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# North Sheridan Interchange Agency Scoping and Public Meeting Summary

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Prepared for WYDOT  
by HDR Engineering

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October 2009

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## Agency Scoping Summary

The following agencies with jurisdiction, special expertise with resources present, and land holdings in or near the Project Area were contacted in May 2009:

- United States Army Corps of Engineers (USACE)
- United States Fish and Wildlife Service (USFWS)
- Natural Resource Conservation Service (NRCS)
- United States Forest Service (USFS)
- Wyoming State Historic Preservation Office (SHPO)
- Wyoming Game and Fish Department (WGFD)
- Wyoming Department of Environmental Quality (DEQ)
- Office of State Lands and Investments
- Wyoming State Geological Survey
- Sheridan County
- City of Sheridan

Responses were received from several of the agencies (See Appendix A). USACE responded informally that a full delineation of potential wetlands and other waters of the United States needs be completed. They requested that as alternatives are developed and evaluated, impacts to waters of the United States be evaluated and quantified for each alternative. They noted that if an upland alternative can be identified during project development, the Section 404 review and permitting would be more easily facilitated.

USFWS responded that there is potential for black footed-ferrets and Ute ladies'-tresses in the Project Area. USFWS also responded with concerns regarding greater sage grouse, migratory birds, and potential loss or degradation of wetland/riparian habitat. They requested notification when the project decision is made for tracking purposes.

NRCS provided a soils map with units that are considered prime farmland when irrigated. These soils are present at the very northwest edge of the Project Area. NRCS requested that conversion of these areas be carefully considered and avoided when possible during project development.

WGFD responded that they do not have terrestrial wildlife concerns regarding the project nor the biological surveys that WYDOT will conduct in conjunction with the project. They requested to see detailed project plans, especially plans for bridge replacement or bank work so that they may comment on aquatic specific impacts at that time.

The city of Sheridan Public Works Department responded regarding the project purpose and need, the North Main Revitalization Initiative, economic impacts to North Main businesses, and aesthetics of the interchange. They provided a purpose and need statement that addressed direct access from I-90 to North Main that would contribute to the economic vitality of the

existing North Main businesses. The City recapped the efforts that led to the North Main Master Plan and asked that WYDOT work cooperatively with the City and the North Main Neighborhood Association (NMNA). The City notes that they would oppose an interchange that would be relocated any significant distance from the existing Main Street and requested to be involved in updating the socioeconomic study. As part of the revitalization efforts, the City asked that WYDOT consider aesthetics of the interchange including appropriate artistic and landscaping elements to ensure a gateway to the community that the City can be proud of.

The city of Sheridan mayor also responded with a letter submitted following the public meeting responding to the input request during the public meeting. This letter is summarized in the public involvement section of this document.

The Sheridan County Commissioners asked that WYDOT pay particular attention to riparian habitat along Goose Creek, new floodplain maps being prepared by the USACE, and a future waterway trail designated in the County's comprehensive plan. The commissioners asked for cooperation with the NMNA and their economic revitalization efforts. They requested that WYDOT give special attention to enhancing the appearances and layout of the project to promote overall success of businesses in the area. The commissioners pointed out the Parks and Recreation Master Plan that identifies the need for green park areas and they expressed an interest in any additional lands that might be available once the project is complete.

No response was received from SHPO, DEQ, USFS, Wyoming State Geological Survey, or the Office of State Lands and Investments.

## **Public Meeting Summary**

A public information meeting was held on August 12, 2009 at the Best Western Sheridan Center, in Sheridan, Wyoming from 5:00 pm to 7:00 pm. Display boards provided information about the purpose of and need for the Project, alternatives being considered, and environmental considerations (Appendix B). Representatives from the project team were available to answer questions about the Project and take comments. Attendees were asked to submit comments about environmental resources and the potential for adverse effects as a result of the alternatives under consideration. Attendees provided comments directly to project staff, on comment forms, or via a WYDOT email address: [public.comments@dot.state.wy.us](mailto:public.comments@dot.state.wy.us).

Meetings were advertised in the Sheridan Press and via the Sheridan Media (See appendix C). Invitations were sent via email by WYDOT to community representatives and elected officials. The public meeting notice was also placed on the WYDOT website. A total of 52 people signed in at the meeting. Follow-up articles appeared in both the Sheridan Press and via Sheridan Media (see appendix D).

Five comments were received on the project comment sheets, either directly at the meeting or mailed into WYDOT. An additional 62 comments were received via WYDOT comment email

address, via letters sent to WYDOT, or via phone calls to WYDOT. The majority of the comments related to identifying a preferred alternative or project direction.

Nearly three-quarters of the respondents commented that if the interchange were going to be rebuilt, it should be rebuilt at the existing location (Alternative 2). The next highest level of support was for Alternative 3, rebuild at Decker Road. All but one of the respondents that were supportive of Alternative 3 mentioned Alternative 2 was their first choice. The No-Build Alternative (Alternative 1) was also identified by several respondents that indicated they preferred the No-Build option but that if the interchange must be rebuilt that Alternative 2 was the only Alternative that should be considered. Little support was raised for Alternatives 4, 5, and 6. Although there was more support for Alternative 6 than Alternative 5.

Several of the individuals also mentioned other alternatives that should be considered, including an intermediate alternative that is more than the No-Build option but doesn't go as far as reconstructing the existing interchange in its entirety. The respondents felt that with minor safety improvements, the safety issues at the existing interchange could be addressed without building a new interchange. Some respondents noted that other variations of a reconstruction alternative could be considered at the existing location, including a split interchange or different ramp configurations. One respondent indicated that if the railroad could be relocated, additional alternatives at the existing location could be considered.

The following table provides a tally of the support for each alternative as noted in public comments received at and following the public meeting.

	Alternative #1 – No Build	Alternative #2 – Reconstruct at Existing	Alternative #3 – Interchange at Decker	Alternative #4 – Interchange Close to Decker	Alternative #5 – Interchange North of Decker	Alternative #6 – Interchange Farther North of Decker	New Alternative
Total	15	47	17	5	2	4	9

Related to support for a particular alternative, respondents provided a variety of concerns and issues they felt should be addressed in the environmental assessment (EA):

- Need to support the North Main Initiative and the efforts of the NMNA
- Need to maintain traffic flow on North Main for all businesses, including downtown businesses
- Economic impact to the North Main business if the interchange is relocated due to loss of direct access, traffic, and visibility
- Need to maintain the interchange as close as possible to the existing location to attract tourism and interstate traffic
- Need for Main Street to continue to the interchange if it were relocated

- The existing access from the interchange along Main Street to downtown works, according to many respondents. They felt changes to the interchange, especially a new location, may diminish access thus economic vitality of the downtown. There is a need to provide easy access to all of Main Street, including the historic downtown with any interchange improvements.
- Need to maintain the visibility of the existing businesses from any interchange improvements or relocations
- Loss of property values for existing residents if the interchange were to be relocated near Decker Road
- Visual, light, and noise impacts of relocating the interchange for nearby residences
- Desire to see the interchange relocated to develop a new larger commercial area
- Concern that relocating the interchange will promote a new commercial area detracting from the existing North Main business area
- Importance of the North Main Area as an entryway to Sheridan, including use of the old port-of-entry property
- Suggestions for a different rebuild alternative at existing interchange location or alteration of the I-90 mainline to account for grade issues
- Cost effective alternatives should be implemented rather than more expensive alternatives. (Alternative 2 was cited as the most cost effective means to improve safety from the perspective of many respondents)
- Scope of the purpose and need should be broadened to providing direct access and should include additional traffic analysis documentation that shows a need for the new interchange, including documentation of the number crashes at the interchange and the reasons for the crashes
- Request to see 1990 traffic study and that a new study be complete
- If the interchange must be moved, it should be as close to Main Street as possible
- Truck traffic has diminished at the interchange with relocation of the port-of-entry and could be further diminished if a new truck stop were at the port-of-entry
- Recommendation for low cost safety features such as warning lighting to be installed
- Concern for removing land from the KOA
- Cost of adding structures over Goose Creek
- Disruption to developable land with alternatives 3, 4, and 5
- Concern for adding traffic to residential areas with alternatives 3, 4, and 5
- Support for moving the interchange further to the West

- Suggestions for improved signage, lights, guardrails, or other simple safety improvements rather than reconstructing a new interchange
- Purpose and need expanded to include consistency with the North Area Master Plan.
- Some felt different interchange alternative such as a split interchange reconfiguration or another geometric configuration at the existing interchange location should be considered.

The actual comments are included in Appendix E. At this time, responses to these comments have not been provided. The issues and concerns raised through these comments will be addressed during the alternatives refinement and screening and through the environmental impact analysis that will be completed as part of the EA. Both will be documented in the EA. Respondents will have the opportunity to review and comment on the EA.

**Appendix A**  
**Agency Scoping Responses**

**From:** [Wolken, Paige M NWO](#)  
**To:** [Kevin Powell;](#)  
**Subject:** RE: Informal response to Request for Comments - North SheridanInterchange EA  
**Date:** Thursday, July 02, 2009 12:37:45 PM

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Hi Kevin. If you're fine with the informal comments, we are as well. Thank you.

Paige

Paige Wolken

Wyoming Regulatory Office  
Cheyenne, WY  
307-772-2300 x 25

-----Original Message-----

From: Kevin Powell [<mailto:Kevin.Powell@dot.state.wy.us>]  
Sent: Wednesday, June 24, 2009 4:54 PM  
To: Wolken, Paige M NWO  
Subject: Re: Informal response to Request for Comments - North SheridanInterchange EA

Paige,

Paige,

Yes, we will accept formal comments after June 30th. If you prefer you may send formal comments, early July. However I am fine with the e-mail comments provided and am happy to enter as is into our scoping record. So just let me know what you would prefer.

Kevin B. Powell  
Principal Environmental Manager  
WYDOT, Environmental Services  
5300 Bishop Blvd.  
Cheyenne, WY 82009  
307-777-3997  
fax: 307-777-4193

>>> "Wolken, Paige M NWO" <Paige.Wolken@usace.army.mil> 6/24/2009 4:14  
>>> PM >>>

Hello Kevin.

