

ATTACHMENTS FORM

Instructions: On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

Important: Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	SF424.pdf	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	FY 2024 RAISE Project Informa	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	Project Description.pdf	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	Project Location File.kmz	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5	Project Budget.pdf	Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6	Funding Commitment Documentat	Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7	Merit Criteria Narrative.pdf	Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8	Project Readiness.pdf	Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9		Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10		Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11	Letters of Support.pdf	Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12		Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13		Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14		Add Attachment	Delete Attachment	View Attachment
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SF424.pdf

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FY 2024 RAISE Project Information Form.xlsx



FY24 RAISE Grant Proposal: City of Sheridan, WY West Side Corridor Expansion Project

PROJECT DESCRIPTION

I. City of Sheridan's Unique Transportation Challenges

Located less than 20 miles from the Montana-Wyoming border, the City of Sheridan is central for tourists, businesses, and travelers, through the northern Mountain states. With Business Loop Interstate 90 cutting through its center and overlapping with City's Main Street (further referenced as "I90 Main Street"), the county experiences a steady flow of traffic, making it a crucial artery for transportation in the region. However, like many bustling thoroughfares, I90 Main Street brings with it a set of challenges, particularly concerning safety and congestion along the main streets that intersect it.

Transportation congestion and commercial vehicle travel through the City of Sheridan significant local, regional, and national impact. For residents of Sheridan, across the city and county, traffic along Coffeen Avenue/North Main Street and I90 Main Street disrupts student transit to Sheridan High School (located adjacent to the RAISE project sites) and disrupts commuters traveling to work to, through, and around the City of Sheridan, south to Casper, east to Gillette, or north to Billings (MT). One such intersection that has long been a point of concern is where I90 Main Street intersects with the bustling main streets of Sheridan. This juncture sees over 800 vehicles passing through daily, creating a bottleneck for both commercial and residential traffic. The influx of large commercial vehicles exacerbates the issue, leading to increased congestion and safety hazards for commuters, school buses, and pedestrians alike.

II. City of Sheridan's RAISE Solution

To address these pressing issues, the community has proposed the RAISE project—a bold initiative aimed at establishing a new roadway connecting Loucks Street to Business Route I90 Main Street. This strategic addition will provide much-needed relief by offering alternative routes for commercial transportation while simultaneously easing the strain on residential and visitor traffic. The success of such a project hinges upon meticulous planning and execution. Comprehensive surveys, geotechnical investigations, and environmental assessments are essential to ensure the project's alignment with the long-term goals and values of the community. Moreover, careful consideration must be given to utility planning to minimize disruptions and maximize efficiency during construction.

The West Side Corridor Expansion Project not only addresses immediate traffic concerns but also aligns with broader federal infrastructure priorities. By prioritizing safety, environmental sustainability, and community connectivity, the project aims to enhance the quality of life for all residents while bolstering economic competitiveness and opportunity in the region. By investing in comprehensive community engagement, safety assessments, and economic analyses, stakeholders can ensure that the West Side Corridor Expansion Project fulfills its promise of fostering a safer, more efficient, and more prosperous future for the City of Sheridan, northern Wyoming, and beyond.

This is the culmination of more than 15 years of strategic planning efforts, including initial design, planning, and detailed cost estimates. The funding plan to finish this project will be split into multiple stages. Phase 1, starting in early 2024, involves seeking a Department of Transportation (DOT) RAISE planning grant. This grant will fund preliminary engineering for top-priority projects, as well as the development of a Cost Benefit Analysis and all necessary documentation for future transportation-related grant programs. Future targets for the City's consideration include construction funding through the REAISE program, Reconnecting Communities, and Safe Streets for All Implementation, among others.

Specific project components are as follows:

West Side Corridor Expansion

- Planning activities associated with creation of approximately 5 miles of construction;
- Plans will support construction that reduces traffic delays and accidents caused by large commercial vehicle traffic moving through heavily populated areas of the City and surrounding community; improves traffic flow along central city corridor; strengthens connectivity for existing and potential businesses needing to connect to northern sections of the City; improves pedestrian and bicycle safety by diverting traffic, specifically vehicles with large "No Zone" vision; and reduces stress on downtown area to encourage further job-creating development.

This initiative aligns with federal infrastructure investment priorities, including safety, environmental sustainability, quality of life, mobility and community connectivity, and economic competitiveness and opportunity. The City of Sheridan, WY has made strategic decisions and investments related to local and regional transportation endeavors over the last two decades. The City's Strategic Goal Setting Retreat and existing Downtown Streetscape Action Plan serve as examples of how the City has successfully engaged in planning projects that result in actionable steps to influence local and regional decisions, improving transportation and infrastructure outcomes for visiting and resident populations

This grant funding will be utilized to prioritize safety for the citizens of and tourists to Sheridan, addressing connectivity, accessibility, and economic growth to benefit a thriving City. City staff will support engagement with community members, organizations, stakeholders, businesses, and industry to ensure the RAISE Planning process is inclusive and reflective of the concerns of the community. The West Side Corridor Expansion Project seeks to resolve long-standing connectivity and economic growth issues, create a sustainable plan to keep and expand Sheridan's position as an economic heavyweight in the broader region.

Project Location: Nestled in the picturesque north-central part of Wyoming, Sheridan is equidistant from Yellowstone Park and Mount Rushmore. With a rich history and surrounded by the Bighorn Mountains, Sheridan stands out as an enticing destination for travelers. Positioned 20 miles from the Montana-Wyoming border, the city receives visits from tourists, local businesses, and residents of the Mountain states thanks to its easy access to Business Interstate 90. The

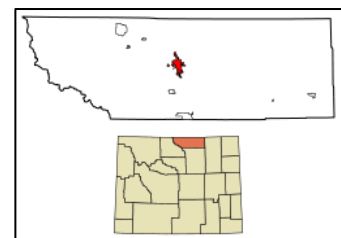


Figure 1: Outline of City of Sheridan, Sheridan County, and State of Wyoming

defined “Project Boundary” is the. Business Route of US Interstate 90 to Louck Street/Wyoming Highway 331, through Wyoming Highway 330.



