

SUMMARY REPORT

Sheridan Transportation Master Plan Update 2024

City of Sheridan

October 2025

Prepared for:

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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 impacted traffic 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.

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.

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.

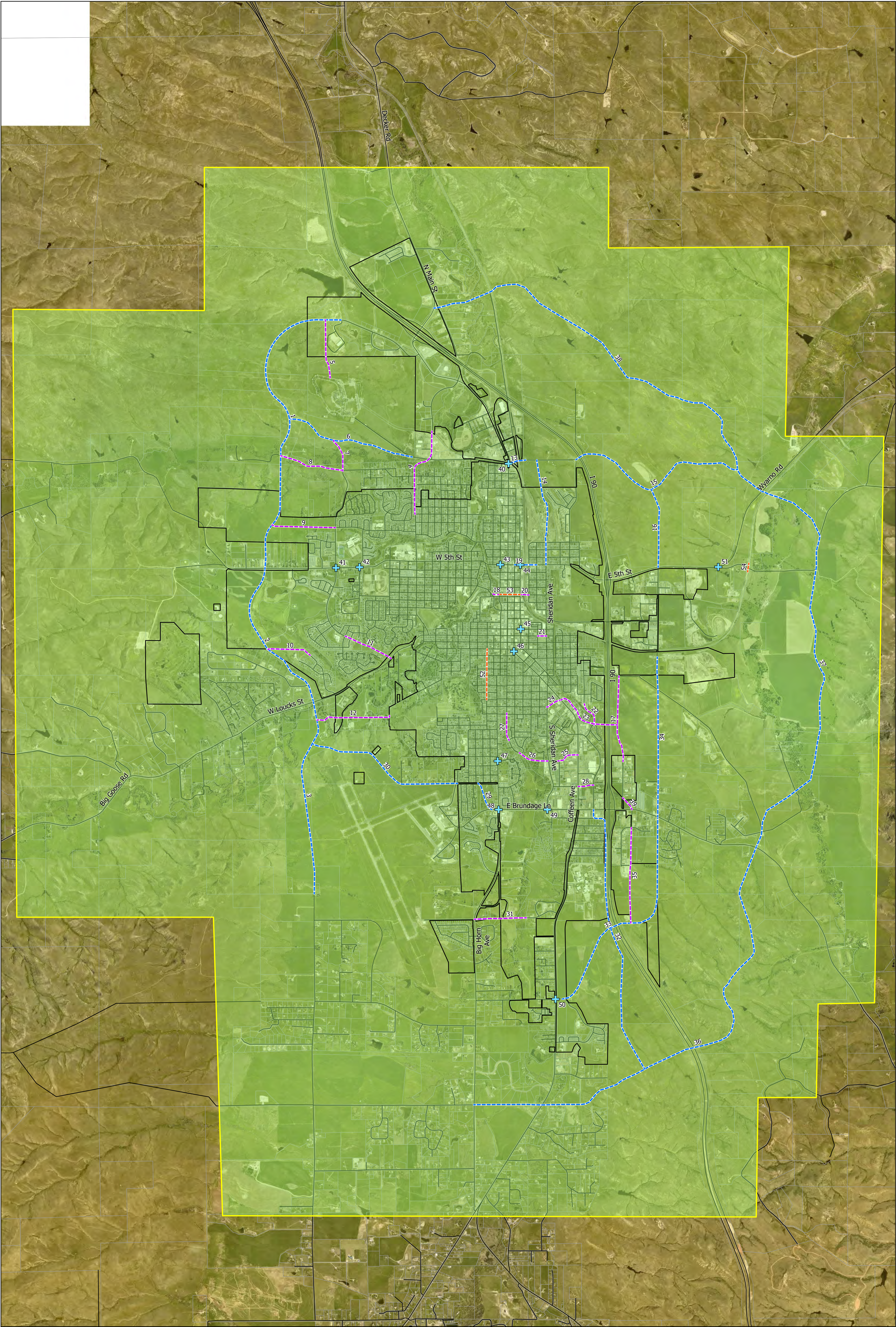
This Transportation Plan Update doesn't propose projects within the Historic Downtown Sheridan area due to other recent and planned improvements. However, the proposed projects should help improve the transportation network to provide alternate routes for traffic which will alleviate downtown congestion 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	Parcels	Rehabilitation
Sheridan City/County JPA Boundary	Future Arterial	Intersection Projects
Existing Roads	Future Collector	

Transportation Master Plan

City of Sheridan Transportation Plan

Date: June 12, 2025

Figure 5.1

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.

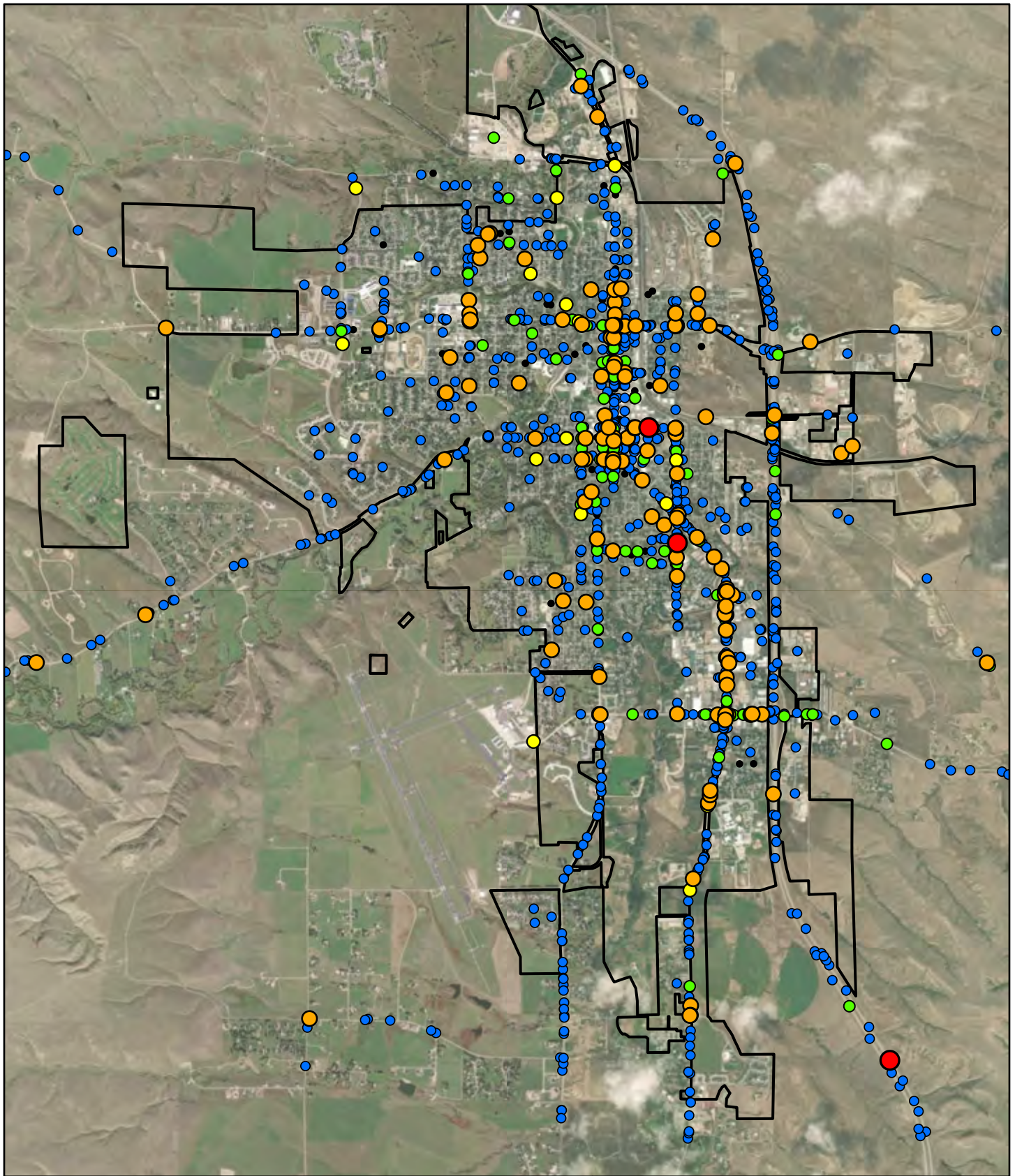
This Transportation Plan Update outlines actionable improvements and sets the stage for future transportation planning with a clear vision for the City of Sheridan. Future planning efforts should include the following steps:

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

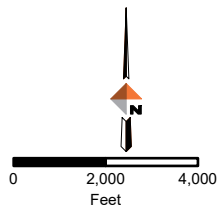


CRASH SEVERITY

- FATAL INJURY
- SUSPECTED MINOR INJURY
- SUSPECTED SERIOUS INJURY
- POSSIBLE INJURY
- PROPERTY DAMAGE ONLY

● UNKNOWN

□ CityLimits



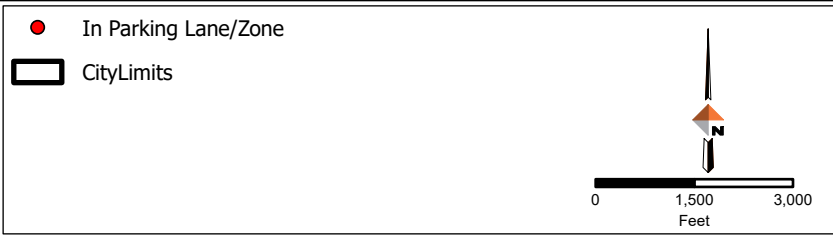
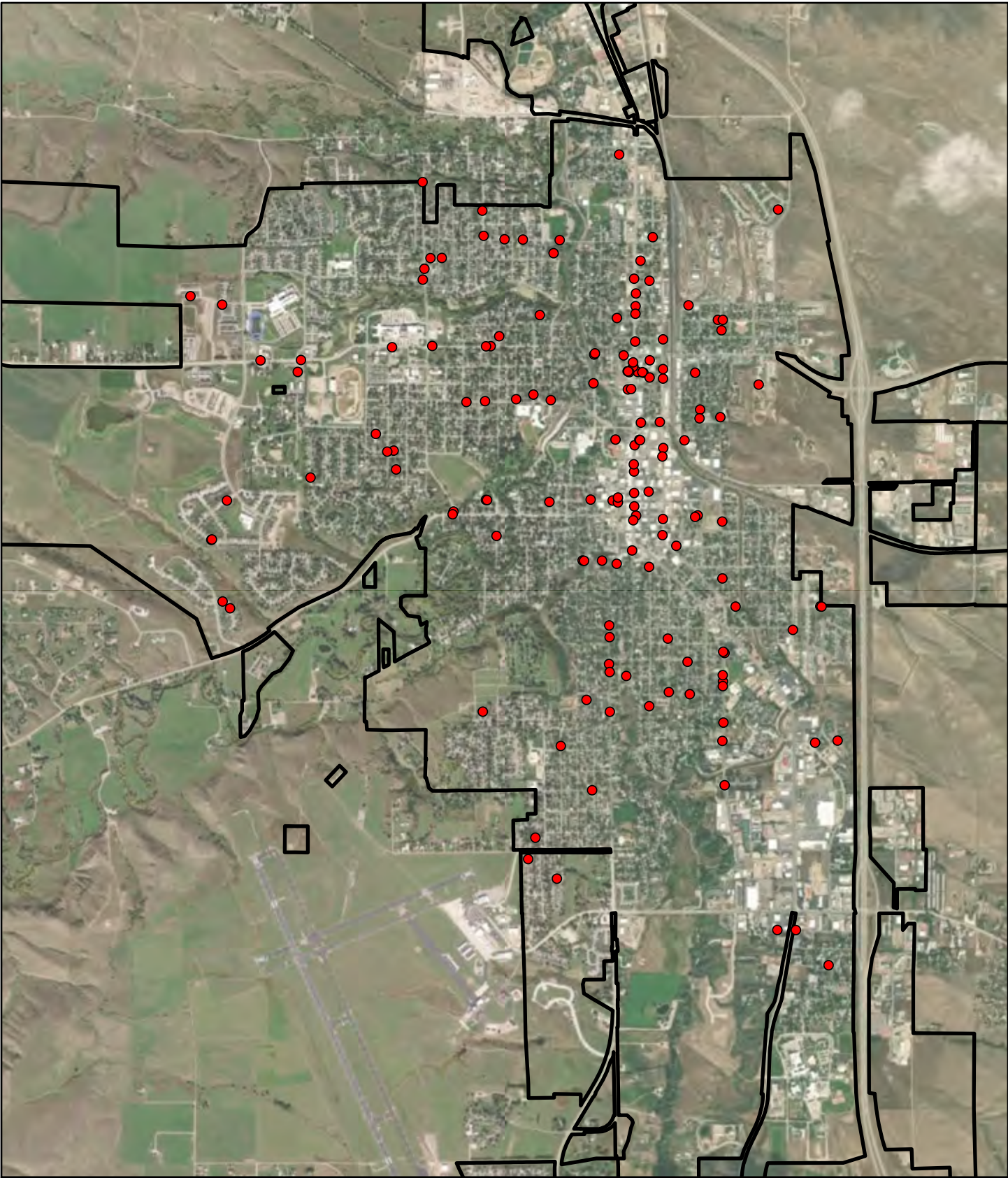
Historic Crash Data 2019-2024

City of Sheridan Transportation Plan



July 09, 2025

Figure A-1



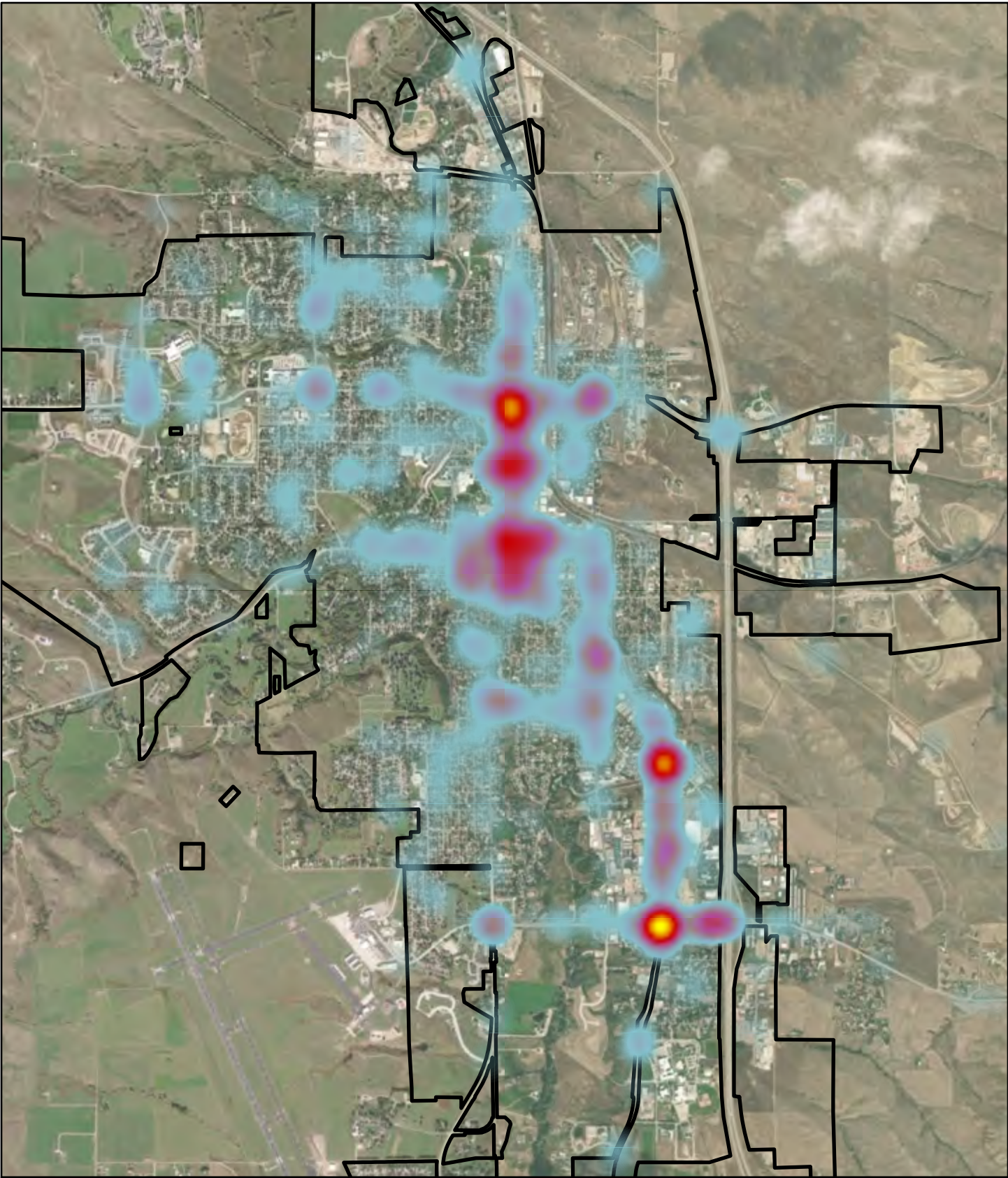
Parked Car Crashes 2019-2024

City of Sheridan Transportation Plan

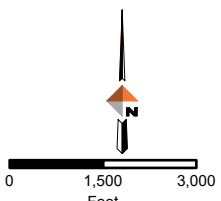
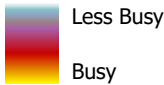


July 09, 2025

Figure A-2



Crash Location  City Limits



Intersection Crashes 2019-2025

City of Sheridan Transportation Plan



July 09, 2025

Figure A-3

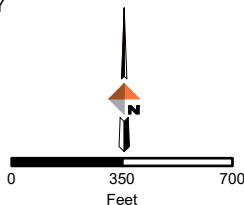


CRASH SEVERITY

- FATAL INJURY
- SUSPECTED MINOR INJURY
- SUSPECTED SERIOUS INJURY
- POSSIBLE INJURY

- PROPERTY DAMAGE ONLY
- UNKNOWN

- Low
- High
- CityLimits



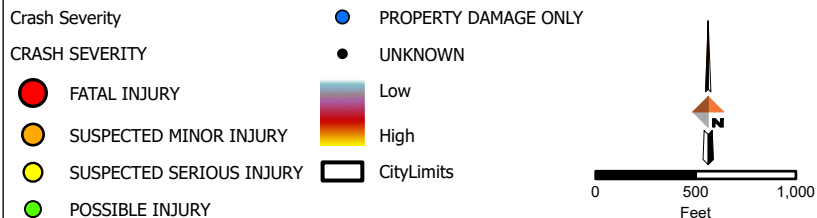
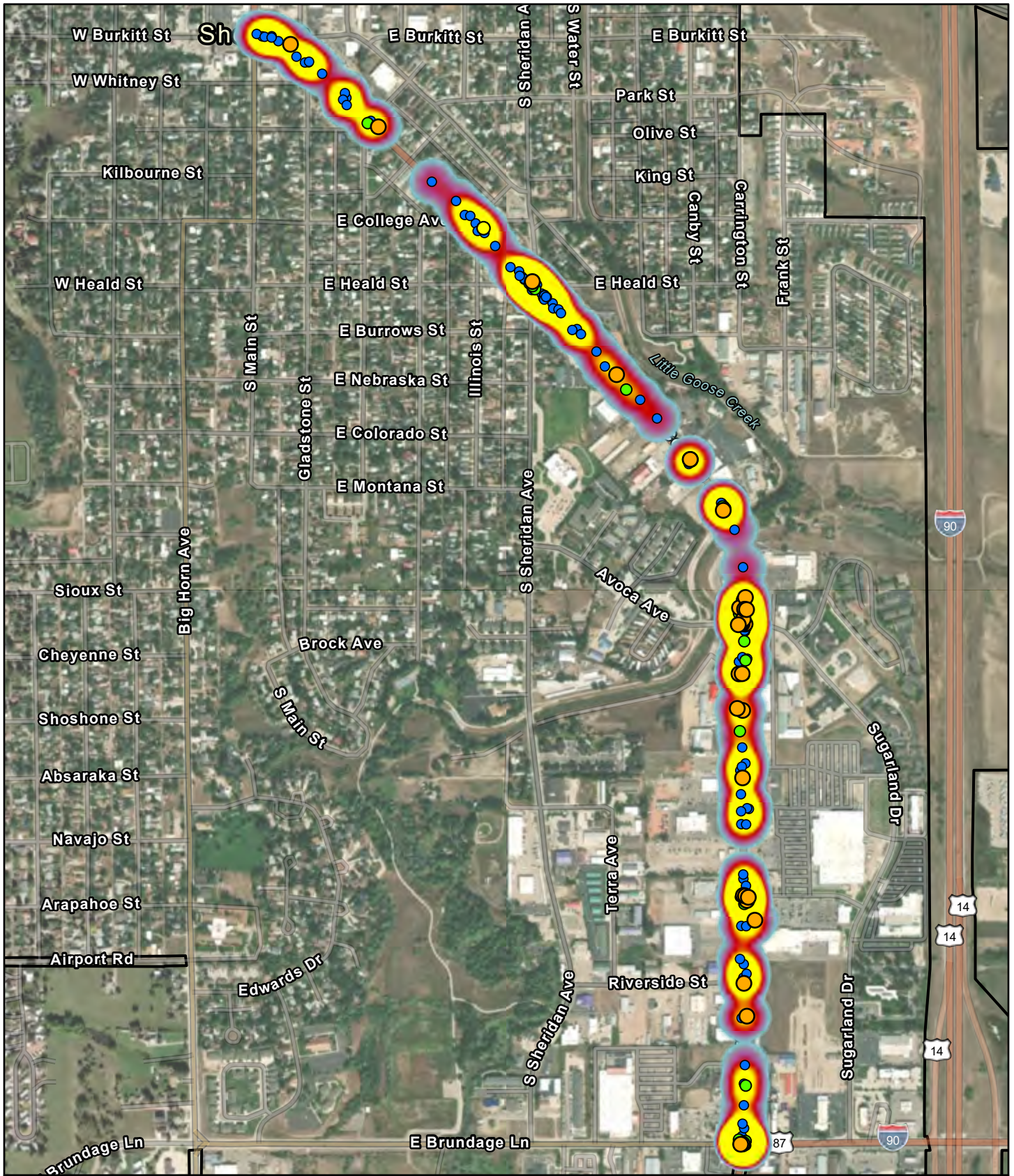
Downtown Crashes 2019-2024