I will not be able to formally comment on your request for comments letter for North Sheridan Interchange EA (0901091) until early July. I will be out of town until July 1. Would you still accept comments after June 30? Otherwise, general issues we would recommend addressing in the EA include: a full delineation of potential wetlands and other waters of the U.S. for the proposed project area (since it's relatively small); as alternatives are developed and evaluated, please quantify and evaluate the impacts to potential waters of the U.S. for each alternative; if an upland alternative or a least (aquatic) environmentally damaging practicable alternative can be identified (or even selected) during the planning process, this will greatly facilitate the Section 404 review and permitting process.

If you have any questions, please respond via email or call.

Thank you for requesting our input. Please let me know if you prefer or require a formal response when I return to the office June 2, 2009.

Paige

Paige Wolken  
Plant Ecologist, Project Manager  
U.S. Army Corps of Engineers  
Wyoming Regulatory Office  
2232 Dell Range Blvd., Suite 210  
Cheyenne, Wyoming 82009

307-772-2300 x 25  
307-772-2920 (fax)  
paige.m.wolken@usace.army.mil



## United States Department of the Interior

### FISH AND WILDLIFE SERVICE

Ecological Services  
5353 Yellowstone Road, Suite 308A  
Cheyenne, Wyoming 82009

In Reply Refer To:  
ES-61411/W.38/WY09SL0305

JUN 26 2009

Mr. Timothy L. Stark  
Engineering Services Engineer  
Wyoming Department of Transportation  
5300 Bishop Boulevard  
Cheyenne, WY 82009-3340

Dear Mr. Stark:

Thank you for your letter of June 10, 2009, received in our office on June 12, 2009, regarding the North Sheridan Interchange in the City and County of Sheridan, Wyoming, along Interstate Highway 90. This project includes reconstructing and potentially relocating the North Sheridan Interchange, improvements to mainline I-90, and improvements to Main Street, Sheridan, Wyoming.

You have requested information regarding species listed under the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.). In response to your request, the U.S. Fish and Wildlife Service (Service) is providing you with recommendations for protective measures for threatened and endangered species in accordance with the Act. We are also providing recommendations concerning migratory birds in accordance with the Migratory Bird Treaty Act (MBTA), 16 U.S.C. 703 and the Bald and Golden Eagle Protection Act (BGEPA), 16 U.S.C. 668. Wetlands are afforded protection under Executive Orders 11990 (wetland protection) and 11988 (floodplain management), as well as section 404 of the Clean Water Act. Other fish and wildlife resources are considered under the Fish and Wildlife Coordination Act and the Fish and Wildlife Act of 1956, as amended, 70 Stat. 1119, 16 U.S.C. 742a-742j.

In accordance with Section 7(c) of the Act, we have determined that the following species or their designated habitat may be present in the proposed project area. We would appreciate receiving information as to the current status of each of these species within the proposed project area.

**Listed, Proposed, Candidate Species and their  
Designated and Proposed Critical Habitat  
that may be in the proposed Project Area**

<u>SPECIES</u>	<u>STATUS</u>	<u>Expected Occurrence</u>
<b>Black-footed ferret</b> ( <i>Mustela nigripes</i> )	Endangered	Prairie dog towns
<b>Ute ladies'-tresses</b> ( <i>Spiranthes diluvialis</i> )	Threatened	Seasonally moist soils and wet meadows of drainages below 7,000 feet

**Black-footed ferret:** Black-footed ferrets may be affected if prairie dog towns are impacted. Please be aware that black-footed ferret surveys are no longer recommended in black-tailed prairie dog towns statewide. However, we encourage project proponents to protect all prairie dog towns or complexes for their value to the prairie ecosystem and the many species that rely on them. We further encourage you to analyze potentially disturbed prairie dog towns for their value to future black-footed ferret reintroduction.

**Ute ladies'-tresses:** Ute ladies'-tresses is a perennial, terrestrial orchid, 8 to 20 inches tall, with white or ivory flowers clustered into a spike arrangement at the top of the stem. *S. diluvialis* typically blooms from late July through August; however, depending on location and climatic conditions, it may bloom in early July or still be in flower as late as early October. *S. diluvialis* is endemic to moist soils near wetland meadows, springs, lakes, and perennial streams where it colonizes early successional point bars or sandy edges. The elevation range of known occurrences is 4,200 to 7,000 feet (although no known populations in Wyoming occur above 5,500 feet) in alluvial substrates along riparian edges, gravel bars, old oxbows, and moist to wet meadows. Soils where *S. diluvialis* have been found typically range from fine silt/sand, to gravels and cobbles, as well as to highly organic and peaty soil types. *S. diluvialis* is not found in heavy or tight clay soils or in extremely saline or alkaline soils. *S. diluvialis* seems intolerant of shade and small scattered groups are found primarily in areas where vegetation is relatively open. Surveys should be conducted by knowledgeable botanists trained in conducting rare plant surveys. *S. diluvialis* is difficult to survey for primarily due to its unpredictability of emergence of flowering parts and subsequent rapid desiccation of specimens. The Service does not maintain a list of "qualified" surveyors but can refer those wishing to become familiar with the orchid to experts who can provide training or services.

**Species of Concern**

**Greater sage-grouse:** The Service is currently conducting a review to determine if the greater sage-grouse (*Centrocercus urophasianus*) warrants listing. Greater sage-grouse are dependent on sagebrush habitats year-round. Habitat loss and degradation, as well as loss of population connectivity have been identified as important factors contributing to the decline of greater sage-grouse populations rangewide (Braun 1998, Wisdom et al. 2002). Therefore, any activities that result in loss or degradation of sagebrush habitats that are important to this species should be

closely evaluated for their impacts to sage-grouse. If important breeding habitat (leks, nesting or brood rearing habitat) is present in the project area, the Service recommends no project-related disturbance March 15 through June 30, annually. Minimization of disturbance during lek activity, nesting, and brood rearing is critical to sage-grouse persistence within these areas. Likewise, if important winter habitats are present, we recommend no project-related disturbance November 15 through March 14.

We recommend you contact the Wyoming Game and Fish Department to identify important greater sage-grouse habitats within the project area, and appropriate mitigative measures to minimize potential impacts from the proposed project. The Service recommends surveys and mapping of important greater sage-grouse habitats where local information is not available. The results of these surveys should be used in project planning, to minimize potential impacts to this species. No project activities that may exacerbate habitat loss or degradation should be permitted in important habitats.

**Migratory Birds:** The MBTA, enacted in 1918, prohibits the taking of any migratory birds, their parts, nests, or eggs except as permitted by regulations, and does not require intent to be proven. Section 703 of the MBTA states, "Unless and except as permitted by regulations... it shall be unlawful at any time, by any means or in any manner, to ... take, capture, kill, attempt to take, capture, or kill, or possess ... any migratory bird, any part, nest, or eggs of any such bird..." The BGEPA, prohibits knowingly taking, or taking with wanton disregard for the consequences of an activity, any bald or golden eagles or their body parts, nests, or eggs, which includes collection, molestation, disturbance, or killing.

Work that could lead to the take of a migratory bird or eagle, their young, eggs, or nests (for example, if you are going to erect new roads, or power lines in the vicinity of a nest), should be coordinated with our office before any actions are taken. Removal or destruction of such nests, or causing abandonment of a nest could constitute violation of one or both of the above statutes. Removal of any active migratory bird nest or nest tree is prohibited. For golden eagles, inactive nest permits are limited to activities involving resource extraction or human health and safety. Mitigation, as determined by the local Service field office, may be required for loss of these nests. No permits will be issued for an active nest of any migratory bird species, unless removal of an active nest is necessary for reasons of human health and safety. Therefore, if nesting migratory birds are present on, or near the project area, timing is a significant consideration and needs to be addressed in project planning.

If nest manipulation is proposed for this project, the project proponent should contact the Service's Migratory Bird Office in Denver at 303-236-8171 to see if a permit can be issued for this project. No nest manipulation is allowed without a permit. If a permit cannot be issued, the project may need to be modified to ensure take of a migratory bird or eagle, their young, eggs or nest will not occur.

**Wetlands/Riparian Areas:** Wetlands may be impacted by the proposed project. Wetlands perform significant ecological functions which include: (1) providing habitat for numerous

aquatic and terrestrial wildlife species, (2) aiding in the dispersal of floods, (3) improving water quality through retention and assimilation of pollutants from storm water runoff, and (4) recharging the aquifer. Wetlands also possess aesthetic and recreational values. If wetlands may be destroyed or degraded by the proposed action, those wetlands in the project area should be inventoried and fully described in terms of their functions and values. Acreage of wetlands, by type, should be disclosed and specific actions should be outlined to avoid, minimize, and compensate for all unavoidable wetland impacts.

Riparian or streamside areas are a valuable natural resource and impacts to these areas should be avoided whenever possible. Riparian areas are the single most productive wildlife habitat type in North America. They support a greater variety of wildlife than any other habitat. Riparian vegetation plays an important role in protecting streams, reducing erosion and sedimentation as well as improving water quality, maintaining the water table, controlling flooding, and providing shade and cover. In view of their importance and relative scarcity, impacts to riparian areas should be avoided. Any potential, unavoidable encroachment into these areas should be further avoided and minimized. Unavoidable impacts to streams should be assessed in terms of their functions and values, linear feet and vegetation type lost, potential effects on wildlife, and potential effects on bank stability and water quality. Measures to compensate for unavoidable losses of riparian areas should be developed and implemented as part of the project.

Plans for mitigating unavoidable impacts to wetland and riparian areas should include mitigation goals and objectives, methodologies, time frames for implementation, success criteria, and monitoring to determine if the mitigation is successful. The mitigation plan should also include a contingency plan to be implemented should the mitigation not be successful. In addition, wetland restoration, creation, enhancement, and/or preservation does not compensate for loss of stream habitat; streams and wetlands have different functions and provide different habitat values for fish and wildlife resources.

