signal. This project includes approximately 0.15 miles of roadway and requires collaboration with WYDOT.

Purpose and Need: Riverside St is currently classified as a local road. However, traffic counts suggest the road is utilized more as a collector. Additionally, it is one of two east-west links between S Sheridan Ave and Coffeen Ave. Extending this road east to Sugarland Dr would provide a new continuous collector that connects S Sheridan Ave to Sugarland Dr. This project would likely re-distribute traffic that contributes to the high volumes along Sugar Ln.

Improvement Categories: Corridor Preservation, Roadway Connectivity, Traffic Pattern, Functional Classification

Public Comments Received: None

Previous Study References: None



Riverside St - Coffeen Ave to Sugarland Dr

Proposed Projects

Existing Streets

City Limits

Parcels

N

0 500 1,000

Feet

Riverside St - Coffeen Ave to Sugarland Dr

City of Sheridan Transportation Plan

DOWL

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Figure 2.28

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2.29 Brundage Lane – Big Horn Avenue to Airport Road

Project Location: Beginning west of the intersection of Big Horn Ave and Brundage Ln extending northerly to Airport Rd.

Description: Proposed 2-lane arterial roadway that would connect W Brundage Ln to Airport Rd. A “complete street” approach should be evaluated to accommodate heavy pedestrian traffic near the intersection of Brundage Ln and Big Horn Ave, along with any future pathways that may be incorporated with the West Corridor. This project includes approximately 0.30 miles of roadway.

Purpose and Need: Brundage Ln is currently classified as an arterial roadway. To continue the flow of traffic west towards the future West Corridor, a connection between Brundage Ln and Airport Rd would best accomplish this. This link also plays a vital role in connecting traffic along W Loucks St to the south end of Sheridan via the future West Corridor and Airport Rd. Airport Rd is currently classified as a local road and would need to be updated to accommodate future traffic.

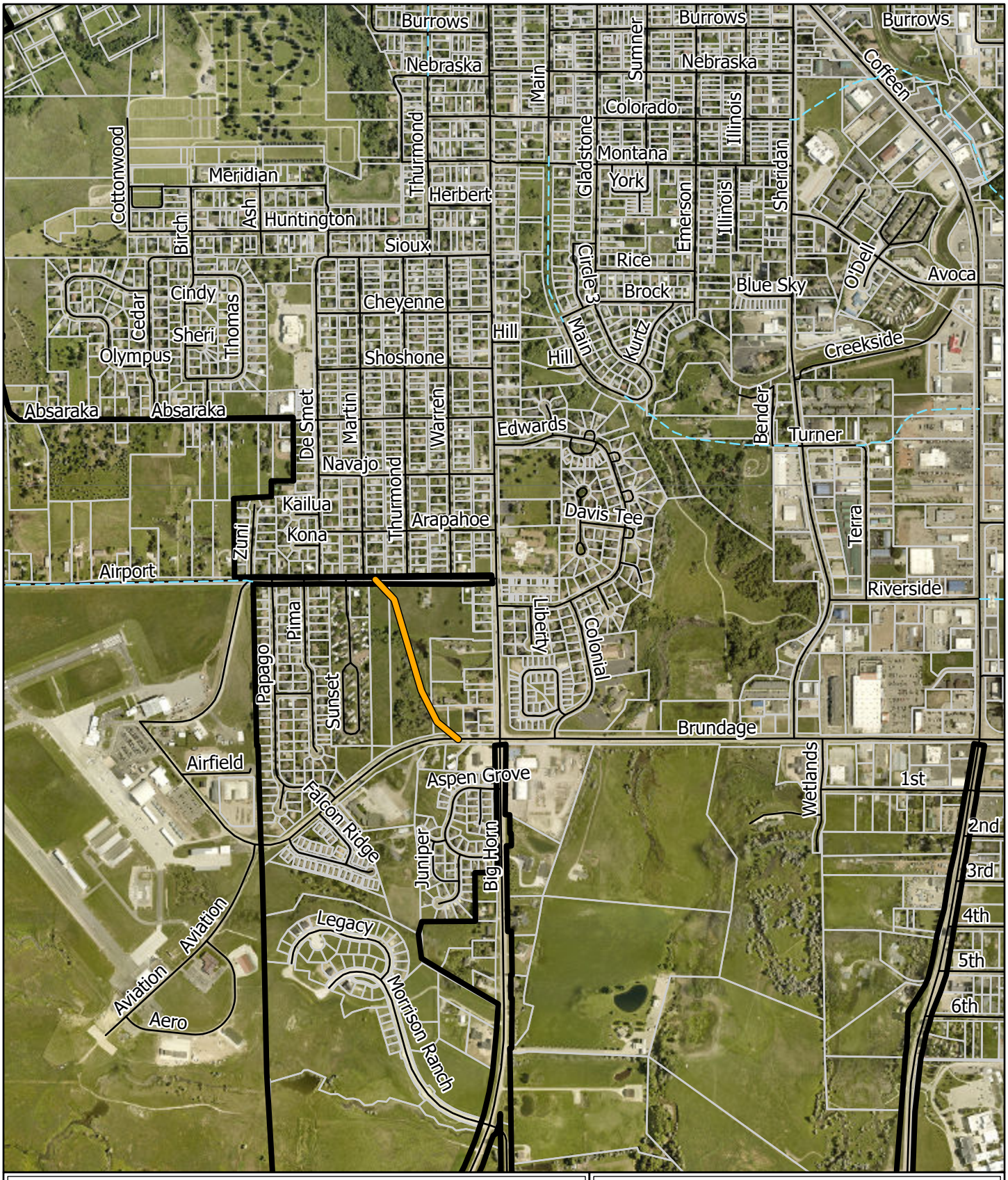
Improvement Categories: Corridor Preservation, Roadway Connectivity, Traffic Pattern, Functional Classification, Pedestrian/Bicycling, Pathways

Public Comments Received: None

Previous Study References: *(2 Total*) 2001 City of Sheridan Traffic Study, 2008 Sheridan County Comprehensive Plan

Estimated 2025 Cost: $1,860,000*

*Cost assumes a 2-lane asphalt paved urban arterial with a 100-foot R.O.W.



W Brundage Ln - Big Horn Ave to Airport Rd

City of Sheridan Transportation Plan

DOWL

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Figure 2.29

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2.30 Airport Road – Zuni Drive to West Corridor

Project Location: Beginning at the intersection of Airport Rd and Zuni Dr extending westerly towards the future West Corridor.

Description: Proposed 2-lane arterial roadway that would extend Airport Rd to the future West Corridor. A “complete street” approach should be evaluated to accommodate any future pathways that may be incorporated with the West Corridor. Any future plans for the Sheridan County Airport should be coordinated with the final placement of this corridor. This project includes approximately 1.50 miles of roadway and would include re-construction of the segment of Airport Rd between Zuni Dr and Chapek Dr. The project requires collaboration with Sheridan County.

Purpose and Need: Brundage Ln is currently classified as an arterial roadway. To continue the flow of traffic west towards the future West Corridor, an extension of Airport Rd would best accomplish this. A connection between the West Corridor and Brundage Ln would allow motorists from west of Sheridan to avoid the downtown area to get to the activity centers around the south end of Sheridan. Airport Rd is currently classified as a local road and would need to be updated to accommodate future traffic.

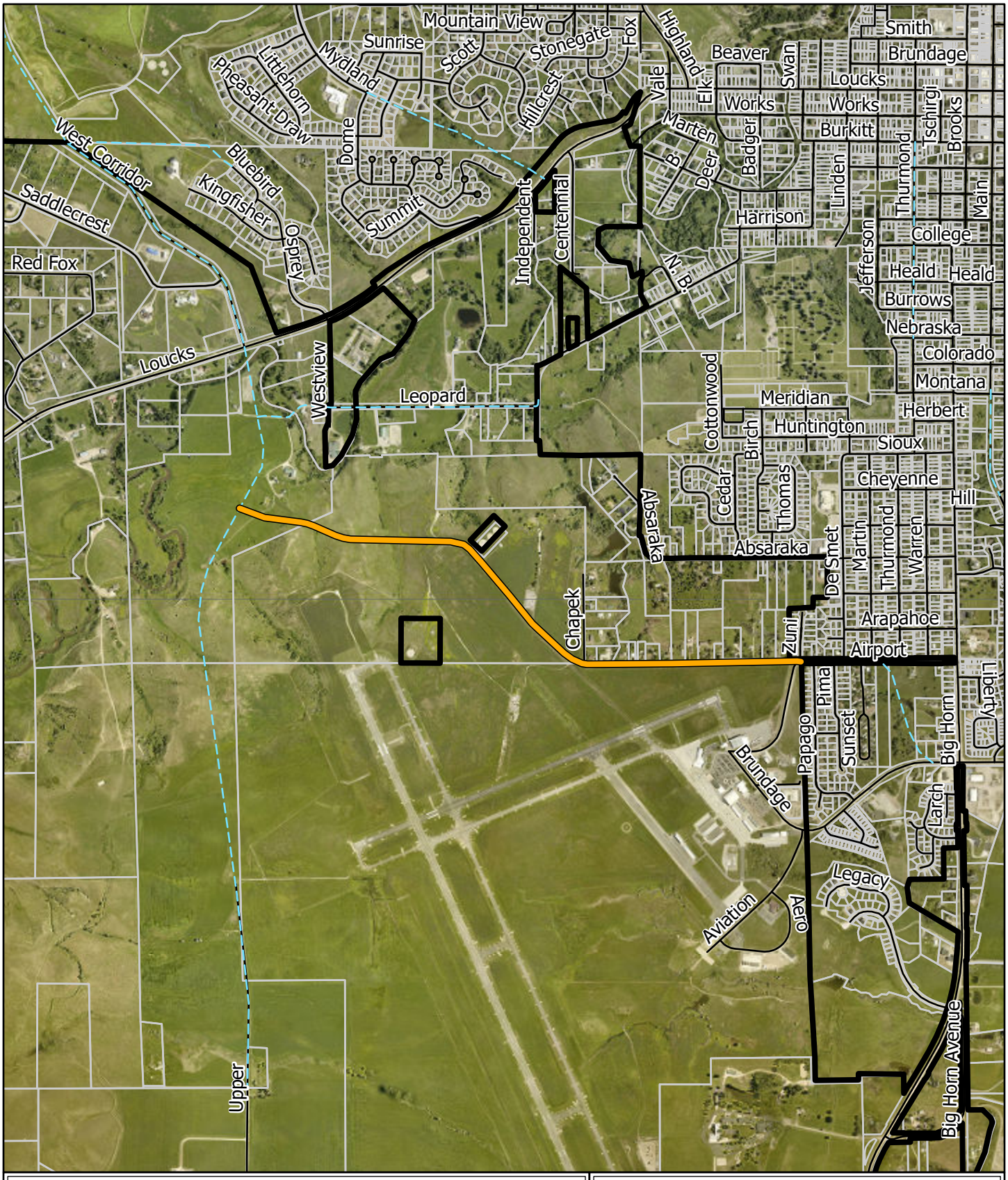
Improvement Categories: Corridor Preservation, Roadway Connectivity, Traffic Pattern, Functional Classification, Downtown Sheridan, Pedestrian/Bicycling, Pathways

Public Comments Received: None

Previous Study References: *(2 Total*) 2001 City of Sheridan Traffic Study, 2008 Sheridan County Comprehensive Plan

Estimated 2025 Cost: $11,020,000*

*Cost assumes a 2-lane asphalt paved rural arterial with a detached pathway, bridge structure, and a 100-foot R.O.W.



Airport Rd - Chapek Dr to West Corridor
Proposed Projects
Existing Streets
City Limits
Parcels

N

0 500 1,000
Feet

Airport Rd - Zuni Dr to West Corridor

City of Sheridan Transportation Plan

DOWL

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Figure 2.30

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2.31 Short Road – Big Horn Avenue to College Meadow Drive

Project Location: Beginning at the intersection of Big Horn Ave and Short Rd extending easterly to the west end of College Meadow Dr.