City of Sheridan Transportation Plan



July 09, 2025

Figure A-4



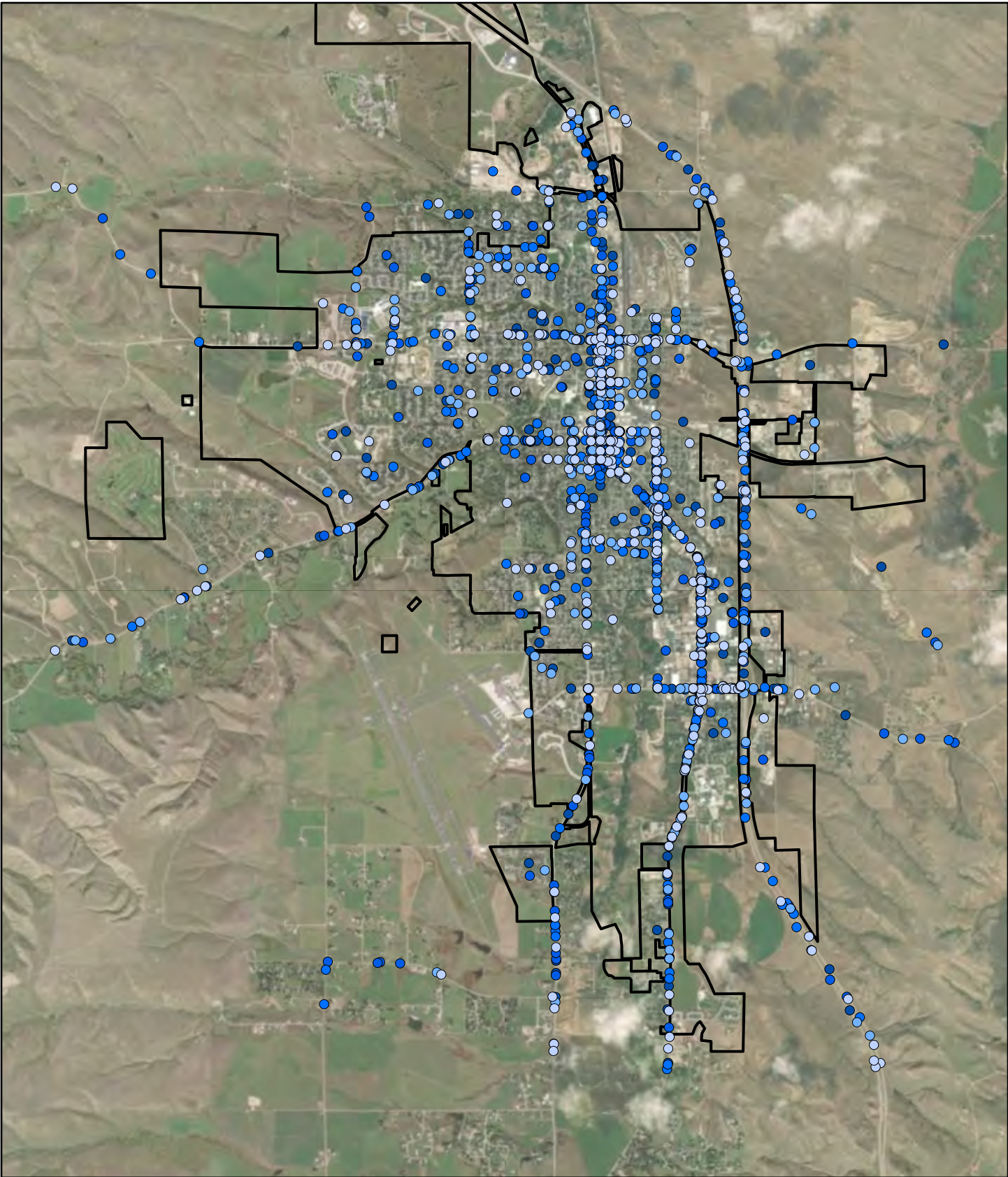
Coffeen Ave Crashes 2019-2024

City of Sheridan Transportation Plan



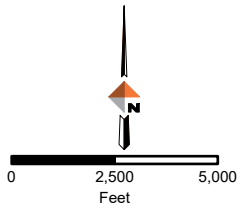
July 09, 2025

Figure A-5



Year

- 2019
- 2020
- 2021
- 2022
- 2023



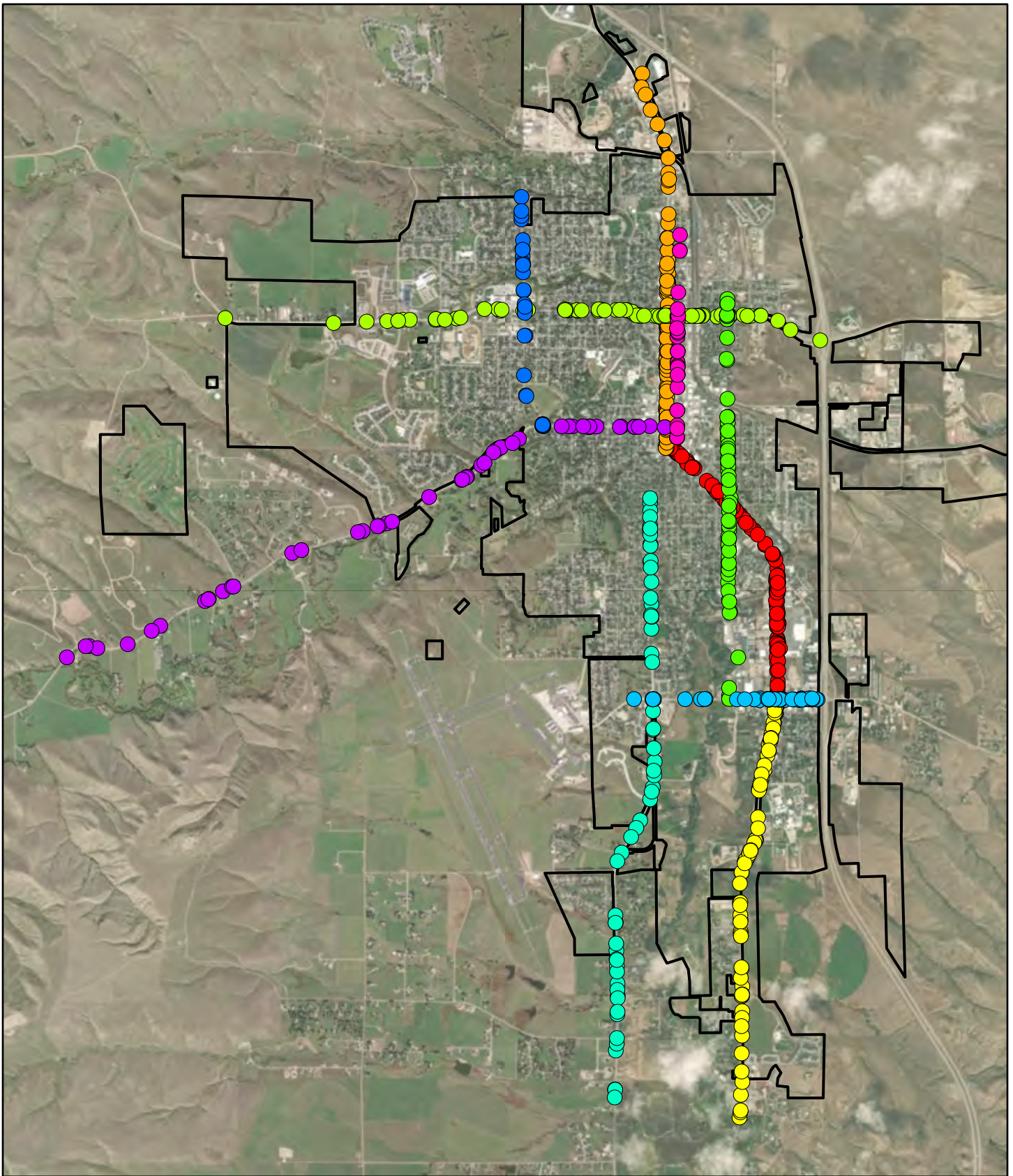
Crashes Based on Year 2019-2024

City of Sheridan Transportation Plan



July 09, 2025

Figure A-6



Top 10 Street Crashes

- COFFEEN
- N MAIN ST
- US 87

● 5TH ST

● SHERIDAN AVE

● BIG HORN AVE

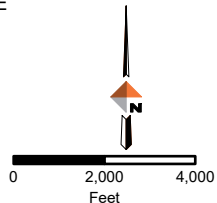
● BRUNDAGE LN

● HIGHLAND AVE

● W LOUCKS

● GOULD ST

CityLimits



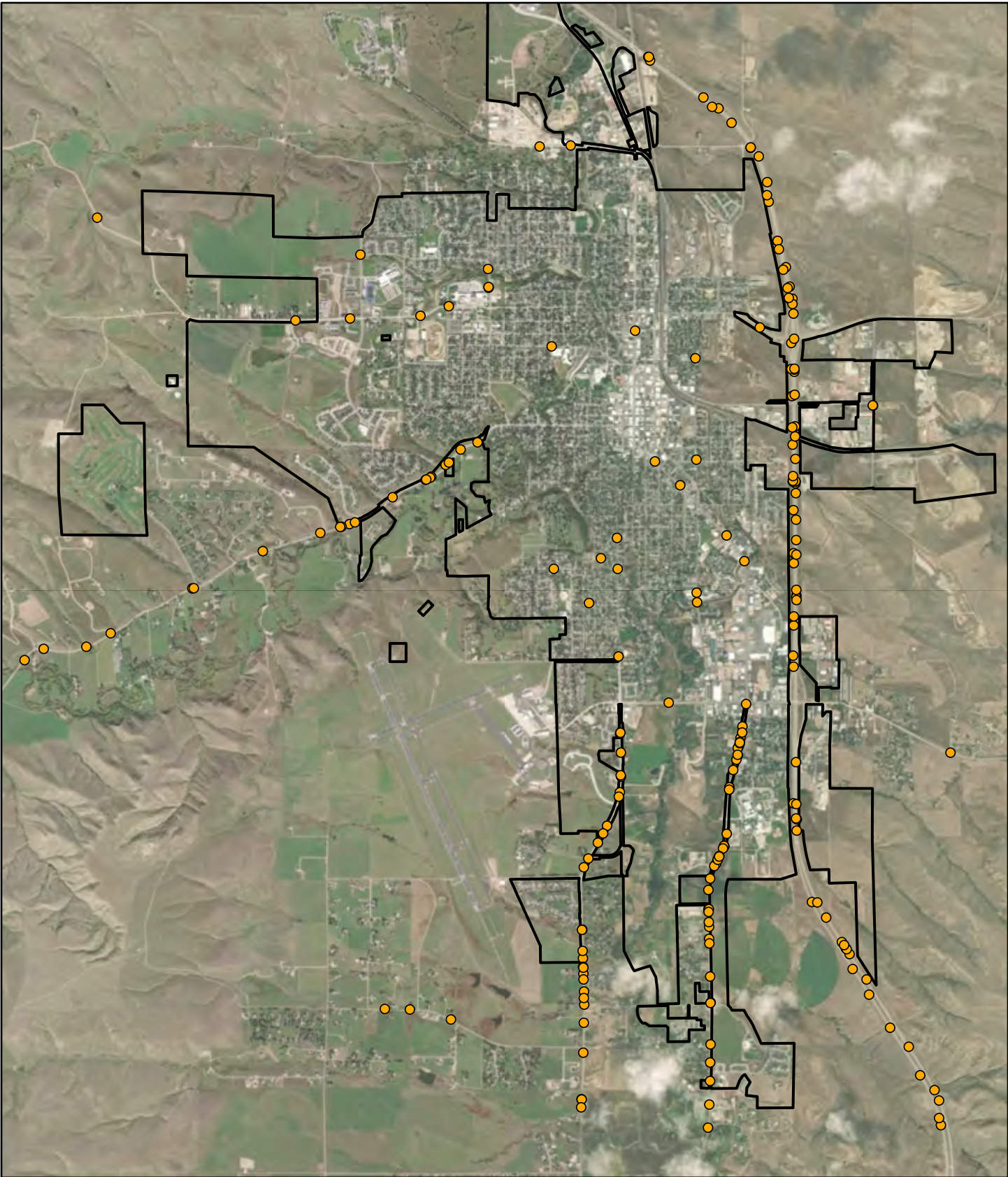
Top 10 Streets 2019-2024

City of Sheridan Transportation Plan

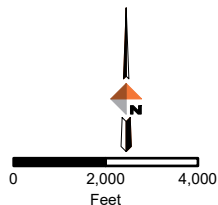


July 09, 2025

Figure A-7



● Deer □ CityLimits



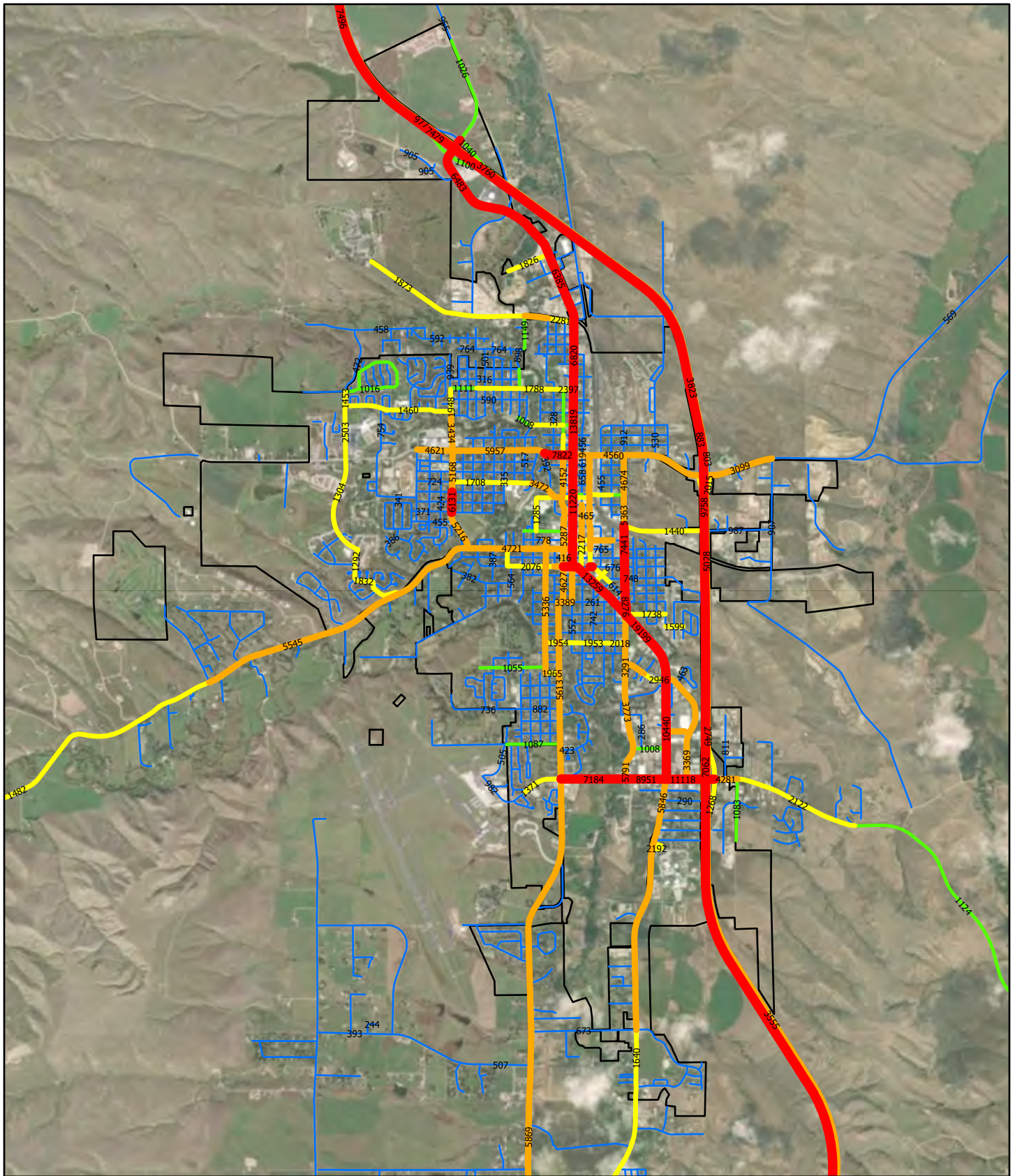
Deer Crashes 2019-2024

City of Sheridan Transportation Plan



July 09, 2025

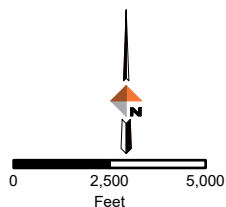
Figure A-8



AADT

- 0 - 1000
- 1001 - 1200
- 1201 - 3000
- 3001 - 6000
- 6001 - 20000

CityLimits



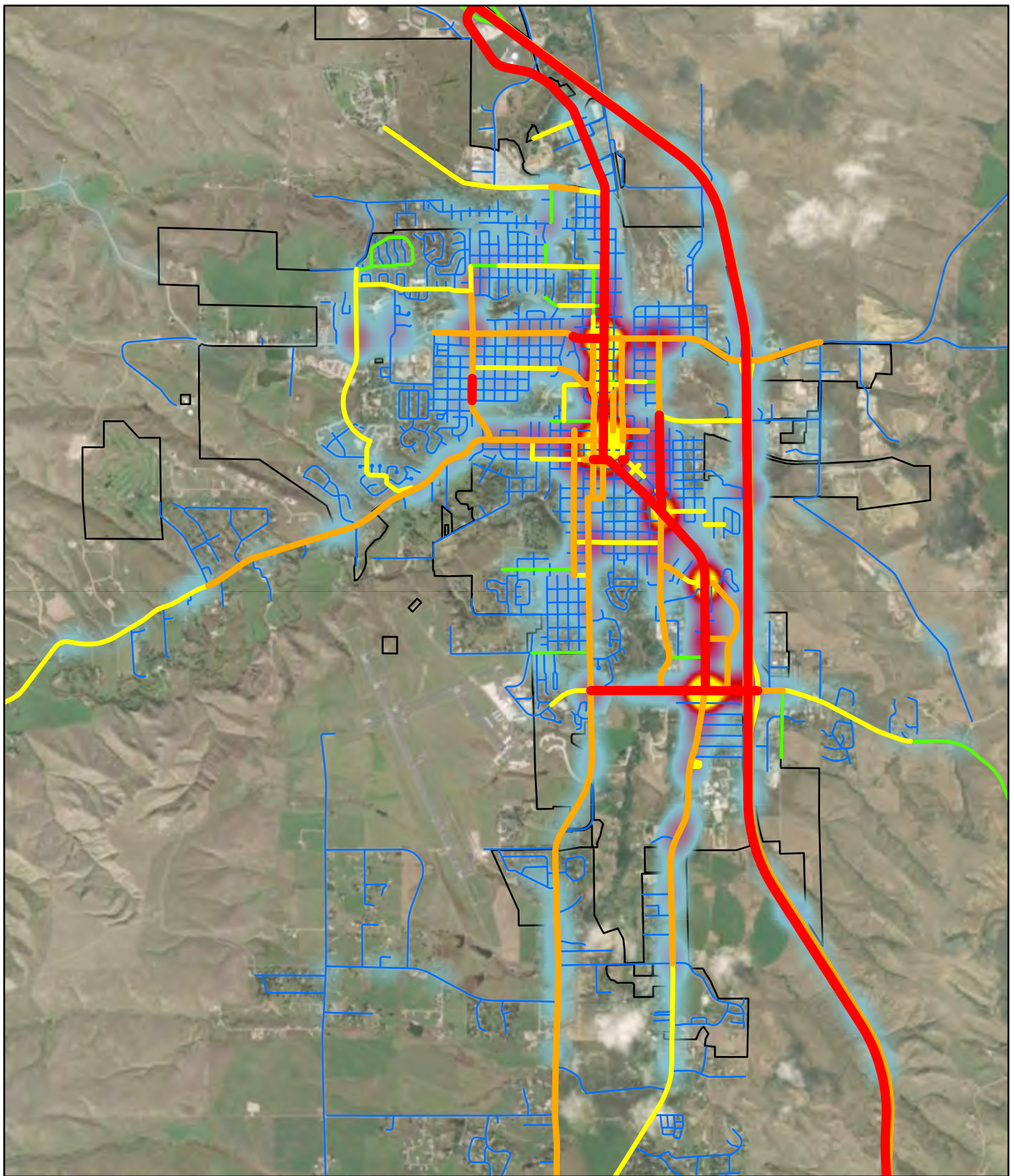
Historic Traffic Counts 2019-2024

City of Sheridan Transportation Plan



July 09, 2025

Figure A-9



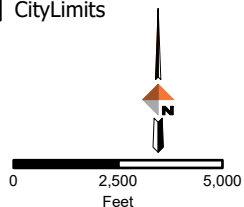
AADT

- 0 - 1000
- 1001 - 1200
- 1201 - 3000
- 3001 - 6000
- 6001 - 20000



Low Amount of Crashes
High Amount of Crashes

City Limits



Historic Traffic Counts and Crashes 2019-2024

City of Sheridan Transportation Plan



July 09, 2025

Figure A-10

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
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ORGANIZER	Jeffrey Rosenlund	SUBJECT	2024 Sheridan Transportation Plan Steering Committee Meeting
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LOCATION	Sheridan City Council Chambers - 3rd Floor City Hall, 55 E. Grinnell
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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 23 rd 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

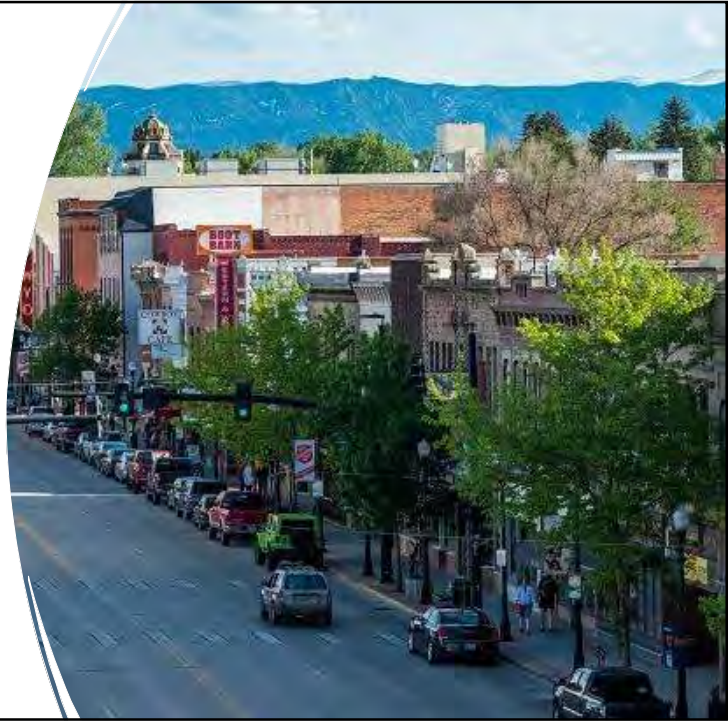
AGENDA

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



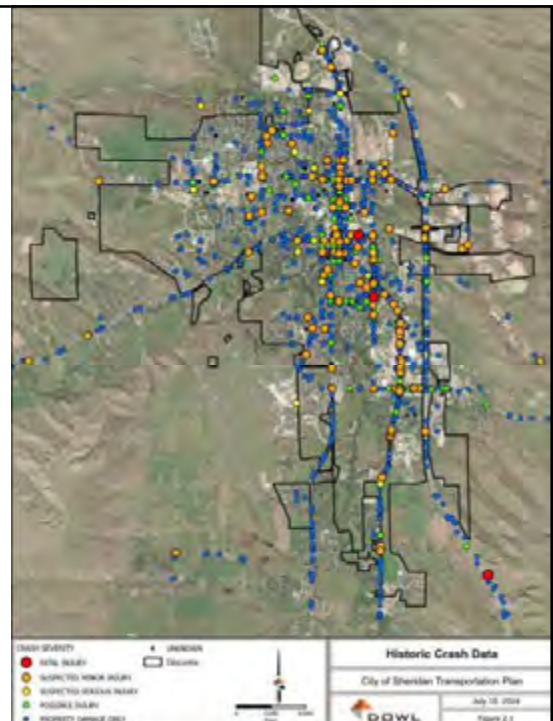
4

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)

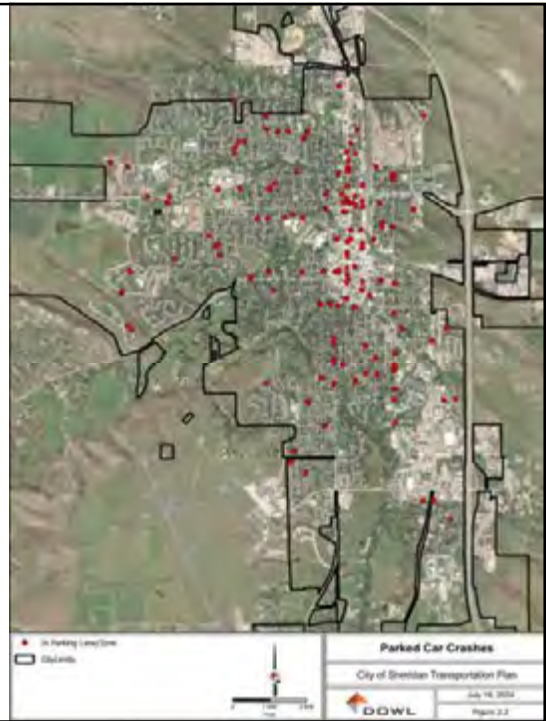
5

Historic Crash Data



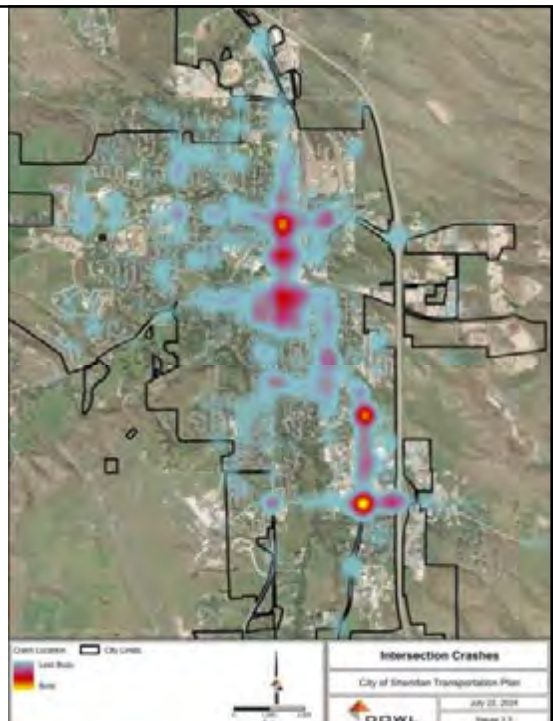
6

Parked Car Crashes



7

Intersection Crashes



8

Downtown Crashes



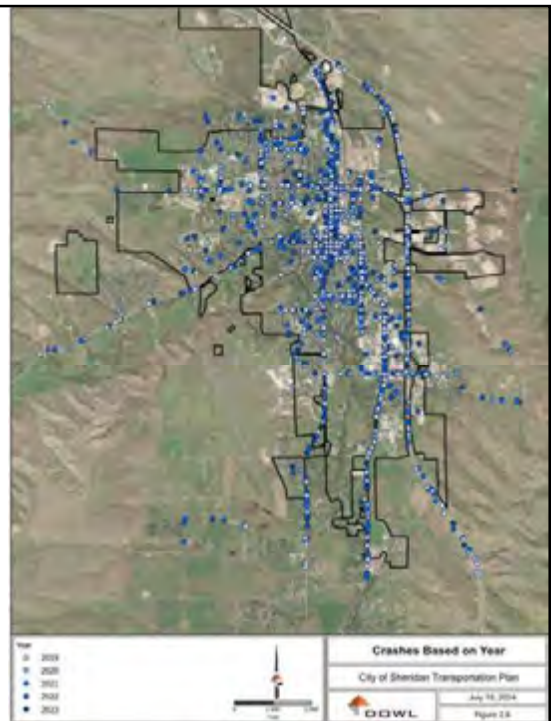
9

Coffeen Ave Crashes



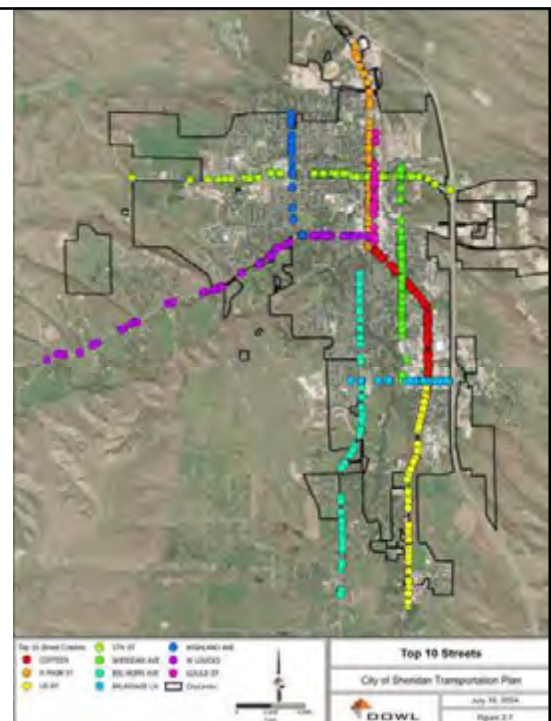
10

Crashes Based on Year



11

Top 10 Streets



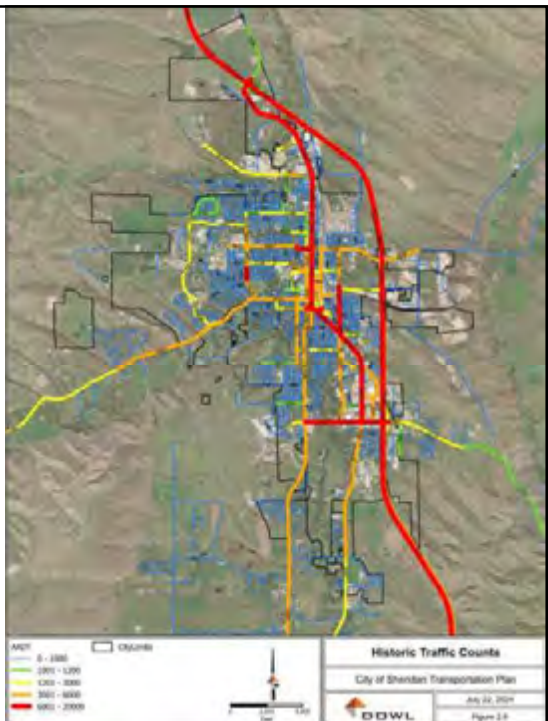
12

Deer Crashes



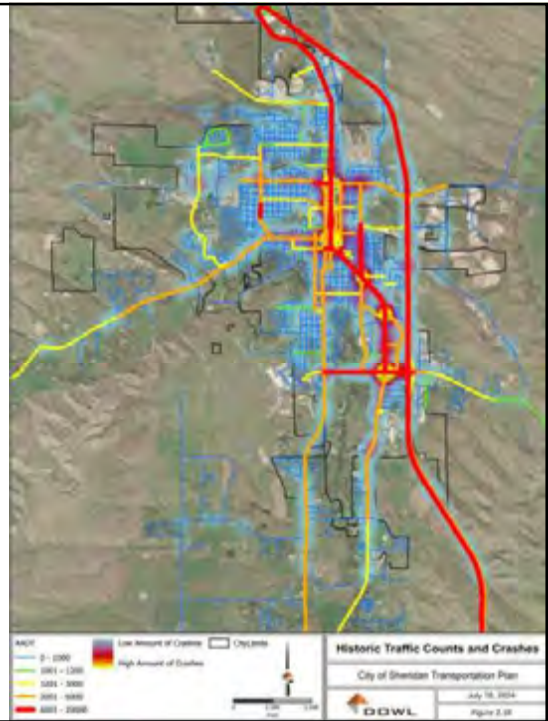
13

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



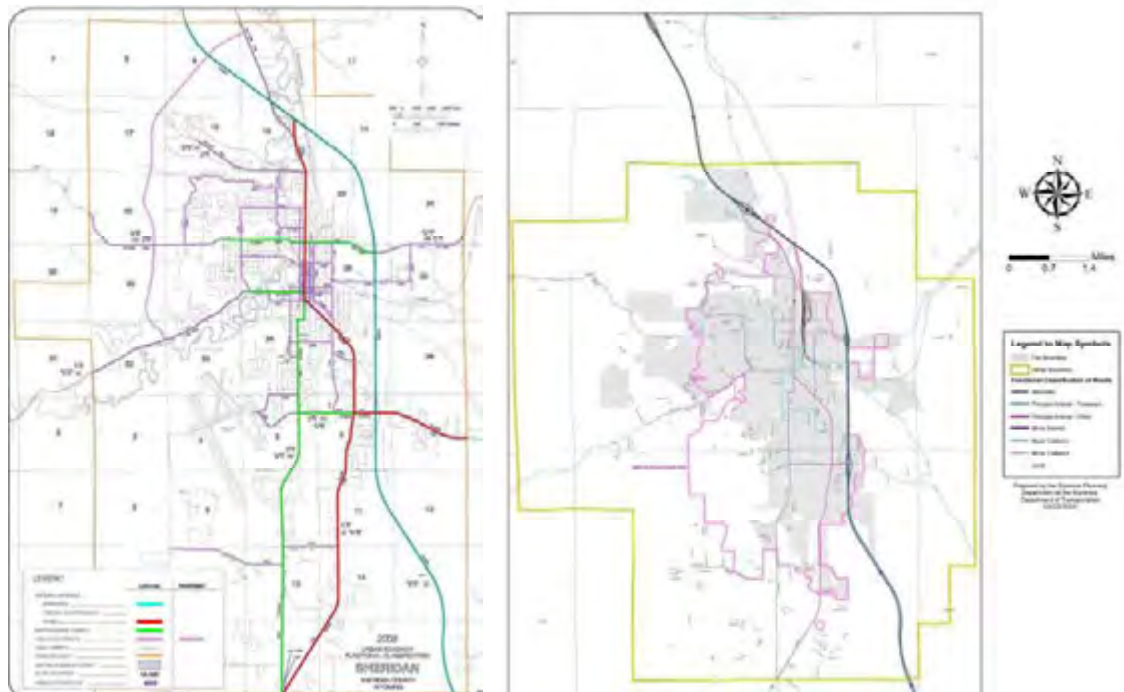
18

Input on Improvement Alternatives

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

19

FCMs



20

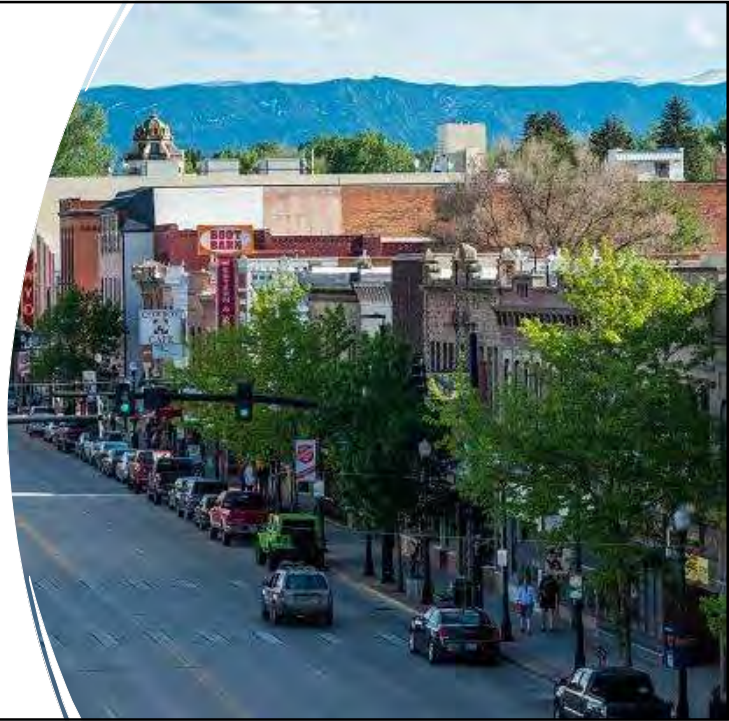
Steering Committee Meeting #1
Sheridan Transportation Plan 2024
July 30, 2024 Attendance List

Name	Representing (if representing an organization or company)	Phone	Email
JEFFER ROSENKUND	BOUL	307-751-5235	jrosenkund@boul.com
Bev Leichström	City of Sheridan	951-8878	bev.leichstrom@quwil.com
Zola Perry	DSA	307-672-8881	Zola@downtownsheridan.org
LARRY KORTZLI	WYDOT	307- 887-8880 74300	Larry.Kortzli@wyo.gov
Ryan Levann	Boul	306-281-4246	Rlevann@dowl.com
Mans. M. v. v.	City	751-9106	mans.m.v.v.
Kelly Schroeder	City	675-4248	kschroeder@sheridaphwy.gov
Carol GARY HARRIS	City	751-0906	gharris@sheridanwy.gov
Ken Muller	County		
Mike J. J. J.	County	752-1508	mike@sheridancounty.gov
Ryan Landis	Boose Creek Transit	605-670-2519	rlandis@thebusland.com
Jodi Hartung	Chamber	672-2485	jodihartung@sheridan
Nathan Koye	CCS	50 461-0277	Nkoye@sheridancchamber.org
Luke Sorenson	WIFEMS	307-58124	luke.sorenson@schuyler.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



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

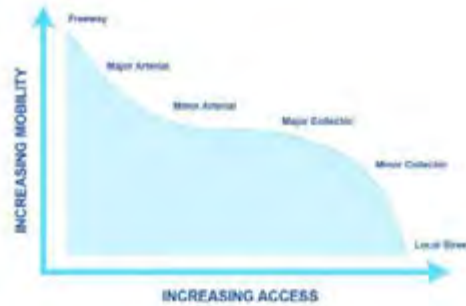
Current Transportation Issues

- 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

10

Current 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



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 Brundage 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



16

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)



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

20



MEETING SUMMARY

PROJECT: Sheridan Transportation Plan Update
PROJECT NUMBER: 5071.28038.01
ORGANIZER: DOWL/City of Sheridan

DATE: 3/26/2025
TIME: 12:00 p.m.
SUBJECT: Steering Committee #2

ATTENDEES:

Jeffrey Rosenlund
Jake Curtis
Thomas Morneau
David Ford
Kelly Schroeder
Stuart McRae
Richard Bridger
Bev Leichtnam
Jack Wood
Nathan Rager
Michelle Edwards
Scott Taylor
Mark Reid
Ken Muller
Teresa Detimore
Zoila Perry
Shane Kirsch

ORGANIZATION:

DOWL
DOWL
City of Sheridan
City of Sheridan
City of Sheridan
City of Sheridan
City of Sheridan
City of Sheridan
City of Sheridan
City of Sheridan
WYDOT
WYDOT
Sheridan County
Sheridan County
Sheridan County Chamber of Commerce
Downtown Sheridan Association
Wyoming Regional EMS

-
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 stated 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 5:30 PM

ATTENDEE SIGN-IN SHEET

NAME	ADDRESS	PHONE	E-MAIL
John M. Smith	1025 Kree Lane	751-4600	jmsmith@ataccess.net
Ron Patterson	1547 Holly Lane	751-5099	RonP@Van.com
COOY SINCLAIR	1400 PIONEER RN	443-994-4048	COOYSINCLAIR@SHERIDANHOSPITAL.ORG
Tim Brugge	183 Lakewood Blvd	307-675-7708	tbrugge@m-m.net
Jaymie Spell	2 Saddle Creek Dr	307-752-0565	jspell@mo.com
JEFFREY ROSEVUUD	212 MEADE CREEK RD	307-757-6235	jrosev@workle-bus.com
Teresa Detin	1257 3rd Ave	307-757-6235 307-752-2485	tdetin@shendaniwinningcharter.org
Arden Pate	2760 Brighton Ave		
Margaret McGee	429 Bluebird Ln	679-7816	
Logan Potter	941 Covey Run Rd Apt 111	286-9096	logan.c.potter@gmail.com
Janie Johnson	428 Kingfisher Ave	752-6488	cobblej77@gmail.com
Tyson Markham	730 E. Hearns St	307-761-4130	Tmarkham@m-m.net
KEN MULLER	224 S. MAIN STREET	307-674-2920	

September 26, 2024 5:30 PM

[illegible]



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 ballot 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.