Best Management Practices (BMPs) should be implemented within the project area wherever possible. BMPs include, but are not limited to, the following: installation of sediment and erosion control devices (e.g., silt fences, hay bales, temporary sediment control basins, erosion control matting); adequate and continued maintenance of sediment and erosion control devices to insure their effectiveness; minimization of the construction disturbance area to further avoid streams, wetlands, and riparian areas; location of equipment staging, fueling, and maintenance areas outside of wetlands, streams, riparian areas, and floodplains; and re-seeding and re-planting of riparian vegetation native to Wyoming in order to stabilize shorelines and streambanks.

For our internal tracking purposes, the Service would appreciate notification of any decision made on this project (such as issuance of a permit or signing of a Record of Decision or Decision Memo). Notification can be sent in writing to the letterhead address or by electronic mail to [FW6\\_Federal\\_Activities\\_Cheyenne@fws.gov](mailto:FW6_Federal_Activities_Cheyenne@fws.gov).

We appreciate your efforts to ensure the conservation of Wyoming's fish and wildlife resources. If you have questions regarding this letter or your responsibilities under the Act and/or other

authorities or resources described above, please contact Genevieve Skora of my office at the letterhead address or phone (307) 772-2374 ext. 225.

Sincerely,

*for Scott Compton*

Brian T. Kelly  
Field Supervisor  
Wyoming Field Office

cc: WGFD, Non-game Coordinator, Lander, WY (B. Oakleaf)  
WGFD, Statewide Habitat Protection Coordinator, Cheyenne, WY (M. Flanderka)

**Literature cited**

Braun, C.E. 1998. Sage grouse declines in western North America: What are the problems? Proceedings of the Western Association of Fish and Wildlife Agencies 78:139-156

Wisdom, M.J., B.C. Wales, M.M. Rowland, M.G. Raphael, R.S. Holthausen, T.D. Rich, and V.A. Saab. 2002. Performance of Greater Sage-Grouse models for conservation assessment in the Interior Columbia Basin, USA. Conservation Biology 16: 1232-1242.



1949 Sugarland Dr #102, Sheridan, WY 82801 (307) 672-5820 Fax (307) 672-0052

7/03/09

Mr Timothy L. Stark  
Engineering Services Engineer  
WY Dept of Transportation  
5300 Bishop Boulevard  
Cheyenne, WY 82009-3340

Re: North Sheridan Interchange

Dear Mr Stark:

I have enclosed a soil map of the area proposed for reconstruction of the Main Street/I-90 Interchange, with brief descriptions of the soil map units potentially affected.

Map units 195 and 196, the Nuncho clay loam units, are classified as Prime Farmland Soils when irrigated. These are soils that have the characteristics best suited for food & fiber production. Projects that may convert these soils to non-agricultural uses should be carefully considered. Notice that the 195 & 196 units occupy a small portion of the proposed project area, and there may be opportunities to avoid, or minimize the impacts on these areas.

Please contact us if we can provide further information.

Sincerely,

A handwritten signature in cursive script that reads "Jerry Forster".

Jerry Forster, District Conservationist

CC: Sheridan Co Conservation District

# Non Technical Soil Description

Soil Survey Area Sheridan County Area, Wyoming

Mapunit 120 Cedak-Recluse association, 6 to 9 percent slopes

Soil Component Name Cedak

45 % of the mapunit

Slope range (%): 6 to 9  
Depth class: Moderately deep  
Drainage class: Well drained  
Land capability: nonirrigated= 4e irrigated= 4e  
Ecological Site: LOAMY (15-19 NP)  
Restrictive layers (in): 20 - 40 Bedrock (paralithic)

Permeability: Slow  
Available water capacity class: Low  
Total available water in top five feet (in.): 5.5  
Flooding frequency: None  
Depth to seasonal high water table (in): NA-

## Horizon Information

Depth (in)	Textures	pH range	Sodium	Salinity (mmhos/cm)
A 0 - 4	loam	6.6 - 7.8	NA -	NA -
B 4 - 24	loam	6.6 - 7.8	NA -	NA -
B 24 - 30	very fine sandy loam	7.9 - 9	NA -	NA -
Cr 30 - 60	bedrock	-	NA -	NA -

Soil Component Name Recluse

40 % of the mapunit

Slope range (%): 6 to 9  
Depth class: Very deep  
Drainage class: Well drained  
Land capability: nonirrigated= 4e irrigated= 4e  
Ecological Site: LOAMY (15-19 NP)  
Restrictive layers (in): - NA

Permeability: Moderate  
Available water capacity class: High  
Total available water in top five feet (in.): 11.5  
Flooding frequency: None  
Depth to seasonal high water table (in): NA-

## Horizon Information

Depth (in)	Textures	pH range	Sodium	Salinity (mmhos/cm)
A 0 - 14	loam	6.6 - 7.8	NA -	NA -
B 14 - 30	silty clay loam	6.6 - 7.8	NA -	NA -
B 30 - 60	clay loam	7.4 - 8.4	NA -	NA -

pH classes: 3.5-4.4 extremely acid; 4.5-5.0 very strongly acid; 5.1-5.5 strongly acid; 5.6-6.0 moderately acid; 6.1-6.5 slightly acid; 6.6-7.3 neutral; 7.4-7.8 mildly alkaline; 7.9-8.4 moderately alkaline; 8.5-9.0 strongly alkaline; >9.0 very strongly alkaline.  
Salinity classes (if applicable): 0-2 non saline; 2-4 very slightly saline; 4-8 slightly saline; 8-16 moderately saline; >=16 saline.

**Mapunit 128 Cushman-Forkwood association, moist, 0 to 9 percent slopes**

**Soil Component Name** Cushman 40 % of the mapunit  
 Slope range (%): 3 to 9 Permeability: Slow  
 Depth class: Moderately deep Available water capacity class: Moderate  
 Drainage class Well drained Total available water in top five feet (in.): 7.2  
 Land capability: nonirrigated= 4e irrigated= 4e Flooding frequency: None  
 Ecological Site: LOAMY (15-19 NP) Depth to seasonal high water table (in): NA -  
 Restrictive layers (in): 20 - 40 Bedrock (paralithic)

**Horizon Information**

Depth (in)	Textures	pH range	Sodium	Salinity (mmhos/cm)
A 0 - 1	loam	6.6 - 7.8	NA -	NA -
B 1 - 14	clay loam	7.4 - 8.4	NA -	NA -
B 14 - 38	clay loam	7.9 - 9	NA -	NA -
Cr 38 - 60	bedrock	-	NA -	NA -

**Soil Component Name** Forkwood 40 % of the mapunit  
 Slope range (%): 0 to 9 Permeability: Moderate  
 Depth class: Very deep Available water capacity class: High  
 Drainage class Well drained Total available water in top five feet (in.): 10.5  
 Land capability: nonirrigated= 3e irrigated= 3e Flooding frequency: None  
 Ecological Site: LOAMY (15-19 NP) Depth to seasonal high water table (in): NA -  
 Restrictive layers (in): - NA

**Horizon Information**

Depth (in)	Textures	pH range	Sodium	Salinity (mmhos/cm)
A 0 - 4	loam	6.6 - 7.8	NA -	NA -
B 4 - 17	clay loam	6.6 - 7.8	NA -	NA -
B 17 - 60	clay loam	7.9 - 9	NA -	NA -

**Mapunit 155 Haverdad loam, moist, 0 to 3 percent slopes**

**Soil Component Name** Haverdad 85 % of the mapunit  
 Slope range (%): 0 to 3 Permeability: Moderate  
 Depth class: Very deep Available water capacity class: High  
 Drainage class Well drained Total available water in top five feet (in.): 10.2  
 Land capability: nonirrigated= 3e irrigated= 3e Flooding frequency: Rare  
 Ecological Site: LOWLAND (15-19 NP) Depth to seasonal high water table (in): NA -  
 Restrictive layers (in): - NA

**Horizon Information**

Depth (in)	Textures	pH range	Sodium	Salinity (mmhos/cm)
A 0 - 8	loam	7.4 - 8.4	NA -	NA -
C 8 - 60	stratified sandy loam to clay loam	7.9 - 9	NA -	NA -

pH classes: 3.5-4.4 extremely acid; 4.5-5.0 very strongly acid; 5.1-5.5 strongly acid; 5.6-6.0 moderately acid; 6.1-6.5 slightly acid; 6.6-7.3 neutral; 7.4-7.8 mildly alkaline; 7.9-8.4 moderately alkaline; 8.5-9.0 strongly alkaline; >9.0 very strongly alkaline.  
 Salinity classes (if applicable): 0-2 non saline; 2-4 very slightly saline; 4-8 slightly saline; 8-16 moderately saline; >=16 saline.

**Mapunit 159 Haverdad-Draknab complex, moist, 0 to 3 percent slopes**

**Soil Component Name** Draknab 35 % of the mapunit

Slope range (%): 0 to 3  
Depth class: Very deep  
Drainage class Excessively drained  
Land capability: nonirrigated= 5w irrigated= 5w  
Ecological Site: LOWLAND (15-19 NP)  
Restrictive layers (in): - NA

Permeability: Rapid  
Available water capacity class: Low  
Total available water in top five feet (in.): 4.8  
Flooding frequency: Frequent  
Depth to seasonal high water table (in): NA -

**Horizon Information**

<u>Depth (in)</u>	<u>Textures</u>	<u>pH range</u>	<u>Sodium</u>	<u>Salinity (mmhos/cm)</u>
A 0 - 2	loamy fine sand	7.4 - 8.4	NA -	NA -
C 2 - 60	stratified sand to sandy loam	7.9 - 9	NA -	NA -

**Soil Component Name** Haverdad 40 % of the mapunit

Slope range (%): 0 to 3  
Depth class: Very deep  
Drainage class Well drained  
Land capability: nonirrigated= 5w irrigated= 5w  
Ecological Site: LOWLAND (15-19 NP)  
Restrictive layers (in): - NA

Permeability: Moderate  
Available water capacity class: Moderate  
Total available water in top five feet (in.): 9.0  
Flooding frequency: Frequent  
Depth to seasonal high water table (in): NA -

**Horizon Information**

<u>Depth (in)</u>	<u>Textures</u>	<u>pH range</u>	<u>Sodium</u>	<u>Salinity (mmhos/cm)</u>
A 0 - 2	very fine sandy loam	7.4 - 8.4	NA -	NA -
C 2 - 60	stratified sandy loam to clay loam	7.9 - 9	NA -	NA -

pH classes: 3.5-4.4 extremely acid; 4.5-5.0 very strongly acid; 5.1-5.5 strongly acid; 5.6-6.0 moderately acid; 6.1-6.5 slightly acid; 6.6-7.3 neutral; 7.4-7.8 mildly alkaline; 7.9-8.4 moderately alkaline; 8.5-9.0 strongly alkaline; >9.0 very strongly alkaline.  
Salinity classes (if applicable): 0-2 non saline; 2-4 very slightly saline; 4-8 slightly saline; 8-16 moderately saline; >=16 saline.