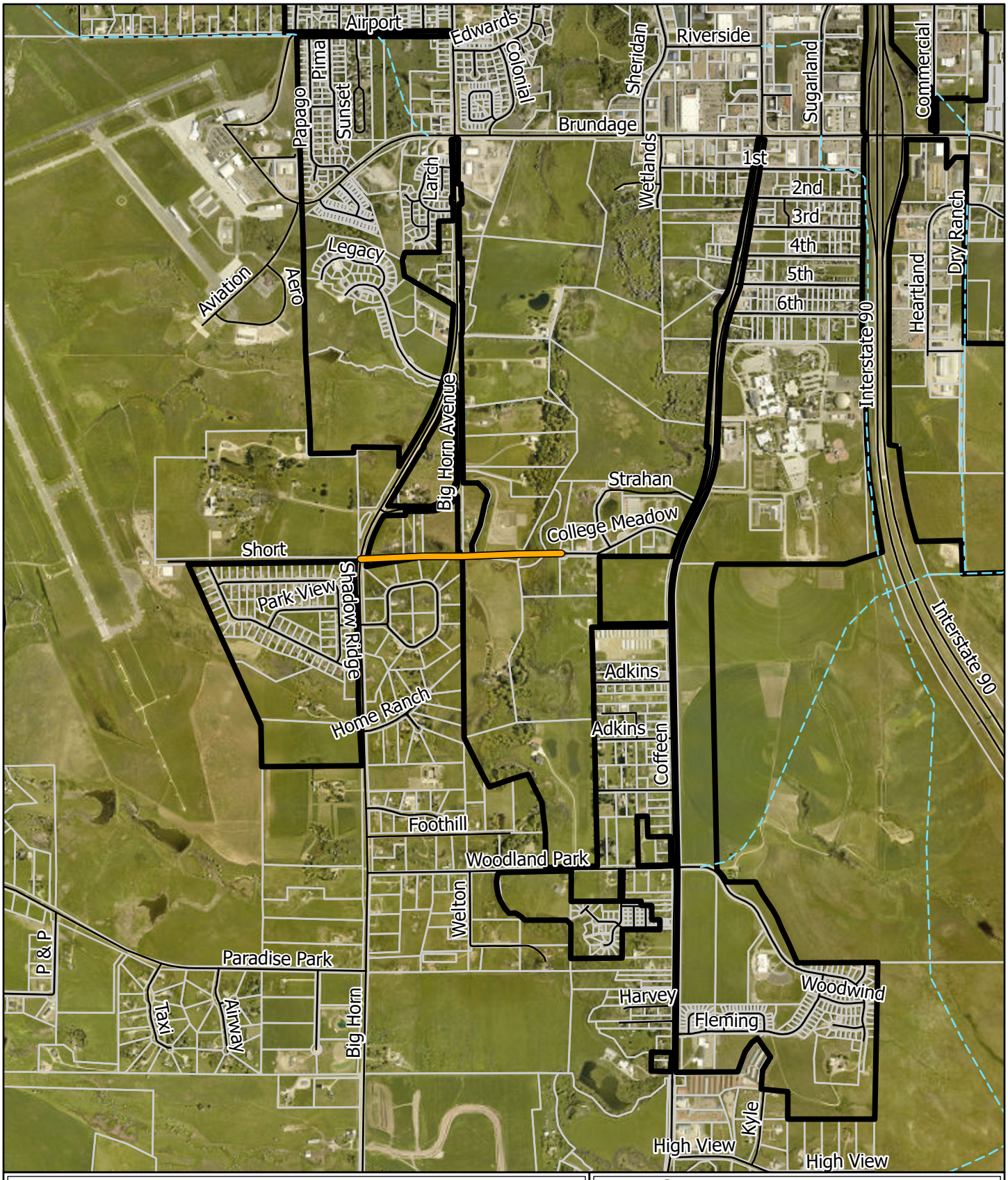
Description: Proposed 2-lane collector roadway that would connect Short Rd to College Meadow Dr. A bridge structure would be required over Little Goose Creek. This project includes approximately 0.50 miles of roadway and requires collaboration with WYDOT and Sheridan County.

Purpose and Need: This connection would provide a link between two main arterials, Big Horn Ave and Coffeen Ave. The new road would be between Brundage Ln and Woodland Park Rd, which currently serve as the main routes between Big Horn Ave and Coffeen Ave. Short Rd and College Meadow Dr are both currently classified as local roads.

Improvement Categories: Corridor Preservation, Roadway Connectivity, Traffic Pattern, Functional Classification

Public Comments Received: None

Previous Study References: None



Short Rd - Big Horn Ave to College Meadow Dr

City of Sheridan Transportation Plan

DOWL

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Figure 2.31

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2.32 Sugarland Drive – East Brundage Lane to East Corridor

Project Location: From the intersection of Sugarland Dr and E Brundage Ln southerly along the right-of-way for Interstate 90 to intersect a future “east corridor” between I-90 and High View Rd.

Description: Proposed 2-lane arterial roadway that would create a southern extension of Sugarland Dr to act as a frontage road for I-90 and serve Sheridan College, the planned development of the Whitney Benefits property, and other future development along the South Coffeen Ave corridor. This project is approximately 2.6 miles in length and requires collaboration with WYDOT and Sheridan County.

Purpose and Need: Providing an additional north-south corridor adjacent to Coffeen Ave would help re-distribute traffic that would normally concentrate at the Coffeen Ave and Brundage Ln intersection. A signalized intersection is already in place and has room for a southern extension of Sugarland Dr. Much of the traffic heading towards the Sheridan College activity center and Woodland Park development would have an additional route to balance traffic loading.

Significant growth is happening along the South Coffeen Ave corridor and planning for this growth is essential as this development will add to the traffic along Coffeen Ave.

Improvement Categories: Corridor Preservation, Roadway Connectivity, Traffic Pattern, Pedestrian/Bicycling, Pathway

Public Comments Received: None

Previous Study References: *(1 Total*) 2008 Sheridan County Comprehensive Plan

Estimated 2025 Cost:

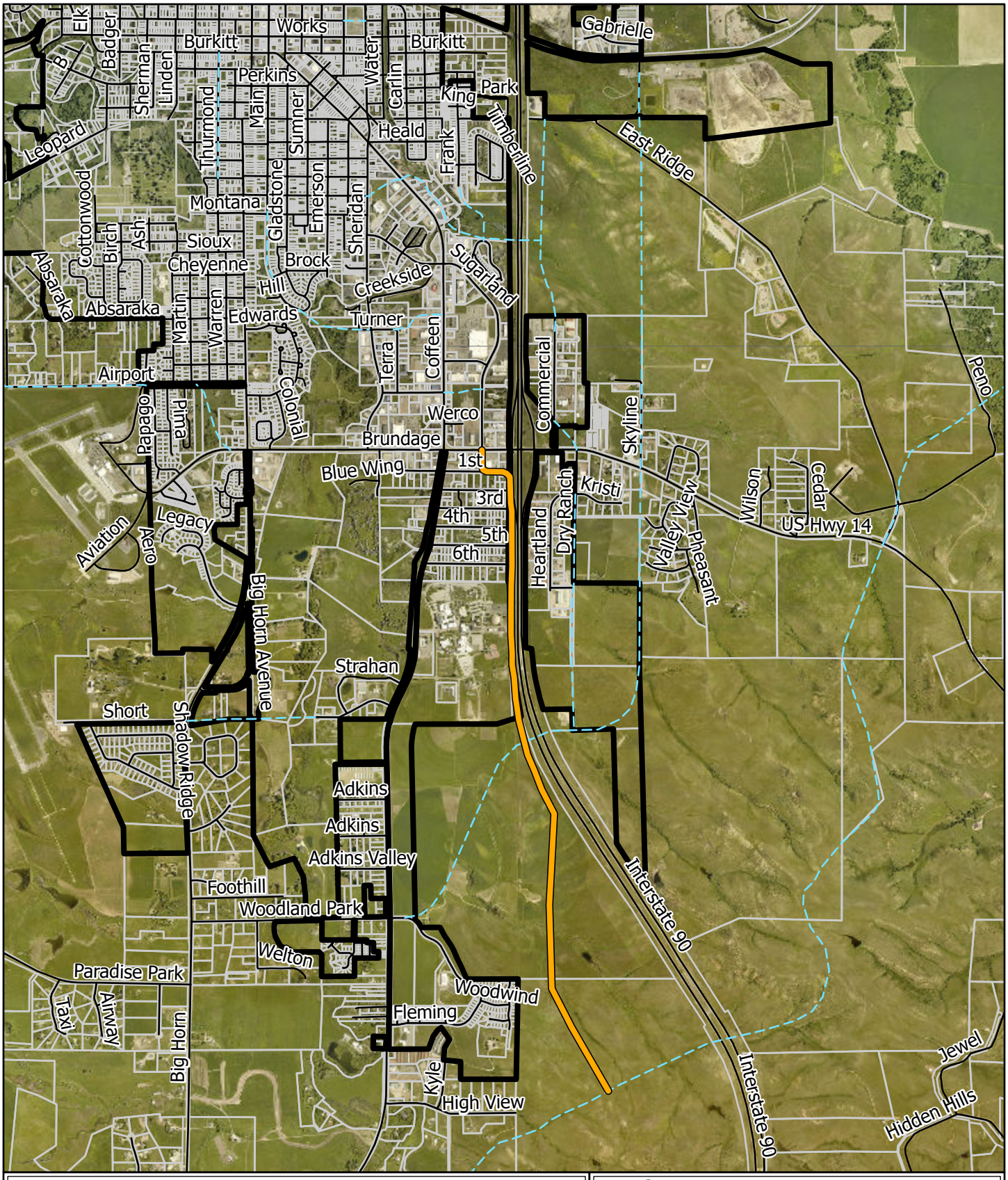
Segment 1 (Brundage Ln to Middle East Corridor): $6,770,000*

Segment 2 (Middle East Corridor to East Corridor): $7,380,000**

Total: $14,150,000

*Cost assumes a 2-lane asphalt paved urban arterial with an 80-foot R.O.W.

**Cost assumes a 2-lane asphalt paved rural arterial with an 80-foot R.O.W.



Sugarland Dr - E Brundage Ln to East Corridor

Proposed Projects

Existing Streets

City Limits

Parcels

N

0 1,250 2,500

Feet

Sugarland Dr - E Brundage Ln to East Corridor

City of Sheridan Transportation Plan

DOWL

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Figure 2.32

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2.33 Middle East Corridor – Coffeen Avenue to East Brundage Lane

Project Location: From the intersection of Coffeen Ave and Woodland Park Rd northeasterly across Interstate 90 and connecting to E Brundage Ln at the intersection of Skyline Dr.

Description: Proposed 2-lane arterial to provide access across I-90 in the form of a grade separated crossing. The existing intersections of Coffeen Ave/ Woodland Park Rd and E Brundage Ln/Skyline Dr would need to be assessed. This project includes approximately 2.2 miles of roadway and requires collaboration with WYDOT and Sheridan County.

Purpose and Need: Providing a corridor that connects the activity centers along S Coffeen Ave to the activity centers east of I-90 would likely help alleviate the bottleneck along Brundage Ln west of I-90. Planning for this corridor is also important for the development of the Whitney Benefits property, along with any future development on either side of I-90. This corridor provides future connection opportunities for the southern extension of Sugarland Dr and a southern extension of Dry Ranch Rd.

Significant growth is planned and occurring around the activity centers of Sheridan College and the industrial development east of I-90. Planning for how transportation corridors serve and connect these areas is critical to ensure an efficient transportation network is provided.

The intersection of Woodland Park and Coffeen Ave was brought up during the first steering committee meeting for this project because of the vehicular and pedestrian traffic generated by the Woodland Park Elementary School.

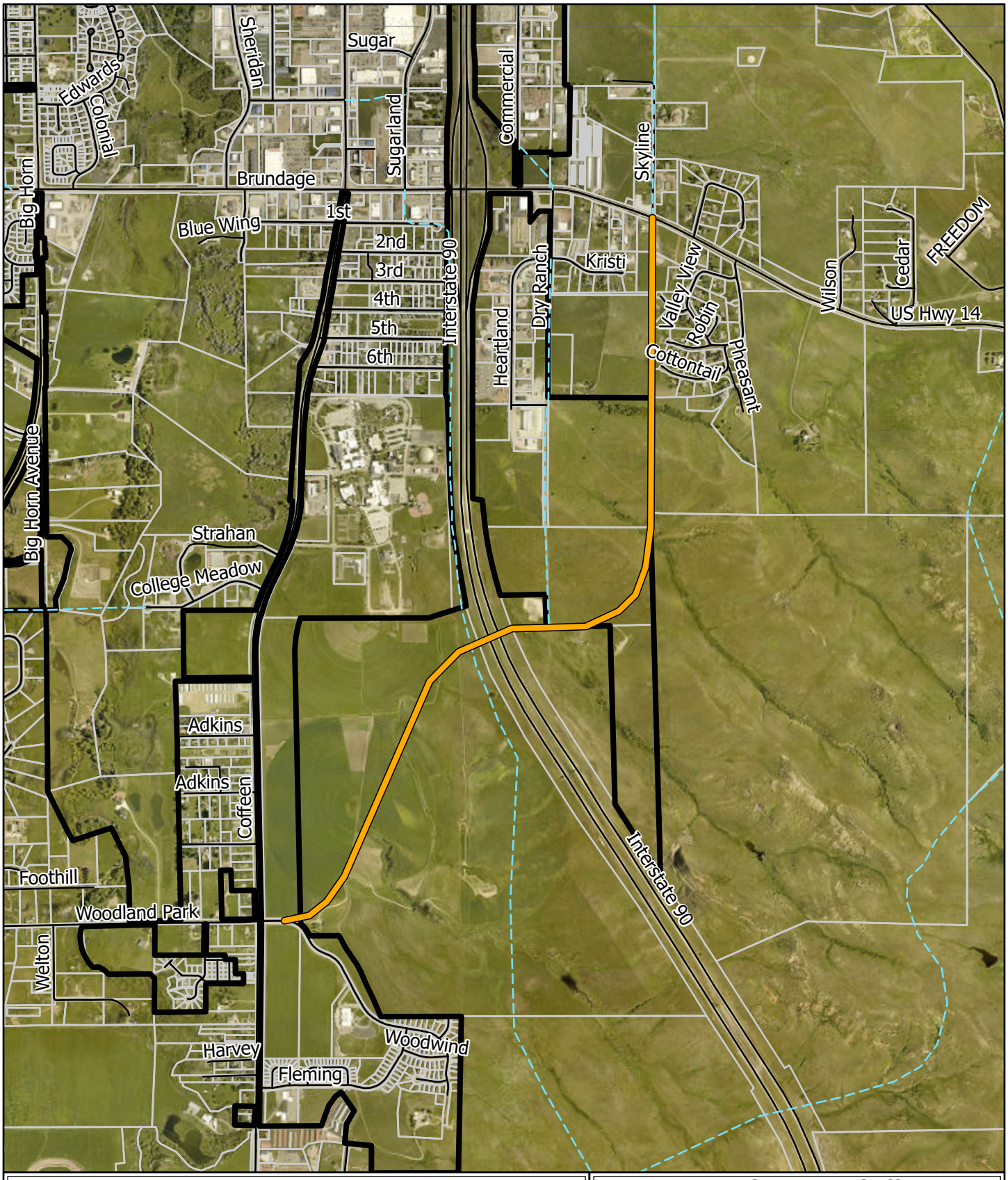
Improvement Categories: Corridor Preservation, Roadway Connectivity, Traffic Pattern, School Zone, Pedestrian/Bicycling, Pathway