VISION: We embrace "Our City" and its historical Western lifestyle and values while being focused on socio-economic diversity with open eyes, minds, and hearts in keeping Sheridan the community of choice for all.

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 Gillette 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

I. INTRODUCTION

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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	1377 Hwy 44 Rav	757-5099	RonHP@vcu.com
MARK FID	COURTHOUSE	752-1508	mreid@shenandoounty.gov
Ber Leightnam	1578 Holly Hends Dr	751-2878	
THOMAS MORNEAU	—	—	—
Roger Sanders	634 Ann St	752-5761	
Michelle Edwards			
John Stanoish	19 SADDLECRAT	763-4036	standjohn@gmail.com
Pam Standish	19 Saddlecrest	763-6452	PamStandish@gmail.com
Caith Heerward	719 Emersan	672-7832	ejheerward@hotmail.com
Don Crecelius	258 S. Linden	672-6080	dcrece@gmail.com
JEFFREY ROSEBLUND	212 WSADE COK ROAD	751-6235	jrosenlund@doul.com
Patsy Tate	366 W. Head St Shenandoah		pit88@yahoo.com
George Rogers	122 Park View Ct	763-1003	crr1548@aigaboo.com
Broel Grogemich	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	MUDLAR367@YAHOO.COM
Manz Herve	City		
Marie Hambrey	43 Saddlecrest Dr.		mebothamley@gmail.com
Mark Carroll	160 Edward Ct	214.280.9587	4eforguy@icloud.com
Jeanne Westbrook	1391 Marion St	307 779	shzywestbrook@gmpil.com
Nancy McDougall	2200 W 5th #203		menkdong@gmail.com
Tim Geary	610 Michael Dr.	307 672 9870	
Rita Geary	" "	"	
MIKE ARZY	73 BOX CROSS RD		arzymike@gmail.com
SCOTT ADELL	720 W. Burkitt	(307) 620-0479	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@caengineers.com
BAILEY GREGORICH	3533 Nighthawk Ct	307.689.5238	baileybertch@gmail.com
Steven Brantz	City of Sheridan		

I. INTRODUCTION

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II. CONTACT INFO (OPTIONAL)

Eitha Heyward 672-7832

ejheyward@hotmail

III. FEEDBACK

- downtown "sidewalk" bump outs 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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II. CONTACT INFO (OPTIONAL)

III. FEEDBACK

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



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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 a block across
BIG Goose Creek - that is fine but
more foot traffic & runners cross Badger st

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II. CONTACT INFO (OPTIONAL)

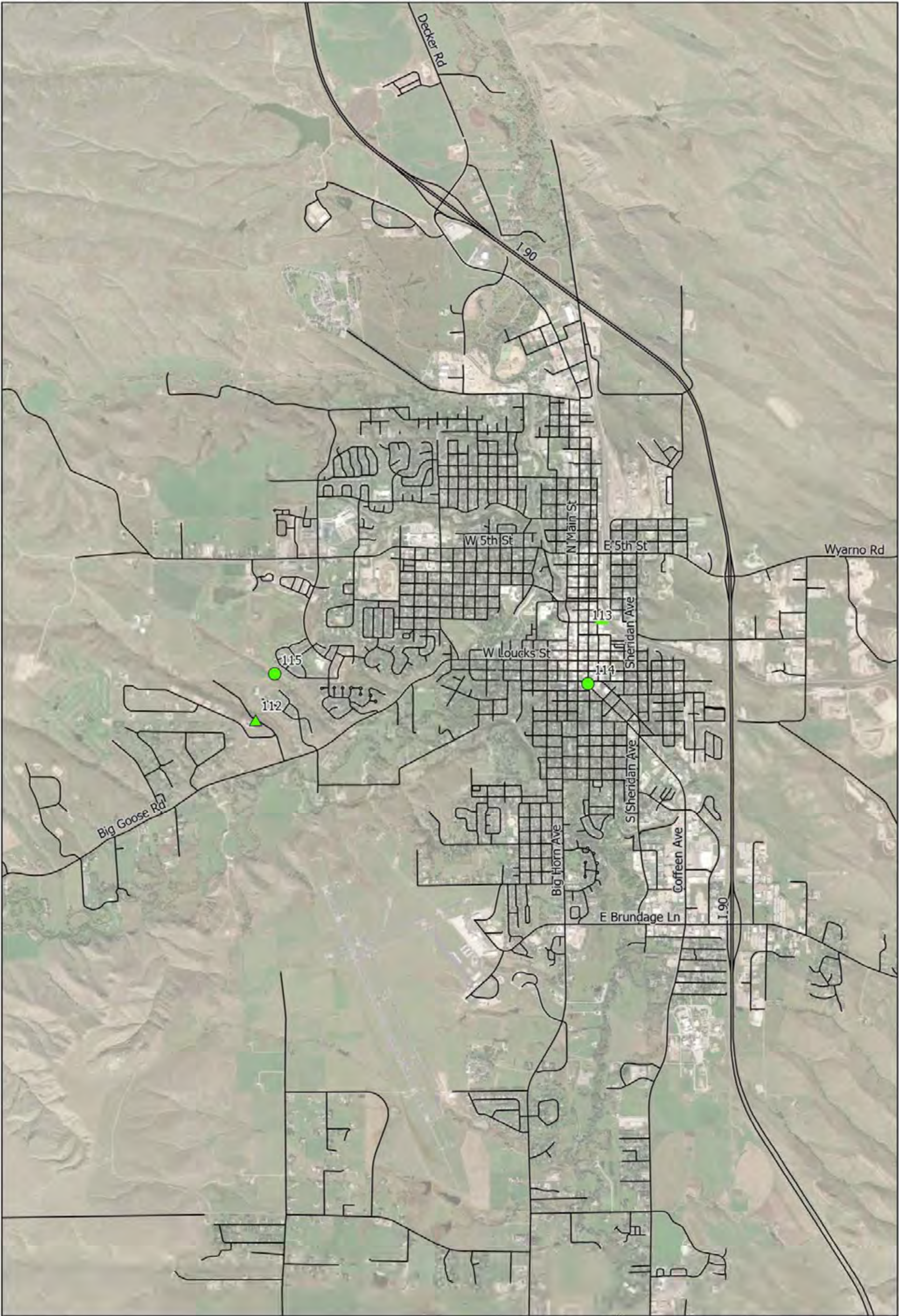
Brian Wilson

406-640-1163

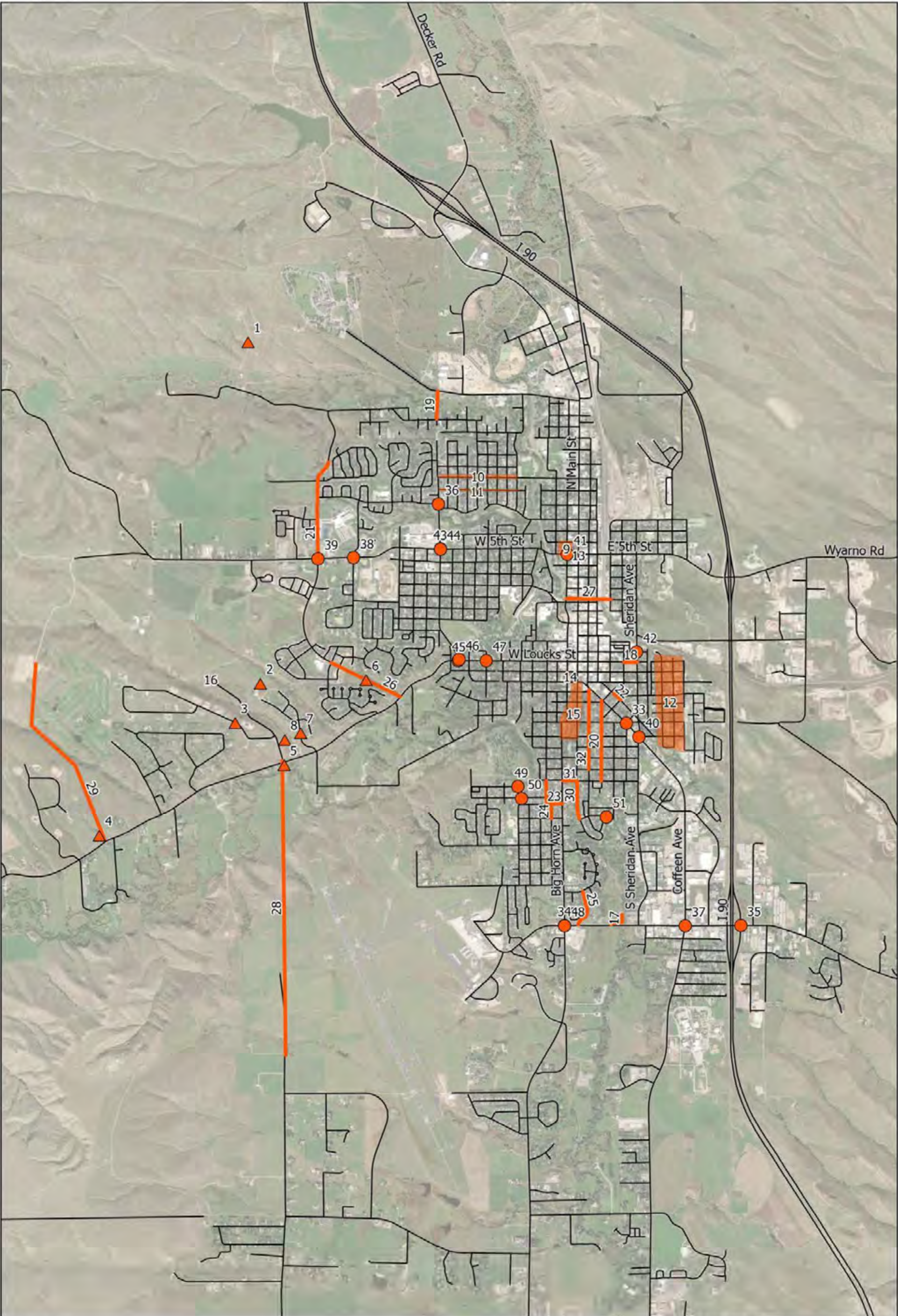
50 SADDLECREST

III. FEEDBACK

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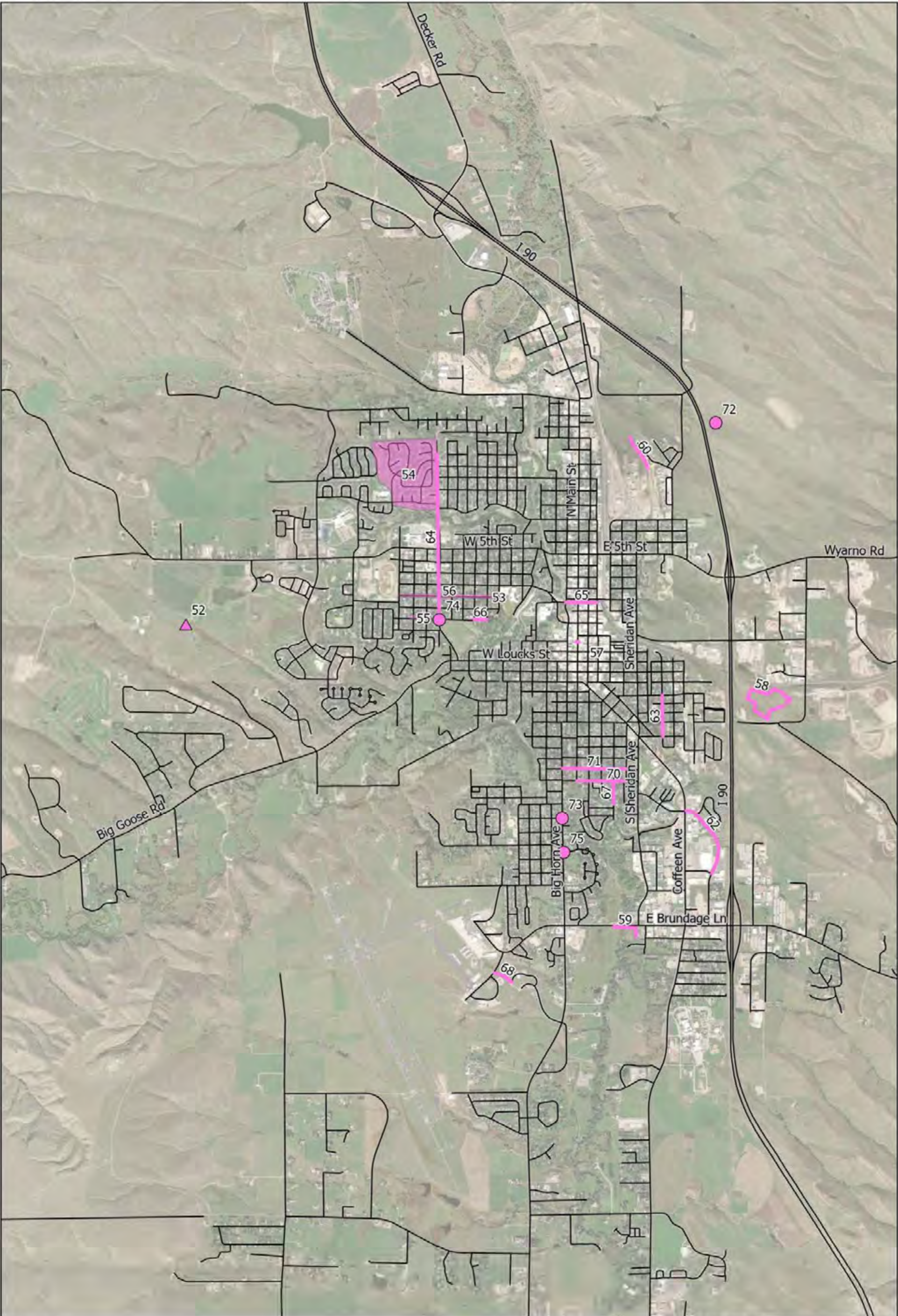



Legend		Public Comments	
Comments (West Corridor) Comments (Point) Comments (Polyline)		Category - Other	
Existing Roads			
		City of Sheridan Transportation Plan	
		Date: March 04, 2025	
		Figure 3.6	

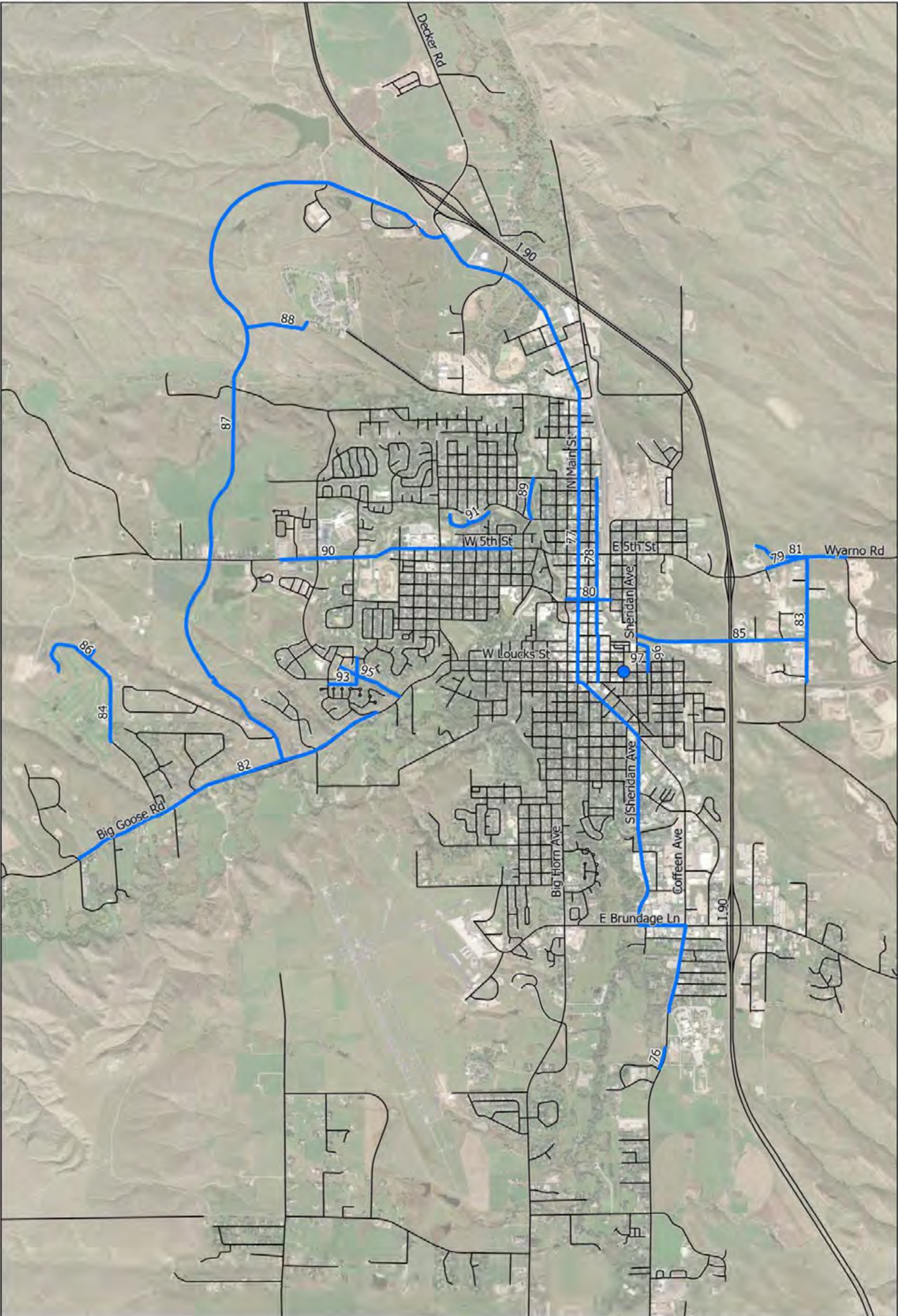


Legend			Public Comments Category - Driving	
Comments (West Corridor)	Comments (Point)	Comments (Polygon)	City of Sheridan Transportation Plan	
				Date: March 04, 2025
	Comments (Polyline)	Existing Roads	Figure 3.1	

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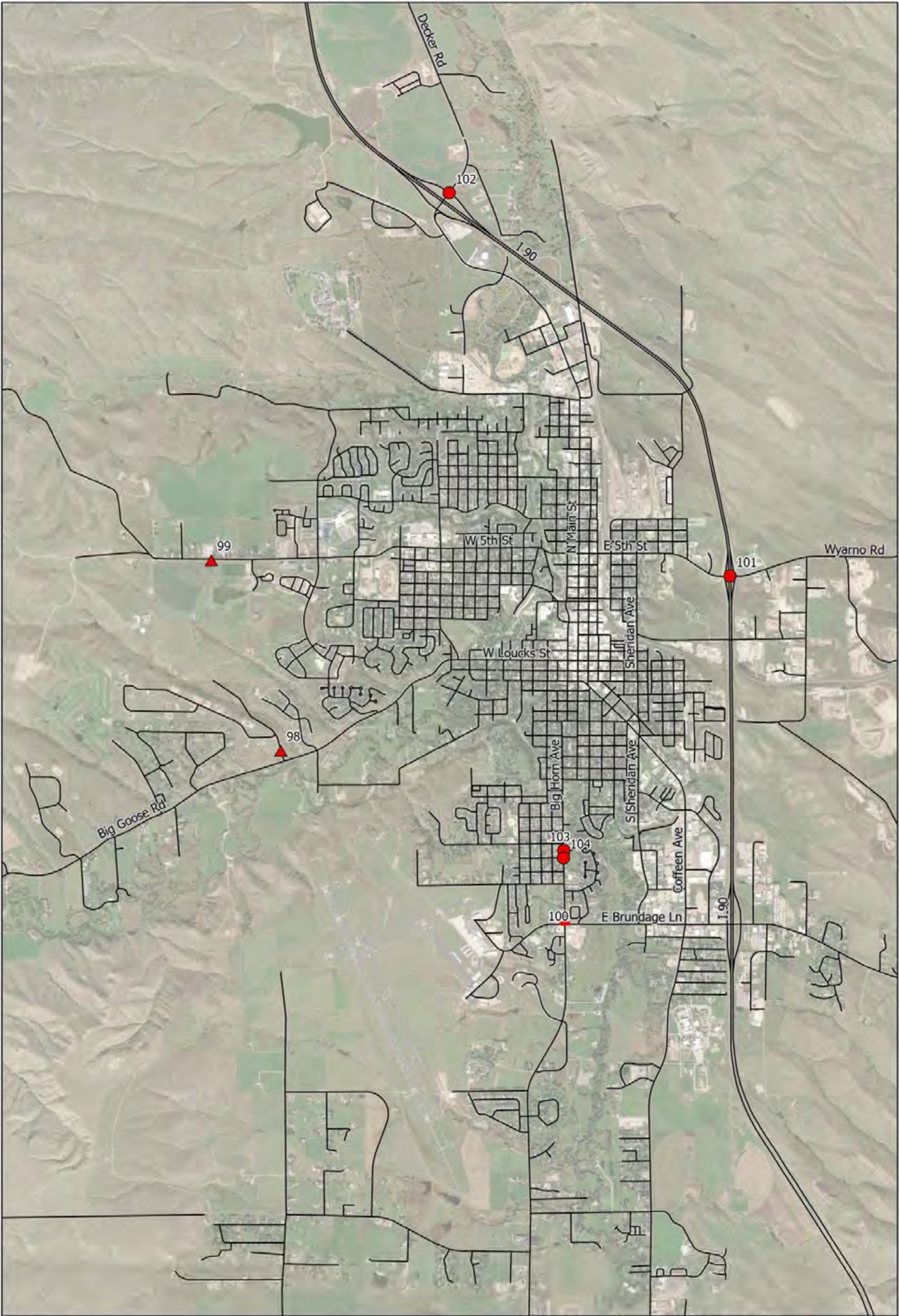


Legend			Public Comments Category - Walking	
Comments (West Corridor)	Comments (Point)	Comments (Polygon)	City of Sheridan Transportation Plan	
▲	●	■		Date: March 04, 2025
	Comments (Polyline)	Existing Roads		Figure 3.2
	—	—		

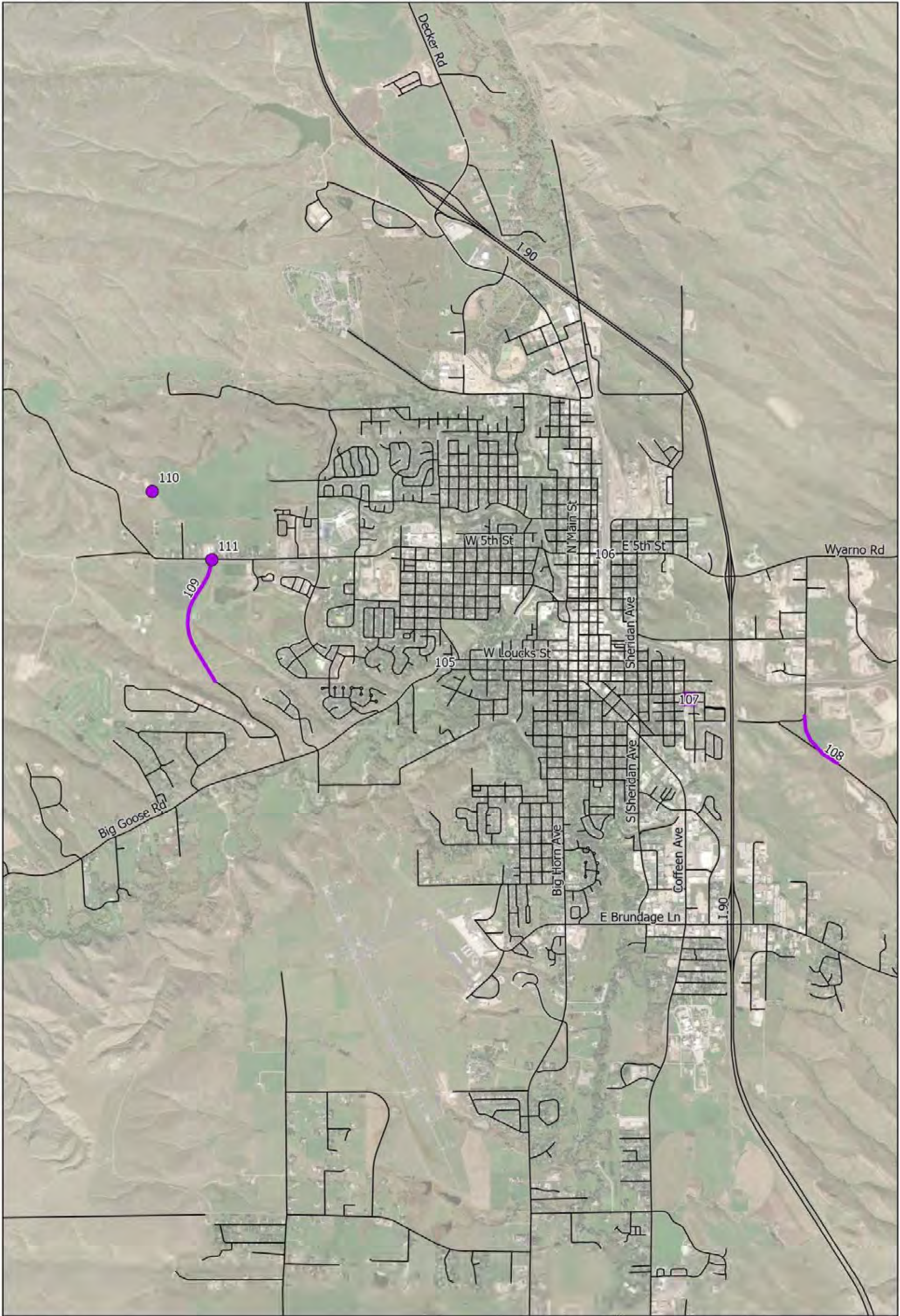


Legend		Public Comments	
Category - Bicycling		City of Sheridan Transportation Plan	
Comments (Point)	Comments (Polyline)	Existing Roads	
●	—	—	
		Date: March 04, 2025	
		Figure 3.3	

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Legend		Public Comments Category - Safety	
Comments (West Corridor)	Comments (Point)	City of Sheridan Transportation Plan	
▲	●	Date: March 04, 2025	
Comments (Polyline)	Existing Roads	Figure 3.4	
—	—	DOWL	



Legend		Public Comments Category - Mobility	
Comments (Point)	Comments (Polyline)	City of Sheridan Transportation Plan	
			Date: March 04, 2025
Existing Roads	Comments (Polygon)	Figure 3.5	

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.

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.

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.

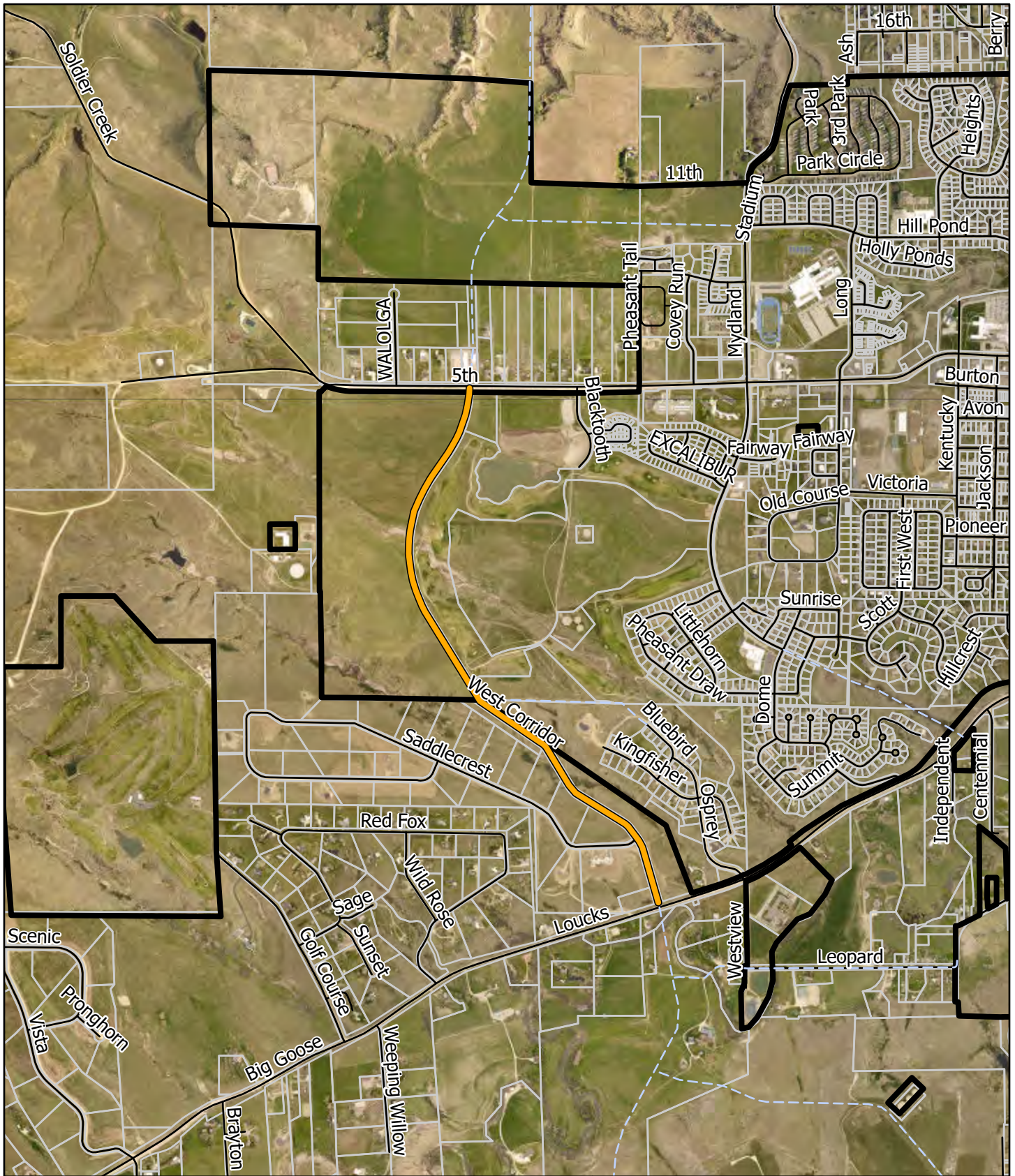
Improvement Categories: Corridor Preservation, Roadway Connectivity, Downtown Sheridan, Safety, Pedestrian/Bicycling, Pathways

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.



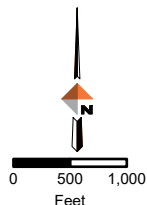
— West Corridor - 5th St to W Loucks St

--- Proposed Projects

— Existing Streets

City Limits

Parcels



West Corridor - W 5th St to W Loucks St

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.2

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 1.8 miles. 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.