**Mapunit 161 Haverdad, moist-Worthington complex, 0 to 3 percent slopes**

**Soil Component Name** Haverdad 60 % of the mapunit

Slope range (%): 0 to 3  
Depth class: Very deep  
Drainage class Well drained  
Land capability: nonirrigated= 5w irrigated= 5w  
Ecological Site: LOWLAND (15-19 NP)  
Restrictive layers (in): - NA

Permeability: Moderate  
Available water capacity class: Moderate  
Total available water in top five feet (in.): 9.0  
Flooding frequency: Frequent  
Depth to seasonal high water table (in): NA -

**Horizon Information**

	<u>Depth (in)</u>	<u>Textures</u>	<u>pH range</u>	<u>Sodium</u>	<u>Salinity (mmhos/cm)</u>
H1	0 - 2	very fine sandy loam	7.4 - 8.4	NA -	NA -
H2	2 - 60	stratified sandy loam to clay loam	7.9 - 9	NA -	NA -

**Soil Component Name** Worthington 30 % of the mapunit

Slope range (%): 0 to 3  
Depth class: Very deep  
Drainage class Poorly drained  
Land capability: nonirrigated= 6w irrigated= 6w  
Ecological Site: WETLAND (15-19NP)  
Restrictive layers (in): - NA

Permeability: Slow  
Available water capacity class: High  
Total available water in top five feet (in.): 10.2  
Flooding frequency: Frequent  
Depth to seasonal high water table (in): 6 - 18

**Horizon Information**

	<u>Depth (in)</u>	<u>Textures</u>	<u>pH range</u>	<u>Sodium</u>	<u>Salinity (mmhos/cm)</u>
H1	0 - 7	clay loam	7.9 - 8.4	NA -	NA -
H2	7 - 24	clay	7.9 - 8.4	NA -	NA -
H3	24 - 60	clay loam	7.9 - 9	NA -	2 - 8

**Mapunit 195 Nuncho clay loam, 0 to 3 percent slopes**

**Soil Component Name** Nuncho 85 % of the mapunit

Slope range (%): 0 to 3  
Depth class: Very deep  
Drainage class Well drained  
Land capability: nonirrigated= 3e irrigated= 3e  
Ecological Site: CLAYEY (15-19 NP)  
Restrictive layers (in): - NA

Permeability: Slow  
Available water capacity class: High  
Total available water in top five feet (in.): 10.5  
Flooding frequency: None  
Depth to seasonal high water table (in): NA -

**Horizon Information**

	<u>Depth (in)</u>	<u>Textures</u>	<u>pH range</u>	<u>Sodium</u>	<u>Salinity (mmhos/cm)</u>
H1	0 - 7	clay loam	6.1 - 7.8	NA -	NA -
H2	7 - 25	clay loam	6.6 - 7.8	NA -	NA -
H3	25 - 60	clay loam	7.9 - 8.4	NA -	NA -

pH classes: 3.5-4.4 extremely acid; 4.5-5.0 very strongly acid; 5.1-5.5 strongly acid; 5.6-6.0 moderately acid; 6.1-6.5 slightly acid; 6.6-7.3 neutral; 7.4-7.8 mildly alkaline; 7.9-8.4 moderately alkaline; 8.5-9.0 strongly alkaline; >9.0 very strongly alkaline.  
Salinity classes (if applicable): 0-2 non saline; 2-4 very slightly saline; 4-8 slightly saline; 8-16 moderately saline; >=16 saline.

**Mapunit 196 Nuncho clay loam, 3 to 6 percent slopes**

**Soil Component Name** Nuncho 80 % of the mapunit

Slope range (%): 3 to 6  
Depth class: Very deep  
Drainage class: Well drained  
Land capability: nonirrigated= 3e irrigated= 3e  
Ecological Site: CLAYEY (15-19 NP)  
Restrictive layers (in): - NA

Permeability: Slow  
Available water capacity class: High  
Total available water in top five feet (in.): 11.0  
Flooding frequency: None  
Depth to seasonal high water table (in): NA -

**Horizon Information**

<u>Depth (in)</u>	<u>Textures</u>	<u>pH range</u>	<u>Sodium</u>	<u>Salinity (mmhos/cm)</u>
A 0 - 12	clay loam	6.1 - 7.8	NA -	NA -
B 12 - 34	clay	6.6 - 7.8	NA -	NA -
B 34 - 60	loam	7.9 - 8.4	NA -	NA -

**Mapunit 217 Platsher clay loam, 0 to 3 percent slopes**

**Soil Component Name** Platsher 85 % of the mapunit

Slope range (%): 0 to 3  
Depth class: Very deep  
Drainage class: Well drained  
Land capability: nonirrigated= 3e irrigated= 3e  
Ecological Site: CLAYEY (15-19 NP)  
Restrictive layers (in): - NA

Permeability: Slow  
Available water capacity class: Moderate  
Total available water in top five feet (in.): 8.3  
Flooding frequency: None  
Depth to seasonal high water table (in): NA -

**Horizon Information**

<u>Depth (in)</u>	<u>Textures</u>	<u>pH range</u>	<u>Sodium</u>	<u>Salinity (mmhos/cm)</u>
A 0 - 8	clay loam	6.6 - 7.8	NA -	NA -
Bt 8 - 19	clay	7.4 - 8.4	NA -	NA -
Bk 19 - 27	clay loam	7.9 - 9	NA -	NA -
Bk 27 - 60	gravelly clay loam	7.9 - 9	NA -	NA -

pH classes: 3.5-4.4 extremely acid; 4.5-5.0 very strongly acid; 5.1-5.5 strongly acid; 5.6-6.0 moderately acid; 6.1-6.5 slightly acid; 6.6-7.3 neutral; 7.4-7.8 mildly alkaline; 7.9-8.4 moderately alkaline; 8.5-9.0 strongly alkaline; >9.0 very strongly alkaline.  
Salinity classes (if applicable): 0-2 non saline; 2-4 very slightly saline; 4-8 slightly saline; 8-16 moderately saline; >=16 saline.

**Mapunit 220     Platsher-Wolfvar loams, 3 to 6 percent slopes**

**Soil Component Name**     Platsher     50 % of the mapunit

Slope range (%): 3 to 6     Permeability: Moderately slow  
 Depth class: Very deep     Available water capacity class: Moderate  
 Drainage class: Well drained     Total available water in top five feet (in.): 9.0  
 Land capability: nonirrigated= 3e     irrigated= 3e     Flooding frequency: None  
 Ecological Site: LOAMY (15-19 NP)     Depth to seasonal high water table (in): NA -  
 Restrictive layers (in): NA

**Horizon Information**

Depth (in)	Textures	pH range	Sodium	Salinity (mmhos/cm)
A 0 - 9	loam	6.6 - 7.8	NA -	NA -
Bt 9 - 20	clay	7.4 - 8.4	NA -	NA -
Bk 20 - 37	clay loam	7.9 - 9	NA -	NA -
2Bk 37 - 60	gravelly clay loam	7.9 - 9	NA -	NA -

**Soil Component Name**     Wolfvar     35 % of the mapunit

Slope range (%): 3 to 6     Permeability: Moderately slow  
 Depth class: Moderately deep     Available water capacity class: Low  
 Drainage class: Well drained     Total available water in top five feet (in.): 5.2  
 Land capability: nonirrigated= 3e     irrigated= 3e     Flooding frequency: None  
 Ecological Site: LOAMY (15-19 NP)     Depth to seasonal high water table (in): NA -  
 Restrictive layers (in): 20 - 40 Strongly contrasting textural stratification

**Horizon Information**

Depth (in)	Textures	pH range	Sodium	Salinity (mmhos/cm)
A 0 - 2	loam	6.6 - 8.4	NA -	NA -
Bt 2 - 16	clay loam	6.6 - 8.4	NA -	NA -
2C1 16 - 23	gravelly loam	7.9 - 9	NA -	NA -
2C2 23 - 60	very gravelly coarse sand	7.9 - 9	NA -	NA -

**Mapunit 225     Recluse loam, 6 to 9 percent slopes**

**Soil Component Name**     Recluse     80 % of the mapunit

Slope range (%): 6 to 9     Permeability: Moderate  
 Depth class: Very deep     Available water capacity class: High  
 Drainage class: Well drained     Total available water in top five feet (in.): 10.9  
 Land capability: nonirrigated= 4e     irrigated= 4e     Flooding frequency: None  
 Ecological Site: LOAMY (15-19 NP)     Depth to seasonal high water table (in): NA -  
 Restrictive layers (in): NA

**Horizon Information**

Depth (in)	Textures	pH range	Sodium	Salinity (mmhos/cm)
A 0 - 4	loam	6.6 - 7.8	NA -	NA -
Bt 4 - 18	silty clay loam	6.6 - 7.8	NA -	NA -
Bk 18 - 60	silty clay loam	7.4 - 8.4	NA -	NA -

pH classes: 3.5-4.4 extremely acid; 4.5-5.0 very strongly acid; 5.1-5.5 strongly acid; 5.6-6.0 moderately acid; 6.1-6.5 slightly acid; 6.6-7.3 neutral; 7.4-7.8 mildly alkaline; 7.9-8.4 moderately alkaline; 8.5-9.0 strongly alkaline; >9.0 very strongly alkaline.  
 Salinity classes (if applicable): 0-2 non saline; 2-4 very slightly saline; 4-8 slightly saline; 8-16 moderately saline; >=16 saline.