Figure 2: Image of downtown Sheridan, WY.

Sheridan is located along the route commonly used to reach Little Bighorn Battlefield National Monument, Yellowstone National Park, and Mount Rushmore National Memorial. Sheridan is an important stop along I90 for tourists and truck traffic because of its proximity to the mountains and its distance from the closest communities. Consequently, major interchanges are not just important to pass-through traffic, but also to local and regional travel for economic opportunity and businesses moving a significant amount of raw and finished goods through the community.



Figure 3: Example of commercial vehicles routinely using main street.

Today, the city is home to a population of 19,235 residents in 8,254 households. 19.7% of the city’s residents work within the health care and social assistance industry. Just 13.1% of the population holds a bachelor’s degree, compared to the national average of 37%. The median household income is \$57,667, relative to the Wyoming average of \$72,495 and the national average of \$74,580. 3.6% of Sheridan residents are disabled and living under the poverty line, which is 1% more than the national rate of 2.6%. (2022 US Census Data). Sheridan’s busy I90 Main Street has created a few unique challenges.

In the northside of Sheridan, there are multiple rock quarries that have large trucks

transporting material (see Figures 3 and 4) on the same roads as residents who are making their daily commute to work. This has caused significant traffic congestion throughout the downtown main streets and major safety concerns in the community. Beyond traffic and safety worries, the roads face further strain from heavy truck usage, raising doubts about their long-term sustainability.



Figure 4: Example of commercial vehicles routinely using main street.

Prioritizing investments citywide in Sheridan, the initiative concentrates on specific areas that aim to enhance residents’ lives by offering an alternative, sustainable route. Although the project is not in a

Department of Transportation-designated Disadvantaged Community Census Tract or a Historically Disadvantaged Community (HDC) as defined by the Climate and Economic Justice Screening Tool (CEJST), the project area is in proximity to seven Disadvantaged Community Census Tracts directly across Wyoming's state border with Montana (approximately 20 miles) and one Persistent Poverty Census Tract.

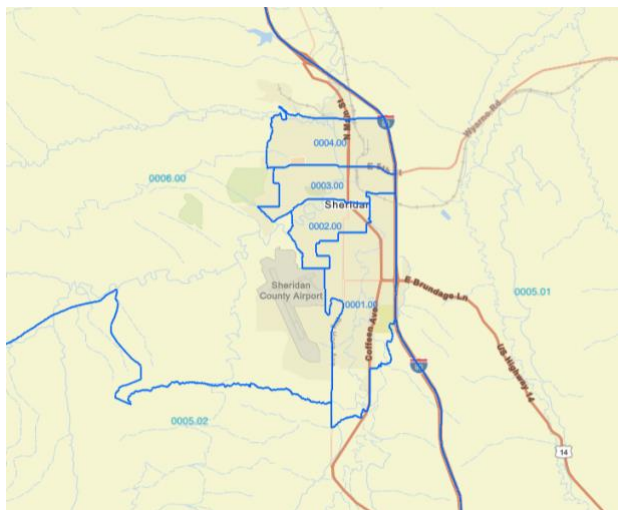


Figure 5: Census Tracts involved in and surrounding West Side Corridor Expansion proposal.

One of the Census Tracts directly impacted by this opportunity is Census Tract 0004, which shows significant need through the USDOT Equitable Transportation Community (ETC Explorer). Although not considered disadvantaged in transportation access and traffic safety, the Tract is highly disadvantaged by way of transportation cost burden, with households spending an average of 22.37% of their income on transportation, totaling around \$10,937.00 annually. The physical West Side Corridor route would pass through the much larger Census Tract 0006, which sees significantly higher disadvantage rates in Transportation Access and Transportation Safety (87% and 70%, respectively).¹ (see

Figure 5) This Tract also sees record high percentages of disadvantage component scores in Environmental Burden and Social Vulnerability, scoring over 80% disadvantaged in more than 8 indicators over these components, including housing cost burden, unemployment, and lack of internet access, as well as high volume road proximity and coal mine proximity (scoring 100%). In this tract, a significant portion of the population faces economic challenges, with 33.71% living at or below 200% of the federal poverty line. The median household income is \$45,216.00, 40% lower than the national median. Additionally, 30.72% of households spend more than 30% of their income on housing.

The availability of transit is not reported, and drive distances to essential services vary, with adult education facilities being a 74-minute drive away, grocery stores a 6-minute drive, medical facilities a 3-minute drive, and parks a 2-minute drive. However, parks are accessible within a 15-minute walk, unlike adult education and grocery stores. Internet access is another area of concern, with 24.80% of households lacking broadband access. Regarding safety, traffic fatalities are relatively low, estimated at 0.16 per 100,000 people annually between 2016-2020. Addressing these challenges will be crucial for improving the quality of life for residents in this tract. This expansion will not just enhance commute times, alleviate traffic congestion, and promote sustainable roads; it will also serve as an alternate route during inclement weather, linking the northwestern communities of Sheridan to the downtown district.