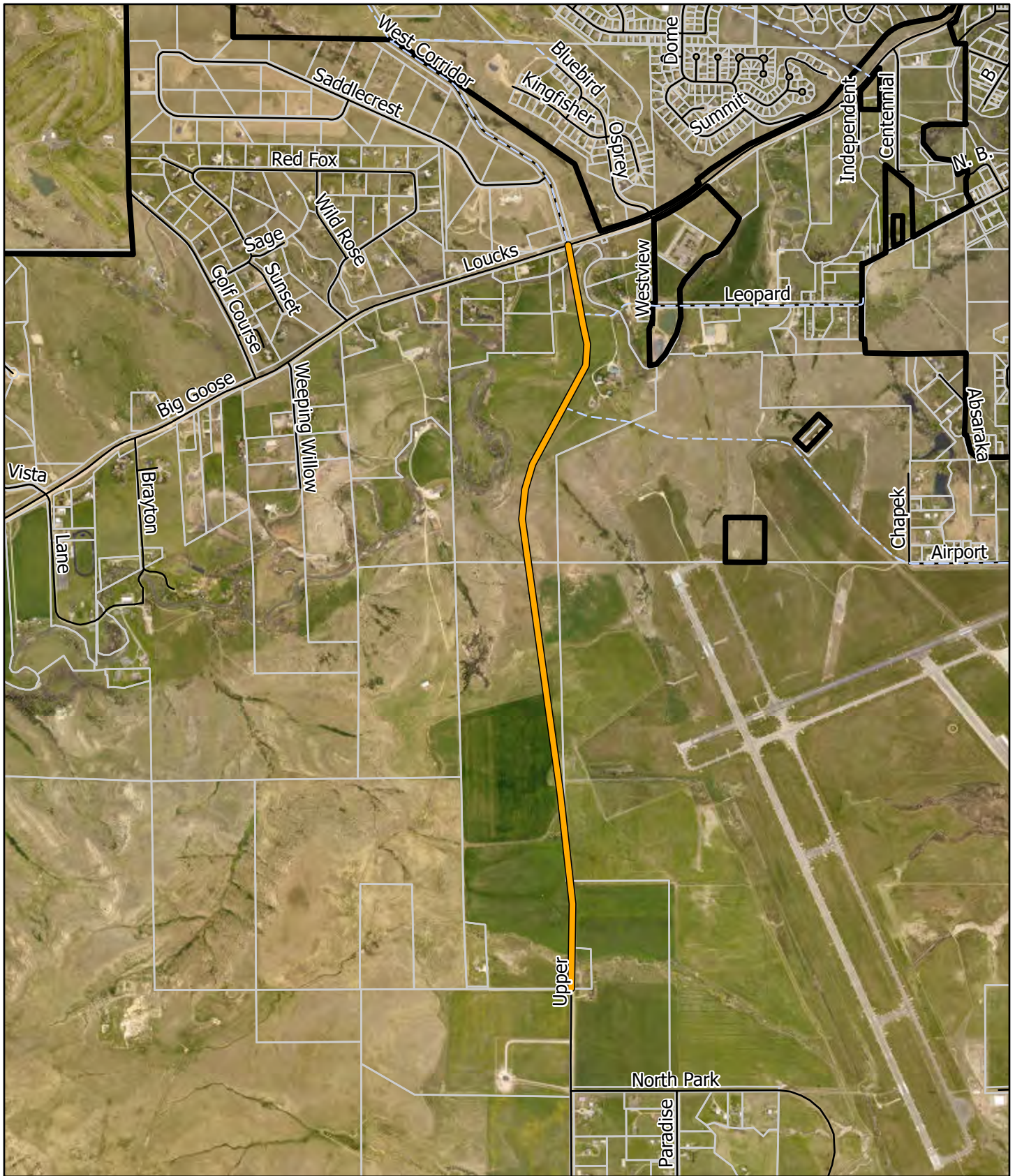
Improvement Categories: Corridor Preservation, Roadway Connectivity, Downtown Sheridan, Safety, Pedestrian/Bicycling, Pathways

Public Comments Received: 24

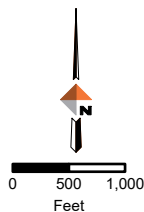
Previous Study References: (17 Total) 1965 Sheridan County Comprehensive Plan, 1981 Sheridan County Comprehensive Plan, 1982 West Sheridan Beltway Location Study, 2001 City of Sheridan Traffic Study, 2001 Sheridan County Growth Management Plan, 2001 Sheridan Downtown Streetscape Master Plan, 2004 Phase 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



West Corridor - W Loucks St to Upper Rd

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.3

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.

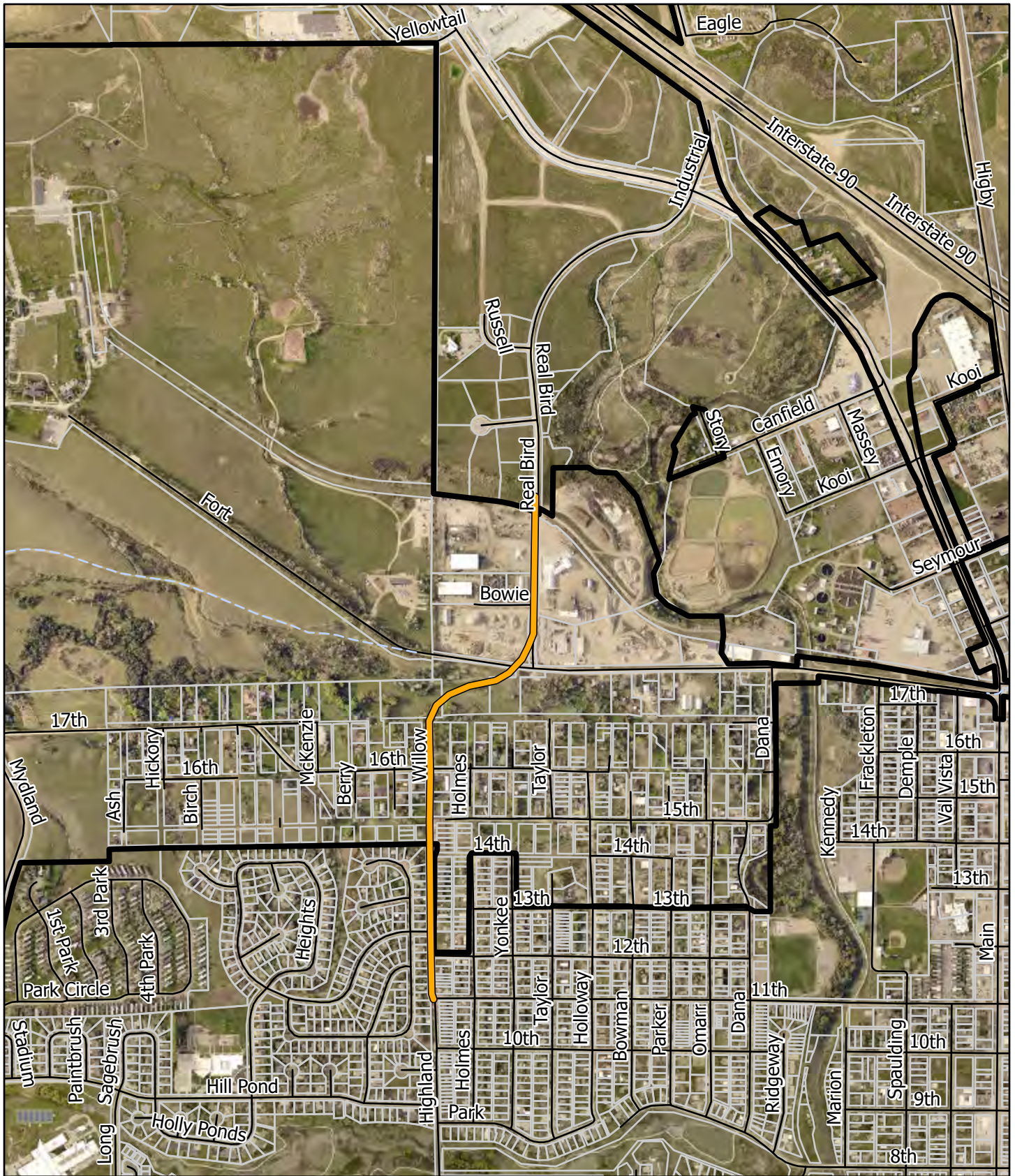
Description: Proposed 2-lane collector roadway consisting of upgrading existing infrastructure and establishing new corridors. The portion of Highland Ave between 11th St and 15th St may need to be reconfigured to meet the functional classification of a collector roadway. New corridor meeting the collector 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



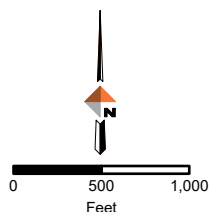
Highland Ave - 11th to Fort Road

Proposed Projects

Existing Streets

City Limits

Parcels



Highland Ave - 11th St to Real Bird Way

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.4

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.

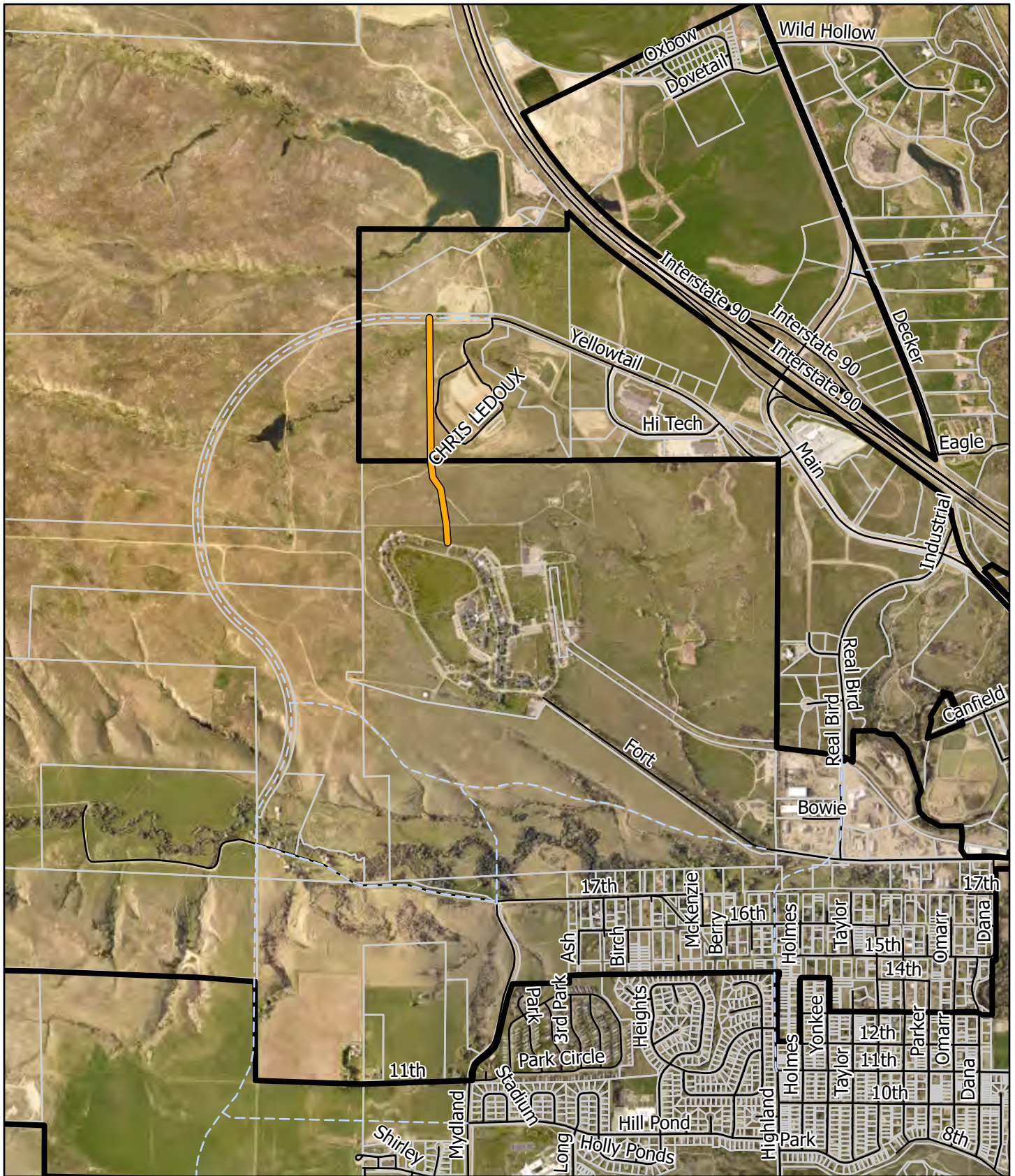
Description: Proposed 2-lane collector roadway providing a north access to the Sheridan VA Medical Center. This project includes approximately 0.55 miles of roadway.

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



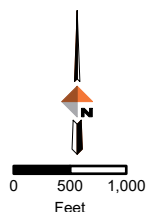
VA - Yellowtail North Entrance

Proposed Projects

Existing Streets

City Limits

Parcels



VA - West Corridor North Entrance

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.5

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.

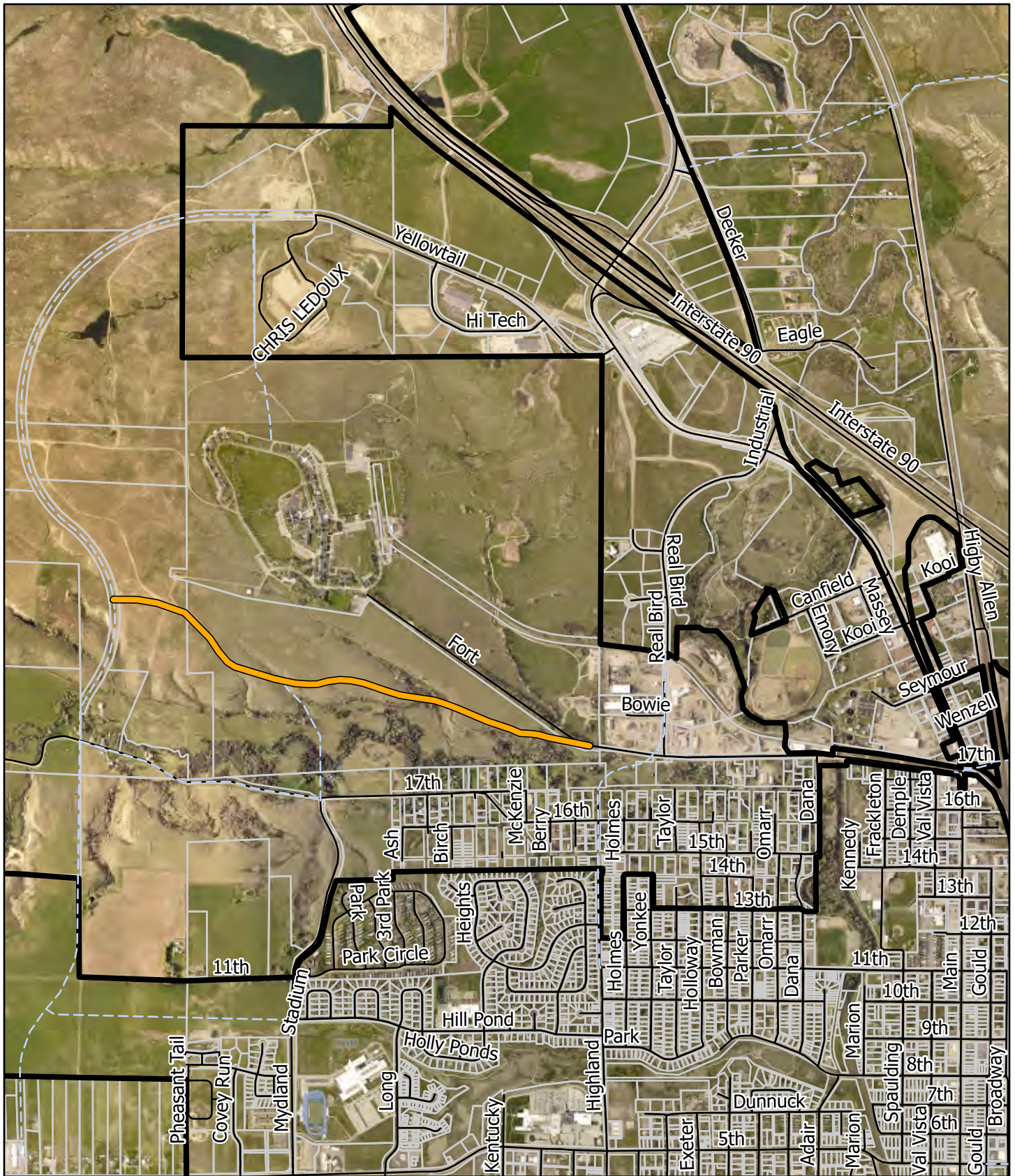
Improvement Categories: Corridor Preservation, Roadway Connectivity, Pedestrian/Bicycling, Pathways

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.



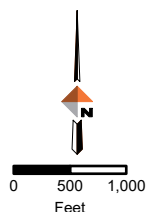
Fort Rd - Highland Ave to West Corridor

Proposed Projects

Existing Streets

City Limits

Parcels



Fort Rd - Highland Ave to West Corridor

City of Sheridan Transportation Plan



June 20, 2025

Figure 2.6

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.

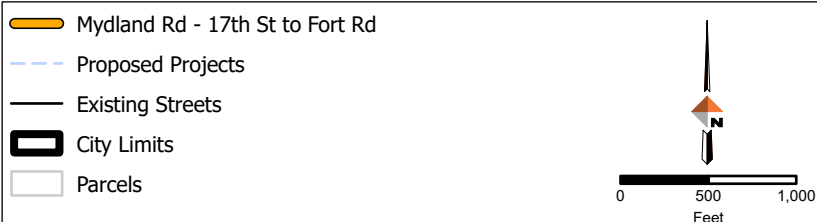
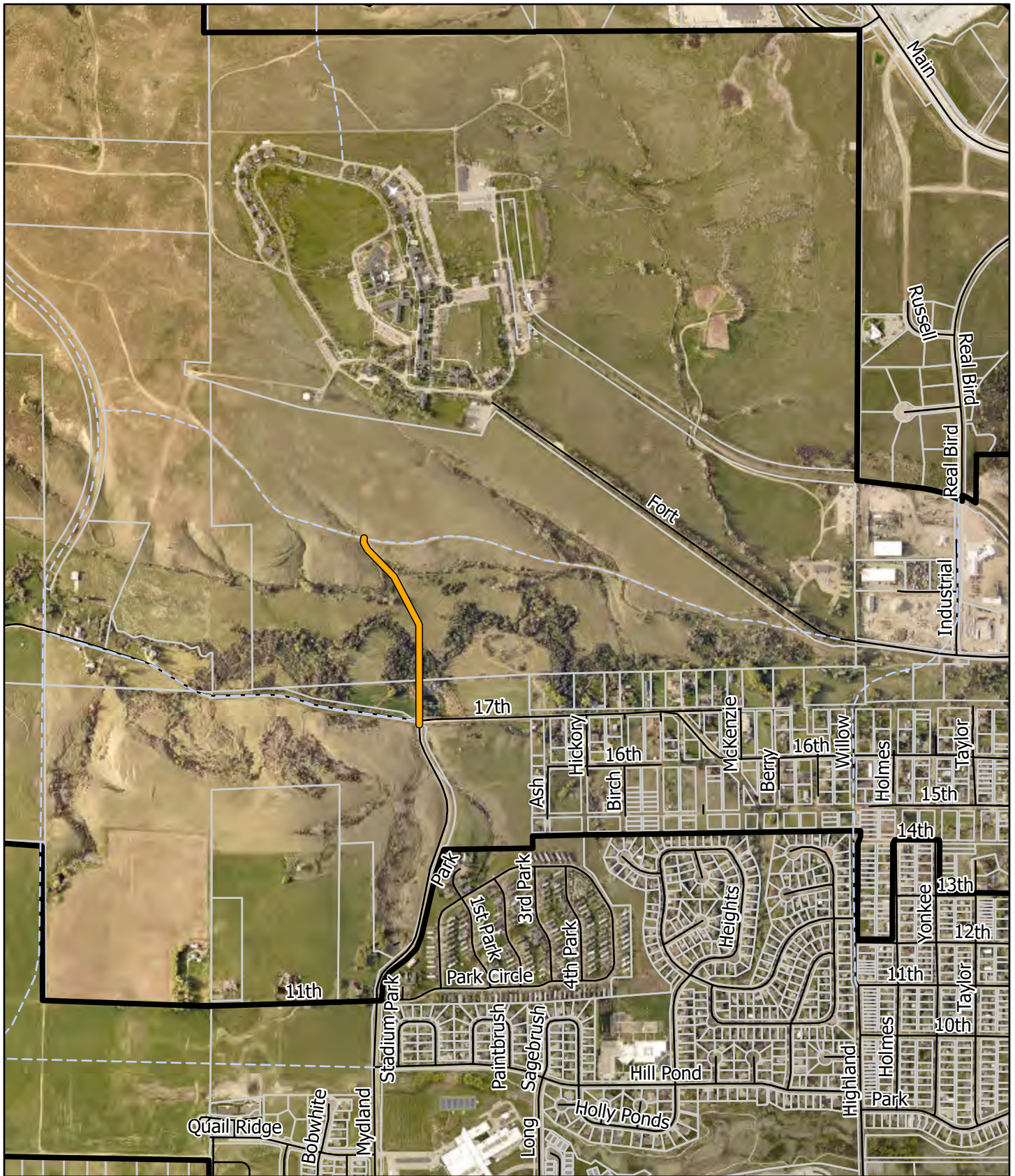
Description: Proposed 2-lane collector roadway that will extend Mydland Rd north to the future west extension of Fort Rd. This project includes approximately 0.32 miles of roadway and requires collaboration with Sheridan County.


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	
	June 12, 2025
	Figure 2.7

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.

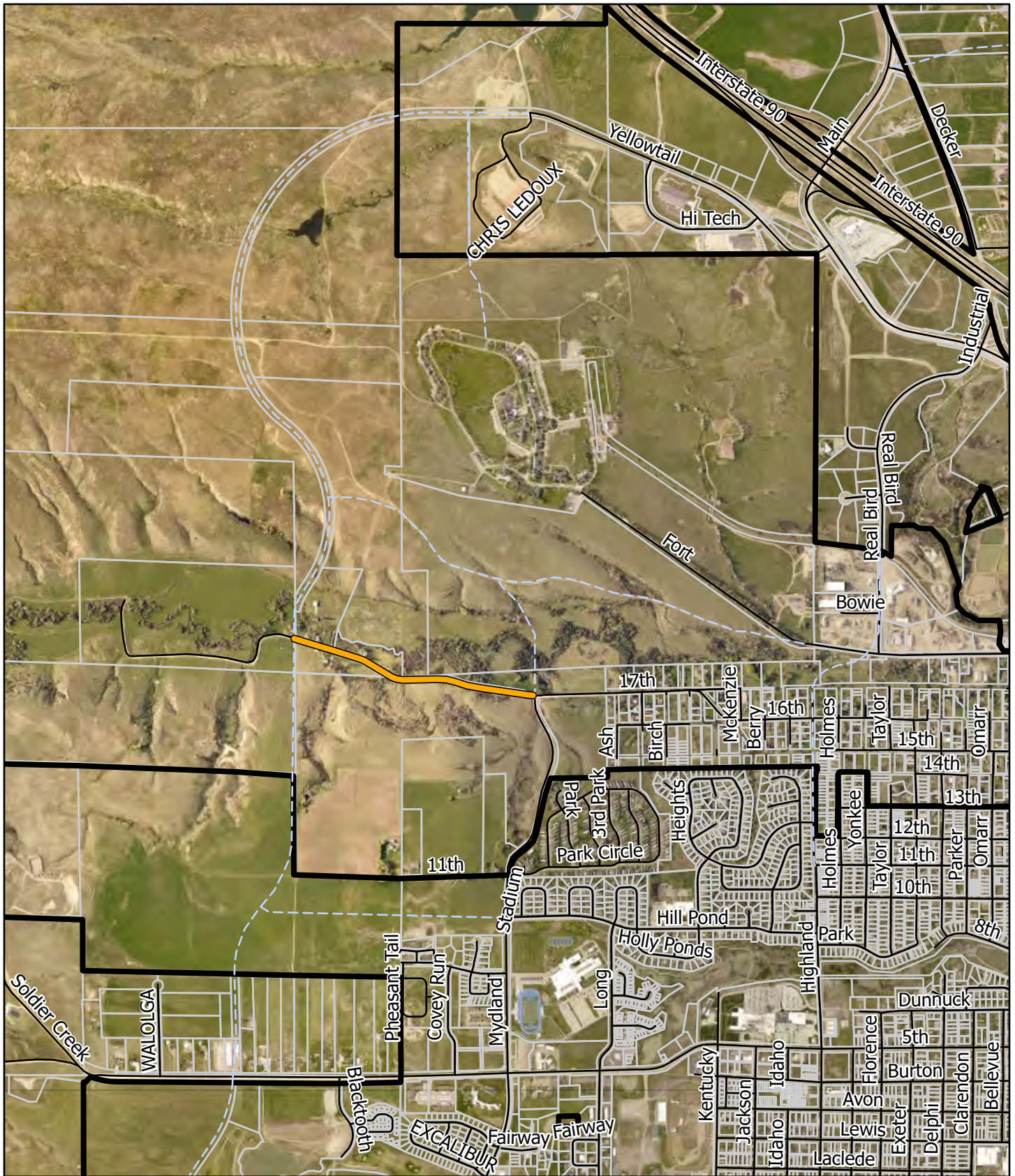
Improvement Categories: Corridor Preservation, Roadway Connectivity

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.



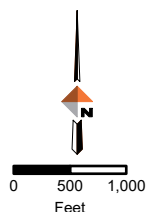
17th Street to West Corridor

Proposed Projects

Existing Streets

City Limits

Parcels



17th St - Mydland Rd to West Corridor

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.8

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.

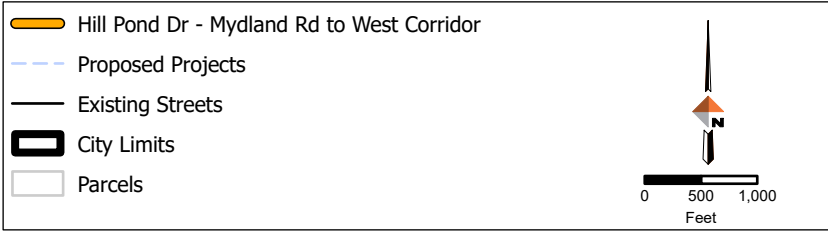
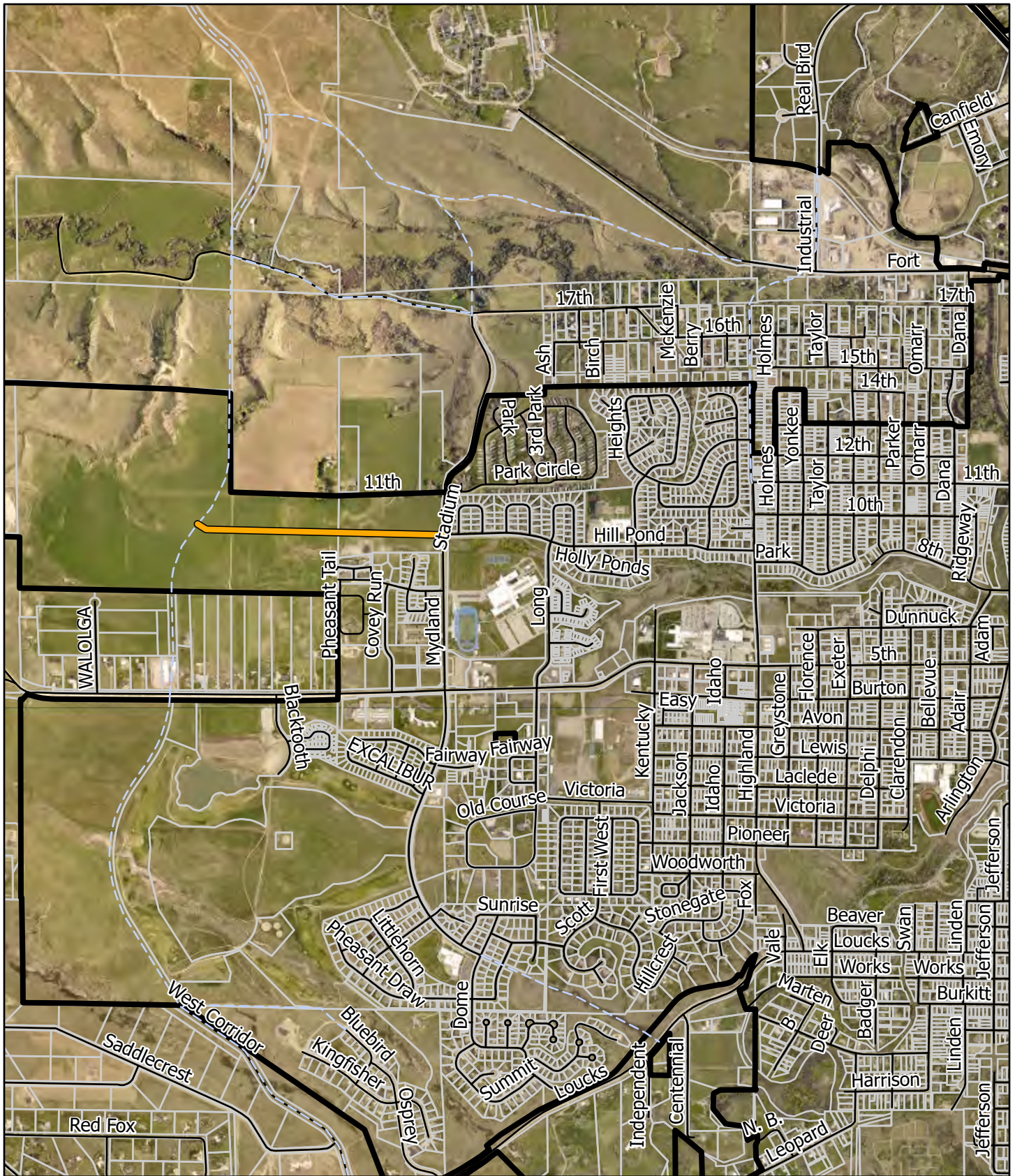
Improvement Categories: Corridor Preservation, Roadway Connectivity, Pedestrian/Bicycling, Pathways


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	
City of Sheridan Transportation Plan	
	June 12, 2025
	Figure 2.9

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.