Public Comments Received: None

Previous Study References: *(1 Total*) 2008 Sheridan County Comprehensive Plan

Estimated 2025 Cost: $24,500,000*

*Cost assumes a 2-lane asphalt paved rural arterial with a detached pathway, interstate overpass structure, and a 120-foot R.O.W.



Middle East Corridor - Coffeen Ave to E Brundage Ln

Proposed Projects

Existing Streets

City Limits

Parcels

N

0 500 1,000

Feet

Middle East Corridor - Coffeen Ave to Brundage Ln

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Figure 2.33

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2.34 Middle East Corridor – East Brundage Lane to East Ridge Road

Project Location: From the intersection of E Brundage Ln and Skyline Dr northerly to East Ridge Rd.

Description: Proposed 2-lane arterial extending from the intersection of Skyline Dr and E Brundage Ln northerly to connect to East Ridge Rd. This project is approximately 1.5 miles in length and includes improvements to existing gravel roads and new corridor. An intersection with the southern portion of East Ridge Rd will likely be necessary. This project requires collaboration with WYDOT and Sheridan County.

Purpose and Need: This corridor would more directly connect the activity centers east of I-90 along E Brundage Ln and E 5th St. The corridor would also be a continuation of the corridor connecting Woodland Park Rd to E Brundage Ln. Large parcels of undeveloped land that are prime candidates for future development lie on all sides of the corridor's conceptual alignment. Planning for major transportation corridors prior to the development of this vacant land is critical for ensuring a well-connected transportation network.

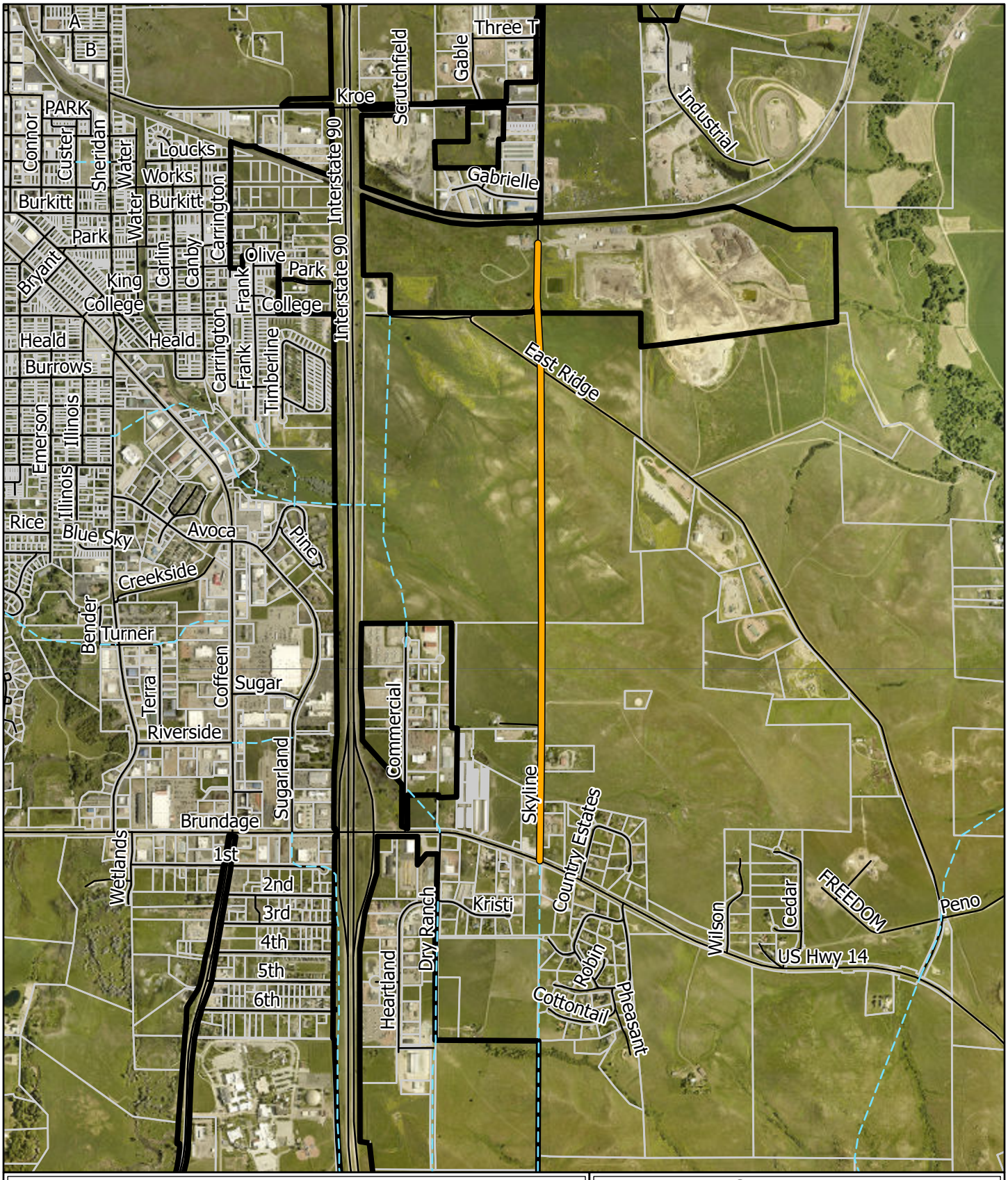
Improvement Categories: Corridor Preservation, Roadway Connectivity, Functional Classification, Pedestrian/Bicycling, Pathway

Public Comments Received: None

Previous Study References: *(1 Total*) 2001 City of Sheridan Traffic Study

Estimated 2025 Cost: $6,950,000*

*Cost assumes a 2-lane asphalt paved rural arterial with a 60-foot R.O.W.



Middle East Corridor - E Brundage Ln to E Ridge Rd

Proposed Projects

Existing Streets

City Limits

Parcels

N

0 500 1,000

Feet

Middle East Corridor - E Brundage Ln to East Ridge Rd

City of Sheridan Transportation Plan

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Figure 2.34

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2.35 Dry Ranch Road – Solutions Way to Middle East Corridor

Project Location: Beginning at the intersection of Dry Ranch Rd and Heartland Dr extending southerly towards the future middle east corridor.

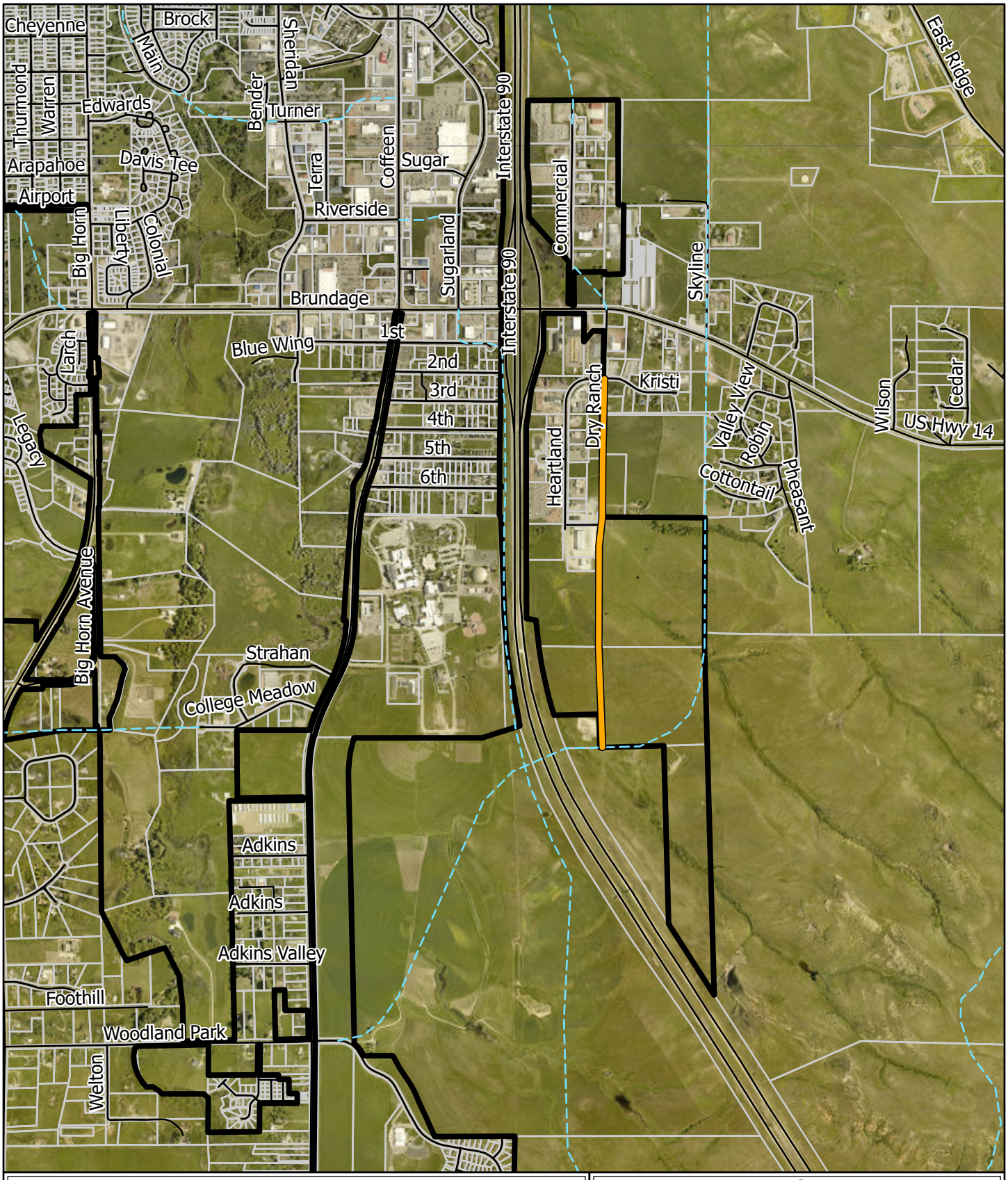
Description: Proposed 2-lane collector roadway that would improve and extend Dry Ranch Rd south to the future middle east corridor. This project includes approximately 0.90 miles of roadway. The project requires collaboration with Sheridan County.

Purpose and Need: Dry Ranch Road is currently classified as a local road but has the potential to function as an effective collector route to the future middle east corridor. It is surrounded by large, developable parcels and would support both current and future businesses as development in the area continues.

Improvement Categories: Corridor Preservation, Roadway Connectivity, Functional Classification

Public Comments Received: None

Previous Study References: None



Dry Ranch Rd - Solutions Way to Middle East Corridor

City of Sheridan Transportation Plan

DOWL

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Figure 2.35

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2.36 East Corridor – Big Horn Avenue to East Brundage Lane

Project Location: From the intersection of Big Horn Ave and Swaim Rd extending northeasterly towards the intersection of E Brundage Ln and East Ridge Rd.