The successful implementation of planning activities related to the West Side Corridor Expansion project will also connect directly to the City's ongoing discussion around the "North Sheridan

¹ <https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/ETC-Explorer---State-Results/> Equitable Transportation Community (ETC Explorer)

Interchange.” The North Sheridan Interchange does not have a direct north connection between I-90 and Decker Road, which limits overall regional and system connectivity and direct access to existing uses and areas north of I-90. Mobility of vehicle trips will be limited for any development along Decker Road north of I-90 in the area annexed by the city. The selected location of the North Sheridan Interchange will ideally allow for existing or planned interchanges consistent with FHWA access requirements between the proposed North Sheridan Interchange and the port-of-entry interchange. Sheridan has studied a north to south transportation facility serving the western area of Sheridan, known as the West Corridor, which would provide access to I-90. To date, the specific I-90 tie-in has not been identified in adopted city plans, but the location for a transportation corridor has been identified in city plans south of 5th Street. To maintain consistency with the West Side Corridor plan, the North Sheridan Interchange plans to be located so that it would not preclude an additional interchange for the West Corridor tie-in.

Our analysis, conducted using WYDOT and Sheridan Police reporting data, shows that the Sheridan community is fortunate to have a relatively safe downtown. There have been no fatalities during a five-year span along the study segment of Main Street/Business 90, between 5th Street and Burkitt Street/Coffeen Avenue. Only 20 injury crashes occurred during this time period, with 85% of all reported crashes resulting in Property Damage Only (PDO). Four reported crashes involved pedestrians, and none involved bicyclists (although additional close calls were reported by cyclists on Jefferson Street).

As is typical in most communities, the majority of crashes – whether involving car/car, car/ bike, car/pedestrian or bike/pedestrian – happened at intersections. Sheridan’s data shows a somewhat high incidence of rear-ends and passing crash types (41% of total crashes), located at both intersection and driveway locations, which is assumed to occur when motorists fail to stop behind a stopped vehicle or make an error when changing lanes to pass slowing or stopped vehicles. In many communities, speeds that are higher than prudent within a downtown context result in an even higher percentage of rear-end accidents, but Sheridan is fortunate to have maintained a 20-30 mph speed limit along Main Street through its downtown, which has kept crash rates and average crash severity low.

In general, the most problematic intersection from a safety standpoint is Main and Loucks, with other crashes clustering at the 5th, 4th, Brundage, Works and Coffeen intersections. Crashes involving on-street parking happened most frequently along a two-block segment of Main between Brundage and Alger Streets. Most crashes occurred during daylight hours and dry pavement conditions. Twelve crashes (9%) happened at night, and winter weather conditions contributed to 26 crashes (19%). Overall, crash rates have gone down during the study period, with the highest reporting in year 2013. This is in contrast with national crash rates, which have been increasing since 2011. Despite this reality, the City pursues these critical planning dollars for the West Side Corridor Expansion to allow for long-term economic growth and reduce the impacts of emissions in a thriving downtown area.

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Project Location File.kmz



FY24 RAISE Grant Proposal: City of Sheridan, WY *West Side Corridor Expansion Project (Planning)*

PROJECT BUDGET

The City of Sheridan, WY is investing significant municipal effort and community resources in drafting the *West Side Corridor Expansion Project*, a project that has been in need of planning, design, and construction activities for more than 15 years. This project represents a major investment that will enhance community connectivity in a coherent way, ensuring more opportunities for direct engagement with mining and manufacturing businesses, and ensuring safety for our residents and tourists as the City's size, capacity, and landscape grow. The *West Side Corridor Expansion Project* seeks to prioritize safety and dependability for transportation access within and around Sheridan to advance economic development and provide for more direct routes around the City.

The proposal will build off of community engagement effort established recently through Sheridan's recent Downtown Streetscape plan, which included coordination among City of Sheridan, Community Builders, the Wyoming Department of Transportation, the Downtown Leadership Committee, Charlier Associates, Studio Seed and the community.

The estimated costs for planning activities detailed below are expected to remain the same, despite estimates that community engagement efforts may re-order some components of project prioritization.

Scope of Work Activity	Detailed Activities	Federal Cost-Share	Local Cost-Share
Design and Engineering	Anticipated and Prioritized Project Activities	\$810,000.00	\$140,000.00
Project Preparation	Execute Partnership Agreements <ul style="list-style-type: none">Confirm city, state, private industry stakeholder support.	\$0.00	\$40,000.00
Procurement	Prepare solicitation for Design and Engineering (D/E); competitively bid Design and Engineering (D/E). <ul style="list-style-type: none">Select D/E contractor and team.	\$0.00	\$60,000.00
Planning	Survey Services, 30%, 60%, 90% Design, NEPA, PS&E	\$270,000.00	\$60,000.00
Community Engagement	Community Outreach	\$170,000.00	\$40,000.00

	Public Meetings Public-facing Project Materials (website landing page, etc.)		
Benefit-Cost Analysis	Creation of the BCA including: <ul style="list-style-type: none"> • Project analysis • Cost estimates • Projected impacts • Monetization of expected impacts • Consideration of unquantified benefits 	\$270,000.00	\$40,000

Funding Source	Funding Amount	Project Cost-Share Percentage
RAISE Funds:	\$1,520,000	80%
Other Federal Funds:	\$0.00	0%
Non-Federal Funds (City of Sheridan):	\$380,000	20%
Total Project Cost:	\$1,900,000.00	100%

The City of Sheridan’s match contribution is evidenced in the attached Funding Commitment letter and a Council Resolution passed on February 19, 2024. The City does not anticipate any restrictions on the matching funds and will fully support this planning project.

The City of Sheridan has a strong track record of receiving and managing public funding for major infrastructure projects. The City has engaged with the U.S. Army Corps of Engineers to complete an important ecosystem restoration project, expected to be completed in 2024.

The City has a demonstrated ability to hire, manage, and retain professional consulting and engineering firms to support the planning and implementation of major infrastructure planning and construction projects, in compliance with state and federal requirements. The City employs senior staff with experience in managing major projects as well as consulting staff responsible for implementing public funding.