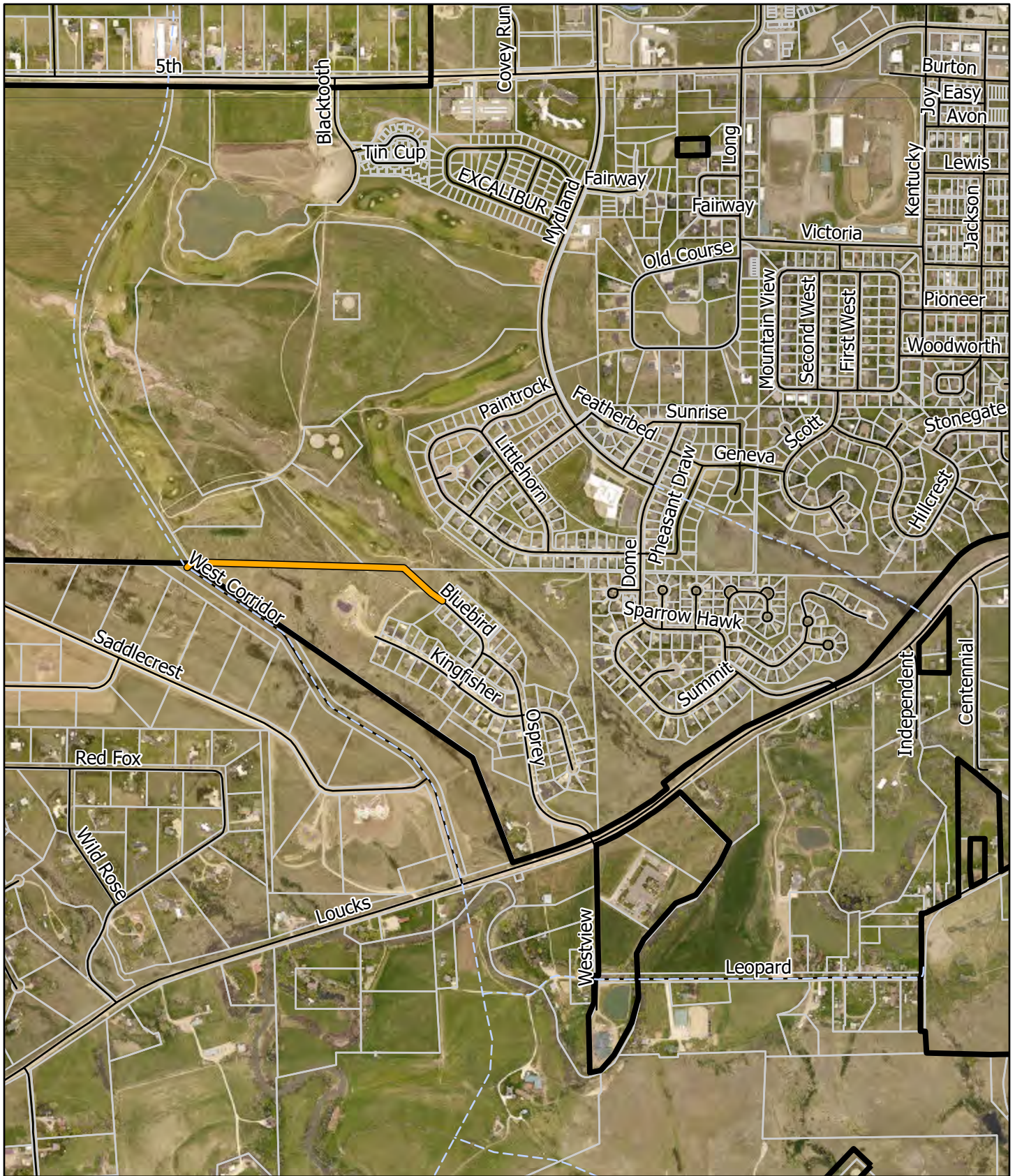
Improvement Categories: Corridor Preservation, Roadway Connectivity, Pedestrian/Bicycling, Pathways

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.



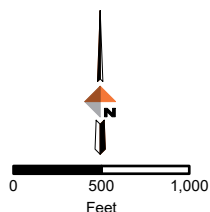
 Bluebird Ln - Kingfisher Ave to West Corridor

 Proposed Projects

 Existing Streets

 City Limits

 Parcels



Bluebird Ln - Kingfisher Ave to West Corridor

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.10

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.

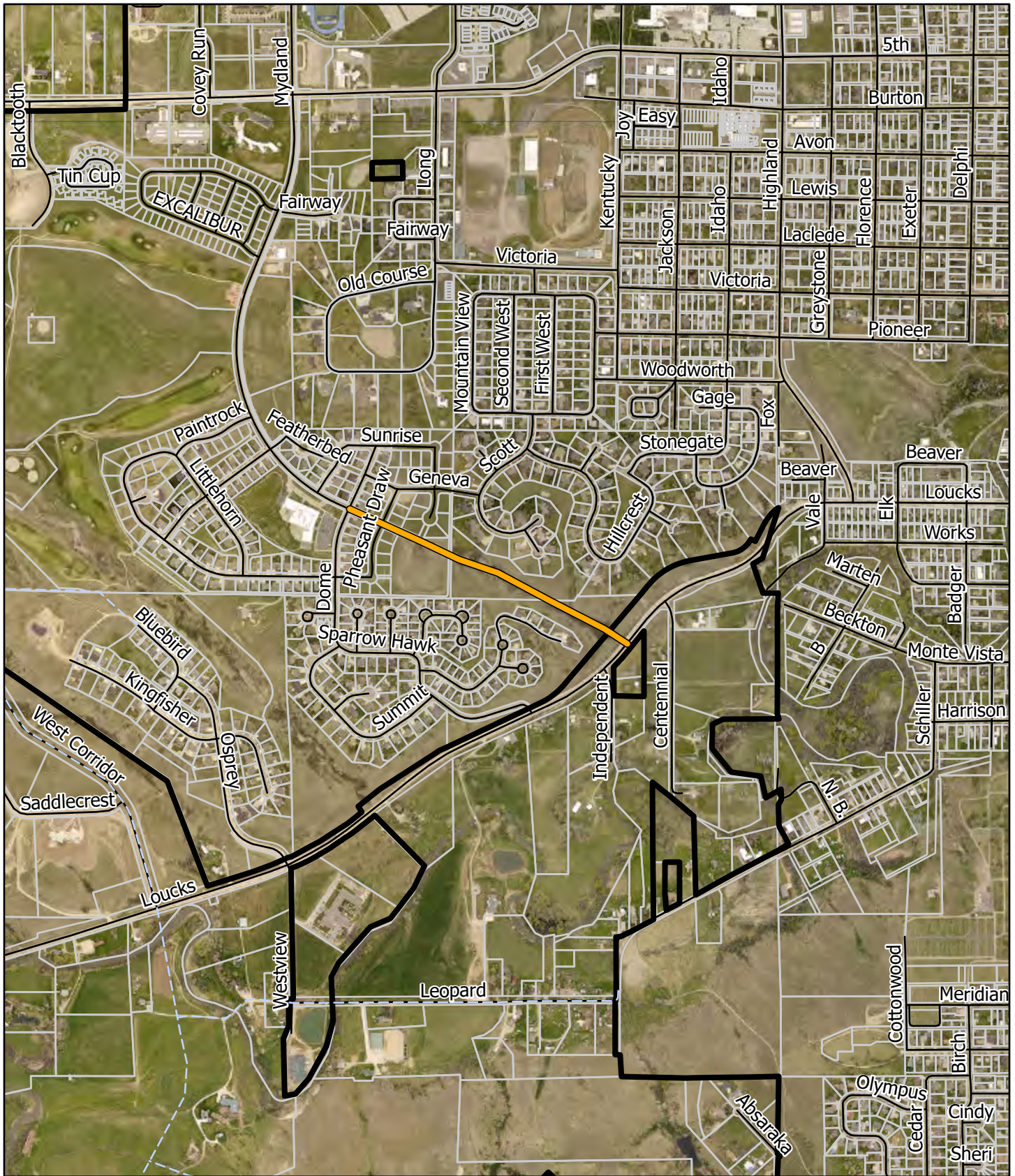
Improvement Categories: Corridor Preservation, Functional Classification, Roadway Connectivity, School Zone, Safety, Pedestrian/Bicycling, Pathways

Public Comments Received: 4

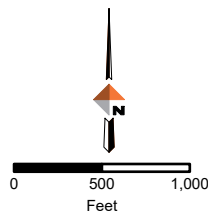
Previous Study References: (1 Total) 2008 Sheridan County Comprehensive Plan

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



Mydland Rd - Dome Dr to W Loucks St

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.11

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.

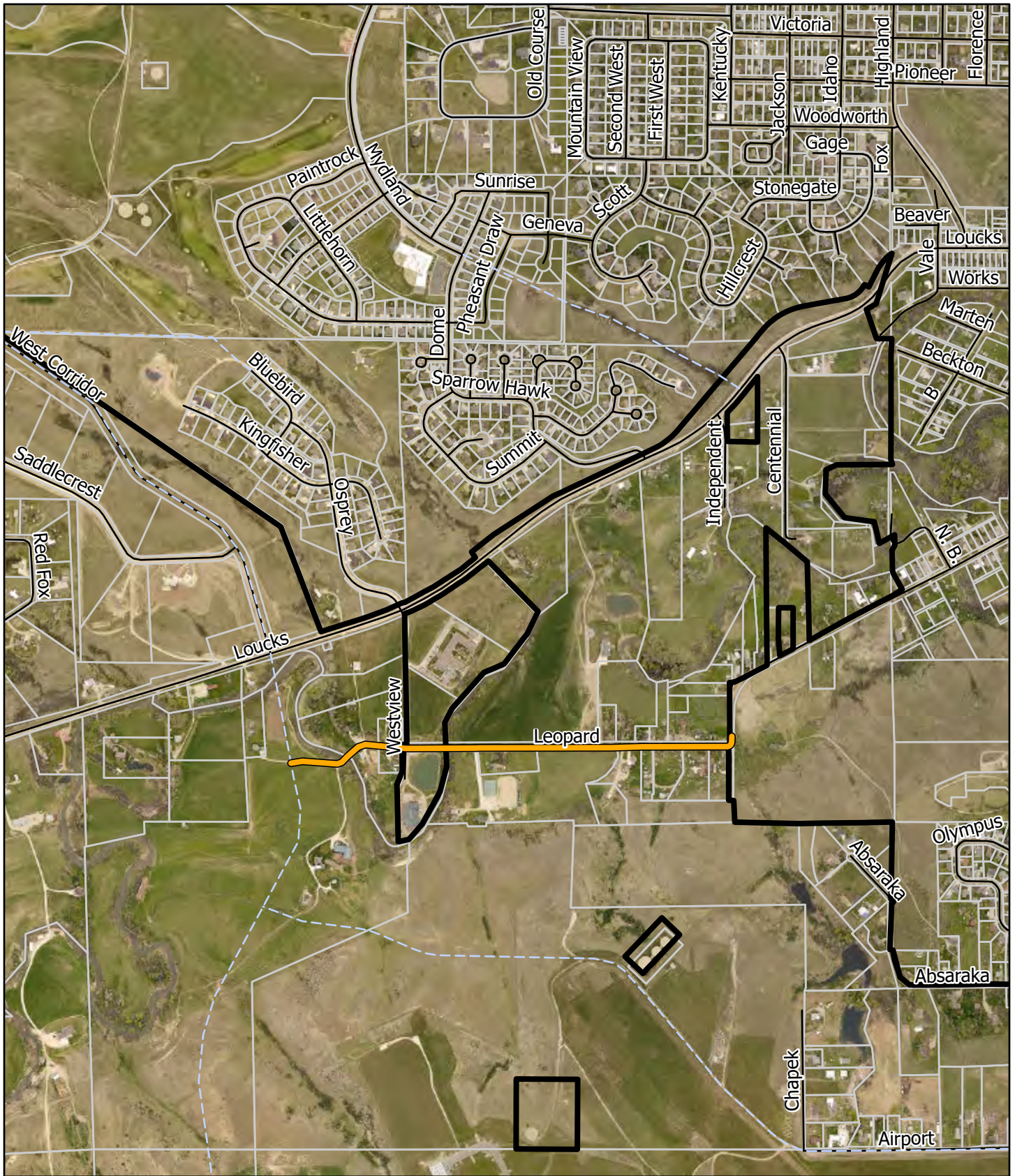
Improvement Categories: Corridor Preservation, Roadway Connectivity, Functional Classification

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.



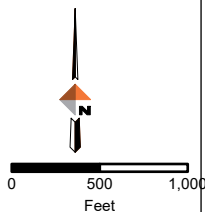
Leopard Street to West Corridor

Proposed Projects

Existing Streets

City Limits

Parcels



Leopard St to West Corridor

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.12

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.



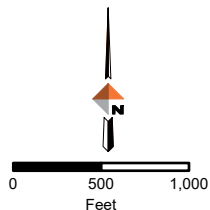
Fort Rd - N Main St to Kittering Rd

Proposed Projects

Existing Streets

City Limits

Parcels



Fort Rd - Main St to Kittering Rd

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.13

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.

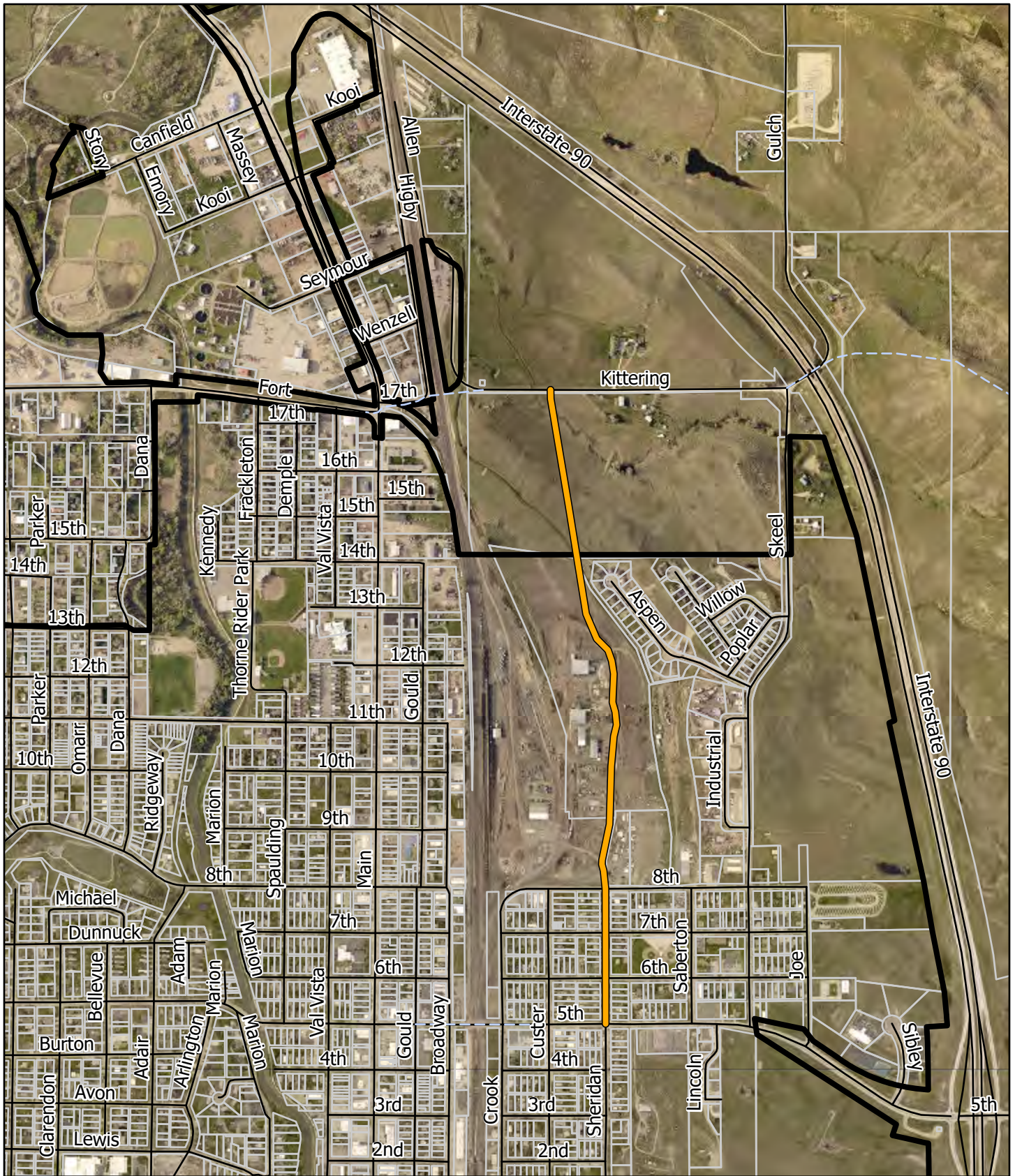
Improvement Categories: Corridor Preservation, Roadway Connectivity, Functional Classification, Downtown Sheridan

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.



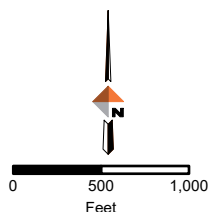
— N Sheridan Ave - 8th St to Kittering Rd

- - - Proposed Projects

— Existing Streets

▮ City Limits

▭ Parcels



N Sheridan Ave - 5th St to Kittering Rd

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.14

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.

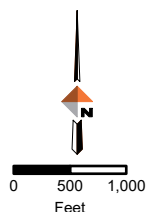
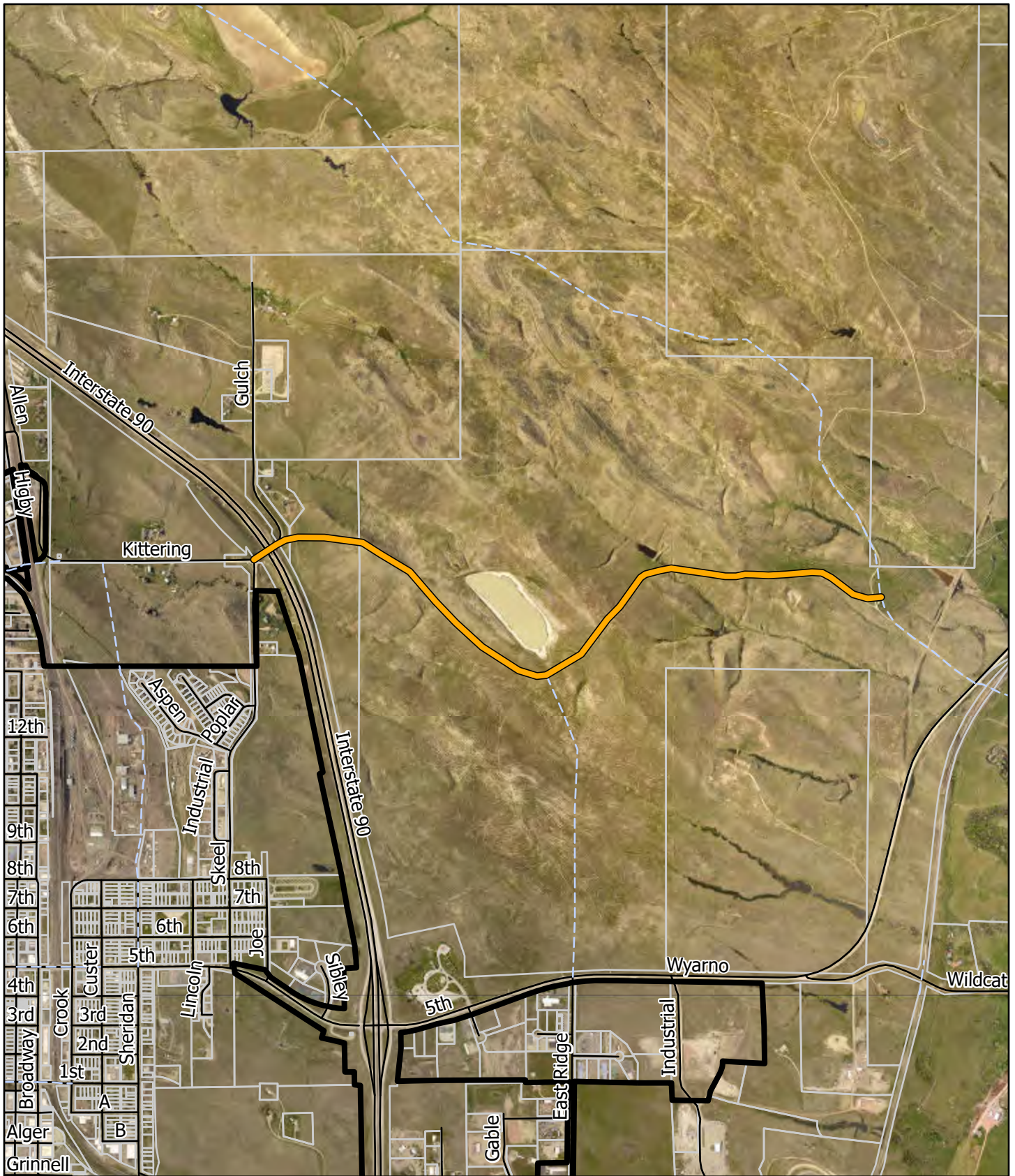
Description: Proposed 2-lane arterial extending from the intersection of Kittering Rd and Gulch Rd easterly towards the future east corridor. The existing I-90 bridge that spans across Gulch Rd would need to be evaluated during planning and design of this improvement. This project is approximately 1.8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



June 12, 2025

Figure 2.15

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.

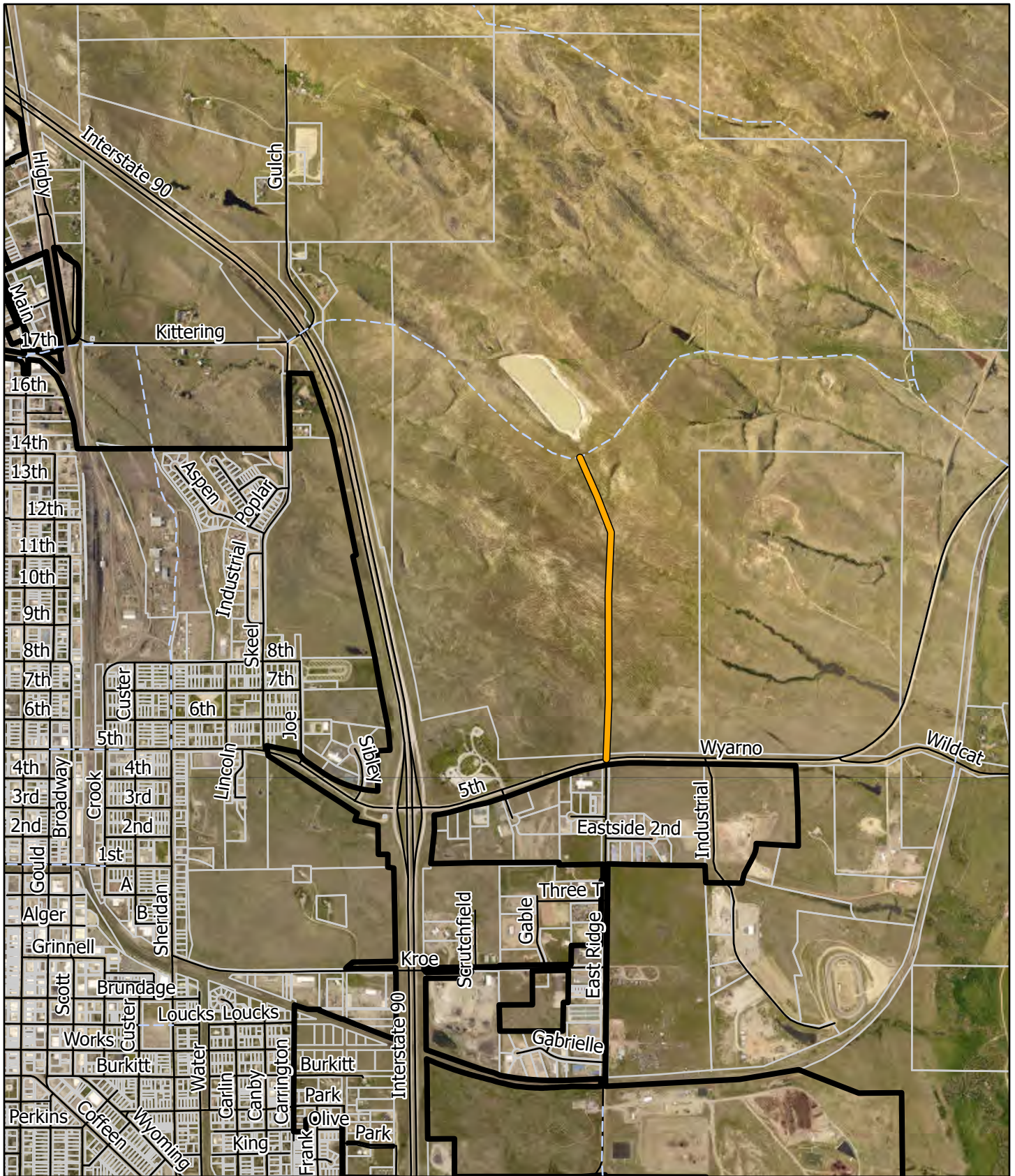
Improvement Categories: Corridor Preservation, Roadway Connectivity, Functional Classification, Pedestrian/Bicycling, Pathway

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 Rd - E 5th St to Kittering Rd

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.16

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.

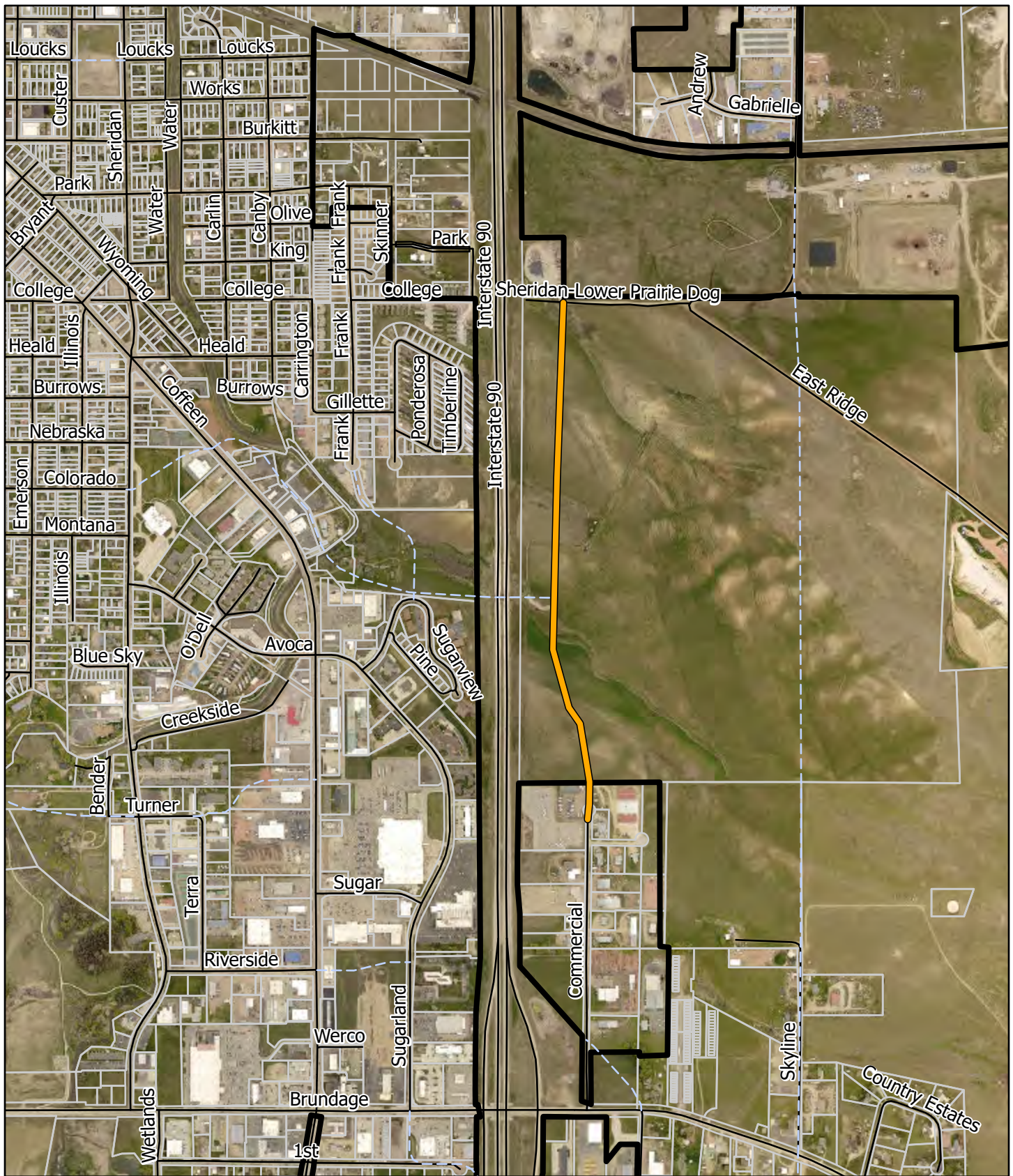
Improvement Categories: Corridor Preservation, Roadway Connectivity, Functional Classification

Public Comments Received: None

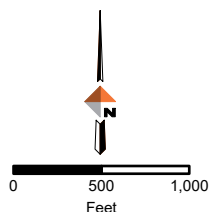
Previous Study References: None

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



Commercial Ave to East Ridge Rd

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.17

2.18 Lewis Street to First Street Bridge

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

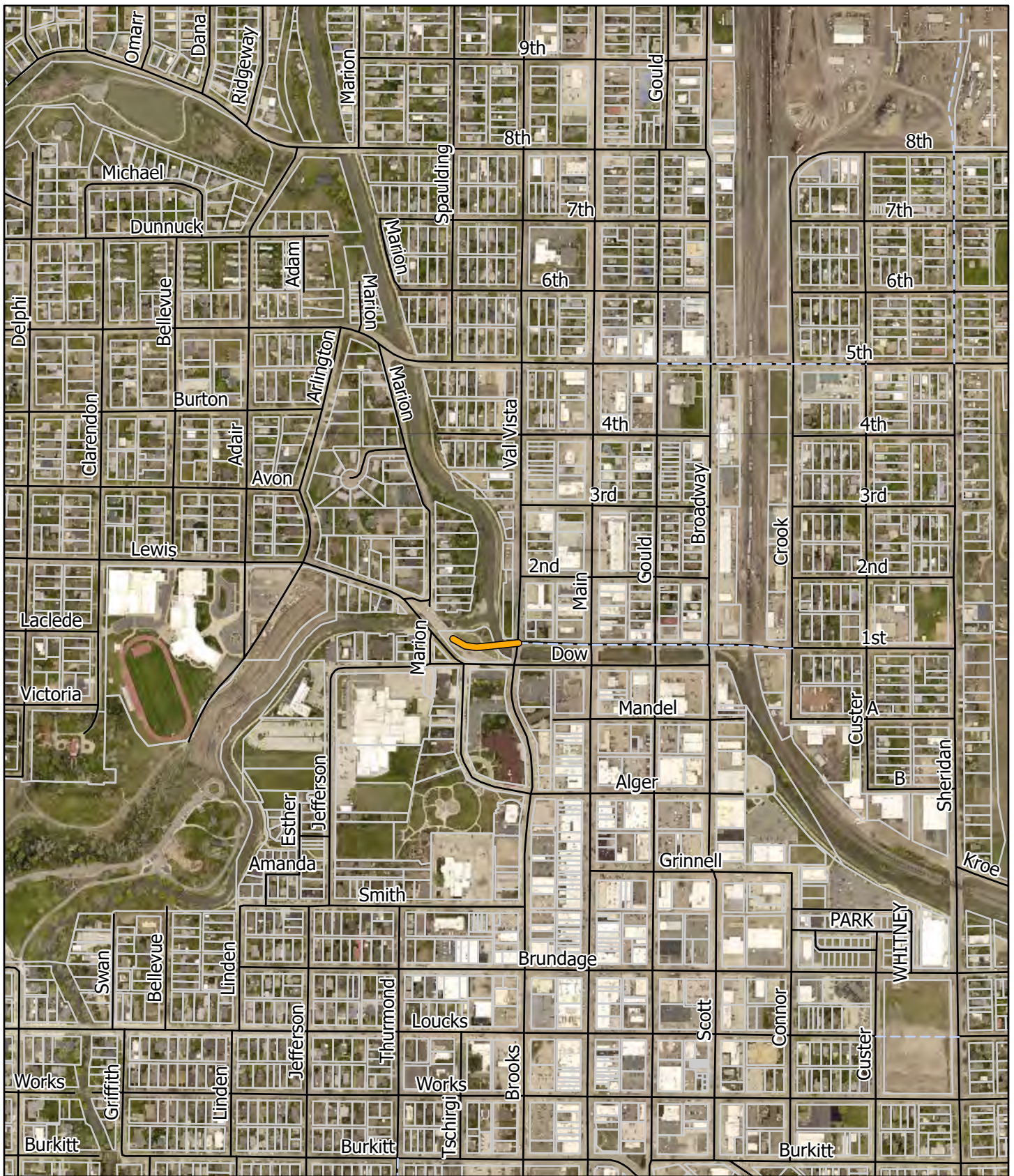
Description: Proposed overpass structure above Little Goose Creek to connect Lewis St and 1st St. Several intersections between Dow St, Lewis St, Brooks St, Val Vista St, and 1st St would need to be evaluated with this project to optimize traffic.