**Mapunit 237 Renohill, moist-Ulm association, 3 to 10 percent slopes**

**Soil Component Name** Renohill 45 % of the mapunit

Slope range (%): 3 to 10  
 Depth class: Moderately deep  
 Drainage class: Well drained  
 Land capability: nonirrigated= 4e irrigated= 4e  
 Ecological Site: CLAYEY (15-19 NP)  
 Restrictive layers (in): 20 - 40 Bedrock (paralithic)

Permeability: Slow  
 Available water capacity class: Moderate  
 Total available water in top five feet (in.): 6.4  
 Flooding frequency: None  
 Depth to seasonal high water table (in): NA -

**Horizon Information**

Depth (in)	Textures	pH range	Sodium	Salinity (mmhos/cm)
A 0 - 3	clay loam	6.6 - 7.8	NA -	NA -
Bt 3 - 12	clay	7.4 - 8.4	NA -	NA -
Bk 12 - 35	clay loam	7.9 - 9	NA -	NA -
Cr 35 - 60	bedrock	-	NA -	NA -

**Soil Component Name** Ulm 30 % of the mapunit

Slope range (%): 3 to 10  
 Depth class: Very deep  
 Drainage class: Well drained  
 Land capability: nonirrigated= 3e irrigated= 3e  
 Ecological Site: CLAYEY (15-19 NP)  
 Restrictive layers (in): - NA

Permeability: Slow  
 Available water capacity class: High  
 Total available water in top five feet (in.): 11.4  
 Flooding frequency: None  
 Depth to seasonal high water table (in): NA -

**Horizon Information**

Depth (in)	Textures	pH range	Sodium	Salinity (mmhos/cm)
A 0 - 3	clay loam	6.6 - 7.3	NA -	NA -
Bt 3 - 14	clay loam	6.6 - 7.8	NA -	NA -
Btk 14 - 60	clay loam	7.9 - 9	NA -	NA -

pH classes: 3.5-4.4 extremely acid; 4.5-5.0 very strongly acid; 5.1-5.5 strongly acid; 5.6-6.0 moderately acid; 6.1-6.5 slightly acid; 6.6-7.3 neutral; 7.4-7.8 mildly alkaline; 7.9-8.4 moderately alkaline; 8.5-9.0 strongly alkaline; >9.0 very strongly alkaline.  
 Salinity classes (if applicable): 0-2 non saline; 2-4 very slightly saline; 4-8 slightly saline; 8-16 moderately saline; >=16 saline.

**Mapunit 263 Shingle-Samday clay loams, moist, 3 to 55 percent slopes**

**Soil Component Name** Shingle 40 % of the mapunit

Slope range (%): 3 to 55  
Depth class: Shallow  
Drainage class: Well drained  
Land capability: nonirrigated= 7e irrigated= 7e  
Ecological Site: SHALLOW LOAMY (15-19 NP)  
Restrictive layers (in): 10 - 20 Bedrock (paralithic)

Permeability: Slow  
Available water capacity class: Very low  
Total available water in top five feet (in.): 2.1  
Flooding frequency: None  
Depth to seasonal high water table (in): NA-

**Horizon Information**

Depth (in)	Textures	pH range	Sodium	Salinity (mmhos/cm)
A 0 - 2	clay loam	7.4 - 8.4	NA -	NA -
AC 2 - 12	loam	7.9 - 9	NA -	NA -
Cr 12 - 60	bedrock	-	NA -	NA -

**Soil Component Name** Samday 35 % of the mapunit

Slope range (%): 3 to 55  
Depth class: Shallow  
Drainage class: Well drained  
Land capability: nonirrigated= 7e irrigated= 7e  
Ecological Site: SHALLOW CLAYEY (15-19NP)  
Restrictive layers (in): 10 - 20 Bedrock (paralithic)

Permeability: Slow  
Available water capacity class: Very low  
Total available water in top five feet (in.): 2.7  
Flooding frequency: None  
Depth to seasonal high water table (in): NA-

**Horizon Information**

Depth (in)	Textures	pH range	Sodium	Salinity (mmhos/cm)
A 0 - 2	clay loam	7.4 - 8.4	NA -	NA -
C 2 - 17	clay	7.4 - 9	NA -	NA -
Cr 17 - 60	bedrock	-	NA -	NA -

pH classes: 3.5-4.4 extremely acid; 4.5-5.0 very strongly acid; 5.1-5.5 strongly acid; 5.6-6.0 moderately acid; 6.1-6.5 slightly acid; 6.6-7.3 neutral; 7.4-7.8 mildly alkaline; 7.9-8.4 moderately alkaline; 8.5-9.0 strongly alkaline; >9.0 very strongly alkaline.  
Salinity classes (if applicable): 0-2 non saline; 2-4 very slightly saline; 4-8 slightly saline; 8-16 moderately saline; >=16 saline.

**Mapunit 267 Shingle-Theedle loams, moist, 45 to 75 percent slopes**

**Soil Component Name** Shingle 55 % of the mapunit

Slope range (%): 45 to 75  
 Depth class: Shallow  
 Drainage class: Well drained  
 Land capability: nonirrigated= 7e irrigated= 7e  
 Ecological Site: SHALLOW LOAMY (15-19 NP)  
 Restrictive layers (in): 10 - 20 Bedrock (paralithic)

Permeability: Slow  
 Available water capacity class: Low  
 Total available water in top five feet (in.): 3.0  
 Flooding frequency: None  
 Depth to seasonal high water table (in): NA -

**Horizon Information**

Depth (in)	Textures	pH range	Sodium	Salinity (mmhos/cm)
A 0 - 4	loam	7.4 - 8.4	NA -	NA -
AC 4 - 17	loam	7.9 - 9	NA -	NA -
Cr 17 - 60	bedrock	-	NA -	NA -

**Soil Component Name** Theedle 25 % of the mapunit

Slope range (%): 45 to 75  
 Depth class: Moderately deep  
 Drainage class: Well drained  
 Land capability: nonirrigated= 7e irrigated= 7e  
 Ecological Site: LOAMY (15-19 NP)  
 Restrictive layers (in): 20 - 40 Bedrock (paralithic)

Permeability: Slow  
 Available water capacity class: Low  
 Total available water in top five feet (in.): 5.7  
 Flooding frequency: None  
 Depth to seasonal high water table (in): NA -

**Horizon Information**

Depth (in)	Textures	pH range	Sodium	Salinity (mmhos/cm)
A 0 - 4	loam	7.4 - 8.4	NA -	NA -
Bk 4 - 30	loam	7.9 - 9	NA -	NA -
Cr 30 - 60	bedrock	-	NA -	NA -

pH classes: 3.5-4.4 extremely acid; 4.5-5.0 very strongly acid; 5.1-5.5 strongly acid; 5.6-6.0 moderately acid; 6.1-6.5 slightly acid; 6.6-7.3 neutral; 7.4-7.8 mildly alkaline; 7.9-8.4 moderately alkaline; 8.5-9.0 strongly alkaline; >9.0 very strongly alkaline.  
 Salinity classes (if applicable): 0-2 non saline; 2-4 very slightly saline; 4-8 slightly saline; 8-16 moderately saline; >=16 saline.

**Mapunit 269 Shingle-Theedle-Kishona association, moist, 3 to 30 percent slopes**

**Soil Component Name** Shingle 30 % of the mapunit

Slope range (%): 9 to 30  
 Depth class: Shallow  
 Drainage class: Well drained  
 Land capability: nonirrigated= 7e irrigated= 7e  
 Ecological Site: SHALLOW LOAMY (15-19 NP)  
 Restrictive layers (in): 10 - 20 Bedrock (paralithic)

Permeability: Slow  
 Available water capacity class: Very low  
 Total available water in top five feet (in.): 2.9  
 Flooding frequency: None  
 Depth to seasonal high water table (in): NA -

**Horizon Information**

Depth (in)	Textures	pH range	Sodium	Salinity (mmhos/cm)
A 0 - 2	clay loam	7.4 - 8.4	NA -	NA -
AC 2 - 16	loam	7.9 - 9	NA -	NA -
Cr 16 - 60	bedrock	-	NA -	NA -

**Soil Component Name** Theedle 30 % of the mapunit

Slope range (%): 9 to 15  
 Depth class: Moderately deep  
 Drainage class: Well drained  
 Land capability: nonirrigated= 4e irrigated= 4e  
 Ecological Site: LOAMY (15-19 NP)  
 Restrictive layers (in): 20 - 40 Bedrock (paralithic)

Permeability: Slow  
 Available water capacity class: Low  
 Total available water in top five feet (in.): 4.2  
 Flooding frequency: None  
 Depth to seasonal high water table (in): NA -

**Horizon Information**

Depth (in)	Textures	pH range	Sodium	Salinity (mmhos/cm)
A 0 - 2	loam	7.4 - 8.4	NA -	NA -
Bk 2 - 22	loam	7.9 - 9	NA -	NA -
Cr 22 - 60	bedrock	-	NA -	NA -

**Soil Component Name** Kishona 20 % of the mapunit

Slope range (%): 3 to 10  
 Depth class: Very deep  
 Drainage class: Well drained  
 Land capability: nonirrigated= 4e irrigated= 4e  
 Ecological Site: LOAMY (15-19 NP)  
 Restrictive layers (in): - NA

Permeability: Moderate  
 Available water capacity class: High  
 Total available water in top five feet (in.): 10.7  
 Flooding frequency: None  
 Depth to seasonal high water table (in): NA -

**Horizon Information**

Depth (in)	Textures	pH range	Sodium	Salinity (mmhos/cm)
A 0 - 2	loam	7.4 - 8.4	NA -	NA -
B 2 - 60	loam	7.9 - 9	NA -	NA -

pH classes: 3.5-4.4 extremely acid; 4.5-5.0 very strongly acid; 5.1-5.5 strongly acid; 5.6-6.0 moderately acid; 6.1-6.5 slightly acid; 6.6-7.3 neutral; 7.4-7.8 mildly alkaline; 7.9-8.4 moderately alkaline; 8.5-9.0 strongly alkaline; >9.0 very strongly alkaline.  
 Salinity classes (if applicable): 0-2 non saline; 2-4 very slightly saline; 4-8 slightly saline; 8-16 moderately saline; >=16 saline.