**CITY OF SHERIDAN
RESOLUTION 06-24**

A RESOLUTION AUTHORIZING THE SUBMISSION OF AN APPLICATION TO THE UNITED STATES DEPARTMENT OF TRANSPORTATION FOR A "REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY" (RAISE) GRANT TO FUND THE WEST SIDE CORRIDOR EXPANSION PROJECT.

WHEREAS, downtown Sheridan continues to see traffic related to industry equipment and heavy machinery; and

WHEREAS, the consistent traffic brought by heavy machinery negatively impacts business development and retention, and has created an uninviting environment for pedestrians; and

WHEREAS, beginning in 2008, the City of Sheridan developed strategic goals and initial estimates for construction costs to provide transportation options to heavy machinery to avoid the downtown area; and

WHEREAS, the City of Sheridan resolves to apply to secure funds from the \$1.5 billion in available Fiscal Year 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant funding through the United States Department of Transportation for the West Side Corridor Expansion Project; and

WHEREAS, the City will allocate 20% matching funds in the amount of \$380,000.

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

that a grant application in the amount of One-Million Five-Hundred Twenty Thousand and 00/100 Dollars (\$1,520,000) be submitted to the United States Department of Transportation for the West Side Corridor Expansion Project.

BE IT FURTHER RESOLVED:


1. The above recitals are true, correct, and adopted hereby as findings, purpose, and intent.
2. The City of Sheridan hereby endorses and supports grant application submission to the US Department of Transportation to secure Fiscal Year 2024 discretionary grant funding.

PASSED, APPROVED AND ADOPTED this 19th day of February, 2024.

City of Sheridan


Richard Bridger, Mayor

ATTEST:


Cecilia Good, City Clerk





FY24 RAISE Grant Proposal: City of Sheridan, WY *West Side Corridor Expansion Project (Planning)*

MERIT CRITERIA (NARRATIVE)

Project Summary: The West Side Corridor Expansion Project will support the planning and design of a new roadway connecting Loucks Street to Business Route I90 (Main Street). This strategic addition will provide much-needed relief by offering alternative routes for commercial transportation while simultaneously easing the strain on residential and visitor traffic. This is the culmination of more than 15 years of strategic planning efforts, including initial cost estimates.

Safety Issues in the Corridor:

Addressing and improving safety for all roadway users, including pedestrians and bicyclists, is the primary goal of Sheridan's West Side Corridor Expansion Project. The current alignment of Interstate 90 has resulted in multiple conflict points involving vehicles, rock quarry equipment, pedestrians, and bicyclists in downtown Sheridan. Bicycles are currently prohibited from being ridden on Sheridan's Main Street sidewalks, and with 4 lanes of Main Street traffic, it is not safe for cyclists to navigate riding on the streets. Sheridan's community bicycling network has implemented a pathway system to provide an alternative route to access downtown. Although sidewalks exist on both sides of Sheridan's Downtown streets, the high-speed nature of I90 Main Street creates an unsafe and uninviting environment for multimodal road users.

Several intersections, including intersections with traffic lights, create difficult conditions for pedestrians and cyclists to cross the street, in addition to creating confusion amongst drivers. Pedestrian enhancements options in the corridor are limited without the relocation of Interstate 90. The situation is particularly worrisome for the 26% of individuals aged 60 years or older residing in Census Tract 0002, as revealed by U.S. Census Data. The current alignment of Interstate 90 through the main streets poses a significant safety risk for our elderly residents and jeopardizes the overall well-being of the city of Sheridan. This configuration has led to frequent collisions and conflicts among motorists, pedestrians, and cyclists, highlighting the urgent need for a safer transportation solution.

Crash Type (Source: 2013-2017 Five Year Crash History in Downtown Sheridan)	Totals
Property Damage Only (PDO)	113 (85%)
Injury	20 (15%)
Intersection	92 (69%)
Non-Junction	41 (31%)
Pedestrian	4 (NA)
Rear Ends	36 (27%)
Passing	18 (14%)
Parking	19 (14%)

West Side Corridor Expansion Safety Benefits – More than 15 years after initial cost estimates developed for this proposal, the *West Side Corridor Expansion* is designed to address specific safety concerns and benefit all road users in Downtown Sheridan. By reducing traffic and congestion through the downtown main roads, there will be less opportunities for incidents in intersections, rear-ending accidents, or injuries, with. A more direct route posed for commercial vehicles that need to reach areas around the City.

The City of Sheridan has committed to building a “Safe and Livable Community,” improving upon its status as a reliably safe and connected area by: responding to community concerns, providing appropriate staffing, equipment; positioning, and training to meet or exceed industry and community standards; minimizing the crime rate through high visibility efforts; approachability, and accountability; encouraging and incentivizing diversified housing development; and supporting community-based risk reduction

In time, RAISE planning grant dollars will be utilized to create the physical road infrastructure needed to support a safe, connected transportation network that serves the acclaimed downtown area of the city that specifically connects the west side of Loucks Road to Interstate 90. Sheridan’s planning activities will focus on design and construction methods to improve and facilitate safer travel. These activities will include reducing significant traffic delays and accidents caused by traffic and congestion;

- Improving traffic flow along major arterials with the addition of the new alternative route that would initially connect from Loucks Street to 5th Street, 5th Street to 17th Street, and lastly, 17th Street to Interstate 90;
- Enhanced pedestrian and cyclist safety by minimizing road traffic volume and mitigating visibility challenges associated with certain vehicle types.