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

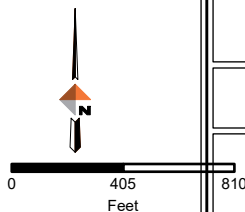


 Lewis St to 1st St Bridge

 Proposed Projects

 Existing Streets

 Parcels



Lewis St to 1st St Bridge

City of Sheridan Transportation Plan

June 12, 2025

Figure 2.18



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

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.19

2.20 1st Street Grade Separated Crossing

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

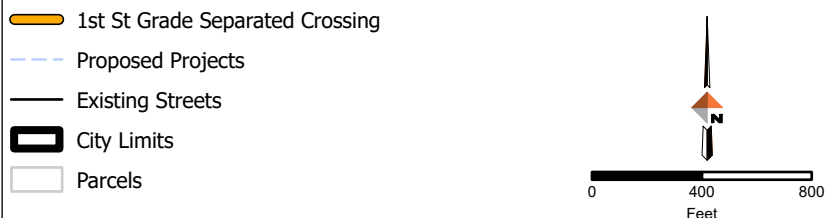
Description: Grade separated crossing to allow 1st St to bypass the at-grade crossing with the BNSF railroad. An overpass structure has been studied in the past. Planning and design should incorporate improvements for pedestrians and bicyclists. This project requires collaboration with BNSF.


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	
City of Sheridan Transportation Plan	
	June 12, 2025
	Figure 2.20

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.



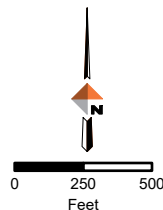
 E Loucks St - Custer St to Sheridan Ave

 Proposed Projects

 Existing Streets

 City Limits

 Parcels



E Loucks St - Custer St to Sheridan Ave

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.21

2.22 Frank Street – Gillette Street to Sugarview Drive

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

Description: Proposed 2-lane 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.

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.

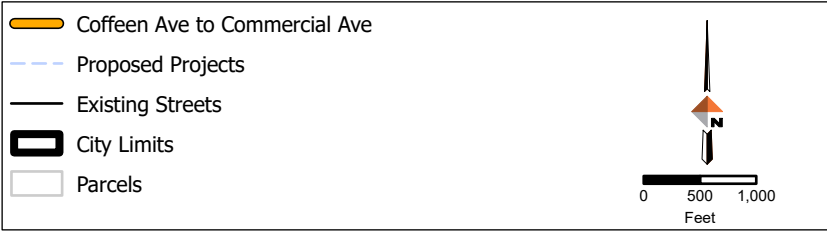
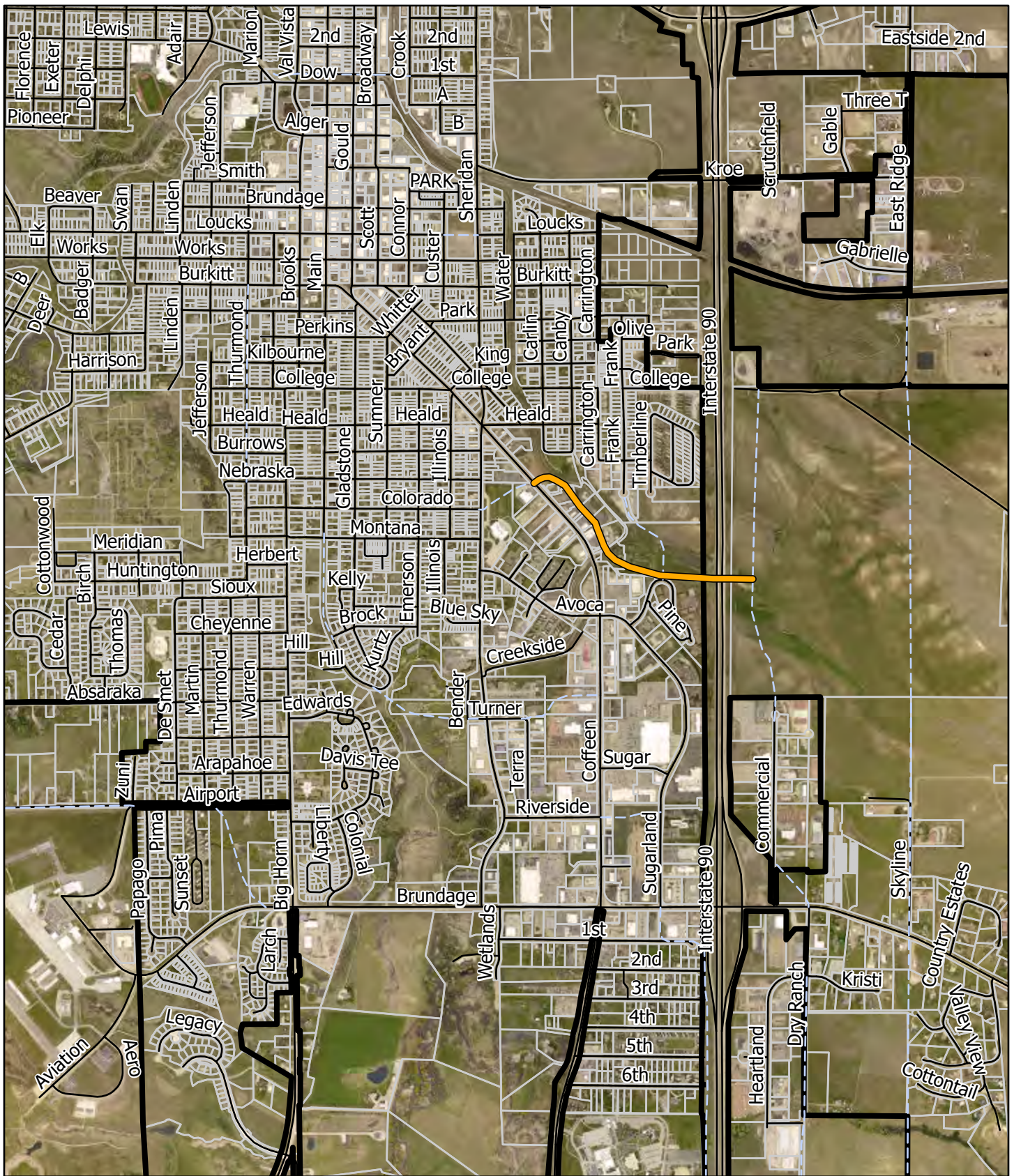
Improvement Categories: Corridor Preservation, Roadway Connectivity, Functional Classification, Traffic Pattern, Pedestrian/Bicycling, Pathway


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.



Colorado St - Coffeen Ave to Commercial Ave	
City of Sheridan Transportation Plan	
	June 12, 2025
	Figure 2.23

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.

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 roadway and 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 add 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.

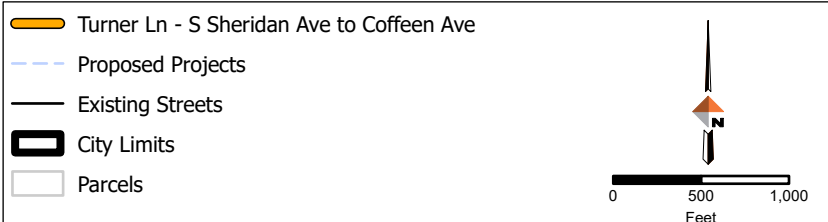
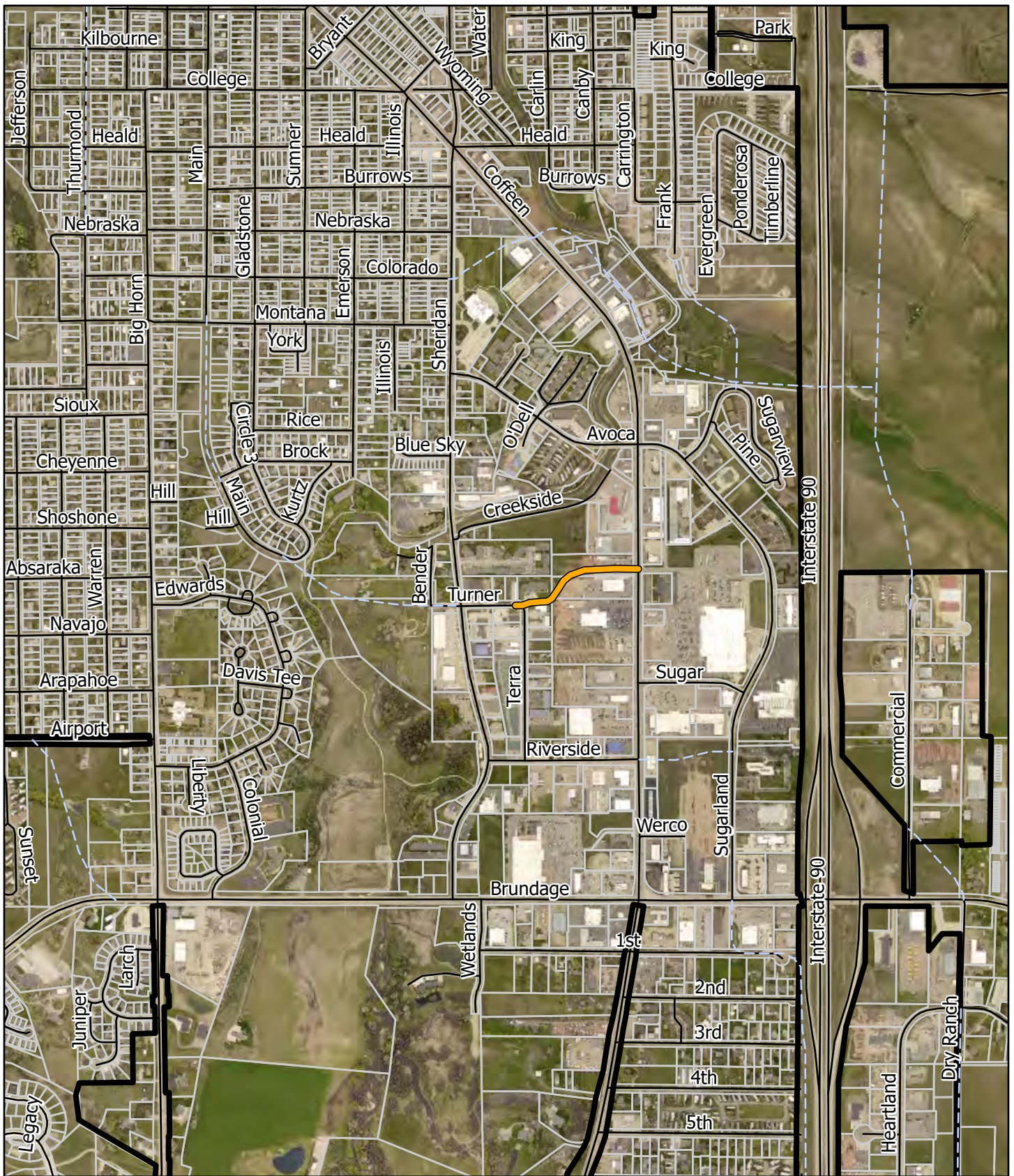
Improvement Categories: Corridor Preservation, Roadway Connectivity, Traffic Pattern, Functional Classification


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	
City of Sheridan Transportation Plan	
	June 12, 2025
	Figure 2.25

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

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.

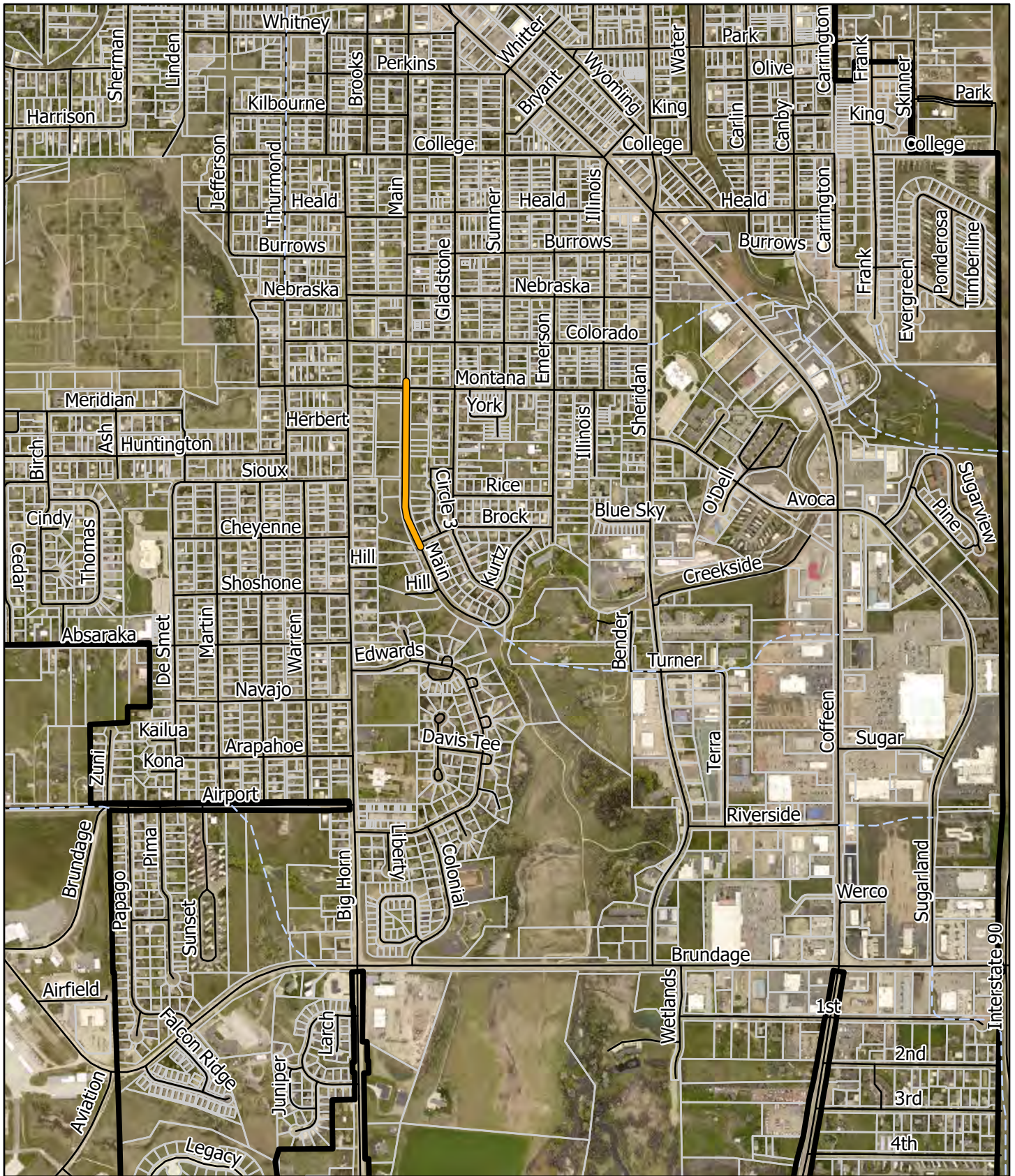
Description: Proposed 2-lane collector roadway that would connect S Main St between E Montana St to Brock Ave. Steep hillsides would likely require retaining walls alongside the new roadway. This project includes approximately 0.25 miles of roadway.

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



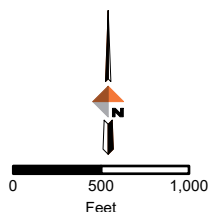
 S Main St - E Montana St to Brock Ave

 Proposed Projects

 Existing Streets

 City Limits

 Parcels



S Main St - E Montana St to Brock Ave

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.27

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.

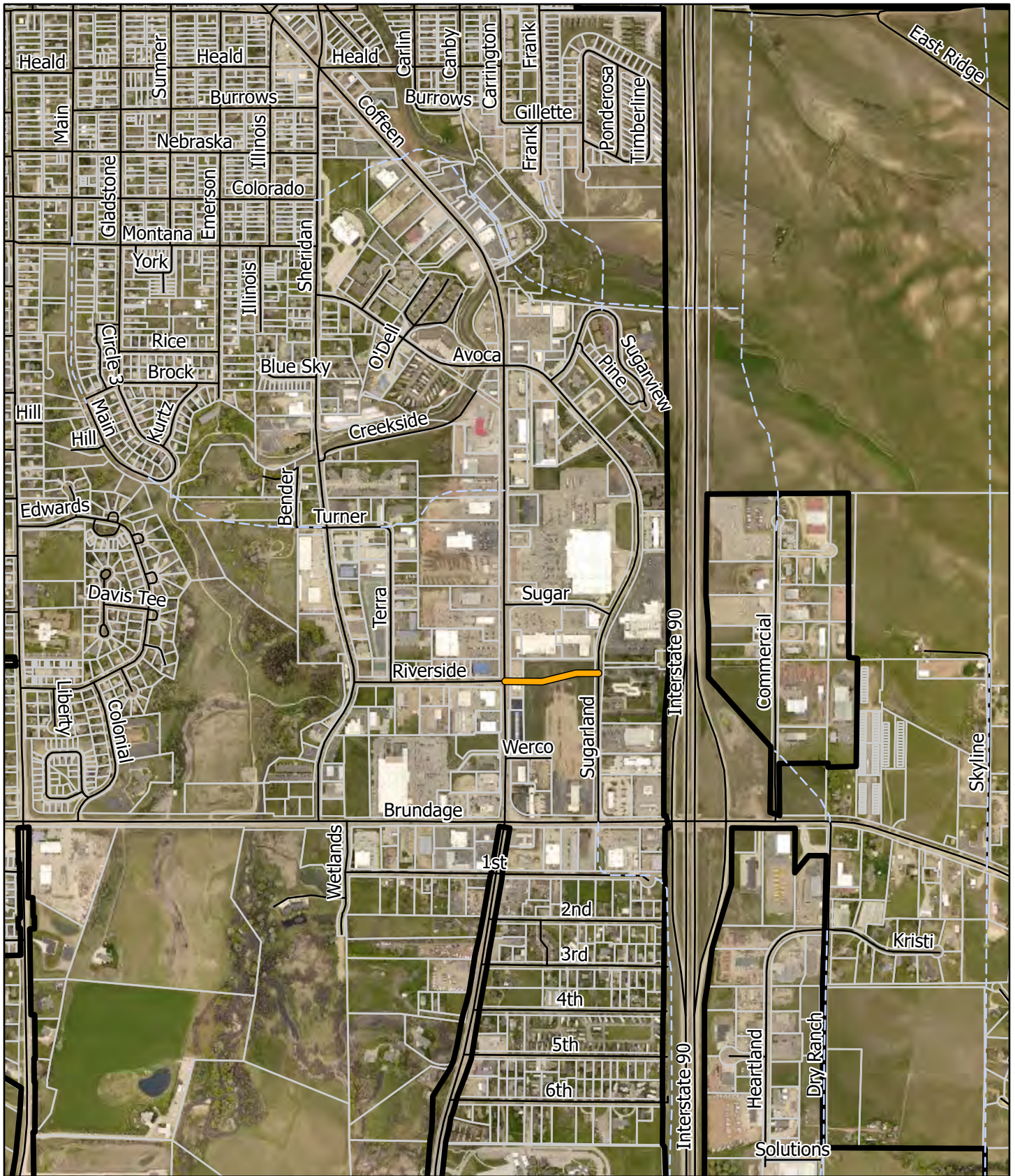
Description: Proposed 2-lane collector roadway that would extend Riverside St from Coffeen Ave to Sugarland Dr. The intersection at Coffeen Ave could be a future location for a new traffic signal. This project includes approximately 0.15 miles of roadway and requires collaboration with WYDOT.

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



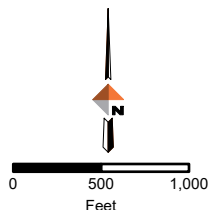
 Riverside St - Coffeen Ave to Sugarland Dr

 Proposed Projects

 Existing Streets

 City Limits

 Parcels



Riverside St - Coffeen Ave to Sugarland Dr

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.28

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.

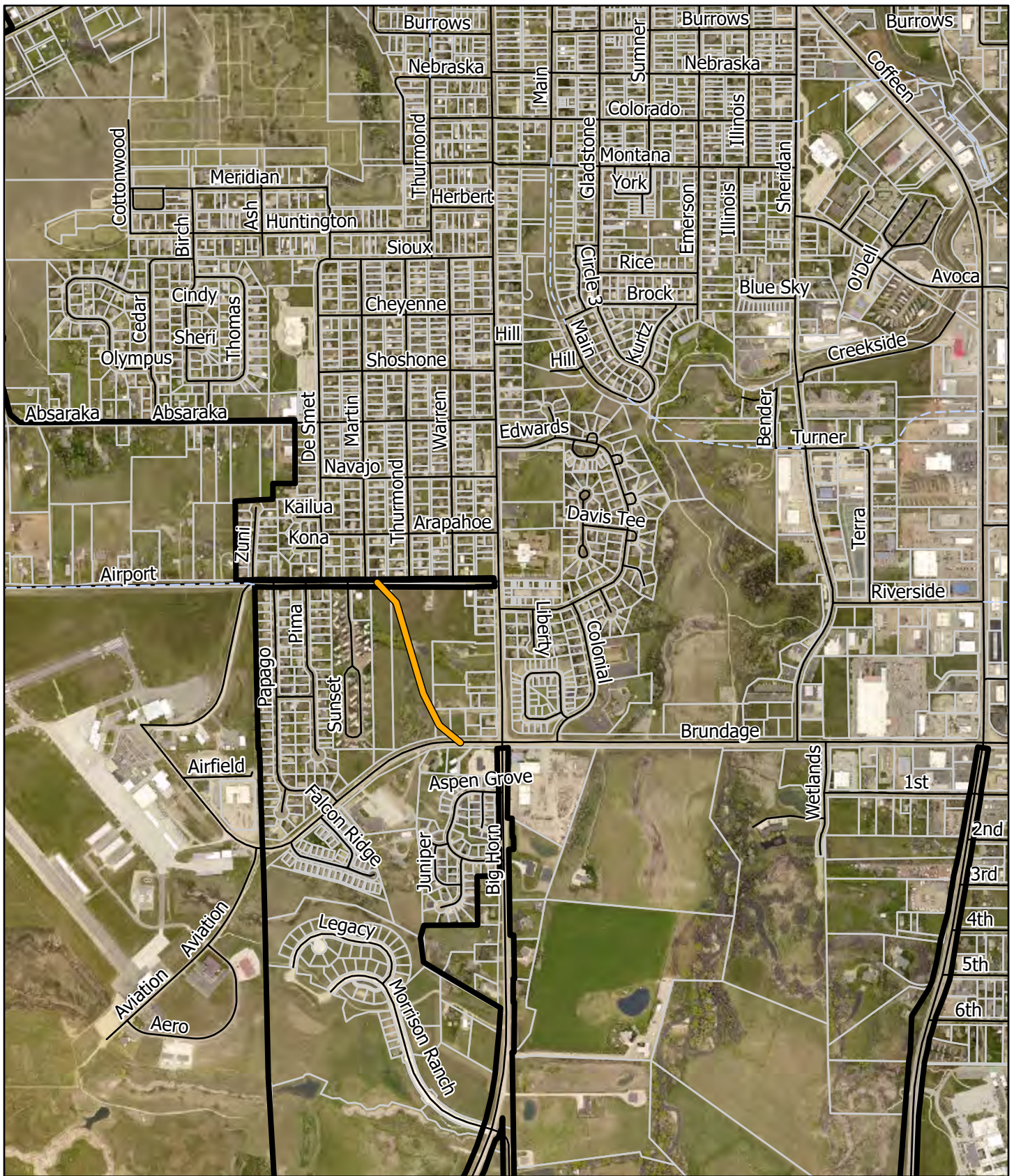
Improvement Categories: Corridor Preservation, Roadway Connectivity, Traffic Pattern, Functional Classification, Pedestrian/Bicycling, Pathways

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.



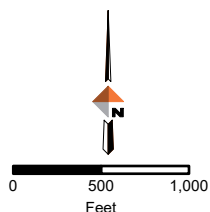
W Brundage Ln - Big Horn Ave to Airport Rd

Proposed Projects

Existing Streets

City Limits

Parcels



W Brundage Ln - Big Horn Ave to Airport Rd

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.29

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.

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.

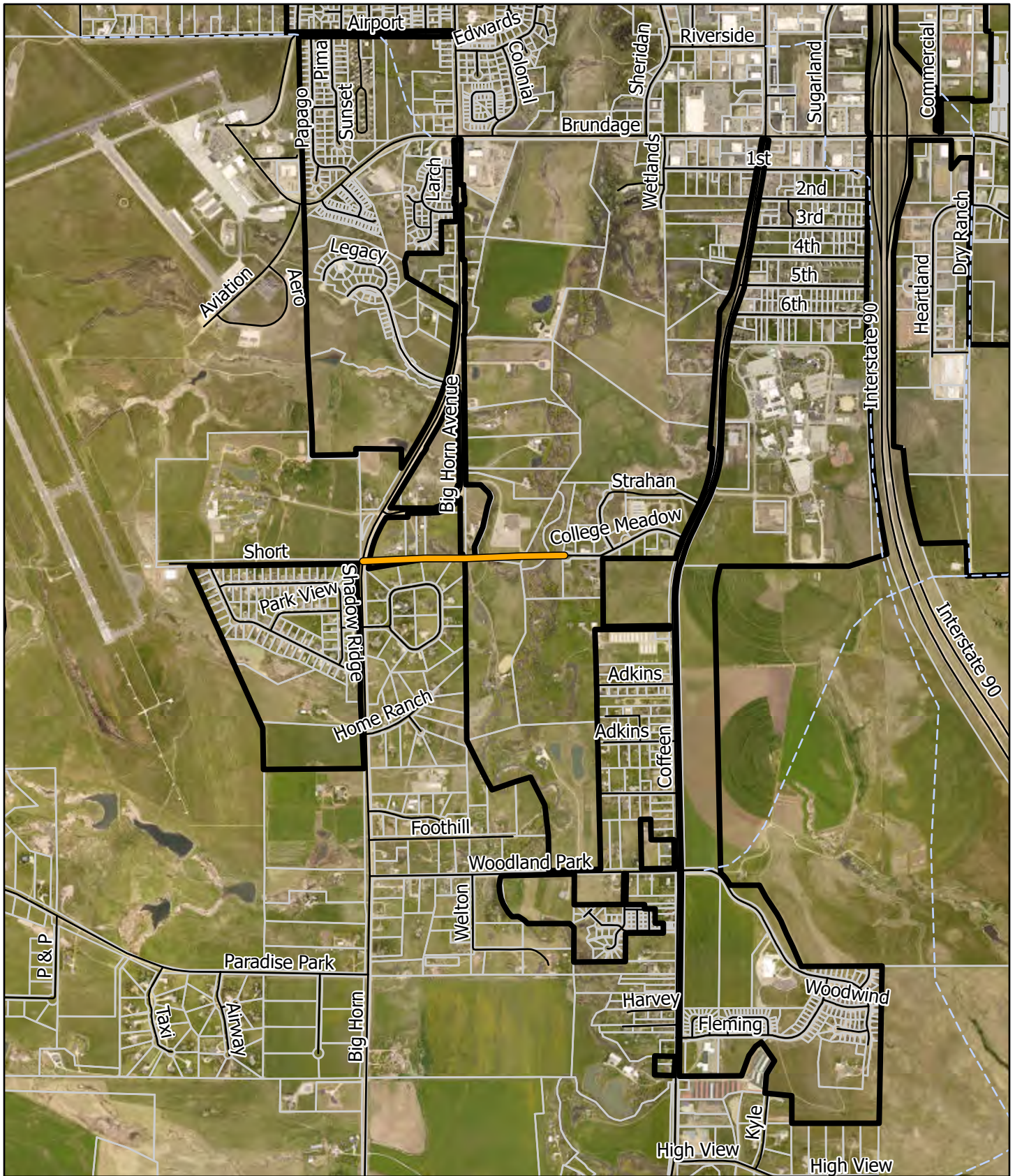
Description: Proposed 2-lane collector roadway that would connect Short Rd to College Meadow Dr. A bridge structure would be required over Little Goose Creek. This project includes approximately 0.50 miles of roadway and requires collaboration with WYDOT and Sheridan County.