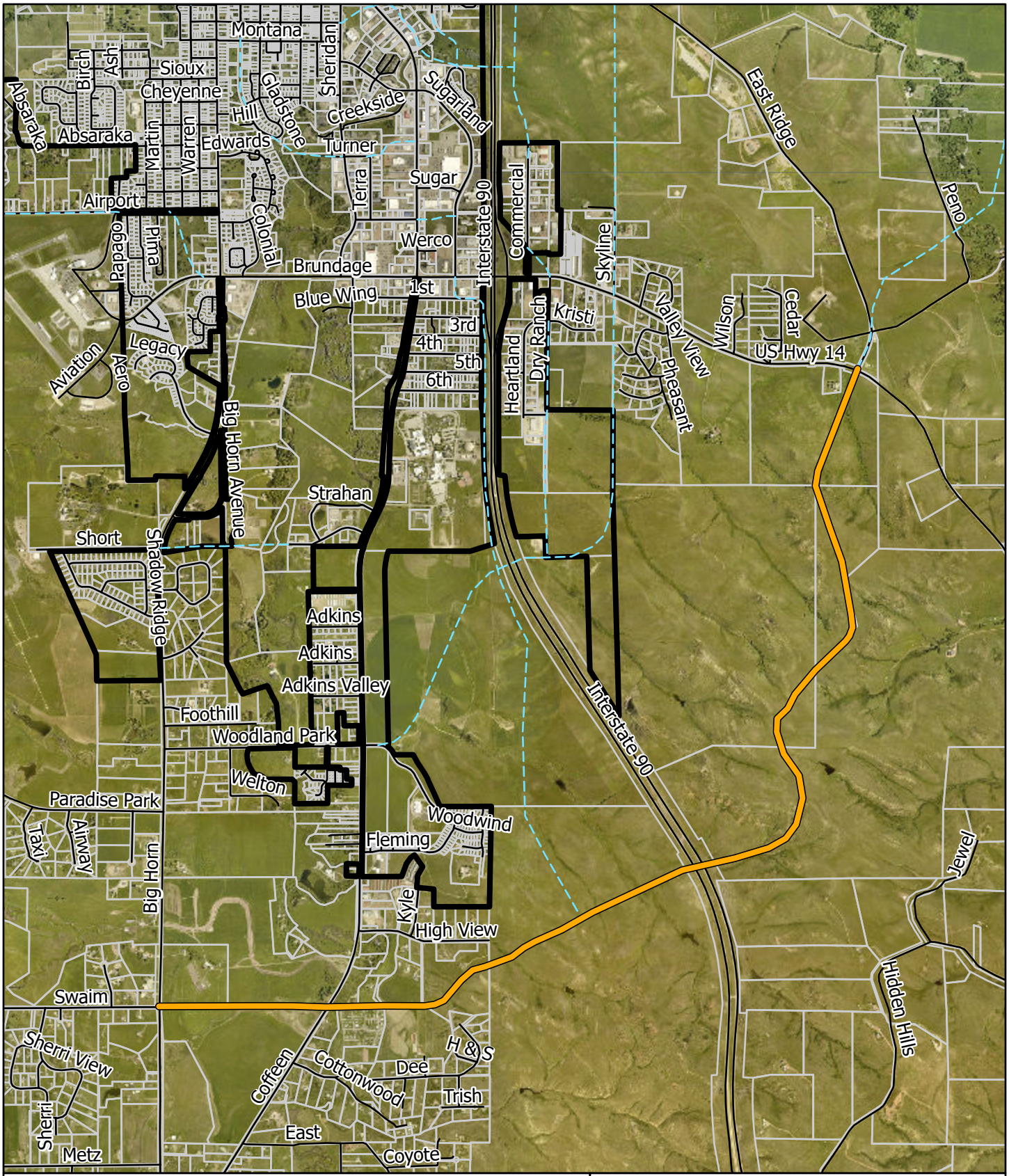
Description: Proposed 2-lane arterial to provide access across I-90. This could be a location for a new interchange in the future. Intersections at Big Horn Ave, Coffeen Ave, and E Brundage Ln would need to be evaluated in planning and design. Replacement of the bridge and roadway that serves the Woodland Park Village Mobile Home Park would be necessary. This project includes approximately 4.5 miles of roadway and requirescollaboration with WYDOT and Sheridan County.

Purpose and Need: This corridor would provide a direct connection from I-90 to both the west and east corridors, allowing traffic to bypass downtown entirely when traveling to major activity centers located to the west, south, and east of the city. Planning for an additional interchange south of Brundage Ln is important as development continues on the south end of Sheridan.

Improvement Categories: Corridor Preservation, Roadway Connectivity, Traffic Pattern

Public Comments Received: None

Previous Study References: *(2 Total*) 2006 Sheridan West Corridor Feasibility Study Phase 2, 2017 Sheridan JPA Land Use Plan



East Corridor - Big Horn Ave to E Brundage

Proposed Projects

Existing Streets

City Limits

Parcels

N

0 1,000 2,000

Feet

East Corridor - Big Horn Ave to E Brundage Ln

City of Sheridan Transportation Plan

DOWL

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Figure 2.36

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2.37 East Corridor – East Brundage Lane to Wyarno Road

Project Location: From the intersection of E Brundage Ln (HWY 14) and East Ridge Rd extending northerly to Wyarno Rd.

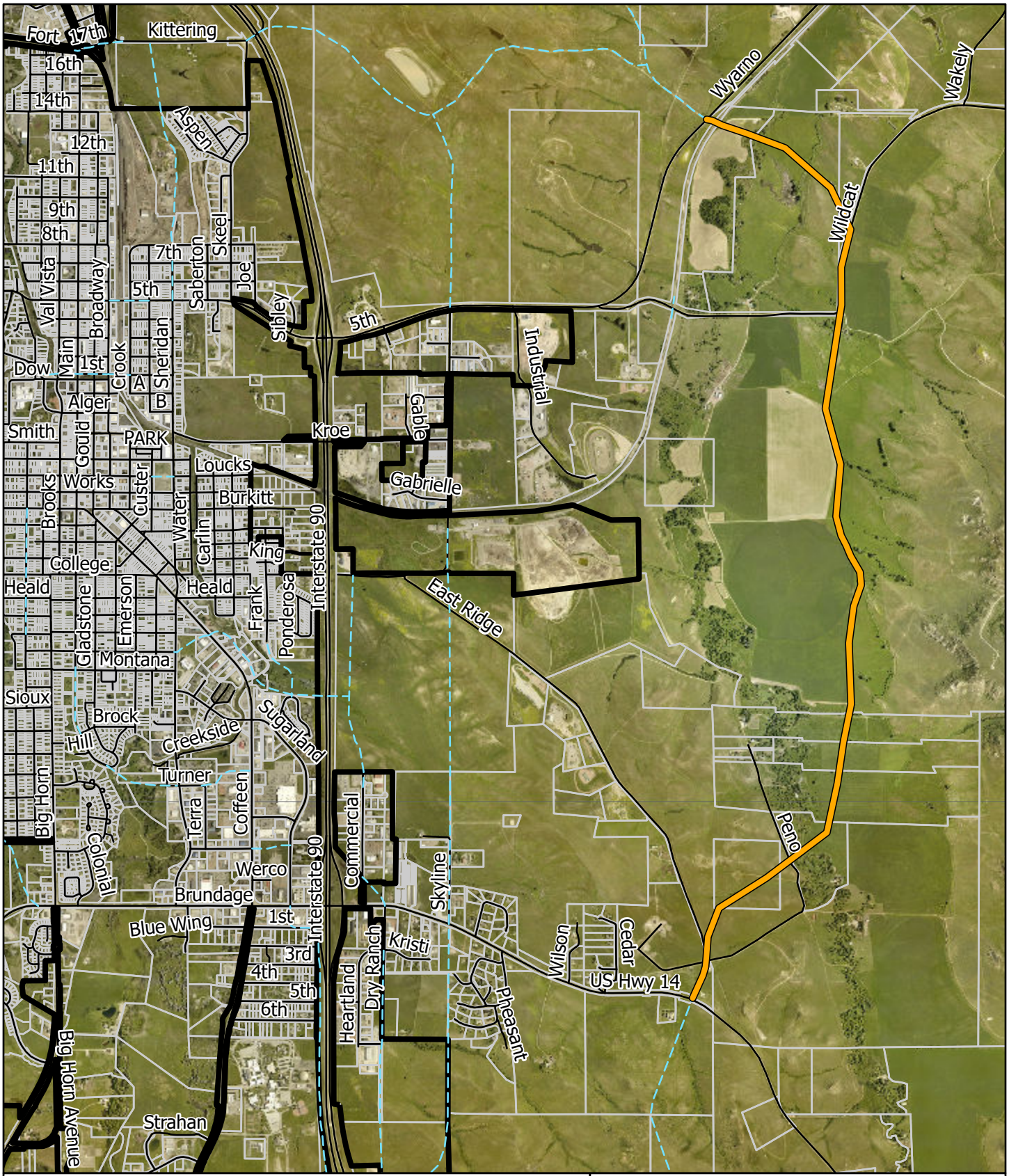
Description: Proposed 2-lane arterial to connect E Brundage Ln (HWY 14) to Wyarno Rd. Several bridge structures and a BNSF RR crossing would need to be evaluated. This project includes approximately 4 miles of roadway and requires collaboration with WYDOT, Sheridan County, and BNSF.

Purpose and Need: This corridor would connect two existing highways and serve as a vital link in establishing a continuous east corridor. Ongoing development to the east, including the Story House Village, highlights the need to proactively plan for future roadway expansion in this area. This project would likely include the Wyarno Road and Wildcat Road intersection project and the Wildcat Road railroad crossing project.

Improvement Categories: Corridor Preservation, Roadway Connectivity, Traffic Pattern

Public Comments Received: None

Previous Study References: *(2 Total*) 2008 Sheridan County Comprehensive Plan, 2017 Sheridan JPA Land Use Plan



East Corridor - E Brundage to E 5th St

Proposed Projects

Existing Streets

City Limits

Parcels

N

0 1,000 2,000

Feet

East Corridor - E Brundage Ln to Wyarno Rd

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.37

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2.38 East Corridor – Wyarno Road to Decker Road

Project Location: From the intersection of the future east corridor and Wyarno Rd (WY 336) extending northwesterly towards the intersection of Decker Rd and N Main St (WY 338).

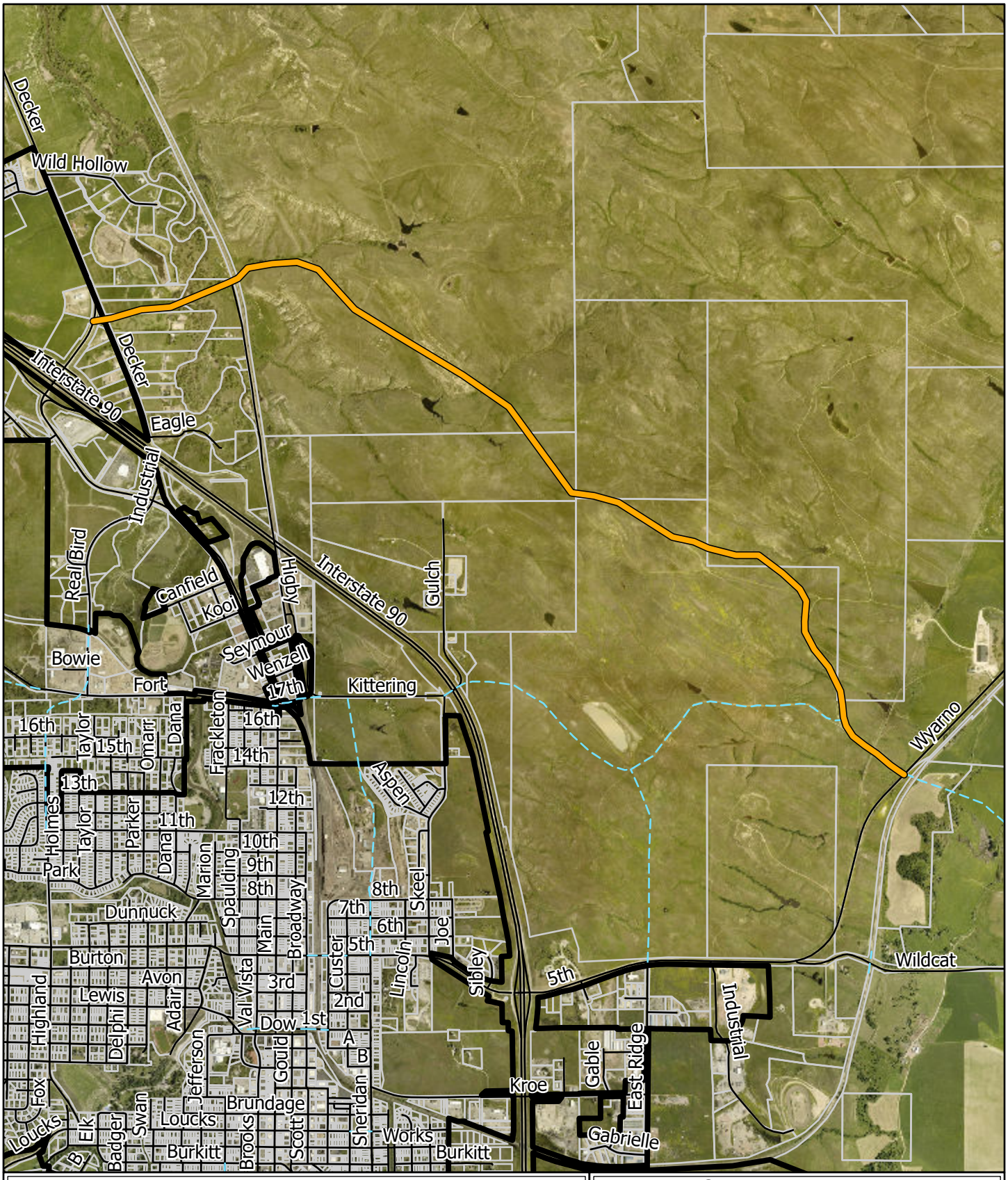
Description: Proposed 2-lane arterial to connect Wyarno Rd (WY 336) to N Main St (WY 338). Bridge structures and a BNSF RR crossing would need to be evaluated. This project includes approximately 4 miles of roadway and requires collaboration with WYDOT, Sheridan County, and BNSF.