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

Connecting Loucks Street to 5th Street – This section commences by connecting to Loucks Street and proceeding northward. It is positioned directly east of the tie-in point, which avoids complications associated with a substantial increase in landowners requiring land acquisition. The initial project proposal recommended a flat grade at this intersection to allow for sufficient stopping space. However, this option, coupled with a 6% roadway profile, results in a large cut through the initial segment leading to Gillespie Draw, potentially giving rise to snow drifting issues. An alternative project approach for linking the two roadways considered elevating the new road at Loucks Street, introducing an overpass structure that spans both the roadway and the creek.

Addressing drainage in the Gillespie Draw involves a strong infrastructure solution. Various options have been explored, ranging from implementing a sizable box culvert at the draw's base (followed by the placement of embankment/fill to reach roadway elevation) to constructing a 700-foot bridge spanning across the draw. Following consultations, the optimal choice is a 3-span structure, well-suited for this location. This approach not only helps to control costs when compared to a longer span but also facilitates wildlife crossings within the draw while ensuring

sufficient hydraulic capacity. Finding the tie-in point for 5th Street is a straightforward task, given the predominantly level grades in this area.

Connecting 5th Street to 17th Street – The southern stretch of this area shows a smoothly leveled terrain, making it conducive for the establishment of alignment. However, challenges arise as the road progresses northward and descends from the hill towards Soldier Creek. Both the alignment and profile present significant hurdles. Achieving a 7% grade demands a substantial cut, bringing with it the risk of snow drifting. Completing the target design speed will involve introducing a curve at the base of the draw, resulting in an elevation of the fill. Addressing this fill issue would require further cuts, an aspect that merits closer attention as the design process evolves.

Connecting 17th Street to Interstate 90 – Heading north, property owners prefer the roadway to stay along the property lines without veering too far to the east. However, this desire poses challenges given the existing terrain. The road must remain within the western half of the section atop the hill, though this requires closer examination in the design phase. Continuing north towards I-90, the road will align with the layout established by the current property owner and conclude at Yellowtail Drive, avoiding disturbing the interchange for Interstate 90/U.S. Highway 14.

Environmental Sustainability

The EPA’s environmental justice data indicates that residents in the state of Wyoming, including those in primary census tracts, faces a disproportionate burden of environmental pollution and are uniquely vulnerable due to low-income, undereducation, unemployment, and low life expectancy. Specific environmental concerns in the area are diesel particulate matter and wastewater discharge.

Environmental Indicator	Percentile in Wyoming	Percentile in United States
Diesel Particulate Matter	76%	<50%
Wastewater Discharge	83%	61%

To combat and mitigate these environmental and social conditions, the West Side Corridor Expansion Project will aim to promote environmental sustainability by encouraging an alternative travel route, reducing fuel consumption, and curbing emissions.

Direct benefits will include:

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



Figure 1: Example of routine and dangerous vehicles in downtown area.



Figure 2: Example of routine and dangerous vehicles in downtown area.

Decreasing Vehicular Miles Traveled: Creating an alternate route that connects northern and western communities to I90 will reduce vehicular traffic causing a corresponding reduction in air pollution and greenhouse gas emissions while improving air quality and mitigating climate change. Promoting these shorter distance alternative roadways not only helps decrease pollution but also fosters a more sustainable and eco-friendly transportation system.

Reduced Volume of Vehicles: The West Side Corridor Expansion Project is poised to significantly enhance the flow of traffic through downtown main streets. Presently, an average of 800 vehicles navigates through

downtown Sheridan to access Interstate 90, contributing to elevated levels of air pollution and posing risks to the long-term sustainability of the local environment. The inclusion of the roadway from Loucks to I90 aims to alleviate this issue by dispersing the concentration of vehicles traveling through the downtown area. Figures 1 through 4 are examples of the types of trucks traversing the I90 Main Street every day, causing significant road congestion and contributing to emissions in pedestrian-heavy areas.

Sustainable Design: Throughout the design process, Sheridan will integrate environmentally friendly pavement and construction materials, aiming to reduce greenhouse gas emissions and combat climate change. Additionally, the city will explore the incorporation of environmental, social,

and economic considerations in the planning phase, with the goal of minimizing adverse impacts and fostering long-term sustainability.



Figure 3: Example of routine and dangerous vehicles in downtown area.



Figure 4: Example of routine and dangerous vehicles in downtown area.

Quality of Life

The West Side Corridor Expansion Project seeks to resolve long-standing connectivity issues and create a sustainable model for long-term prosperity and better quality of life. The planned infrastructure upgrades hold significant promise for enhancing the quality of life amongst census tract 0002 where 12.1% of residents are living in poverty, which is higher than the national percentile of 11.5%. In addition, according to the EPA's EJSCREEN tool, the city of Sheridan ranks 72% in the state for traffic proximity and 71% for diesel particulate matter. With traffic proximity being a key factor in influencing mobility patterns and transportation choices, traffic proximity will play a significant role in the planning, design, and development of the West Side Corridor Expansion Project. Optimizing traffic proximity can enhance accessibility, reduce commute times, and improve overall quality of life for residents.

The potential new roadway will enhance traffic flow, providing smoother commutes and potentially enhance economic development in Sheridan's northern and western communities. By redirecting large quarry trucks and equipment vehicles away from the downtown area, the main street roads will experience less wear and extend their lifespan. Furthermore, residents in the north and west will benefit from improved connectivity to schools, medical facilities, and places of work. These improvements to the infrastructure will not only tackle longstanding traffic and safety issues but will also foster a more vibrant and economically sustainable environment, promoting community well-being, and social equity.

Mobility and Community Connectivity

Community connectivity and mobility are pivotal for the well-being of disadvantaged populations, playing a crucial role in breaking down barriers and fostering social and economic inclusivity.

Enhanced mobility, facilitated by well-planned transportation systems, provides individuals with improved access to essential services, education, healthcare, and employment opportunities.