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



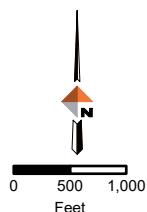
Short Rd - Big Horn Ave to College Meadow Dr

Proposed Projects

Existing Streets

City Limits

Parcels



Short Rd - Big Horn Ave to College Meadow Dr

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.31

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:

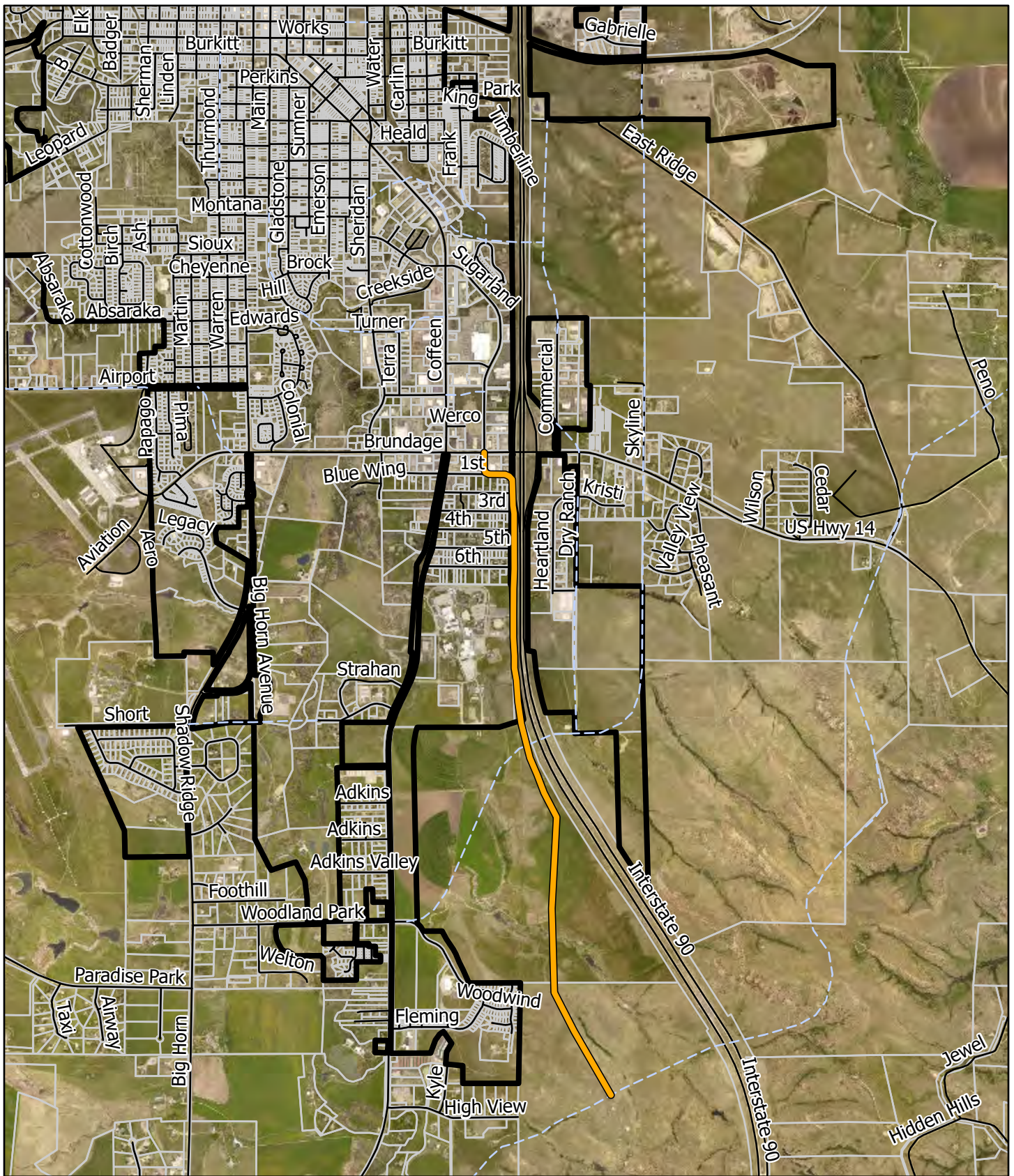
*Segment 1 (Brundage Ln to Middle East Corridor): \$6,770,000**

*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.



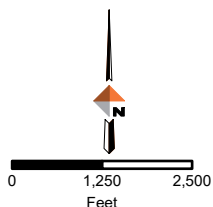
— Sugarland Dr - E Brundage Ln to East Corridor

--- Proposed Projects

— Existing Streets

City Limits

Parcels



Sugarland Dr - E Brundage Ln to East Corridor

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.32

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.

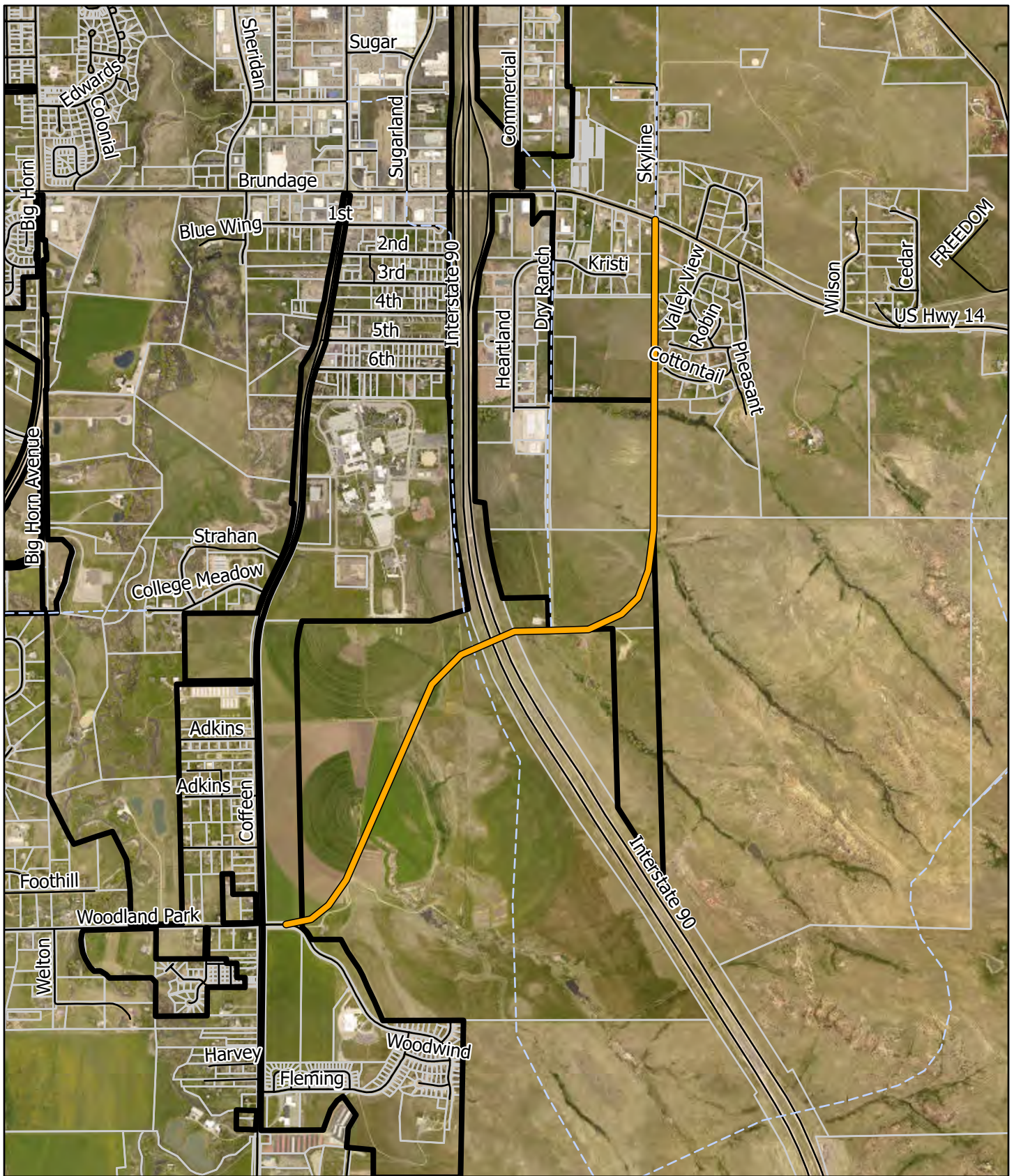
Improvement Categories: Corridor Preservation, Roadway Connectivity, Traffic Pattern, School Zone, Pedestrian/Bicycling, Pathway

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.



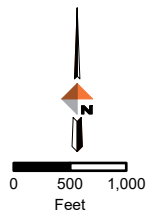
— Middle East Corridor - Coffeen Ave to E Brundage Ln

- - - Proposed Projects

— Existing Streets

▮ City Limits

▭ Parcels



Middle East Corridor - Coffeen Ave to Brundage Ln

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.33

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.

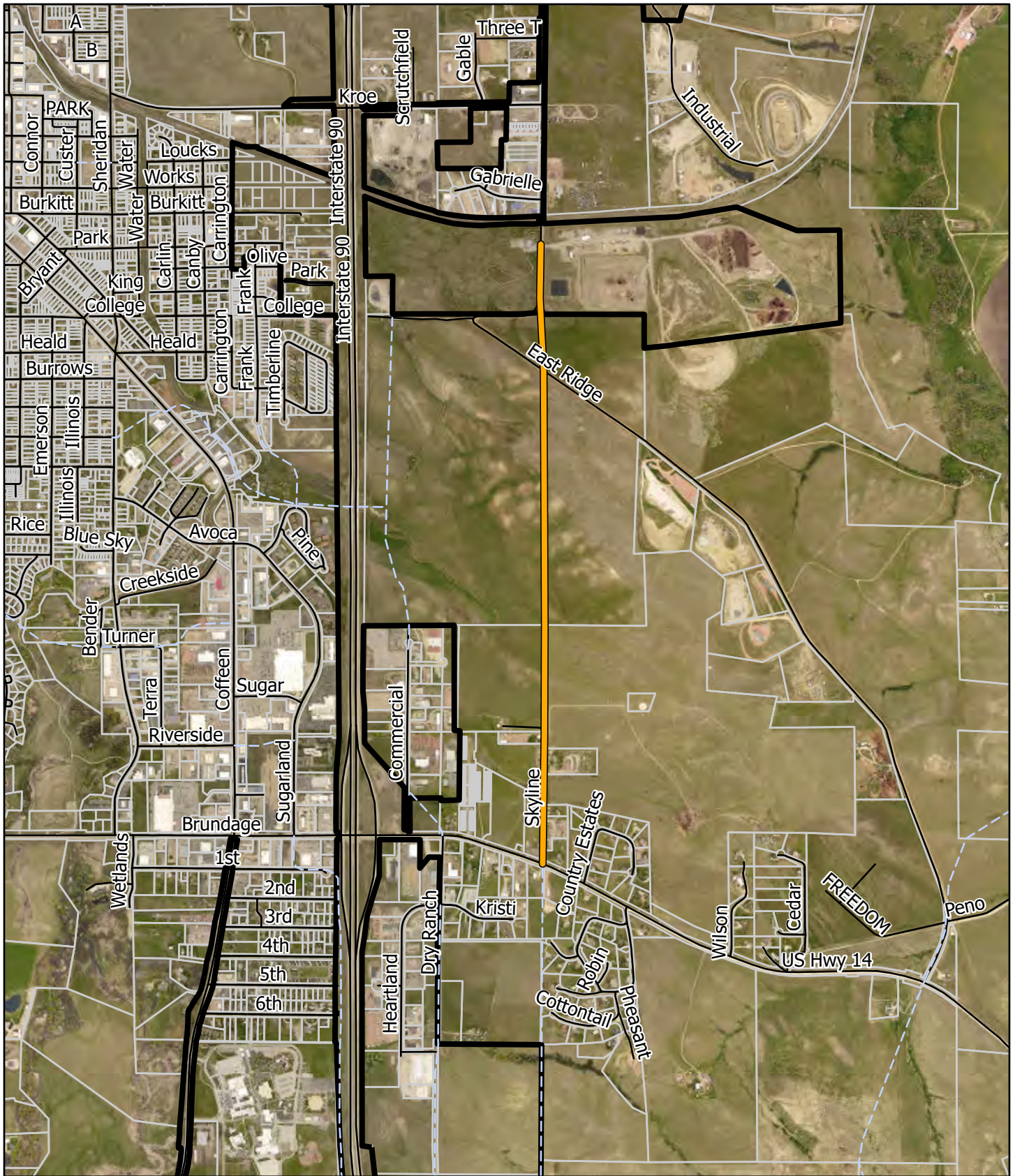
Improvement Categories: Corridor Preservation, Roadway Connectivity, Functional Classification, Pedestrian/Bicycling, Pathway

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.



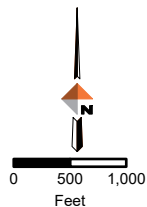
— Middle East Corridor - E Brundage Ln to E Ridge Rd

- - - Proposed Projects

— Existing Streets

▮ City Limits

▭ Parcels



Middle East Corridor - E Brundage Ln to East Ridge Rd

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.34

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.

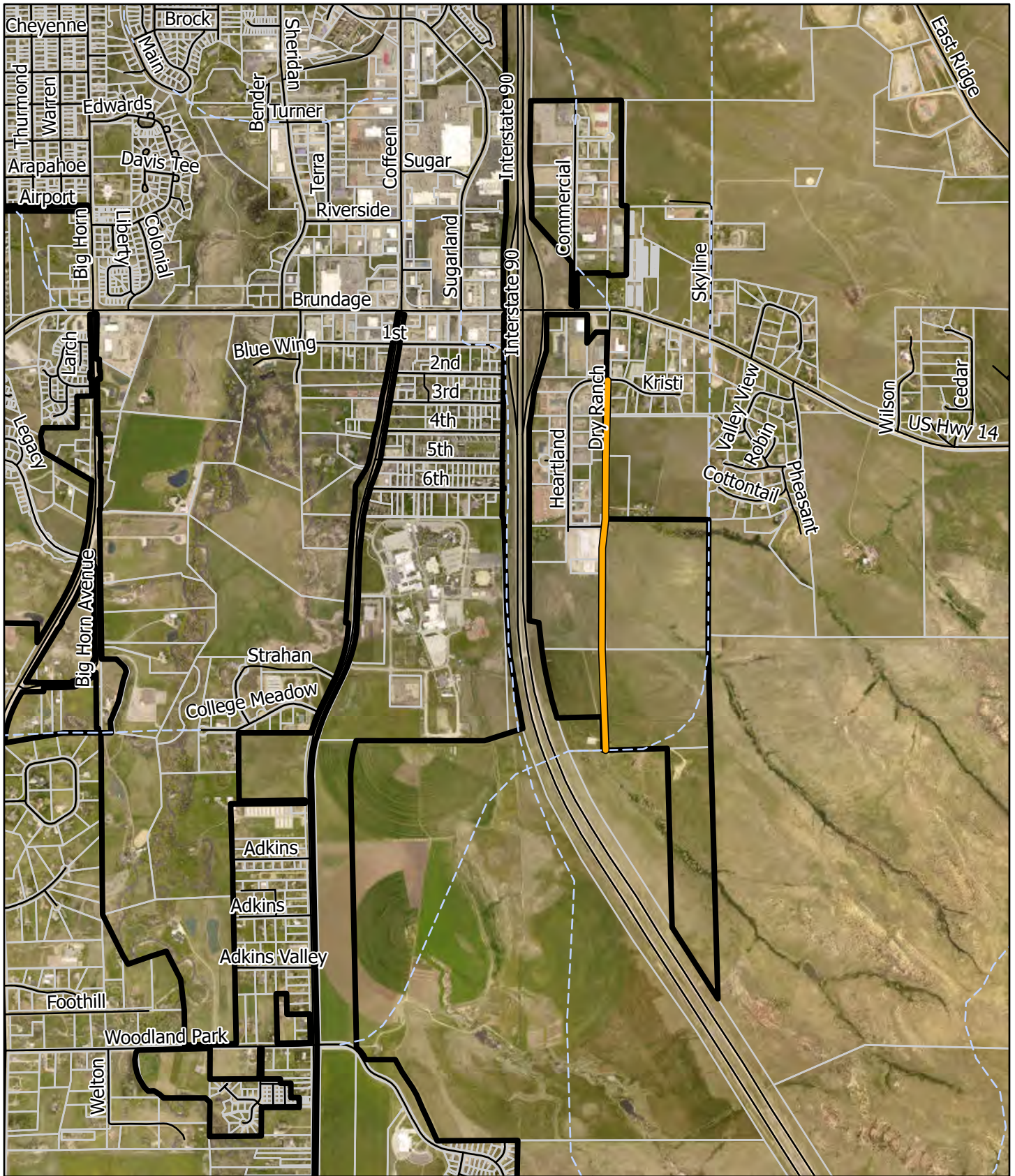
Description: Proposed 2-lane collector roadway that would improve and extend Dry Ranch Rd south to the future middle east corridor. This project includes approximately 0.90 miles of roadway. The project requires collaboration with Sheridan County.

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



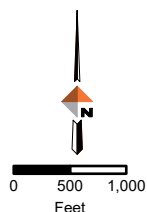
— Dry Ranch Rd - Solutions Wy to Middle East Corridor

--- Proposed Projects

— Existing Streets

City Limits

Parcels



Dry Ranch Rd - Solutions Way to Middle East Corridor

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.35

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.

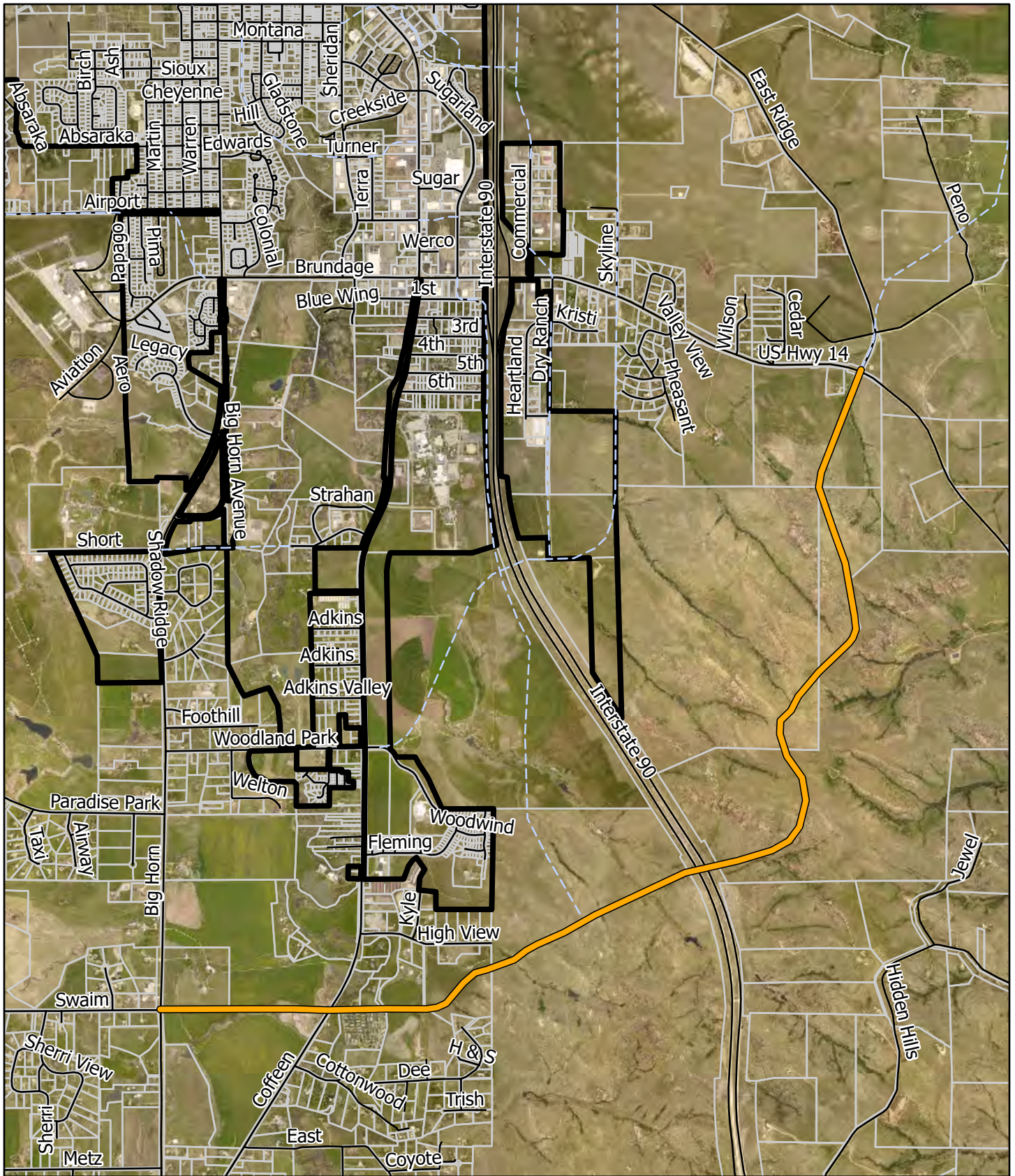
Description: Proposed 2-lane arterial to provide access across I-90. This could be a location for a new interchange in the future. Intersections at Big Horn Ave, Coffeen Ave, and E Brundage Ln would need to be evaluated in planning and design. Replacement of the bridge and roadway that serves the Woodland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



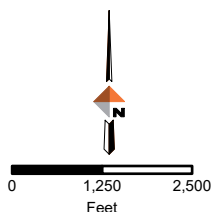
— East Corridor - Big Horn Ave to E Brundage

- - - Proposed Projects

— Existing Streets

▮ City Limits

▭ Parcels



East Corridor - Big Horn Ave to E Brundage Ln

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.36

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.

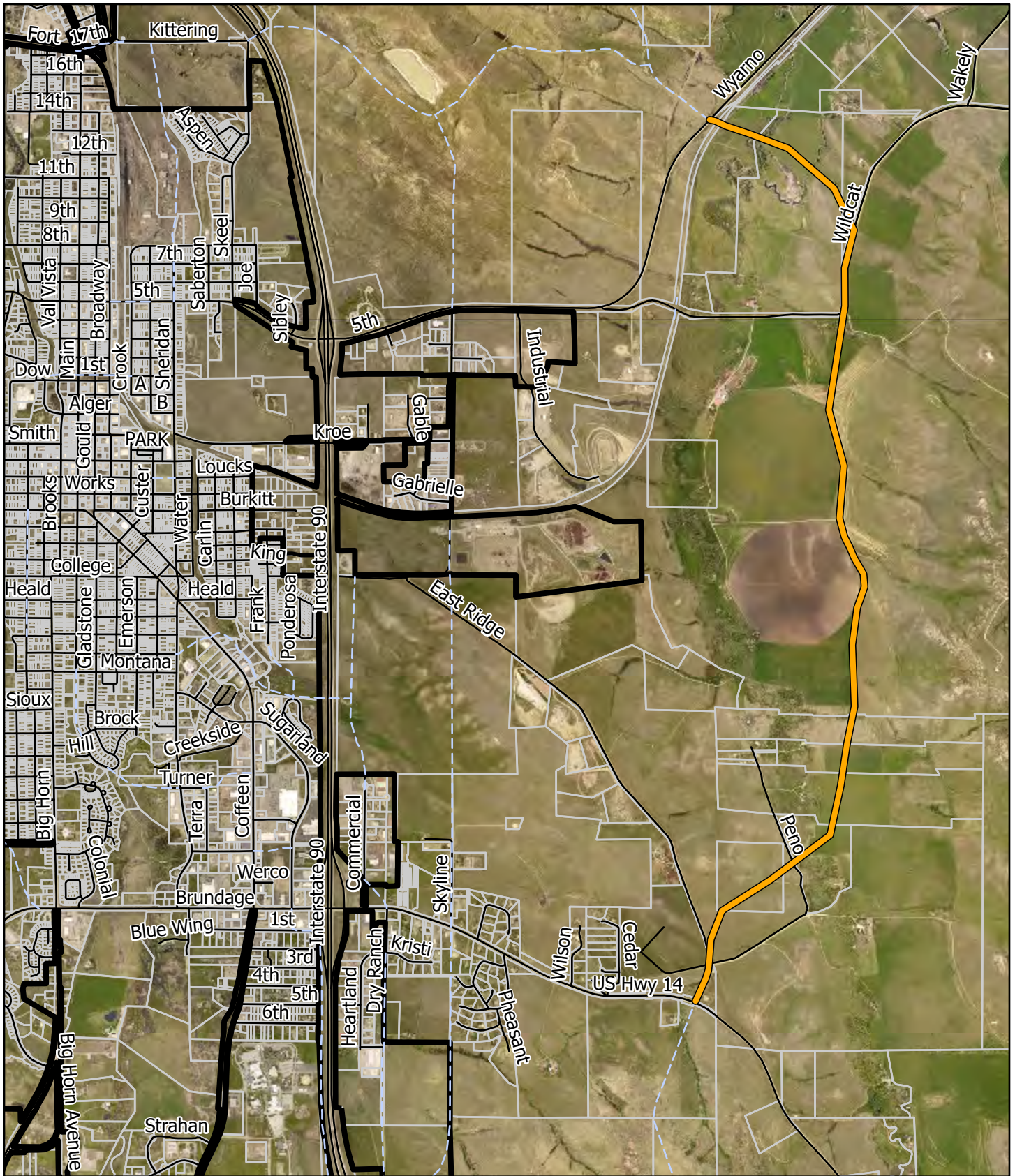
Description: Proposed 2-lane arterial to connect E Brundage Ln (HWY 14) to Wyarno Rd. Several bridge structures and a BNSF RR crossing would need to be evaluated. This project includes approximately 4 miles of roadway and requires collaboration with WYDOT, Sheridan County, and BNSF.

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.

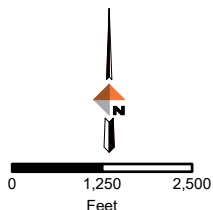
Improvement Categories: Corridor Preservation, Roadway Connectivity, Traffic Pattern

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



East Corridor - E Brundage Ln to Wyarno Rd

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.37

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

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.

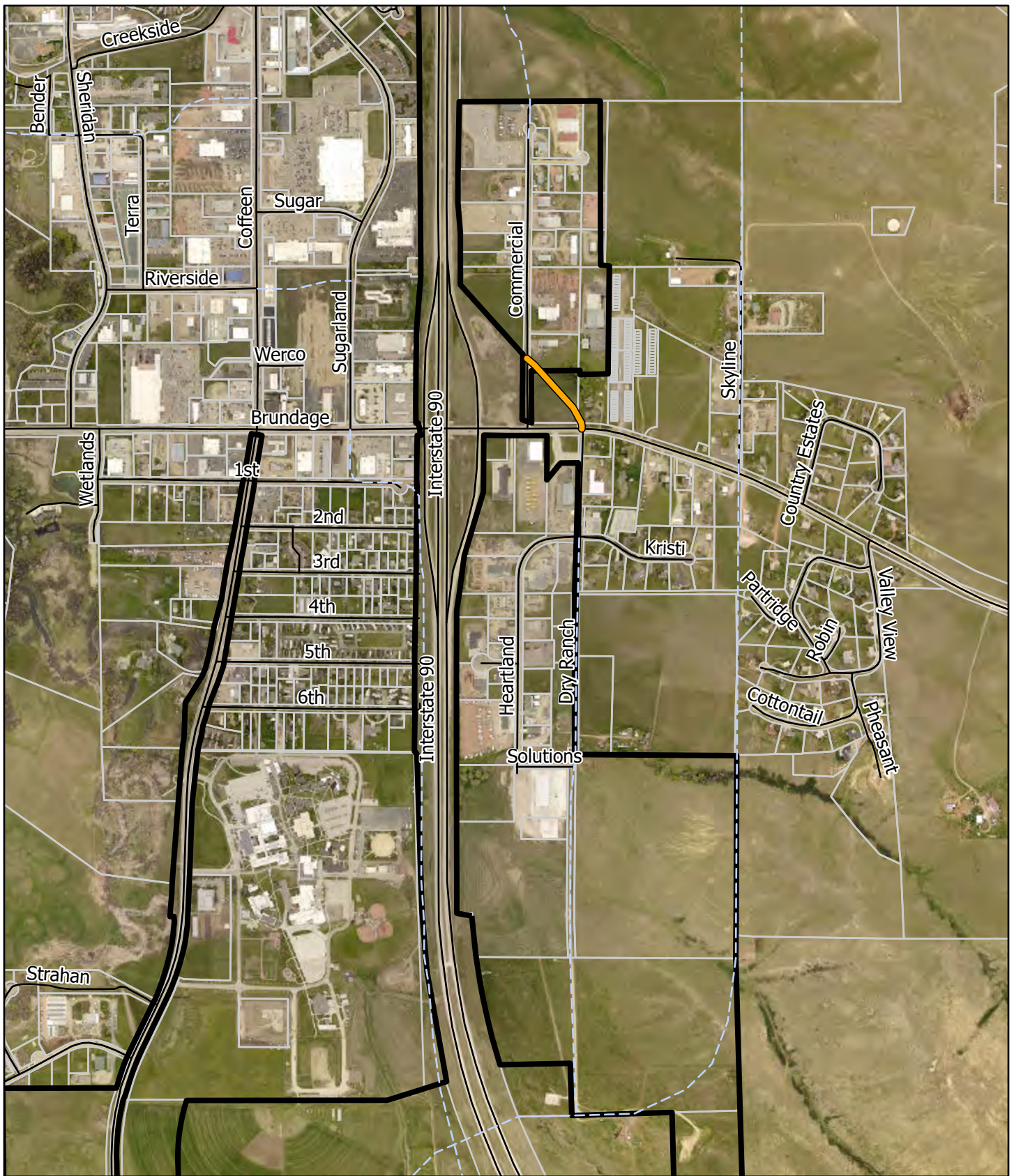
Improvement Categories: Corridor Preservation, Roadway Connectivity, Traffic Pattern

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.



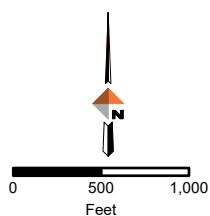
— Dry Ranch Rd - E Brundage to Commerical Ave

- - - Proposed Projects

— Existing Streets

▮ City Limits

▭ Parcels



Dry Ranch Rd - E Brundage Ln to Commercial Ave

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.39

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

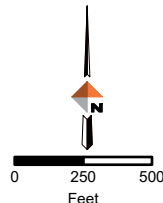
Previous Study References: (3 Total) 2001 Sheridan Traffic Study, 2001 Sheridan County Growth Management Plan, 2008 Sheridan County Comprehensive Plan

Estimated 2025 Cost: \$1,200,000*

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



-  Main St & Fort Rd
-  Proposed Intersection Projects
-  Proposed Road Projects
-  Existing Streets
-  City Limits
-  Parcels



Intersection - Fort Rd and Main St

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.40

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.

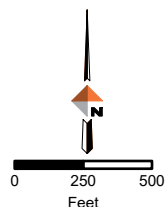
Improvement Categories: Traffic Pattern, School Zone, Safety, Pedestrian/Bicycling

Public Comments Received: 2

Previous Study References: None



- 5th St & Mydland Rd
- Proposed Projects
- Proposed Road Projects
- Existing Streets
- City Limits
- Parcels



Intersection - 5th St & Mydland Rd

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.41

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.