**Mapunit 290 Ulm clay loam, 0 to 3 percent slopes**

**Soil Component Name** Ulm 90 % of the mapunit

Slope range (%): 0 to 3  
Depth class: Very deep  
Drainage class Well drained  
Land capability: nonirrigated= 3e irrigated= 3e  
Ecological Site: CLAYEY (15-19 NP)  
Restrictive layers (in): - NA

Permeability: Slow  
Available water capacity class: High  
Total available water in top five feet (in.): 11.4  
Flooding frequency: None  
Depth to seasonal high water table (in): NA -

**Horizon Information**

Depth (in)	Textures	pH range	Sodium	Salinity (mmhos/cm)
A 0 - 4	clay loam	6.6 - 7.3	NA -	NA -
Bt 4 - 12	clay loam	6.6 - 7.8	NA -	NA -
Btk 12 - 60	clay loam	7.9 - 9	NA -	NA -

**Mapunit 294 Urban land-Kishona, moist-Clarkelen complex, 0 to 3 percent slopes**

**Soil Component Name** Clarkelen 15 % of the mapunit

Slope range (%): 0 to 3  
Depth class: Very deep  
Drainage class Moderately well drained  
Land capability: nonirrigated= 3e irrigated= 3e  
Ecological Site: LOAMY (10-14NP)  
Restrictive layers (in): - NA

Permeability: Moderately rapid  
Available water capacity class: Low  
Total available water in top five feet (in.): 5.9  
Flooding frequency: Rare  
Depth to seasonal high water table (in): NA -

**Horizon Information**

Depth (in)	Textures	pH range	Sodium	Salinity (mmhos/cm)
A 0 - 3	fine sandy loam	7.4 - 8.4	NA -	NA -
C 3 - 33	stratified loamy sand to clay loam	7.9 - 9	NA -	NA -
C 33 - 60	loamy sand	7.9 - 9	NA -	NA -

**Soil Component Name** Kishona 25 % of the mapunit

Slope range (%): 0 to 3  
Depth class: Very deep  
Drainage class Well drained  
Land capability: nonirrigated= 3e irrigated= 3e  
Ecological Site: LOAMY (10-14NP)  
Restrictive layers (in): - NA

Permeability: Moderate  
Available water capacity class: High  
Total available water in top five feet (in.): 10.7  
Flooding frequency: None  
Depth to seasonal high water table (in): NA -

**Horizon Information**

Depth (in)	Textures	pH range	Sodium	Salinity (mmhos/cm)
A 0 - 4	loam	7.4 - 8.4	NA -	NA -
B 4 - 60	silty clay loam	7.9 - 9	NA -	NA -

pH classes: 3.5-4.4 extremely acid; 4.5-5.0 very strongly acid; 5.1-5.5 strongly acid; 5.6-6.0 moderately acid; 6.1-6.5 slightly acid; 6.6-7.3 neutral; 7.4-7.8 mildly alkaline; 7.9-8.4 moderately alkaline; 8.5-9.0 strongly alkaline; >9.0 very strongly alkaline.  
Salinity classes (if applicable): 0-2 non saline; 2-4 very slightly saline; 4-8 slightly saline; 8-16 moderately saline; >=16 saline.

**Mapunit 309 Wyarno clay loam, 0 to 3 percent slopes**

**Soil Component Name** Wyarno

85% of the mapunit

Slope range (%): 0 to 3  
Depth class: Very deep  
Drainage class: Well drained  
Land capability: nonirrigated= 3e irrigated= 3e  
Ecological Site: CLAYEY (15-19 NP)  
Restrictive layers (in): - NA

Permeability: Moderately slow  
Available water capacity class: High  
Total available water in top five feet (in.): 9.2  
Flooding frequency: None  
Depth to seasonal high water table (in): NA-

**Horizon Information**

	<u>Depth (in)</u>	<u>Textures</u>	<u>pH range</u>	<u>Sodium</u>	<u>Salinity (mmhos/cm)</u>
A	0 - 5	clay loam	6.6 - 7.8	NA -	NA -
Bt	5 - 12	silty clay loam	6.6 - 8.4	NA -	NA -
Bk	12 - 60	clay loam	7.9 - 9	NA -	NA -

pH classes: 3.5-4.4 extremely acid; 4.5-5.0 very strongly acid; 5.1-5.5 strongly acid; 5.6-6.0 moderately acid; 6.1-6.5 slightly acid; 6.6-7.3 neutral; 7.4-7.8 mildly alkaline; 7.9-8.4 moderately alkaline; 8.5-9.0 strongly alkaline; >9.0 very strongly alkaline.  
Salinity classes (if applicable): 0-2 non saline; 2-4 very slightly saline; 4-8 slightly saline; 8-16 moderately saline; >=16 saline.

**Mapunit 318 Zigweid-Kishona-Cambria complex, moist, 0 to 3 percent slopes**

**Soil Component Name** Kishona 30 % of the mapunit

Slope range (%): 0 to 3  
 Depth class: Very deep  
 Drainage class: Well drained  
 Land capability: nonirrigated= 3e irrigated= 3e  
 Ecological Site: LOAMY (15-19 NP)  
 Restrictive layers (in): - NA

Permeability: Moderate  
 Available water capacity class: High  
 Total available water in top five feet (in.): 10.7  
 Flooding frequency: None  
 Depth to seasonal high water table (in): NA -

**Horizon Information**

Depth (in)	Textures	pH range	Sodium	Salinity (mmhos/cm)
A 0 - 2	fine sandy loam	7.4 - 8.4	NA -	NA -
B 2 - 60	silty clay loam	7.9 - 9	NA -	NA -

**Soil Component Name** Cambria 25 % of the mapunit

Slope range (%): 0 to 3  
 Depth class: Very deep  
 Drainage class: Well drained  
 Land capability: nonirrigated= 3e irrigated= 3e  
 Ecological Site: LOAMY (15-19 NP)  
 Restrictive layers (in): - NA

Permeability: Moderate  
 Available water capacity class: High  
 Total available water in top five feet (in.): 11.4  
 Flooding frequency: None  
 Depth to seasonal high water table (in): NA -

**Horizon Information**

Depth (in)	Textures	pH range	Sodium	Salinity (mmhos/cm)
A 0 - 1	loam	6.6 - 7.8	NA -	NA -
B 1 - 6	silty clay loam	7.4 - 8.4	NA -	NA -
B 6 - 60	silty clay loam	7.9 - 9	NA -	NA -

**Soil Component Name** Zigweid 30 % of the mapunit

Slope range (%): 0 to 3  
 Depth class: Very deep  
 Drainage class: Well drained  
 Land capability: nonirrigated= 3e irrigated= 3e  
 Ecological Site: LOAMY (15-19 NP)  
 Restrictive layers (in): - NA

Permeability: Moderate  
 Available water capacity class: High  
 Total available water in top five feet (in.): 11.3  
 Flooding frequency: None  
 Depth to seasonal high water table (in): NA -

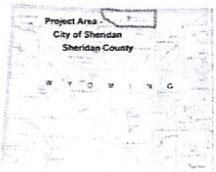
**Horizon Information**

Depth (in)	Textures	pH range	Sodium	Salinity (mmhos/cm)
H1 0 - 1	loam	7.4 - 8.4	NA -	NA -
H2 1 - 11	loam	7.9 - 8.4	NA -	NA -
H3 11 - 60	loam	7.9 - 9	NA -	NA -

pH classes: 3.5-4.4 extremely acid; 4.5-5.0 very strongly acid; 5.1-5.5 strongly acid; 5.6-6.0 moderately acid; 6.1-6.5 slightly acid; 6.6-7.3 neutral; 7.4-7.8 mildly alkaline; 7.9-8.4 moderately alkaline; 8.5-9.0 strongly alkaline; >9.0 very strongly alkaline.  
 Salinity classes (if applicable): 0-2 non saline; 2-4 very slightly saline; 4-8 slightly saline; 8-16 moderately saline; >=16 saline.



**North Sheridan Interchange  
Environmental Assessment**



- Project Areas (approximate)
- City Boundary







## WYOMING GAME AND FISH DEPARTMENT

5400 Bishop Blvd. Cheyenne, WY 82006

Phone: (307) 777-4600 Fax: (307) 777-4610

Web site: <http://gf.state.wy.us>

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FRED LINDZEY

June 30, 2009

WER 11529.01  
Wyoming Department of Transportation  
Environmental Assessment  
North Sheridan Interchange, Sheridan, Wyoming  
Sheridan County

Timothy Stark  
Engineering Services Engineer  
Wyoming Department of Transportation  
5300 Bishop Boulevard  
Cheyenne, WY 82009-3340

Dear Mr. Stark:

The staff of the Wyoming Game and Fish Department has reviewed the environmental assessment for the North Sheridan Interchange in Sheridan Wyoming. We offer the following comments for your consideration.

**Terrestrial Considerations:**

We have no terrestrial wildlife concerns pertaining to this project.

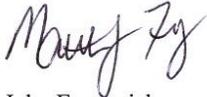
**Aquatic Considerations:**

There are no specific comments concerning the Wyoming Department of Transportation biological surveys this summer. However, as more detailed project plans become available, especially bridge replacement or bank work, we ask for the opportunity to review and comment on those plans.

Mr. Timothy Stark  
June 30, 2009  
Page 2 - WER 11529.01

Thank you for the opportunity to comment. If you have any questions or concerns, please contact Paul Mavrakis, Fisheries Supervisor, Sheridan, 307-672-8003, ext 236.