The West Side Corridor Expansion Project will enhance mobility and connectivity by elevating the quality and quantity of routes leading to Interstate 90. Focused on improving access to the northern and western communities of the city, this project offers multiple routes, effectively dispersing traffic across main streets. By offering an alternative roadway, the project will diffuse traffic across the downtown main streets, helping to create an environment where people can easily work, live, and play.

Economic Competitiveness and Opportunity

Traffic infrastructure updates play a crucial role in bolstering economic competitiveness and fostering opportunities for growth and development. The City of Sheridan has committed to investing in the modernization and expansion of their transportation networks to create a more efficient and reliable transit-oriented development to support the movement of goods and people along business corridors. Improving the roadways will enhance connectivity, reduce transportation costs, and increase access for businesses along the downtown main streets while encouraging new development in the western and northern communities.

The following rock quarries and businesses will directly benefit from improved truck access and additional roadways: Tongue River Stone Quarry, Taylor Quarry Rocks, Wagner Ranch Services, LLC, Mullinax Inc., Tongue River Outfitters (Game Hunting), Jeffers Accounting & Business, EMIT Technologies, INC. (Oil and Gas), BOLDRICH LLC (Investment Firm), Receivable Solutions (Accountant), amongst others. As roadway improvements unfold, the city anticipates a continued influx of new businesses in the northern and western sections of Sheridan. These establishments will deliver essential services, particularly benefiting financially distressed areas of the city.

Improving the roadways will enhance connectivity, reduce transportation costs, and increase access for businesses along the downtown main streets while encouraging new development in the western and northern communities. The West Side Corridor Expansion promises substantial advantages for various businesses and rock quarries by providing enhanced truck access and an additional roadway. Among the beneficiaries, Mullinax INC. stands out as a benefactor of these improvements. Situated on Industrial Road, which extends northward and transforms into Real Bird Way (Figure 1), Mullinax INC. operates a quarry that significantly benefits from the expansion.



Figure 5: Overview of Mullinax INC. Site on Industrial Road



Figure 6: Overview of Mullinax INC. Site on Industrial Road

Additionally, Mullinax operates a quarry in the southwestern region of the city along Big Goose Road (Figure 2). As evident, there is currently no direct route connecting Industrial Road to their quarry. At present, the sole route for traveling between Industrial Road and Big Goose Road requires driving through the main streets of downtown (Figure 3).

Ultimately, these infrastructure updates will not only bolster the region's economic competitiveness but will also pave the way for prosperity and advancement, fueling sustainable growth and opportunities.

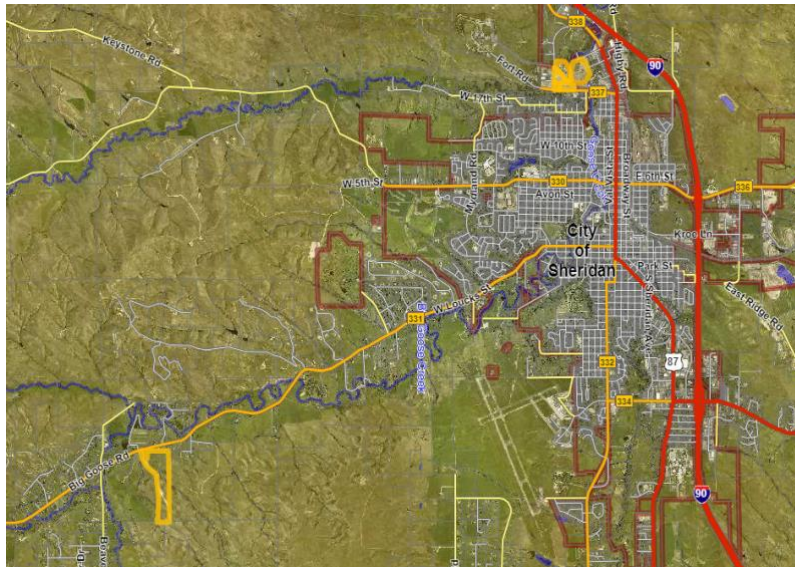


Figure 7: Current route from Industrial Road to Mullinax's Southwest Quarry

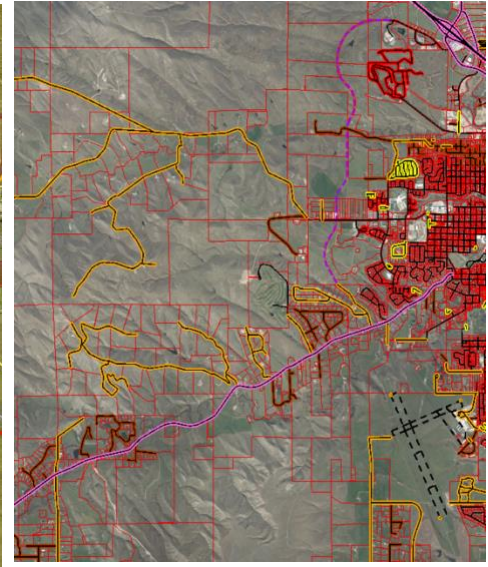


Figure 8: The Future West Corridor Solution

The extension of the West Corridor from Yellow Tail Drive to W. Loucks (Big Goose Road) would establish a direct route, effectively eliminating the need for large quarry vehicles to travel through the downtown main streets (Figure 4).

The project stands to significantly benefit businesses and property owners along W. Loucks, W. 5th Street, Yellowtail Drive, and potentially Fort Road (in the event of a future connection). This initiative offers a more direct and efficient route to the highway and vital roadways in Sheridan, promising considerable advantages for the local community.