Intersection - 5th St & Long Dr

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.42

2.43 Intersection – 5th Street and Val Vista Street

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

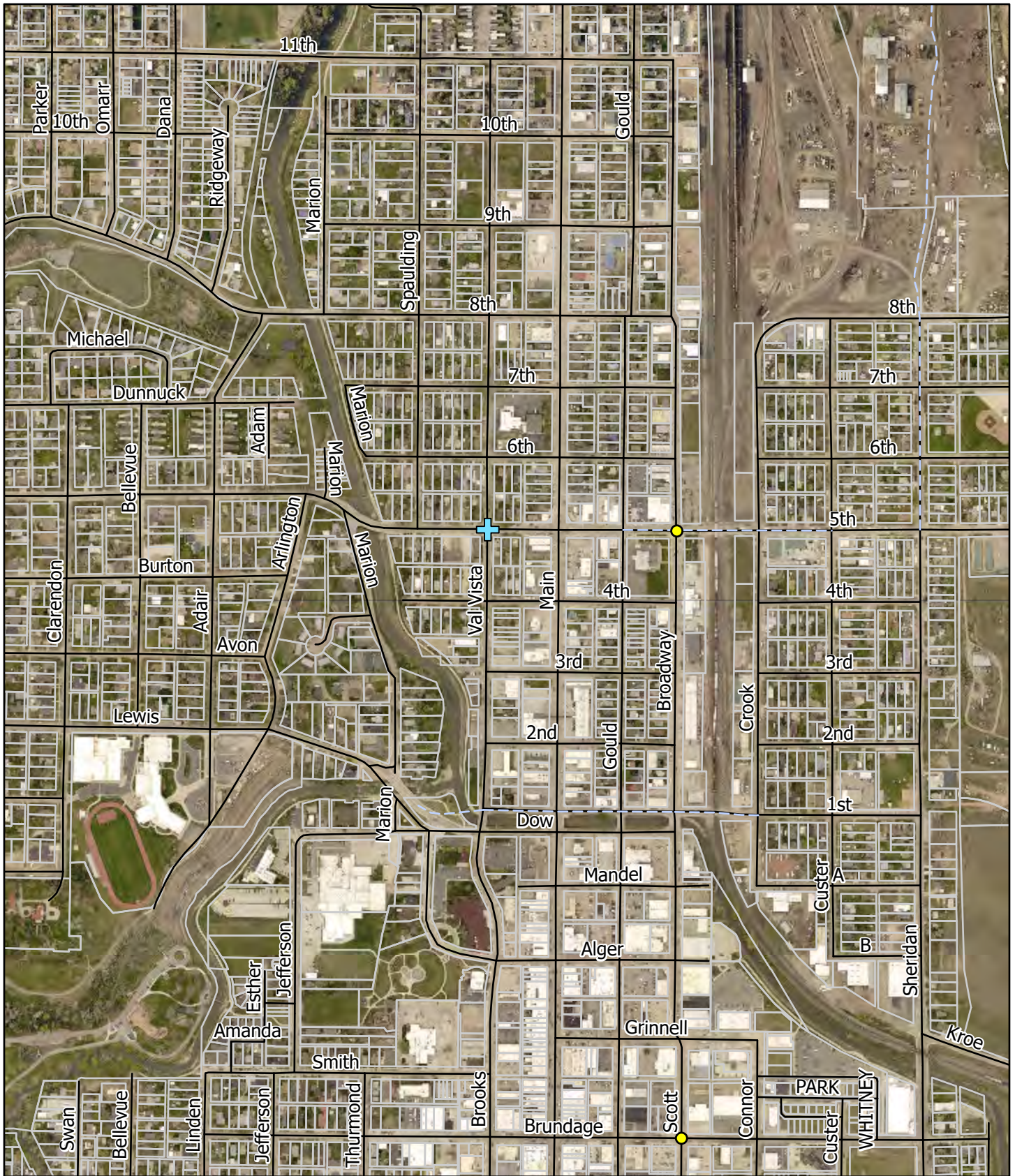
Description: Improvements to existing signalized intersection that could include the addition of turn lanes and synchronization with the traffic signal at 5th St and Main St.







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.

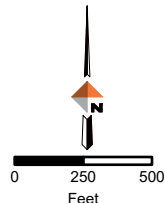
Improvement Categories: Traffic Pattern, Downtown Sheridan

Public Comments Received: 2

Previous Study References: None



-  5th St & Val Vista St
-  Proposed Intersection Projects
-  Proposed Road Projects
-  Existing Streets
-  City Limits
-  Parcels



Intersection - 5th St & Val Vista St

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.43

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.

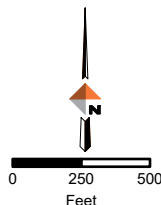
Improvement Categories: Traffic Pattern, Downtown Sheridan, Safety, Pedestrian/Bicycling

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



Intersection - 5th St & Broadway St

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.44

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.

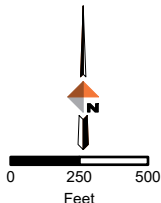
Improvement Categories: Traffic Pattern, Downtown Sheridan, Safety, Pedestrian/Bicycling

Public Comments Received: 1

Previous Study References: None



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



Intersection - Scott St & Brundage St

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.45

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

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.

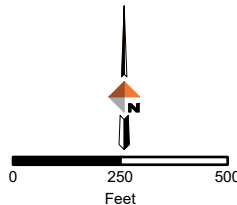
Improvement Categories: Safety, Pedestrian/Bicycling, School Zone

Public Comments Received: 2

Previous Study References: None



-  Big Horn Ave & Edwards Dr
-  Proposed Intersection Projects
-  Proposed Road Projects
-  Existing Streets
-  City Limits
-  Parcels



Intersection - Big Horn Ave & Edwards Dr

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.47

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.

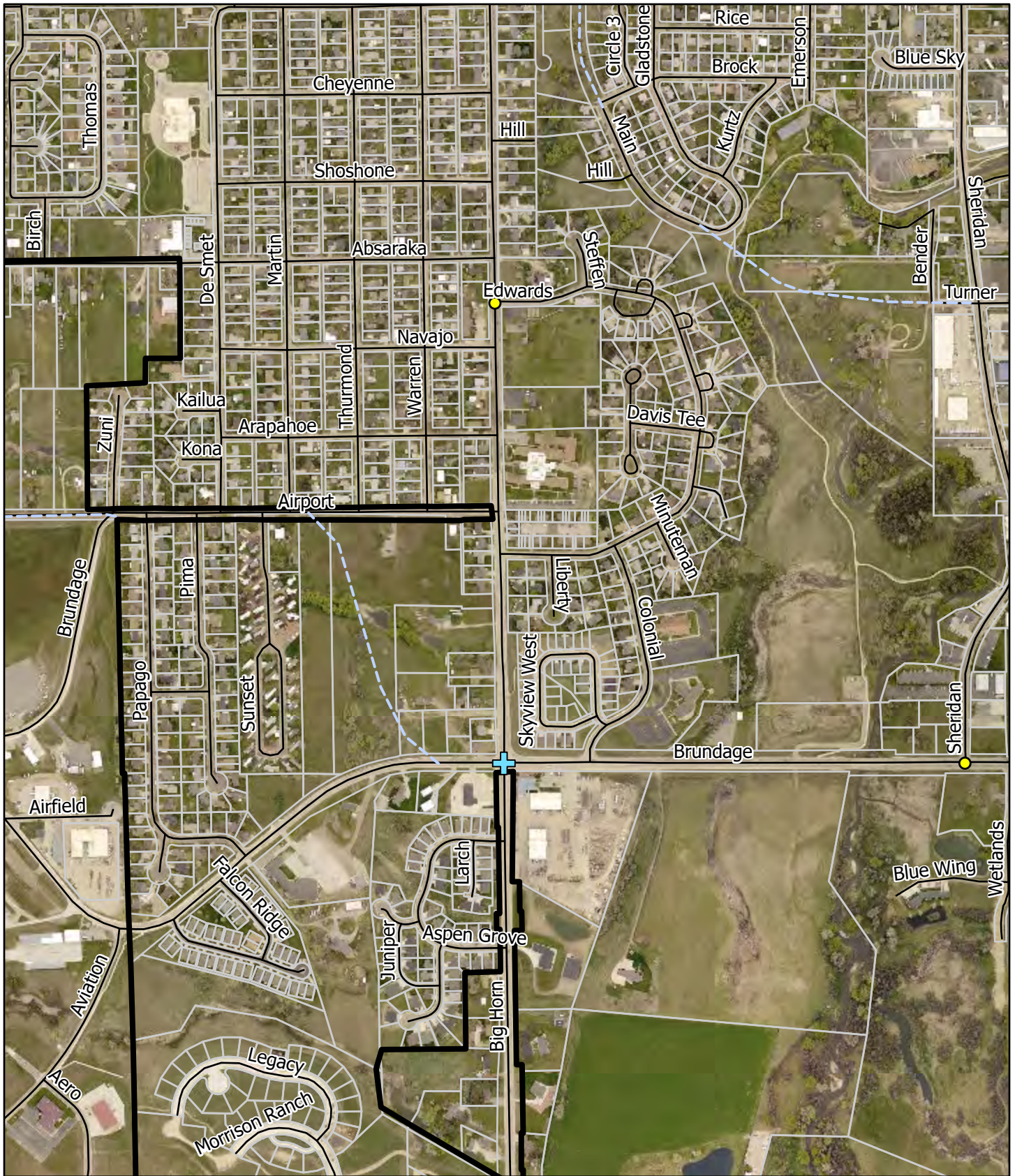
Improvement Categories: Traffic Pattern, Safety, Pedestrian/Bicycling, Pathway



Public Comments Received: 5

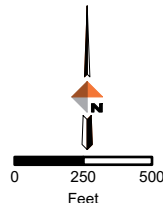
Previous Study References: (1 Total) 2001 City of Sheridan Traffic Study, 2019 Sheridan Capital Improvement Projects

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



Intersection - Big Horn Ave & Brundage Ln

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.48

2.49 Intersection – Sheridan Avenue and Brundage Lane

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

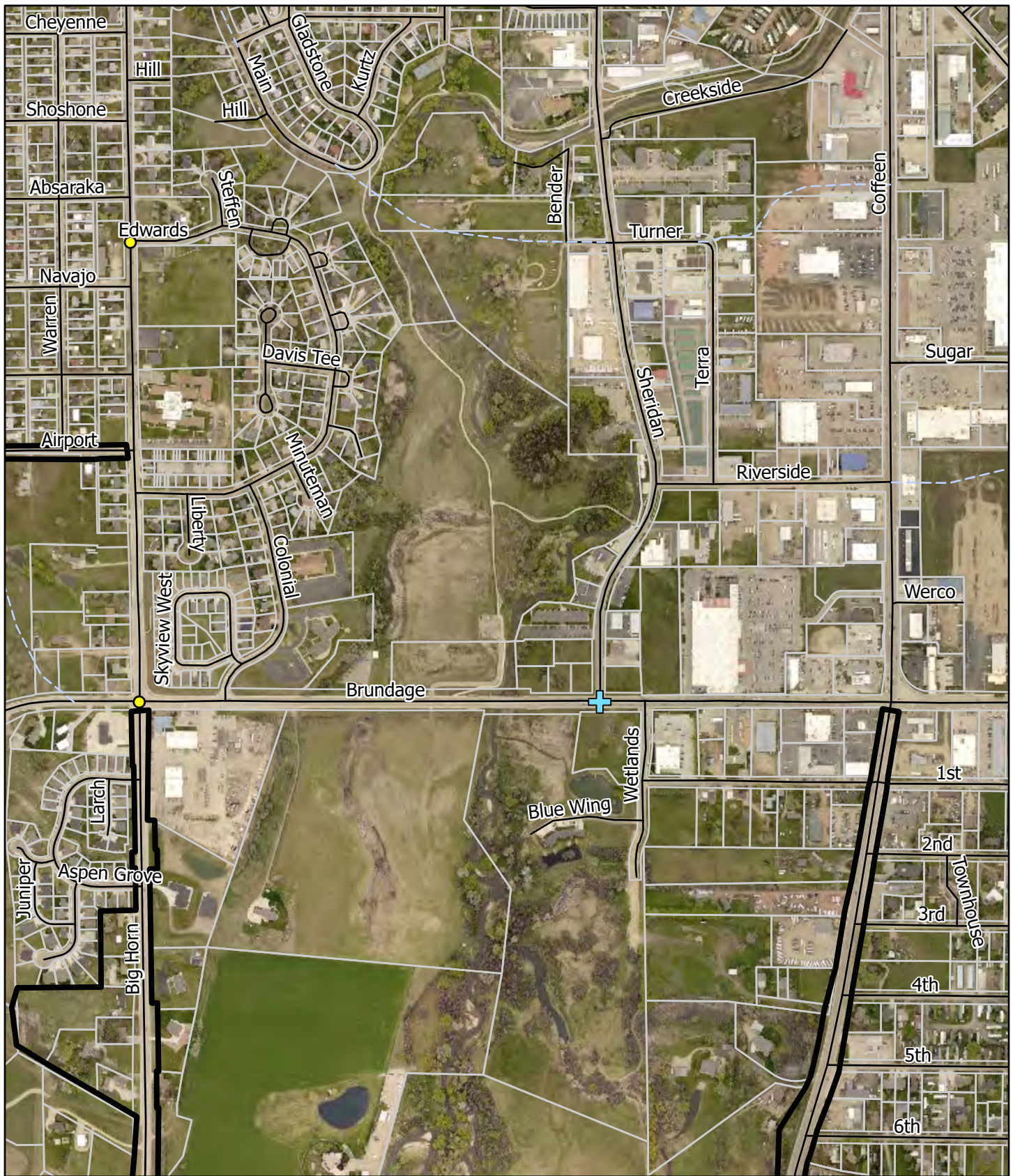
Description: Improvements to better control traffic at a busy collector-arterial intersection. An intersection study could be conducted to identify whether traffic conditions warrant an improvement, and which alternatives could be considered. This project will require collaboration with WYDOT.







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.

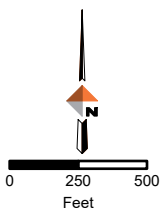
Improvement Categories: Traffic Pattern, Pedestrian/Bicycling

Public Comments Received: None

Previous Study References: None



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



Intersection - S Sheridan Ave & E Brundage Ln

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.49

2.50 Intersection – Woodland Park Road and Coffeen Avenue

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

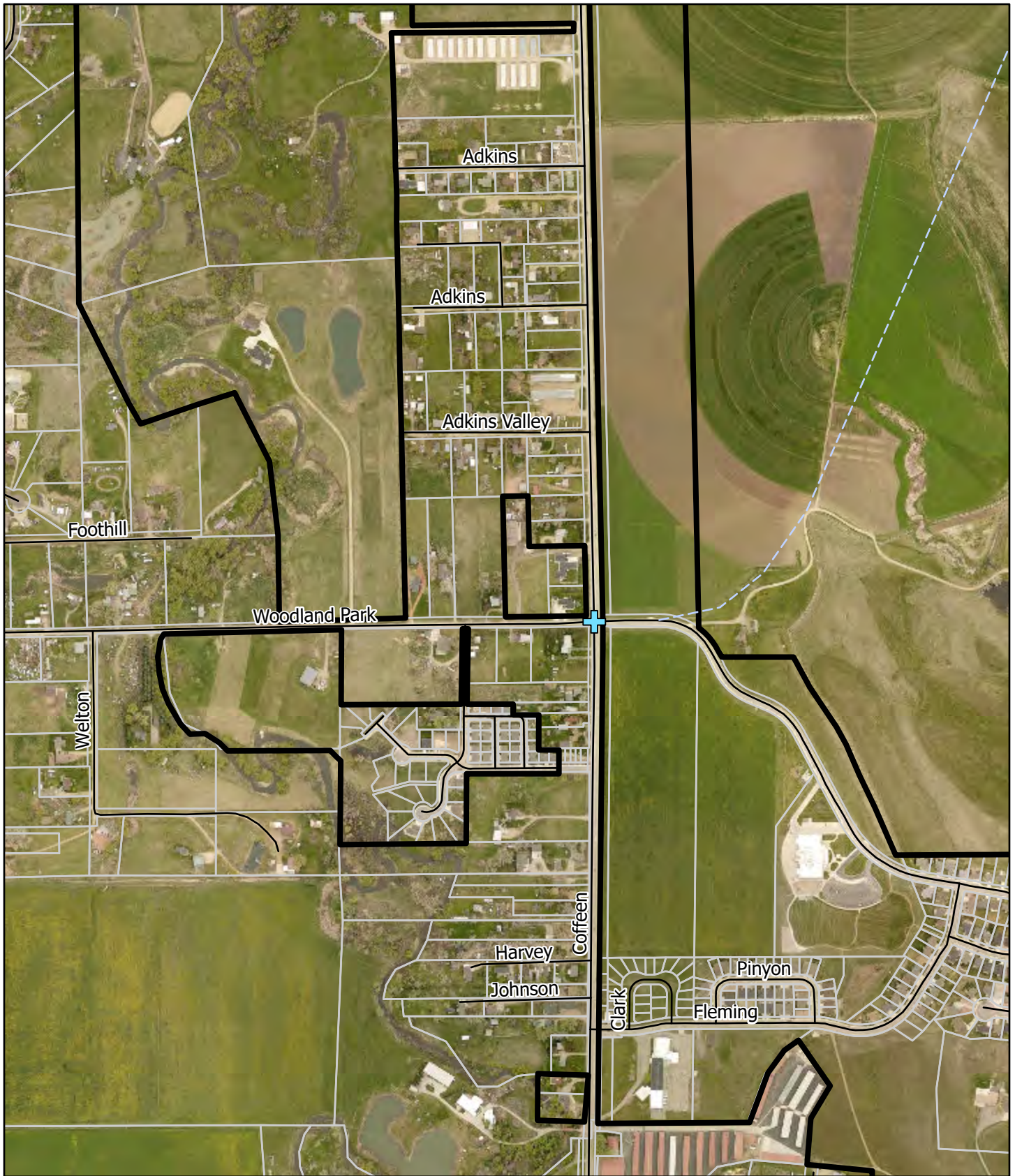
Description: Intersection and pedestrian crossing improvements for the intersection at Woodland Park Rd and Coffeen Ave. Future projects for the Sheridan Pathways along Coffeen Ave should be coordinated in the planning and design of this intersection. This project requires collaboration with WYDOT.







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.

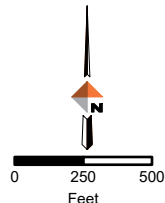
Improvement Categories: Traffic Pattern, School Zone, Safety, Pedestrian/Bicycling

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

Previous Study References: None



-  Woodland Park Rd & Coffeen Ave
-  Proposed Intersection Projects
-  Proposed Road Projects
-  Existing Streets
-  City Limits
-  Parcels



Intersection - Woodland Park Rd & Coffeen Ave

City of Sheridan Transportation Plan



June 12, 2025

Figure 2.50

2.51 Intersection – Wildcat Road and Wyarno Road

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

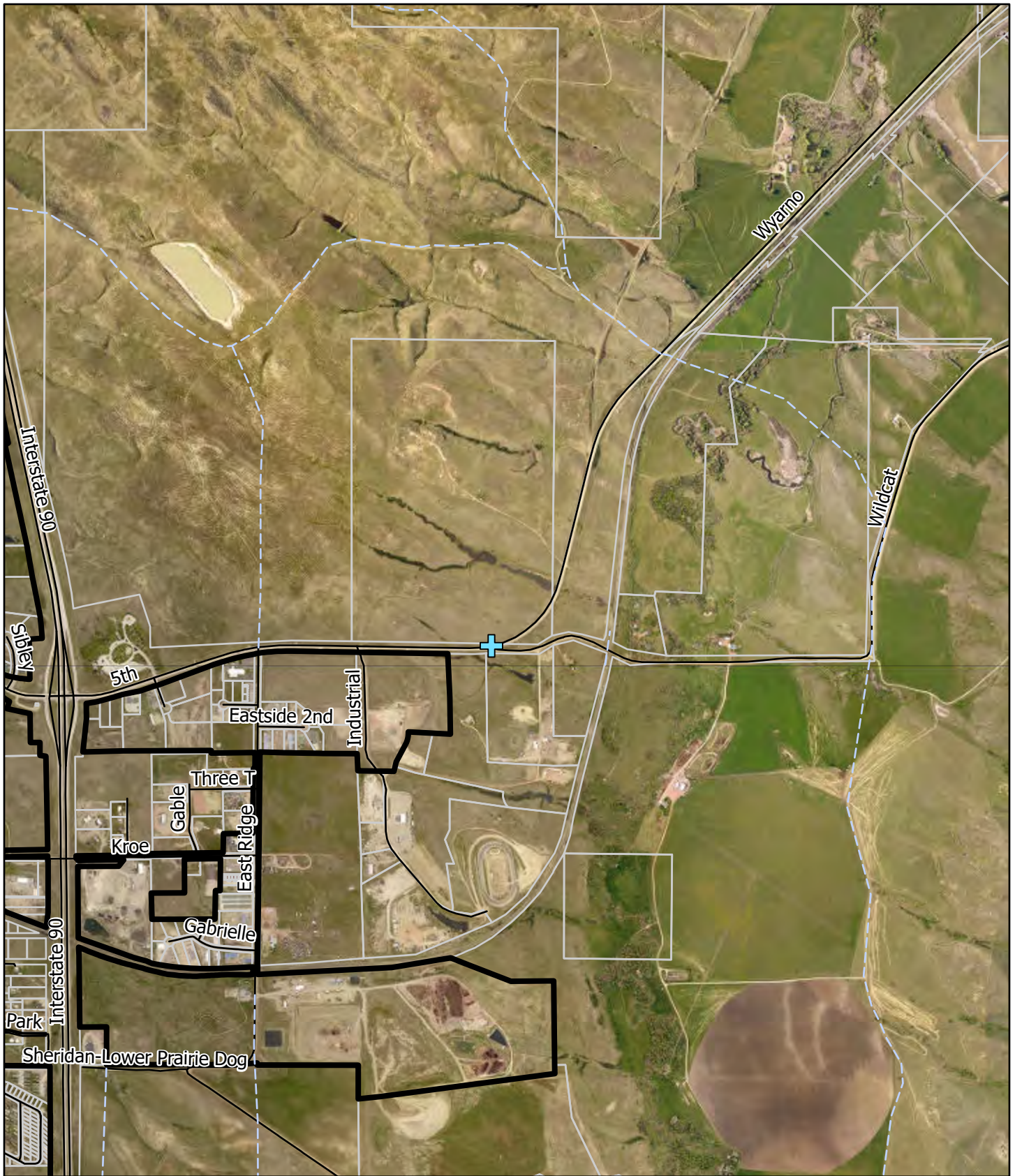
Description: Options to improve the existing intersection of Wildcat Rd and Wyarno Rd should be evaluated to accommodate future traffic volumes and motorist safety. Collaboration with WYDOT and Sheridan County would be needed.







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.

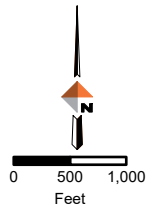
Improvement Categories: Traffic Pattern, Safety

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

Previous Study References: None



-  CR 84 & WY 336
-  Proposed Intersection Projects
-  Proposed Road Projects
-  Existing Streets
-  City Limits
-  Parcels



Intersection - Wildcat Rd & Wyrarno Rd

City of Sheridan Transportation Plan



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Figure 2.51

2.52 S. Thurmond Street Reconstruction

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

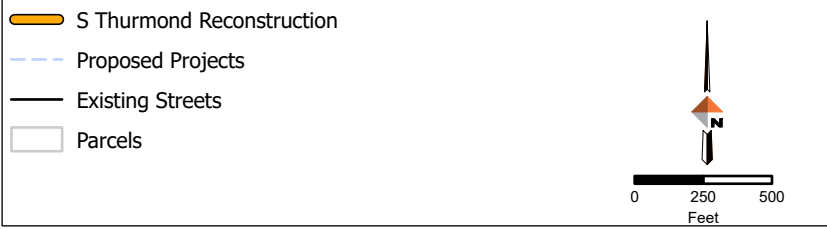
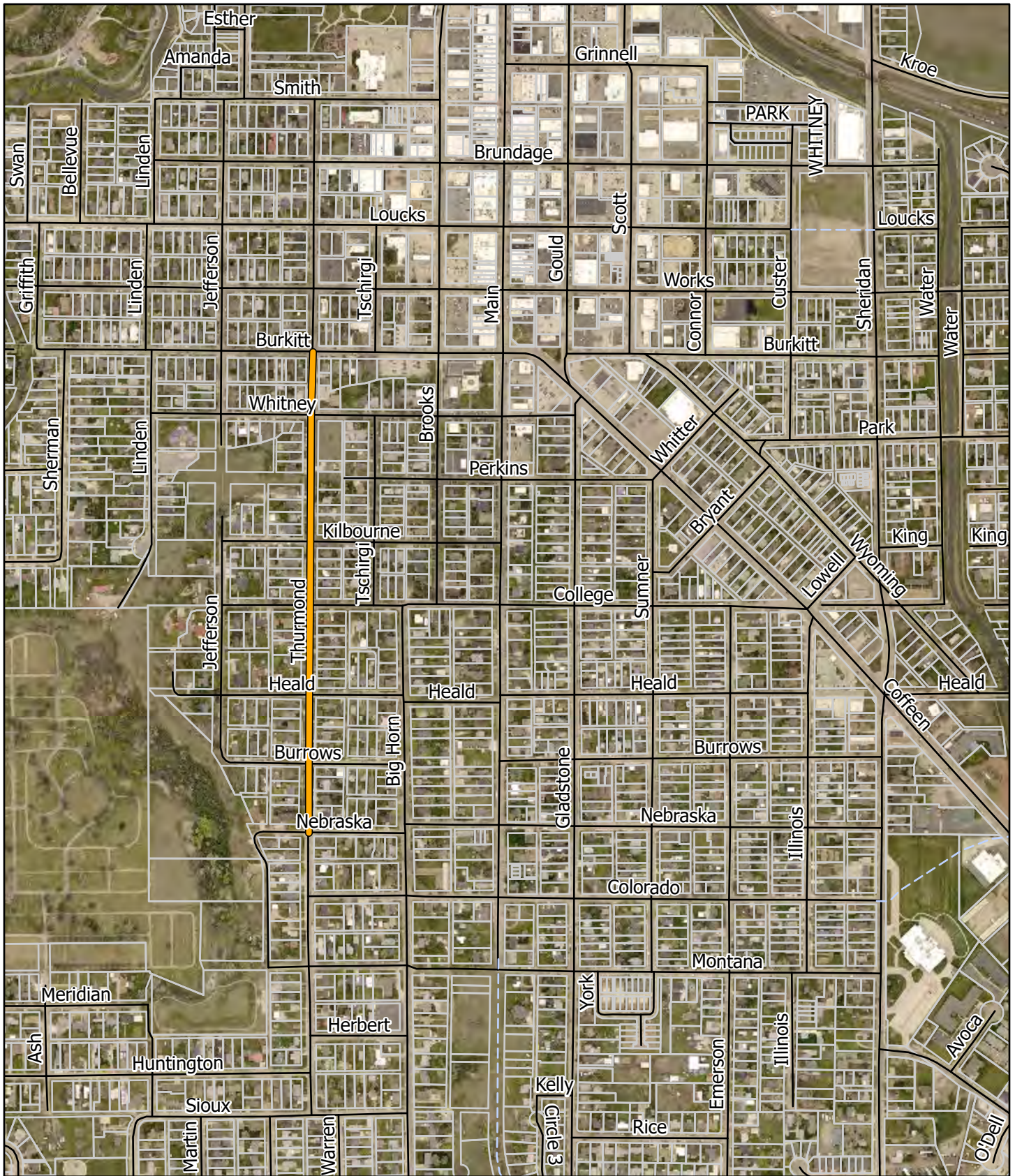
Description: This project was included in the 2019 Capital Improvements Program to replace aging utilities and reconstruct the roadway. Widening of the road and evaluating on-street parking and driveways should be evaluated.


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



S Thurmond Reconstruction	
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	Figure 2.52

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.

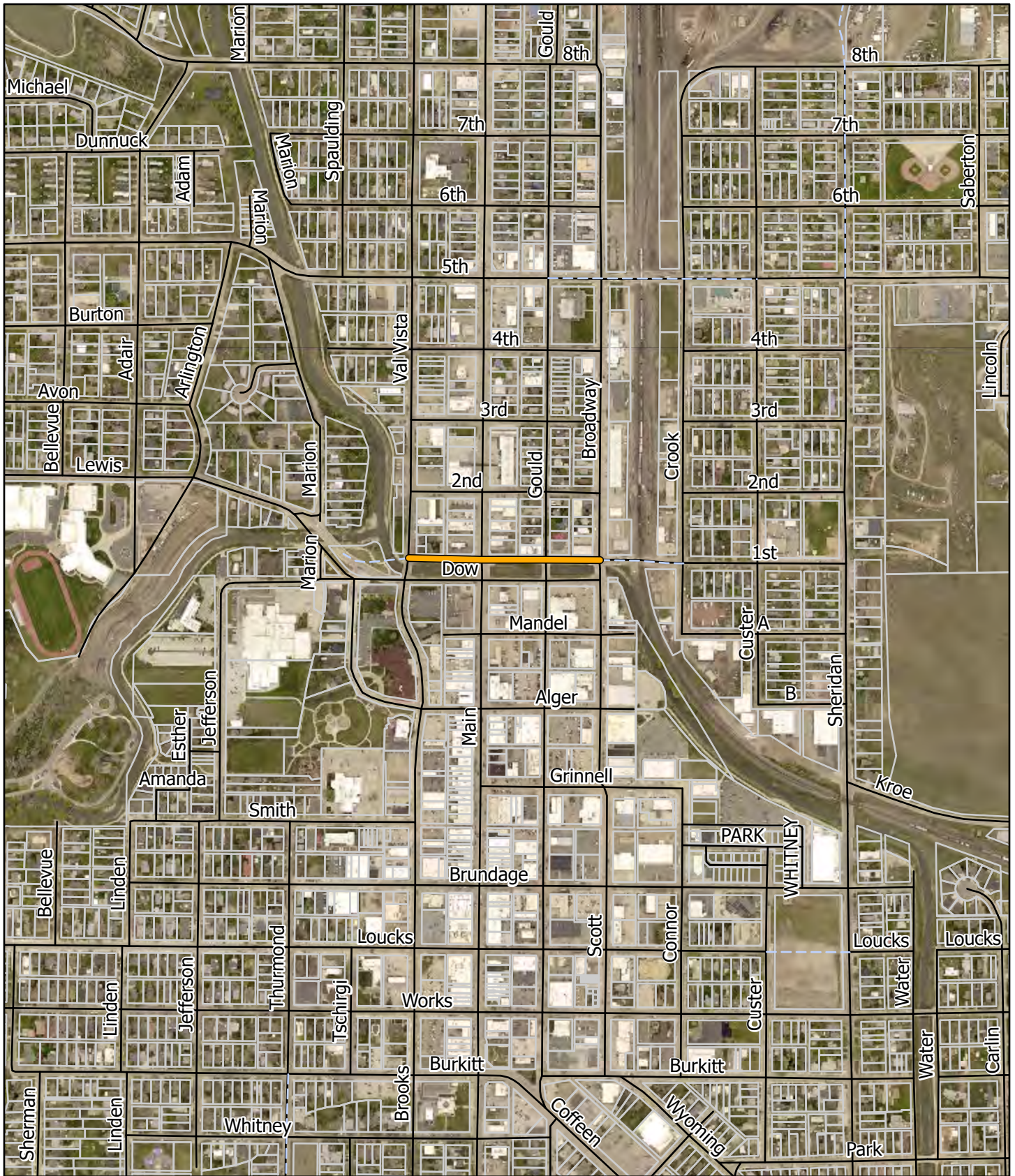
Purpose and Need: A Section 1135 study was conducted by the US Army Corps of Engineers to re-design the channel for Little Goose Creek between E 1st St and E Dow St. Preliminary design concepts include the removal of E 1st St entirely in this area. Other future concepts for 1st St include a bridge connecting 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

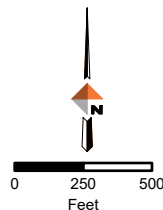


 First Street Ecosystem Restoration

 Proposed Projects

 Existing Streets

 Parcels



First Street Ecosystem Restoration

City of Sheridan Transportation Plan



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Figure 2.53

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.

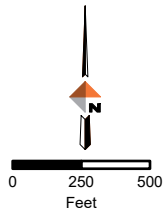
Improvement Categories: Railroad Crossing, Safety

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

Previous Study References: None



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



BNSF Overpass at Wildcat Rd

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Figure 2.54