Sincerely,



For John Emmerich  
Deputy Director

JE: MF: gfb

cc: USFWS  
Lynn Jahnke  
Tim Thomas  
Paul Mavrakis

CITY OF SHERIDAN  
PUBLIC WORKS DEPARTMENT



55 Grinnell Plaza  
P.O. Box 848  
Sheridan, Wyoming 82801

Phone: 307.674.6483  
Fax: 307.674.2195  
[www.sheridanwyo.us](http://www.sheridanwyo.us)

June 25, 2009

Wyoming Department of Transportation  
Timothy Stark, Engineering Services Engineer  
5300 Bishop Boulevard  
Cheyenne, Wyoming 82009-3340

**RE: City of Sheridan – North Sheridan Interchange Environmental Assessment**

Dear Mr. Stark,

Thank you for the opportunity to comment on your planning efforts for the potential reconstruction of the Main Street/Interstate-90 (I-90) Interchange.

**Purpose and Need**

In the "North Main Interchange Project Summary" the Project Overview states that "The project is needed to improve traffic operations safety at the interchange and along the corresponding segments of I-90 and Main Street. The existing interchange has sharp curves, steep ramps and not enough space for traffic to merge with I-90 traffic resulting in safety and operational issues along I-90 and Main Street."

While we agree that this project is needed to enhance safety, the City of Sheridan believes the reconstruction is an opportunity and we need to expand the purpose and need statement for the environmental impact analysis. If one were to assume that the only need for the project was to improve safety, that need could perhaps best be met by removing the interchange altogether. Obviously this would not be in the public interest and is clearly not what is intended by WYDOT.

The City of Sheridan would appreciate WYDOT consider including the following language within the Purpose and Need statement for the environmental analysis process:

"The purpose and need of this project is to improve traffic operations safety at the interchange and along the corresponding segments of I-90 and Main Street while continuing to provide direct access from I-90 to North Main Street in Sheridan and continuing to contribute to the economic viability of the existing North Main Street area in Sheridan."

**The North Main Revitalization Initiative**

In 2008, the City of Sheridan launched the North Main Revitalization Initiative, a comprehensive effort to revitalize the North Main area of Sheridan. In October of 2008, the City of Sheridan produced the North Main Revitalization Strategy based on the input from hundreds of residents, property owners and businesses in the North Main area. The North Main Revitalization Initiative strategy, in turn, has served as the underpinning for the new North Main Master Plan that the City is in the process of

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formally adopting to guide public works projects and new private sector development in the North Main area of Sheridan.

The City of Sheridan appreciates the cooperative way that WYDOT has worked with the City and the North Main Neighborhood Association to ensure that the planned Main Street reconstruction from Dow Street to Fort Road reflects the community's interest in restoring North Main Street as an aesthetically pleasing and economically vibrant entryway to the downtown area. The City also appreciates WYDOT's willingness to consider new uses for the old port of entry.

These are important elements to a successful revitalization of North Main. But it cannot stop there. If we are to be successful, WYDOT and the City of Sheridan must continue to work cooperatively to ensure that the interchange reconstruction and the North Main reconstruction from Fort Road to the Interstate are both designed to reflect the desires of the people of Sheridan as expressed in the North Main Revitalization Strategy and the North Main Master Plan. The reconstruction and possible relocation of the North Interchange is another essential piece of the puzzle for the success of the revitalization of North Main. We will send you and WYDOT's consultants working on this project the final North Main Master Plan as soon as it has been approved by the City Council. This plan is scheduled to go to City Council on July 6 2009 for adoption. The community involvement for developing this plan has been a huge success and I believe it outlines several opportunities, strategies, and principals for achieving the revitalization of North Main.

#### **Economic Impacts to North Main Businesses**

One of the City of Sheridan's primary objectives with the interchange reconstruction is to ensure that the relocation does not have a detrimental effect on existing North Main businesses both during and following reconstruction.

Today, visitors to our community have direct and easy access to North Main Street via the I-90 interchange. This flow of traffic supports the current businesses on North Main Street and will be the underpinning for a revitalization of this area as set forth above. While it may be possible to slightly reconfigure the existing interchange and still allow direct access to the North Main area, the City of Sheridan will oppose any relocation that moves the interchange a significant distance from the existing location or that significantly impairs existing North Main businesses.

In the North Sheridan Interchange Project Summary, you state that: "An economic study was prepared in the late 90s which will be updated and revised based on the alternatives that are carried into the NEPA process." The City of Sheridan would like to review a copy of the study that was prepared in the late 90s and would also like to be closely involved in the updating of that study to ensure that the socio-economic impacts of all alternatives are appropriately understood. We also ask that you involve potentially affected North Main businesses in this process at the earliest possible date.

#### **Aesthetics of the Interchange**

Another key element the City of Sheridan would ask WYDOT to consider in designing a new interchange for the North Main area of Sheridan are the aesthetics of the interchange and surrounding areas. For visitors to Sheridan traveling from the north, this interchange and the approach into Sheridan will be their first impression of our community. Accordingly, we ask that the interchange design incorporate appropriate artistic and landscaping elements to highlight and

Timothy Stark  
Engineering Services Engineer  
Wyoming Department of Transportation  
6/23/09  
Page 3 of 3

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celebrate this northern approach into our city. The City of Sheridan would like to partner with WYDOT in this aesthetic plan to ensure the gateway to our community is one we can be proud of.

Again, thank you for including the City of Sheridan in WYDOT's Environmental Assessment process. We look forward to continue working with WYDOT, Vista West Engineering, and HDR with the Reconnaissance efforts, Environmental Assessment, and most importantly the socioeconomic aspects of the reconstruction of the North Sheridan Interchange.

Best regards,



Nicholas L. Bateson, P.E.  
Public Works Director  
City of Sheridan

cc: Dave Kinskey, City of Sheridan Mayor  
Randy Bomar, P.E., Vista West  
Karen Creamer, P.E., HDR  
Robin Debolt, North Main Neighborhood Association  
File: North Sheridan Interchange



## SHERIDAN COUNTY COMMISSION

TERRY L. CRAM - STEVE MAIER - MIKE NICKEL - TOM RINGLEY - ROBERT L. ROLSTON

June 16, 2009

Mr. Timothy Stark  
Engineering Services Engineer  
Wyoming Dept. of Transportation  
5300 Bishop Blvd.  
Cheyenne, Wyoming 82009-3340

Re: North Sheridan Interchange Environmental Assessment

Dear Mr. Stark,

I am in receipt of your letter of June 10, 2009, seeking comment on the referenced project. While your project summary identifies most of the concerns that need to be addressed in the upcoming environmental assessment, this office would ask WYDOT to pay particular attention to the following items:

### **Riparian Habitat**

The project area clearly involves species-rich High Plains riparian habitat adjacent to Goose Creek. Such habitat is vital to wildlife migration and survival. Analysis and subsequent design should take this into account to minimize disturbance of these areas, or to mitigate any losses. Sheridan County is currently mapping the extent of such habitat at a 1 to 8,000 scale for much of the county. Results will be available this fall and can be provided to WYDOT.

### **Floodplain**

Much of the project area is within the Special Flood Hazard Area as administered by the county's floodplain regulations. Grading/filling activities require a local floodplain development permit. The county is currently remapping this reach via an agreement with the U.S. Army Corp of Engineers. This new product will provide previously non-existent, base flood elevation data. It is hoped preliminary maps will be available later this summer.

### **Trails**

Sheridan County's recently adopted Comprehensive Plan (December 2008) [www.sheridancounty.com](http://www.sheridancounty.com) identifies a future waterway trail adjacent to Goose Creek within the project area. Design and construction of the new interchange should account for a future off-road multi-use trail in this vicinity.

### **Economic**

The North Main Neighborhood Association, in planning for economic revitalization of the district, have a vested interest in seeing the location and design of this interchange done in a way that will advance their goals and objectives. Special attention should be given to enhancing the appearances and layout of the project as it represents an integral part of the overall success/failure of businesses in this location.

### **Parks & Recreation Master Plan**

The City of Sheridan has recently adopted a Parks & Recreation Master Plan and Study for Sheridan and the surrounding area in the County. One need identified in this plan is additional green park areas. Sheridan County may be interested in any additional lands for this purpose, if available, once the project is complete.

Thank you for soliciting our comments. Should you have any questions, please do not hesitate to ask.

Sincerely,

Robert L. Rolston  
Chairman

**Appendix B**  
**Public Meeting Materials**

# Welcome!

Tonight you have the opportunity to learn about and provide input on improving the Main Street / Interstate – 90 (I-90) Interchange also known as the **North Sheridan Interchange**.

The format of the meeting is open-house style. A brief presentation will be given and representatives from the Project Team are available to answer questions and take comments.



WYDOT is initiating an **Environmental Assessment (EA)** on the North Sheridan Interchange. The project includes reconstructing and potentially relocating the North Sheridan Interchange, improvements to mainline I-90, and improvements to Main Street.

# North Sheridan Interchange Project History and Background

## What is the purpose of the project?



The purpose of the project is to improve traffic operations and safety of the interchange and along the corresponding segments of I-90 and Main Street. The existing interchange has sharp curves, steep grades on the ramps and inadequate space for traffic merging with I-90 traffic.

### Existing Interchange Deficiencies:

The following conditions exist on the current interchange which do not meet current safety standards:

- 1 Sharp Horizontal Curves
- 2 Inadequate Acceleration Length
- 3 Inadequate Deceleration Length
- 4 Steep Grades

## What has been done on the project to date?

WYDOT considered improvements to this interchange along with improvements to the port-of-entry in the late 90's. After studying seven alternatives, three alternatives were recommended for further consideration, including:

1. Upgrading the existing interchange
2. Relocate the interchange to Wyoming 338 (Decker Road)
3. Relocate the interchange north of Decker Road

WYDOT suspended studying the North Sheridan Interchange and focused solely on the port-of-entry. Construction was completed on the port-of-entry in 2005.

## What are the next steps?

WYDOT is moving forward with the interchange improvements and is reviewing alternatives for further consideration in the National Environmental Policy Act (NEPA) process. All projects that involve federal funds must follow the NEPA process. Therefore, an EA is being prepared to satisfy the NEPA requirements.