State of Good Repair

The area of the West Side Corridor Expansion Project spreads across census tracts 0002, 0003, and 0004. 12.1% of the population in census tract 0002 are faced with poverty. The community faces significant challenges due to systemic inequities and underinvestment, and because of these factors, the area is in dire need of an alternate route and additional access points. The RAISE investment in the planning process for the West Side Corridor Expansion will support existing infrastructure from Loucks Street to Interstate 90.

The deterioration of infrastructure quality can perpetuate cycles of disinvestment and decline, further reinforcing the marginalization of communities faced with poverty. It is imperative to address the state of good repair in transportation systems to promote equity, foster community resilience, and facilitate inclusive economic growth. Below are existing reported condition statistics for the I90 Main Street corridor and adjacent roads.

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

(North Sheridan Interchange Environmental Assessment, 2012).

Partnership and Collaboration

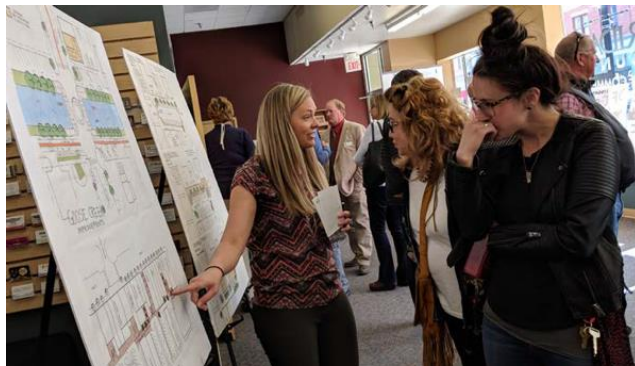


Figure 9: Example of Sheridan community engagement for transportation and infrastructure projects.

Community involvement and engagement will be integrated into every part of the project. City administrators are actively creating opportunities for meaningful community engagement, including the creation of a task force that represents diverse interests, along with several opportunities for public input and feedback. The project proposal and plan has also been added to the City's website as an avenue to keep citizens updated and provide an opportunity for input.

This project is backed by strong commitment from city leadership, community stakeholders, state organizations, and elected officials. Local partnership and collaboration are integral to the planning process, given the diverse expertise, perspectives, and interests pertaining to the community's needs and priorities. Key supporters of the project include the following:

Stakeholder	Connection to the Project
Wyoming Department of Transportation (WyDOT)	The project aligns to WyDOT's mission of providing a safe and effective transportation system to all citizens of Wyoming.
Sen. Dave Kinskey (WY-22 nd)	Prior to becoming senator in Wyoming's 22nd District, Sen. Kinskey was mayor of Sheridan and supported the project that received funding 15 years ago.
Mayor Rich Bridger	The proposed project aligns with Sheridan's infrastructure investment priorities, crucial for enhancing economic competitiveness and fostering greater opportunities.
City Administrator, Stuart McRae	The City Administrator has had continuous engagement with the City Engineer, County Commission, WyDOT, and the community has been instrumental in ensuring the project's development and implementation support long-term economic growth.
Sheridan County School District #2	The West Side Corridor Expansion Project will enhance access, enable safe, and timely routes to schools.
Sheridan Memorial Hospital	Located in the western region of the city, Sheridan Memorial Hospital will experience improved emergency response for local first responders through this project. The initiative will create an additional route to the medical facilities situated on the grounds of Sheridan Memorial Hospital.

As detailed in the Technical Readiness section of this application, the City of Sheridan continues to advance the West Side Corridor Expansion project, despite years of stagnation, primarily a through lack of funding and financial prioritization of immediate needs, including the Main Street Restoration project and aftershocks of the COVID-19 pandemic that have impacted local and regional economies. The efforts until now have been primarily focused on identifying rough estimates of costs associated with the project, which are now several years out of date.

The City of Sheridan is dedicated to advancing the planning and development of this project while embracing a robust community engagement strategy. This approach aims to genuinely involve all community members from here on by establishing regular opportunities for interaction, in-person

discussions, online access points, and more. Engaging these stakeholders throughout the planning process is fostering ownership and support for the West Side Corridor Expansion Project which will increase the likelihood of successful implementation and long-term success.

Innovation

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

Implementing infrastructure resilience measures, including climate-resilient design, will guarantee durability and adaptability to cope with evolving environmental conditions. Moreover, the integration of data analytics and predictive modeling will empower the City's decision-makers by providing valuable insights into traffic patterns, infrastructure requirements, and service demand, facilitating more informed and responsive planning.

By employing these innovative strategies, the West Side Corridor Expansion Project can yield transformative results, enhancing accessibility, equity, and overall quality of life for the community.

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

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

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

EDC Round 1 Innovations

Clarifying the Scope of Preliminary Design - Clearly defining the activities permissible under the purview of preliminary design and conducting them before completing the NEPA process will enhance project planning and decision-making. This approach is anticipated to result in reduced project delivery times and costs, along with a commendable commitment to environmental responsibility.

EDC Round 2 Innovations

Programmatic Agreements - The anticipated scope of work for this project aligns significantly with existing Programmatic Agreements, providing an opportunity to streamline the Environmental Clearance phase.

EDC Round 3 Innovations

Locally Administered Federal-Aid Projects: Stakeholder Partnerships– Collaborating through stakeholder partnerships is poised to enhance the administration and implementation of the RAISE grant. This collaborative approach is expected to foster improved communication and trust between organizations and communities, ensure consistent adherence to compliance requirements and policies, and potentially pave the way for new process improvements, multijurisdictional training, and innovative initiatives.

E-Construction - The Construction Engineering and Inspection firm selected for this project will be required to utilize electronic document management for field inspection and data collection and all other aspects of the CE&I work.

EDC Round 5 Innovations

Project Bundling – The City foresees consolidating various components of the West Side Corridor Expansion Project under a single contract award. This approach aims to expedite the project delivery process, bolster roadway safety, alleviate congestion, and enhance environmental sustainability.