Purpose and Need: This corridor would connect two existing highways and serve future development northeast of Sheridan. Along with other future projects, this roadway would create a complete loop east of the city that is served by I-90 interchanges on the north and south ends. Ongoing development to the east, including the Story House Village, highlights the need to proactively plan for future roadway expansion in this area.

Improvement Categories: Corridor Preservation, Roadway Connectivity, Traffic Pattern

Public Comments Received: None

Previous Study References: *(1 Total*) 2017 Sheridan JPA Land Use Plan



East Corridor - E 5th St to Decker Rd

Proposed Projects

Existing Streets

City Limits

Parcels

East Corridor - Wyarno Rd to Decker Rd

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.38

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2.39 Dry Ranch Road – East Brundage to Commercial Avenue

Project Location: Beginning at the intersection of Dry Ranch Rd and E Brundage Ln (HWY 14) extending northwesterly towards Commercial Ave.

Description: Proposed 2-lane collector roadway that would connect Dry Ranch Rd to Commercial Ave. This project includes approximately 0.15 miles of roadway and requires collaboration with WYDOT and Sheridan County.

Purpose and Need: Connecting Dry Ranch Rd and Commercial Ave would allow the two roads to combine into one, continuous north-south collector. Other future projects extend Commercial Ave to the North and Dry Ranch Rd to the south. This project would also simplify the accesses from E Brundage Ln and move them to a common intersection.

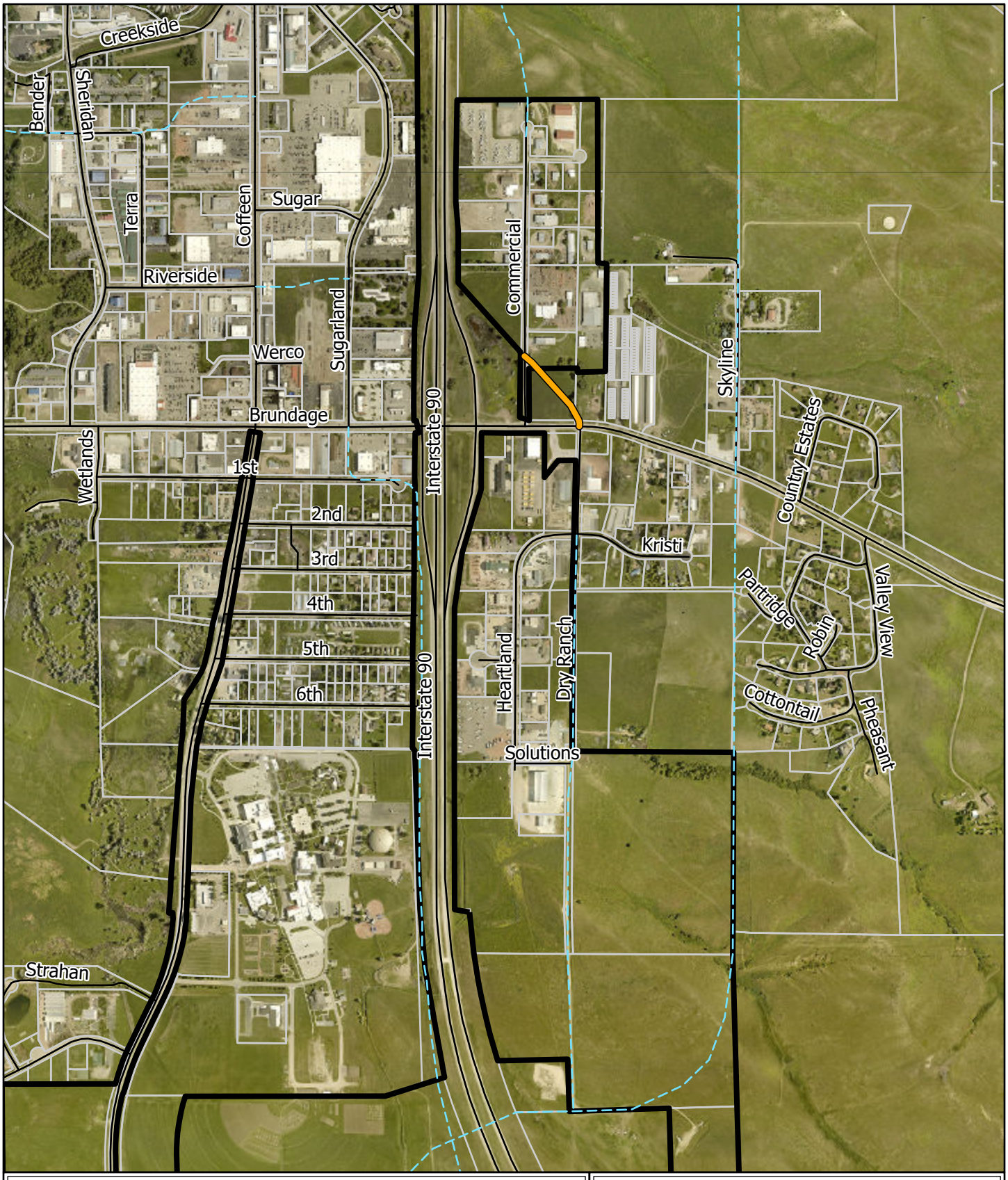
Improvement Categories: Corridor Preservation, Roadway Connectivity, Traffic Pattern

Public Comments Received: None

Previous Study References: None

Estimated 2025 Cost: $880,000*

*Cost assumes a 2-lane asphalt paved rural collector with a 50-foot R.O.W.



Dry Ranch Rd - E Brundage to Commerical Ave
Proposed Projects
Existing Streets
City Limits
Parcels

N

0 500 1,000
Feet

Dry Ranch Rd - E Brundage Ln to Commercial Ave

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.39

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2.40 Intersection – Fort Road and Main Street

Project Location: Intersection of Fort Rd and Main St.

Description: Proposed intersection reconfiguration at Fort Rd and E 17th St that may include signalization. Collaboration with WYDOT would be needed.

Purpose and Need: The intersection at Fort Rd and Main St has been shown to have a high accident rate since 2001. Residents of the community have also contacted the City of Sheridan expressing concern about limited sight distance, functionality and safety of the intersection. Accommodating higher truck traffic at this intersection should be considered. The future extension of Fort Road to the east with a grade separated crossing over the railroad will affect this intersection design.

Improvement Categories: Downtown Sheridan, Traffic Pattern, Safety

Public Comments Received: None

Previous Study References: *(3 Total*) 2001 Sheridan Traffic Study, 2001 Sheridan County Growth Management Plan, 2008 Sheridan County Comprehensive Plan

Estimated 2025 Cost: $1,200,000*

*Cost is estimated from a similar recent signalized intersection project.



Intersection - Fort Rd and Main St

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.40

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2.41 Intersection – 5th Street and Mydland Road

Project Location: Intersection of 5th St and Mydland Rd.

Description: Intersection improvements due to increased development and the nearby key facilities. Improvement alternatives include a roundabout or traffic signal with pedestrian crosswalks.

Purpose and Need: This intersection has become increasingly busy due to more development along the western portions of 5th St. Nearby key facilities such as schools, fairgrounds, hospital, and city parks generate a large amount of traffic in this area. Future plans for a community center along 5th St between Mydland Rd and Long Dr would further increase traffic at this intersection.

Improvement Categories: Traffic Pattern, School Zone, Safety, Pedestrian/Bicycling

Public Comments Received: 2

Previous Study References: None



Intersection - 5th St & Mydland Rd

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.41

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2.42 Intersection – 5th Street and Long Drive

Project Location: The intersection of W 5th St and Long Dr.

Description: Intersection improvements due to increased development and the nearby key facilities. Improvements that have been discussed include a roundabout or signalized intersection with pedestrian crosswalks.

Purpose and Need: This intersection has been discussed for decades and has become increasingly busy due to more development along the western portions of 5th St. Nearby key facilities such as schools, fairgrounds, hospital, and city parks generate a large amount of traffic in this area. Future plans for a community center along 5th St between Mydland Rd and Long Dr would further increase traffic at this intersection.

Improvement Categories: Traffic Pattern, School Zone, Safety, Pedestrian/Bicycling

Public Comments Received: 4

Previous Study References: *(2 Total*) 2001 City of Sheridan Traffic Study, 2019 Sheridan Capital Improvement Projects

Estimated 2025 Cost: $1,000,000*

*Cost is estimated from a similar recent signalized intersection project.



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2.43 Intersection – 5th Street and Val Vista Street

Project Location: Intersection of 5th St and Mydland Rd.

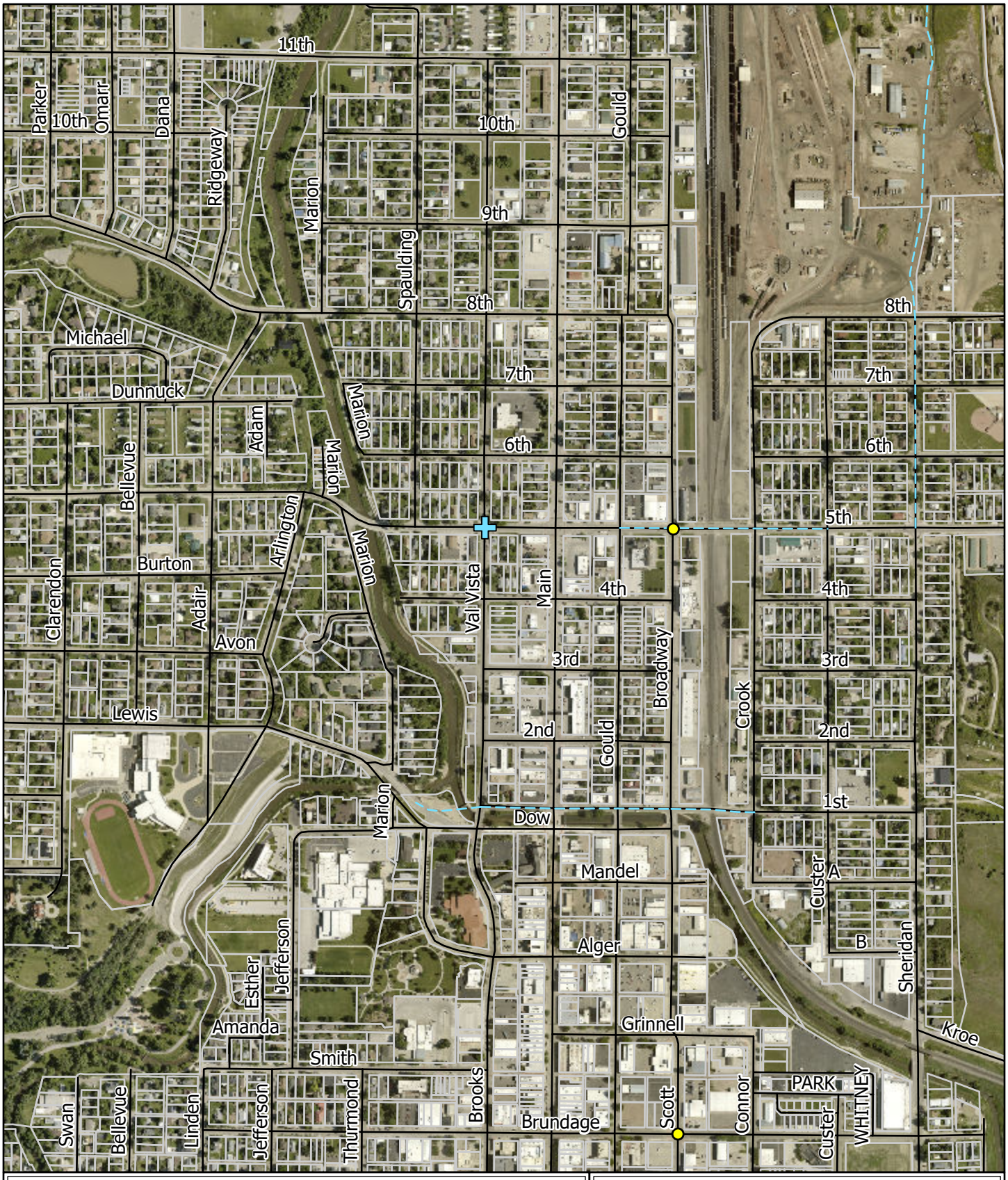
Description: Improvements to existing signalized intersection that could include the addition of turn lanes and synchronization with the traffic signal at 5th St and Main St.