Reducing Rural Roadway Departures – The project will implement roadway departure countermeasures to effectively keep vehicles within their travel lanes, thereby minimizing the likelihood of crashes when vehicles deviate from the roadway and mitigating the severity of any such occurrences.



FY24 RAISE Grant Proposal: City of Sheridan, WY
West Side Corridor Expansion Project (Planning)

PROJECT READINESS

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

A public example of existing traffic mapping and the proposed West Side Corridor has already been made available to city residents and the broader public through Sheridan’s municipal website, using ArcGIS technology.

Sheridan is excited to begin working on this project upon award. All funds will be spent in accordance with DOT RAISE grant award rules, deadlines, and obligations.

Activity	2024 Q3	2024 Q4	2025 Q1	2025 Q2	2025 Q3	2025 Q4
Funding Agreement						
Planning & Design Procurement						
Benefit-Cost Analysis Procurement						
Conceptual Design						
• Selection of Preferred Alternative						
30% Schematic Design						
• Share Project Renderings						
• Finalize Project Design Criteria						
Complete NEPA Documents						

Benefit-Cost Analysis Complete						
Complete Set of Plans and Specifications						
Finalize Permit Package						

Required Approvals – No environmental approval or clearance will be required for this planning project. As needed, all NEPA reviews will take place in accordance with state and federal requirements.

The planning process can proceed without further reviews, as the project is currently assessed as posing no risk to cultural or environmental resources or communities. Confirmation from the Wyoming State Historic Preservation Office (SHPO) will be sought to ensure no impact on historic resources. City staff will also collaborate with the US Fish and Wildlife Service to verify assumptions that no rare or endangered species will be harmed. The planning process will be closely coordinated with state transportation officials, as indicated by the letter received from the Wyoming Department of Transportation (WYDOT).

Environmental Studies – No environmental studies are required to initiate and compete the project planning process.

NEPA Collaboration and Approval – As stated previously, city leadership and staff will collaborate with WYDOT staff to advance the project’s technical readiness in consideration of NEPA requirements. Both the City and County of Sheridan are in routine contact with WYDOT.

Right-of-Way – Although no Right-of-Way will be required for these planning activities, the City of Sheridan has demonstrated strong connection to and direct engagement with the community. This relationship with residents forecasts the ability to leverage good faith negotiations to make sure that necessary parcels will be obtained for the project.

Community Engagement – Although some time has lapsed in phases of consideration, the City of Sheridan is advancing the West Side Corridor Expansion project as a result of years of planning and deliberation with residents, businessowners, and community stakeholders.

The City commits to a strong community engagement strategy in further planning and development of this project. Regular chances for engagement with city leaders to explain concerns and thoughts, via online messages and portals as well as publicly notified City Council hearings with specific reference to when and how the West Side Corridor will be brought up for conversation, will be an integral part to this planning and design process. The City already publishes all city-approved proposals and will develop an online portal, upon successful reception of these dollars, to directly engage the community interested in supporting, commenting on, and refining project plans.

Feedback will be received and project plans will be shaped by in person, public, and online engagement in a manner that benefits all Sheridan residents, especially those whom within our Merit Criteria are identified as disproportionately impacted negatively by social, environmental, and transportation determinants.

Specific plans for community engagement include:

- Online access to project plans, meeting schedules and notes, and resources via the City's website (<https://www.sheridanwy.gov/>).
- Routine agenda item on the Sheridan City Council meetings.
- Quarterly West Side Corridor Expansion Project meetings with city leadership; firm tasked with planning and design activities.

State and Local Approvals – The West Side Corridor planning process does not require any state or local approvals at the present moment. The project aligns with WYDOT priorities and has received language indicating the Department's approval. Project planning will proceed in close collaboration with state officials, both required and as a best practice.

Federal Transportation Requirements Affecting State & Local Planning – The City of Sheridan will work with WYDOT, upon grant award and achievement of planning activities, to ensure that construction of the program will be prioritized in the State Transportation Improvement Priority (STIP) list.

Assessment of Project Risks & Mitigation Strategies – The West Side Corridor Expansion project can be identified as low-risk and necessary. No issues have been identified by city leadership or potential partners in implementing the planning-align design and preparation activities. Any long-term construction barriers will be identified and thoroughly addressed through the planning process, with mitigation recommendations included.

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

1. **Cost Overruns:** Sheridan's experienced City Engineering department reviewed the estimated project budget cost. Because there are no materials to gather, and cost of consulting services to provide and perform planning and design activities will be clarified up front, there is minimal risk of cost overrun for this project.
2. **NEPA Delays:** The City of Sheridan is proud of its historic downtown and properties eligible for the National Register of Historic Place, like the Wrench Ranch. This project will require engagement with the State Historic Preservation Office staff, as well as the U.S. Fish and Wildlife Services (and the Wyoming Game and Fish Department), before additional construction or demonstration activities are engaged.
3. **Technical Capacity:** The City of Sheridan has a history of managing public funds for large and small projects, including transportation and infrastructure. The City is in the final year of a study conducted by the U.S. Army Corps of Engineers (USACE), and will likely

pursue dollars to make recommended improvements on local concrete riverbeds in the coming months and years.

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

- Mr. Stuart McRae, City Administrator
- Mr. Hanns Mercer, Public Works Director
- Thomas Morneau, City Engineer

If approved, the West Side Corridor Expansion project will abide by DOT deadlines, including the obligation of funds by September 30, 2027. The planning activities and aforementioned schedule will begin upon grant award agreement. No additional barriers to executing these planning activities are anticipated.

The following attachment is not included in the view since it is not a read-only PDF file.

Upon submission, this file will be transmitted to the Grantor without any data loss.

Letters of Support.pdf