Purpose and Need: Very little space exists between this collector-arterial intersection and the arterial-arterial intersection of 5th St and Main St. Traffic volumes along 5th St between Main St and Val Vista St are around 8,000 AADT, placing it in the highest volume category among roads in Sheridan. Queuing can back up traffic between the two traffic signals. No turn lanes along 5th St adds to the intersection's congestion.

Improvement Categories: Traffic Pattern, Downtown Sheridan

Public Comments Received: 2

Previous Study References: None



5th St & Val Vista St

Proposed Intersection Projects

Proposed Road Projects

Existing Streets

City Limits

Parcels

N

0 250 500

Feet

Intersection - 5th St & Val Vista St

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.43

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2.44 Intersection – 5th Street and Broadway Street

Project Location: Intersection of 5th St and Broadway St.

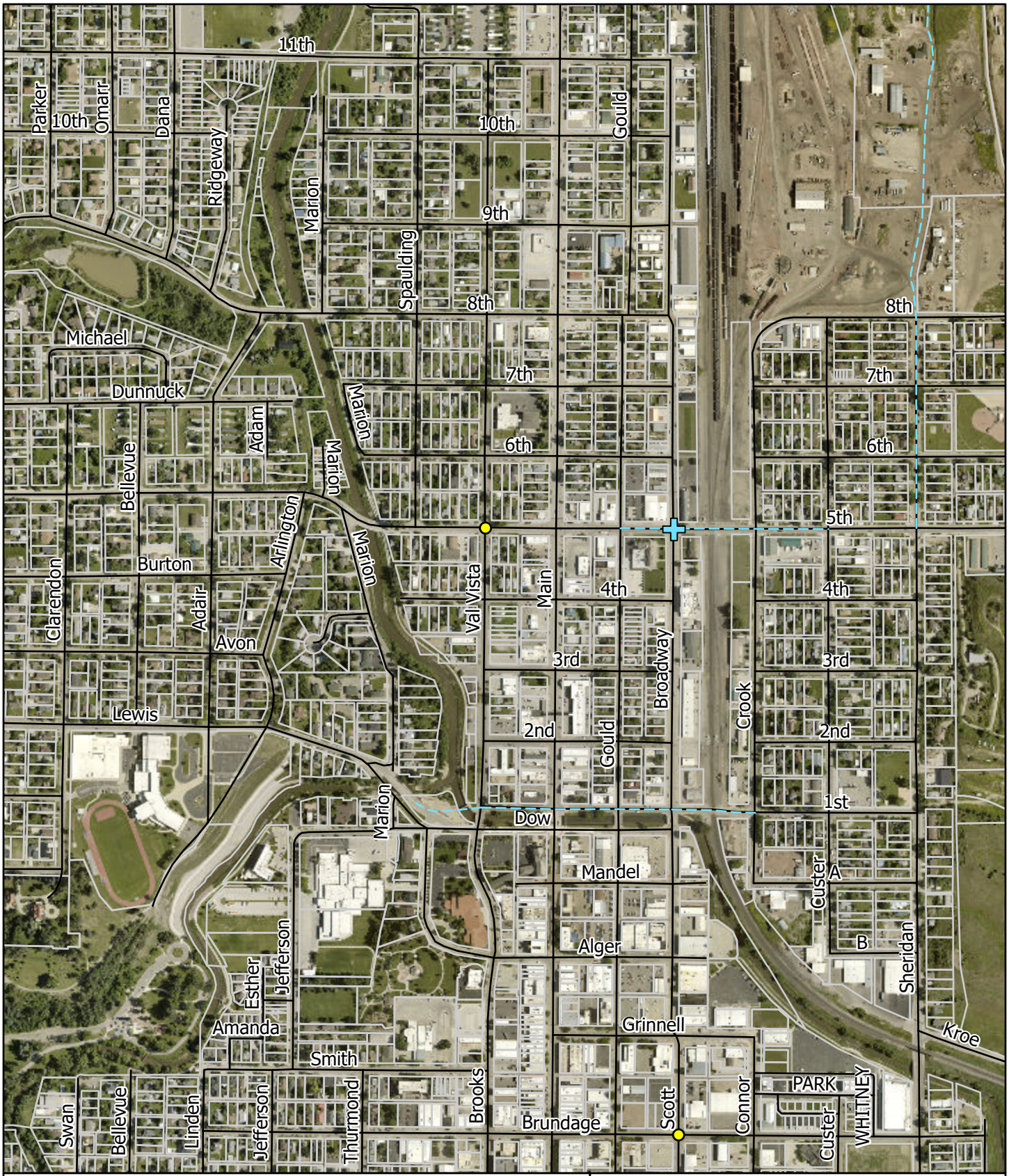
Description: Intersection improvements for a busy collector-arterial intersection.

Purpose and Need: This intersection experiences high traffic volumes (4,000–5,000 AADT per direction) and turning onto Broadway or 5th St is often difficult, especially during BNSF rail delays. While a traffic signal could help, its proximity to the tracks complicates implementation. Addressing rail-related congestion on 5th St, such as the train crossing warning system may create more flexibility for intersection improvements. A grade separated crossing of 5th St would affect this intersection project.

Improvement Categories: Traffic Pattern, Downtown Sheridan, Safety, Pedestrian/Bicycling

Public Comments Received: None, discussed during steering committee meetings.

Previous Study References: (1 Total) 2012 Sheridan Railroad Historic District Master Plan



5th St & Broadway St

Proposed Intersection Projects

Proposed Road Projects

Existing Streets

City Limits

Parcels

N

0 250 500

Feet

Intersection - 5th St & Broadway St

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.44

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2.45 Intersection – Scott St and Brundage St

Project Location: Intersection of Scott St and Brundage St.

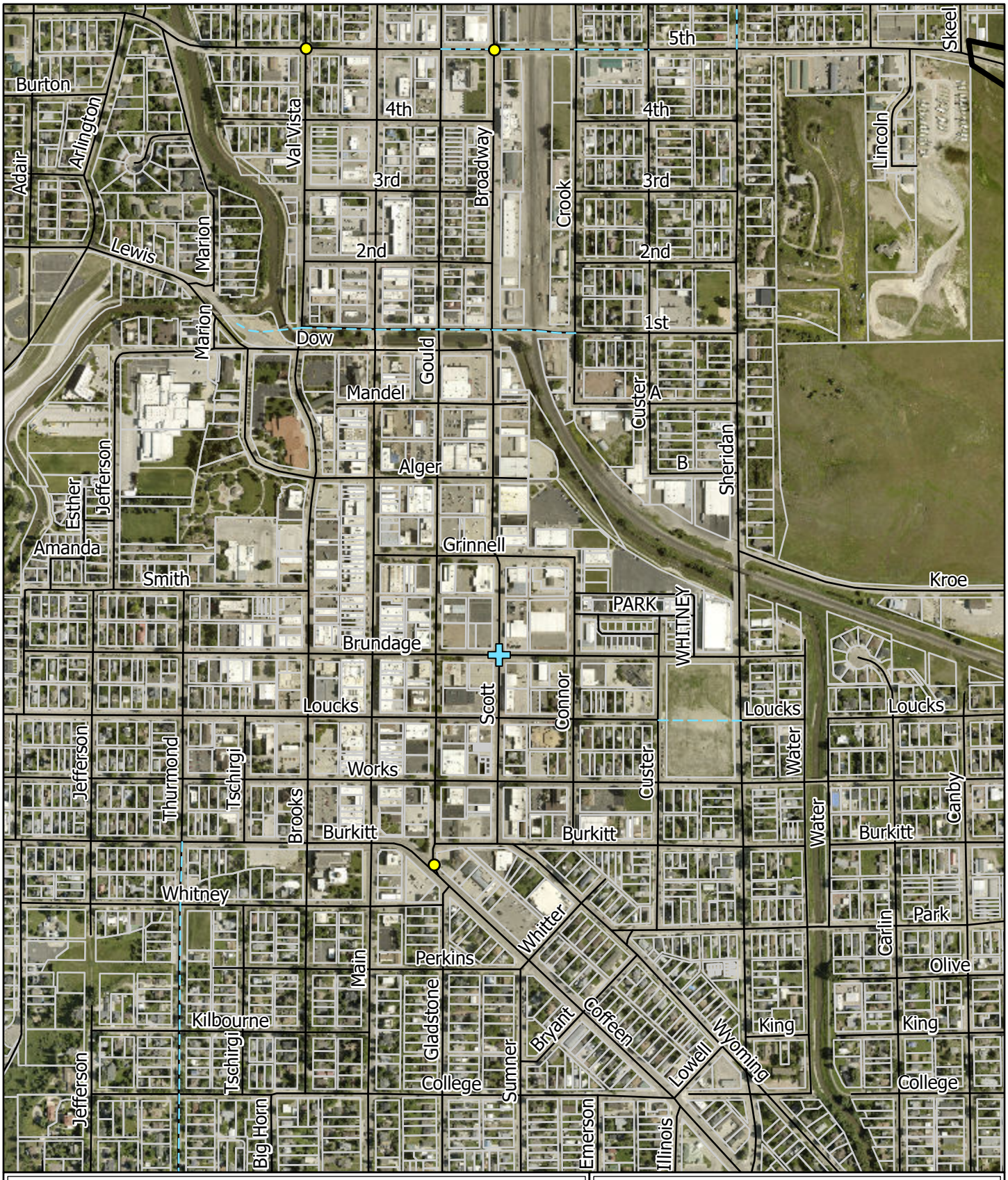
Description: Intersection improvements to improve safety for this busy collector-collector intersection.

Purpose and Need: The intersection of Scott St and Brundage St has one of the highest crash rates in the City of Sheridan, according to the recent crash data provided by WYDOT. Traffic counts show an increase volume entering Brundage St at this intersection. The current configuration includes a 2-way stop along Brundage St. Turning movements at this intersection are increased due to E. Loucks St not connecting to Sheridan Avenue. Connecting E. Loucks St to Sheridan Avenue may alleviate congestion at this intersection.

Improvement Categories: Traffic Pattern, Downtown Sheridan, Safety, Pedestrian/Bicycling

Public Comments Received: 1

Previous Study References: None



Scott St & Brundage St
Proposed Intersection Projects
Proposed Road Projects
Existing Streets
City Limits
Parcels

N

0 250 500
Feet

Intersection - Scott St & Brundage St

City of Sheridan Transportation Plan

DOWL

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Figure 2.45

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2.46 Intersection – Coffeen Avenue and Gould Street

Project Location: Intersection of Coffeen Ave and Gould St.

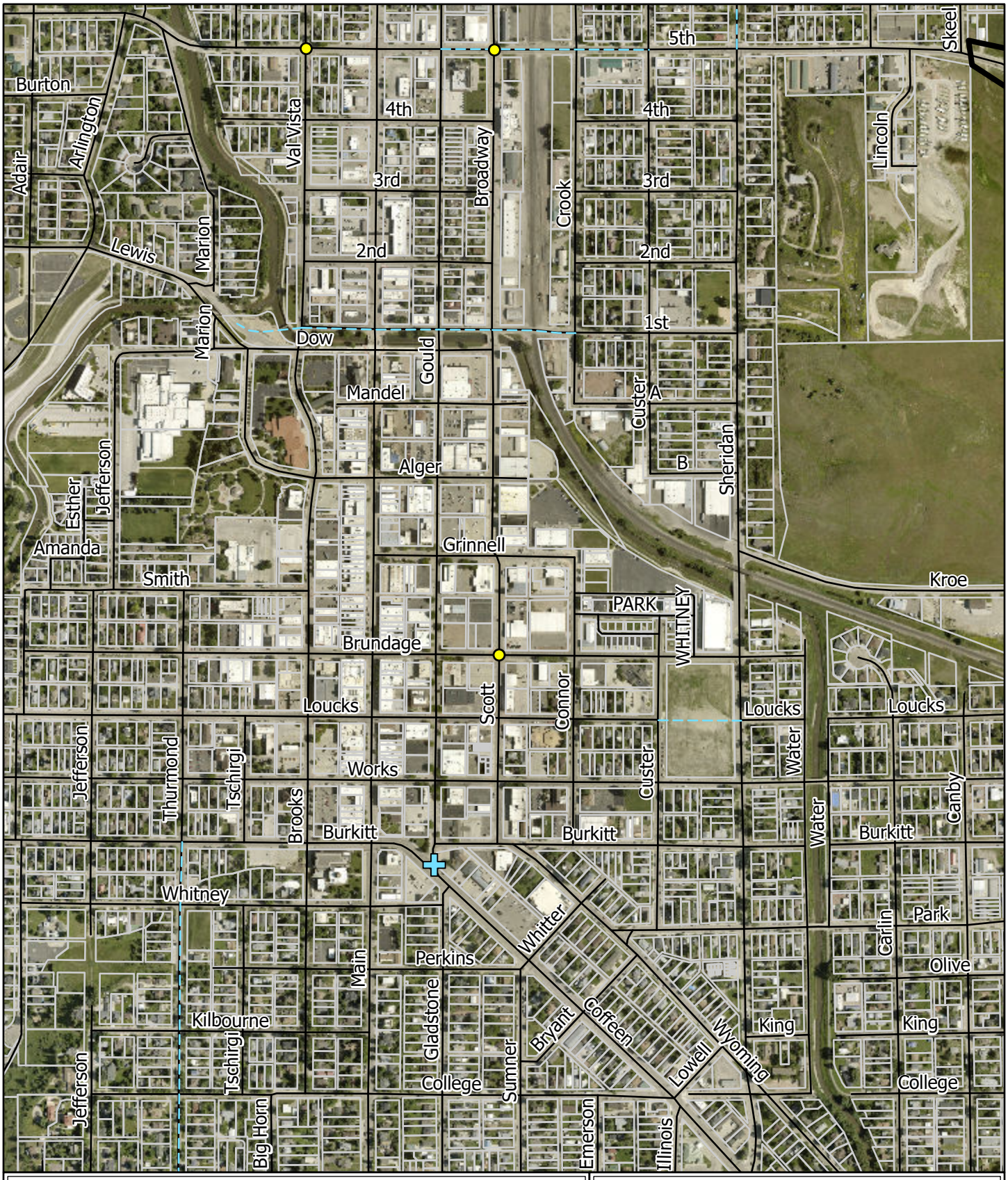
Description: Intersection improvements to improve pedestrian safety. Gould St does not intersect Coffeen Ave at a right angle and there are no pedestrian crosswalks across Gould St. Collaboration with WYDOT would be needed.

Purpose and Need: The current geometry at this intersection promotes fast turning maneuvers onto Gould St from Coffeen Ave. Pedestrian movement across Gould St can be challenging and dangerous as there are no curb ramps or crosswalks to alert drivers.

Improvement Categories: Downtown Sheridan, Safety, Pedestrian/Bicycling

Public Comments Received: 1

Previous Study References: None



Coffeen Ave & Gould St
Proposed Intersection Projects
Proposed Road Projects
Existing Streets
City Limits
Parcels

N
0 250 500
Feet

Intersection - Coffeen Ave & Gould St

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.46

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2.47 Intersection – Big Horn Avenue and Edwards Drive

Project Location: Intersection of Big Horn Ave and Edwards Dr.

Description: Intersection improvements to improve pedestrian safety and access to Marshall Park. Pedestrian crossing signals, crosswalks, and curb ramps could be a possible improvements. This project may require collaboration with WYDOT.

Purpose and Need: There are no crosswalks that allow pedestrians and bicyclists to cross Big Horn Ave in the vicinity of Marshall Park.

Improvement Categories: Safety, Pedestrian/Bicycling, School Zone

Public Comments Received: 2

Previous Study References: None



Big Horn Ave & Edwards Dr

Proposed Intersection Projects

Proposed Road Projects

Existing Streets

City Limits

Parcels

N

0 250 500

Feet

Intersection - Big Horn Ave & Edwards Dr

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.47

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2.48 Intersection – Brundage Lane and Big Horn Avenue

Project Location: The intersection of Brundage Ln and Big Horn Ave.

Description: Intersection improvements to better control traffic and safety at the intersection of two arterial roadways. WYDOT has begun design on this intersection and has indicated it is included in their FY-2027 projects.

Purpose and Need: This intersection serves two busy arterial roadways and distributes traffic to several activity centers throughout Sheridan. The city's South Park is nearby and attracts a large amount of bicycle and pedestrian traffic. This intersection is included in the 2019 City of Sheridan Capital Improvements Plan.

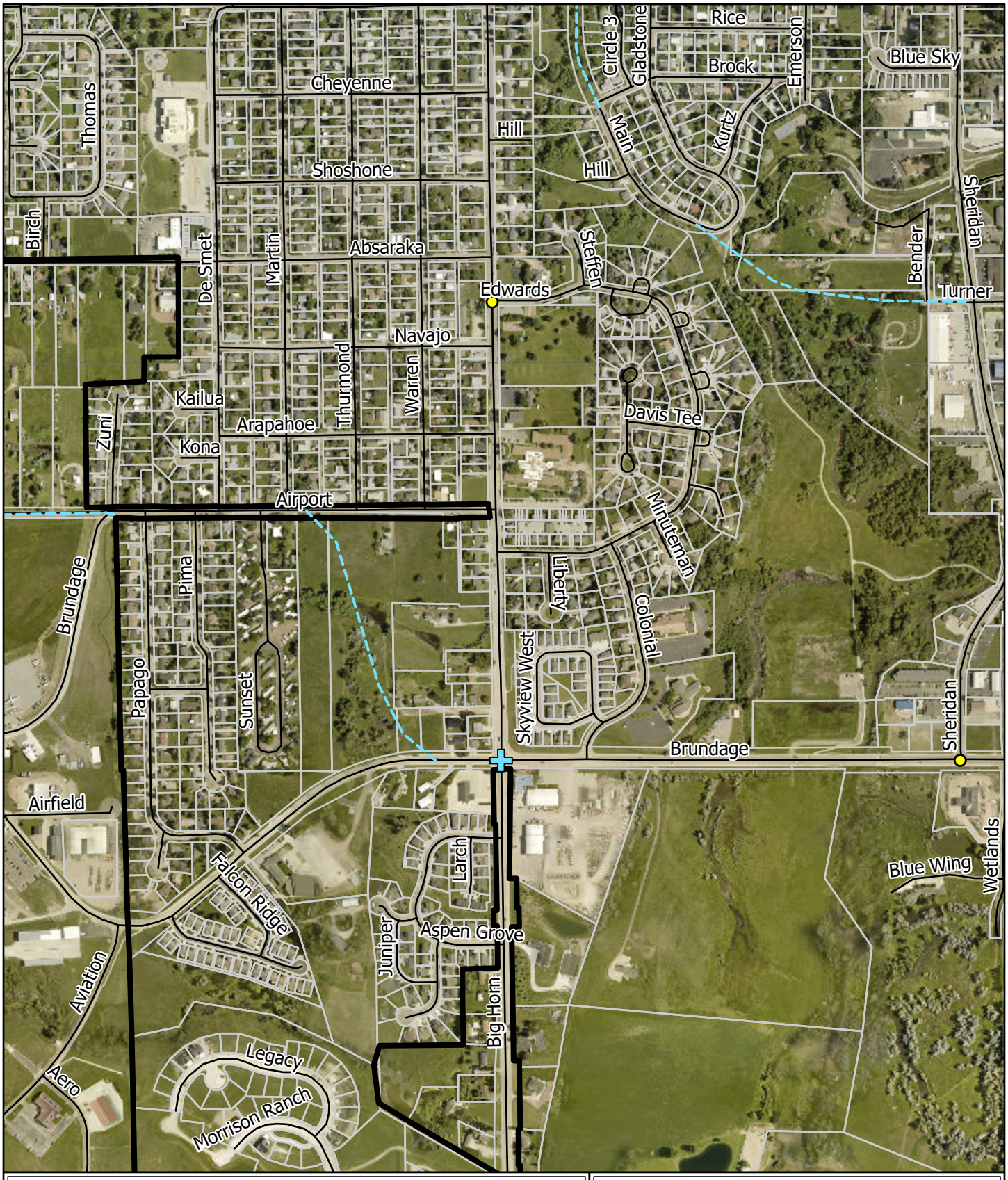
Improvement Categories: Traffic Pattern, Safety, Pedestrian/Bicycling, Pathway

Public Comments Received: 5

Previous Study References: *(1 Total*) 2001 City of Sheridan Traffic Study, 2019 Sheridan Capital Improvement Projects

Estimated 2025 Cost: $1,200,000*

*Cost is from WYDOT's estimate



Big Horn Ave & Brundage Ln
Proposed Intersection Projects
Proposed Road Projects
Existing Streets
City Limits
Parcels

N
0 250 500
Feet

Intersection - Big Horn Ave & Brundage Ln

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.48

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2.49 Intersection – Sheridan Avenue and Brundage Lane

Project Location: The intersection of S Sheridan Ave and West Brundage Ln.

Description: Improvements to better control traffic at a busy collector-arterial intersection. An intersection study could be conducted to identify whether traffic conditions warrant an improvement, and which alternatives could be considered. This project will require collaboration with WYDOT.

Purpose and Need: West Brundage Ln is currently classified as an arterial, and S Sheridan Ave is classified as a collector. Historic traffic counts show the highest volume of traffic along S Sheridan Ave occurs at this intersection. Development has steadily increased in this area along both roads. It can be difficult for the southbound traffic to turn left from Sheridan Avenue to West Brundage Lane during peak demand times.

Improvement Categories: Traffic Pattern, Pedestrian/Bicycling

Public Comments Received: None

Previous Study References: None



S Sheridan Ave & Brundage Ln
Proposed Intersection Projects
Proposed Road Projects
Existing Streets
City Limits
Parcels

N

0 250 500
Feet

Intersection - S Sheridan Ave & E Brundage Ln

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.49

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2.50 Intersection – Woodland Park Road and Coffeen Avenue

Project Location: The intersection of Woodland Park Rd and Coffeen Ave.

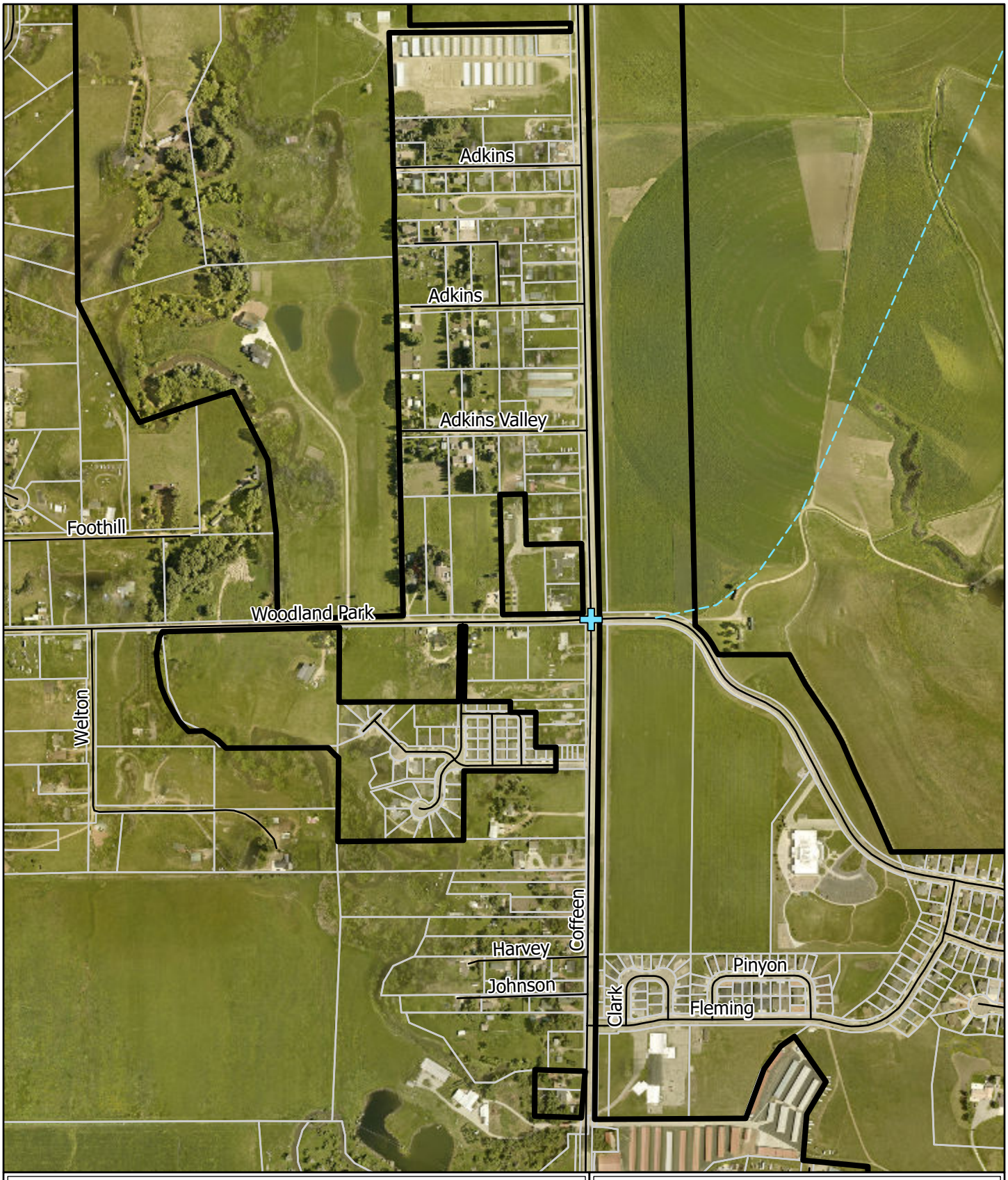
Description: Intersection and pedestrian crossing improvements for the intersection at Woodland Park Rd and Coffeen Ave. Future projects for the Sheridan Pathways along Coffeen Ave should be coordinated in the planning and design of this intersection. This project requires collaboration with WYDOT.

Purpose and Need: A large amount of traffic that utilizes this intersection for access to Woodland Park Elementary and the surrounding residential areas. There are currently no pedestrian crossing facilities of Coffeen Avenue for access to the existing school and the future pathways that are planned along Coffeen Ave in this area. Currently this intersection is two way stop control with Woodland Park Rd stopping for Coffeen Ave and delays during peak times can be experienced at this intersection.

Improvement Categories: Traffic Pattern, School Zone, Safety, Pedestrian/Bicycling

Public Comments Received: None, discussed during steering committee meetings.

Previous Study References: None



Proposed Road Projects
Existing Streets
City Limits
Parcels

N

0 250 500
Feet

Intersection - Woodland Park Rd & Coffeen Ave

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.50

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2.51 Intersection – Wildcat Road and Wyarno Road

Project Location: The intersection of Wildcat Rd (CR 84) and Wyarno Rd (WY 336).

Description: Options to improve the existing intersection of Wildcat Rd and Wyarno Rd should be evaluated to accommodate future traffic volumes and motorist safety. Collaboration with WYDOT and Sheridan County would be needed.

Purpose and Need: Development east of Sheridan continues to grow and will increase traffic volumes along Wyarno Rd. Currently, Wildcat Rd does not intersect Wyarno Rd at a right angle, which poses safety concerns. The future east corridor or development of the property north of Wyarno Rd may provide opportunities to re-align this intersection.

Improvement Categories: Traffic Pattern, Safety

Public Comments Received: None, discussed during steering committee meetings.

Previous Study References: None



Proposed Road Projects
Existing Streets
City Limits
Parcels

N

0 500 1,000
Feet

Intersection - Wildcat Rd & Wyarno Rd

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.51

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2.52 S. Thurmond Street Reconstruction

Project Location: S Thurmond St from Burkitt St to Nebraska St

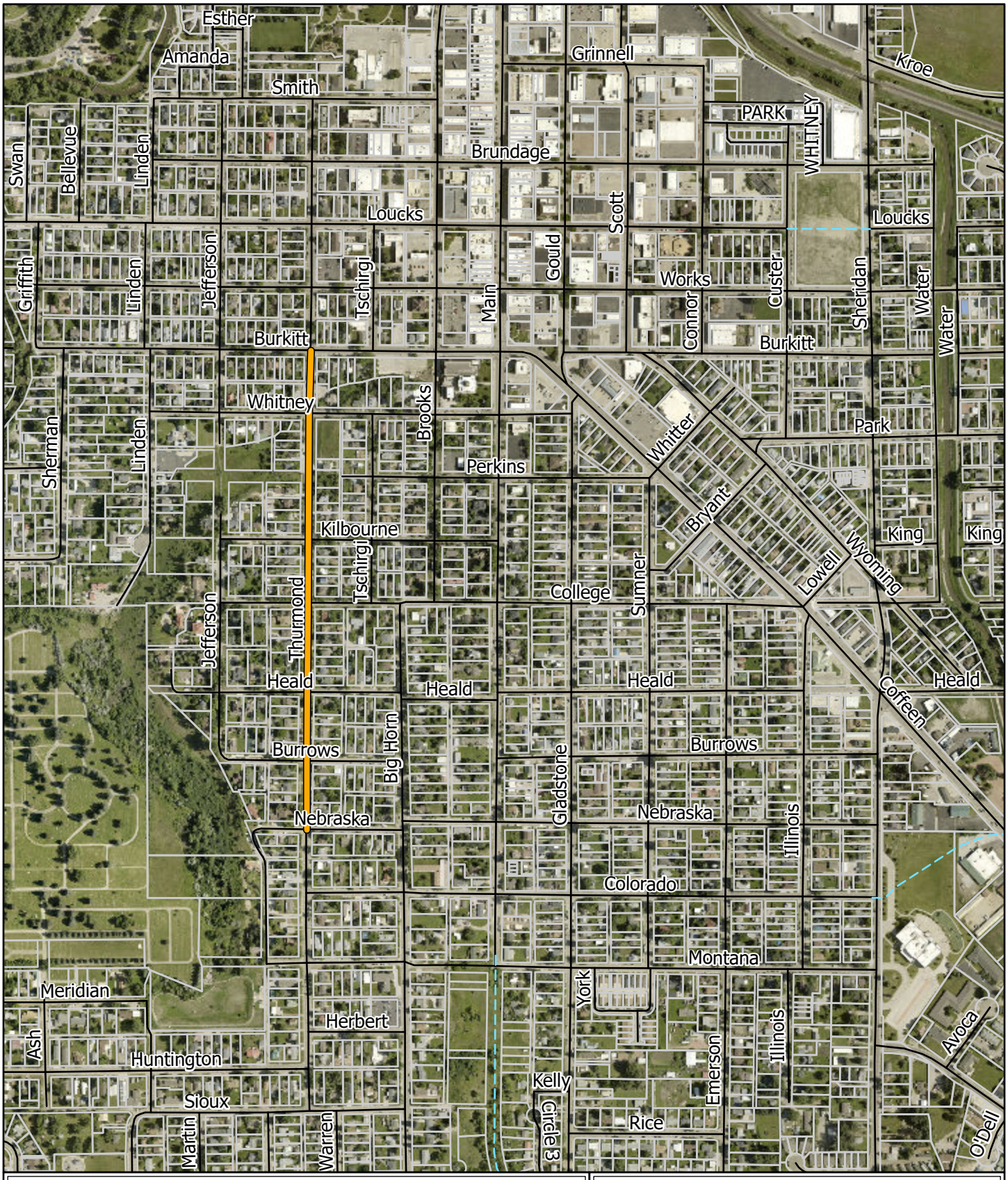
Description: This project was included in the 2019 Capital Improvements Program to replace aging utilities and reconstruct the roadway. Widening of the road and evaluating on-street parking and driveways should be evaluated.

Purpose and Need: This road is narrow, has on-street parking, and does not meet design standards for classification as a collector. At the time new utilities are being installed, the roadway should be re-designed to meet collector design standards.

Improvement Categories: Functional Classification

Public Comments Received: 1

Previous Study References: 2019 City of Sheridan's Capital Improvements Program



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2.53 1st Street Eco Restoration

Project Location: 1st St Between Broadway St & Val Vista St

Description: Proposed ecosystem improvements to Little Goose Creek adjacent to E 1st St and E Dow St. Preliminary design concepts would have a profound impact on E 1st St.

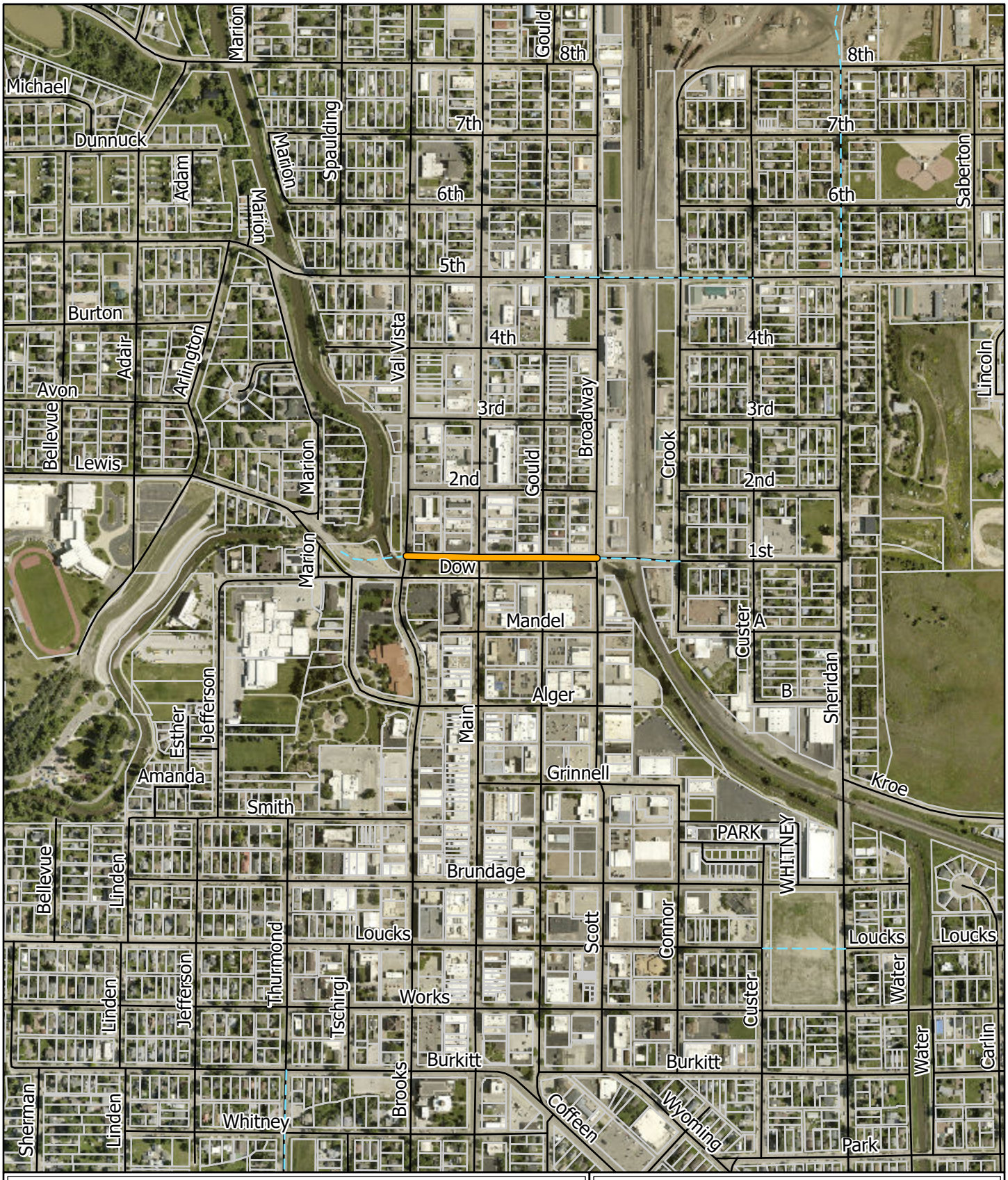
Purpose and Need: A Section 1135 study was conducted by the US Army Corps of Engineers to re-design the channel for Little Goose Creek between E 1st St and E Dow St. Preliminary design concepts include the removal of E 1st St entirely in this area. Other future concepts for 1st St include a bridge connecting the west end of 1st St to Lewis St and a grade separated crossing for the railroad east of Broadway St. These improvements would require 1st St to remain an active collector and Dow St to be removed.

Additionally, design concepts to turn 1st St into a 1-way road with parking was presented in the 2018 Downtown Sheridan Streetscape Action Plan. A plan for this area needs to consider current and future traffic patterns and demands in this part of downtown.

Improvement Categories: Corridor Preservation, Roadway Connectivity, Downtown Sheridan, Traffic Pattern, Safety, Pedestrian/Bicycling, Pathway

Public Comments Received: 1

Previous Study References: *(3 Total*) Sheridan, Wyoming Section 1135 Ecosystem Restoration Study, 2018 Downtown Sheridan Streetscape Action Plan, 2019 City of Sheridan Capital Improvements Plan



First Street Ecosystem Restoration
Proposed Projects
Existing Streets
Parcels

N

0 250 500
Feet

First Street Ecosystem Restoration

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.53

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2.54 BNSF Overpass at Wildcat Road

Project Location: The intersection of the BNSF railroad and Wildcat Rd (CR 84).

Description: Replacement of the existing structure at the intersection of the BNSF railroad and Wildcat Rd. Collaboration with BNSF and Sheridan County would be needed.

Purpose and Need: The existing structure is functionally obsolete and poses safety concerns due to the restricted roadway width beneath the bridge. The future east corridor project may provide opportunity to realign Wildcat Rd in this area and improve both the railroad crossing and intersection of Wildcat Rd with Wyarno Rd.

Improvement Categories: Railroad Crossing, Safety

Public Comments Received: None, discussed during steering committee meetings.

Previous Study References: None



BNSF Overpass Structure - Wildcat Rd
Proposed Projects
Existing Streets
CityLimits
Parcels

N

0 250 500
Feet

BNSF Overpass at Wildcat Rd

City of Sheridan Transportation Plan

DOWL

December 01, 2025

Figure 2.54

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