During the EA Process FHWA/WYDOT will:

- ✓ Consider the purpose and need for the project
- ✓ Develop a range of reasonable alternatives that satisfy the purpose and need for the project.
- ✓ Evaluate the social, economic, and environmental impacts of the alternatives
- ✓ Solicit public input throughout the process
- ✓ Prepare an EA that documents the project's purpose and need, the alternatives considered, and the environmental impacts and mitigation of the alternatives considered.

# EA Process

The preparation of an EA follows a detailed process (prescribed by the National Environmental Policy Act) as described below:



Please note that dates are tentative and subject to change.

The study team is currently at this phase in the process.

Tonight you have the opportunity to:

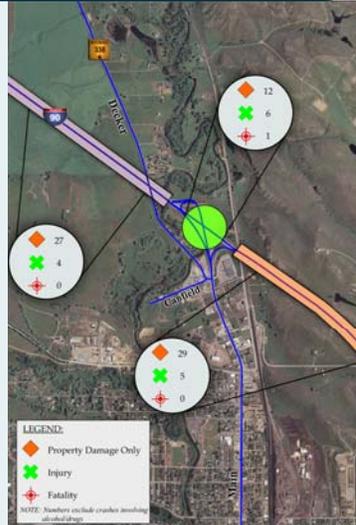
- ✓ Provide input on the project purpose and need.
- ✓ Comment on the alternatives that have been developed. The alternatives will be refined and screened based on input received.
- ✓ Speak to community and natural resources present in the study area and potential impacts to those resources.

As the process continues:

You will have the opportunity to review the EA, including social and environmental impacts and mitigation for the Project. Your input will help FHWA and WYDOT determine if a Finding of No Significant Impact (FONSI) can be issued or if an Environmental Impact Statement will be prepared (EIS).

# Traffic Safety Issues

## Crash History at Existing Interchange (2002-2008)



## Crash Severity at Existing Interchange

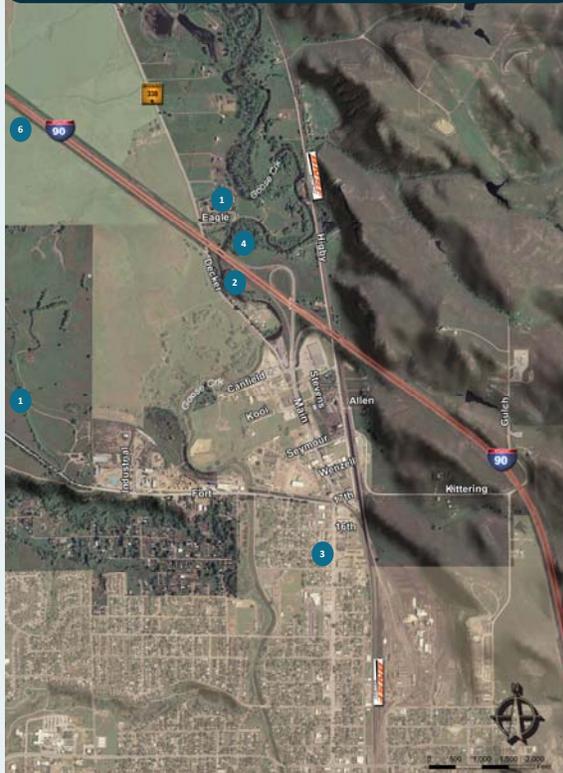


## The crash statistics show the following:

- 19% of all crashes were injury/fatality
- Injury/Fatality crashes represented 36.8% of the crashes that occurred at the interchange, as compared to 19% throughout study area; probability of interchange crash resulting in injury or fatality is nearly three times as likely as compared to those occurring outside of the interchange (9 out of 65)
- 29.4% of injury/fatality crashes may be correctable by new interchange, including 55.6% of all interchange-related crashes
- 34.8% of all interchange-related crashes were a result of overturning/rolling over; these should be correctable by improved geometry of new interchange
- 57.5% of all crashes from 2005-2007 (highest crash rate years) in the study area occurred at interchange

# Environmental Resources

Project Specific Social and Environmental Resources/Issues that will be studied during the EA process:



**1 Noise Modeling:** Noise modeling will be completed to determine potential impacts to sensitive noise receptors such as homes, the VA Hospital, and the KOA campground.



**2 Wetlands, Floodplains and Water of the US:** Potential impacts to waters of the US (Goose Creek and jurisdictional wetlands) and floodplains will be assessed.



**3 Economic Impacts:** An active revitalization initiative is underway on North Main Street. Existing commercial businesses will be considered during alternative analysis and refinement.



**4 Wildlife and Threatened & Endangered Species:** Riparian habitat exists along Goose Creek that could be impacted by the project. Potential impacts to vegetation, wildlife, fish, or threatened/endangered species will be studied.



**5 Air Quality:** Sheridan is in a non attainment area for particulate matter. Air quality impacts of the project will be studied.



**6 Prime Farmlands:** There is potential for prime farmland to be removed from production within study area.



**7 Hazardous Materials:** A review of hazardous materials will be completed to determine potential contamination constraints to project development.

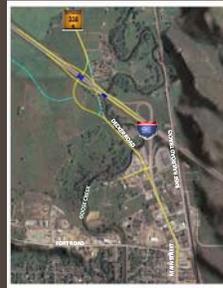
# Preliminary Alternatives

## Alternative 1 – No Build



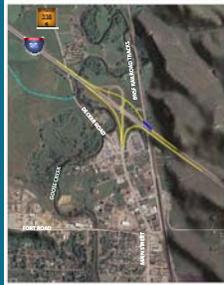
The No-build, or do nothing alternative would include no improvements to the existing interchange. **Cons:** This alternative would not improve traffic operations or safety. However, the no-build alternative must be considered in more detail to provide a baseline for environmental impacts.

## Alternative 4 – Diamond Interchange Close to WYO 338 (Decker Road)



This alternative moves the interchange approximately 2,600 feet west of the existing interchange and realigns Main Street with Decker Road. **Pros:** Traffic safety and operations are enhanced for the interchange and Main Street/Decker Road. Existing bridges over Goose Creek are utilized. **Cons:** Potential exists for snow drifting problems to occur if the realignment is below existing ground level.

## Alternative 2 – Reconstruct Interchange at the Existing Location



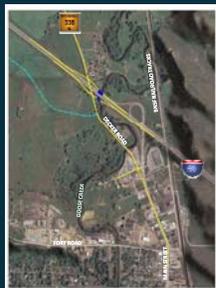
This alternative involves reconstruction of the interchange ramps north of I-90 and upgrading the interchange ramps south of I-90. **Pros:** This alternative would have minimal impacts because most work would be accomplished within existing WYDOT right-of-way. **Cons:** This alternative results in minimal improvements for traffic operations and safety due to the proximity to the BNSF railroad tracks requiring steep grades for the ramps east of the interchange and a tight horizontal curve on the eastbound on-ramp.

## Alternative 5 – Diamond Interchange North of WYO 338 (Decker Road)



This alternative moves the interchange approximately 3,400 feet west of the existing interchange and realigns Main Street with Decker Road. **Pros:** Traffic safety and operations are enhanced for the interchange ramps and Main Street/Decker Road. **Cons:** The interchange is located further from the existing Main Street corridor.

## Alternative 3 – Diamond Interchange at WYO 339 (Decker Road)



This alternative involves moving the interchange to the existing Decker Road overpass. Main Street would be aligned with Decker Road. **Pros:** The realignment of Main Street with Decker Road provides continuous flow of traffic from Main Street, Decker Road, and I-90. Traffic operations and safety are enhanced along the interchange ramps. **Cons:** The interchange ramps are at a skew angle at the intersection with Decker Road, which would not improve safety. Two new crossings of Goose Creek would be required.

## Alternative 6 – Diamond Interchange Farther North of WYO 338 (Decker Road)



This alternative moves the interchange approximately 6,000 feet west of the existing interchange and extends Main Street to the west to eventually intersect with Decker Road. **Pros:** Traffic safety is enhanced for the interchange. **Cons:** The interchange is located over one mile from the existing Main Street corridor which requires additional travel to access the interchange from the existing street network. Increased highway length will result in additional maintenance costs.

# Please Provide Comments on the Alternatives

## Alternative 4 – Diamond Interchange Close to WYO 338 (Decker Road)



This alternative moves the interchange approximately 2,400 feet west of the existing interchange and realigns Main Street with Decker Road. Pros: Traffic safety and operations are enhanced for the interchange and Main Street/Decker Road. Existing bridges over Goose Creek are utilized. Cons: Potential exists for snow drift problems to occur if the realignment is below existing ground level.

## Alternative 5 – Diamond Interchange North of WYO 338 (Decker Road)



This alternative moves the interchange approximately 3,400 feet west of the existing interchange and realigns Main Street with Decker Road. Pros: Traffic safety and operations are enhanced for the interchange ramps and Main Street/Decker Road. Cons: The interchange is located farther from the existing Main Street corridor.

## Alternative 6 – Diamond Interchange Farther North of WYO 338 (Decker Road)



This alternative moves the interchange approximately 6,000 feet west of the existing interchange and extends Main Street to the west to eventually intersect with Decker Road. Pros: Traffic safety is enhanced for the interchange. Cons: The interchange is located over one mile from the existing Main Street corridor which requires additional travel to access the interchange from the existing street network. Increased highway length will result in additional maintenance costs.

# Please Provide Comments on the Alternatives

## Alternative 1 – No Build



The No-build, or do nothing alternative would include no improvements to the existing interchange. Cons: This alternative would not improve traffic operations or safety. However, the no-build alternative must be considered in more detail to provide a baseline for environmental impacts.

## Alternative 2 – Reconstruct Interchange at the Existing Location



This alternative involves reconstruction of the interchange ramps north of I-90 and upgrading the interchange ramps south of I-90. Pros: This alternative would have minimal impacts because most work would be accomplished within existing WYDOT right-of-way. Cons: This alternative results in minimal improvements for traffic operations and safety due to the proximity to the BNSF railroad tracks requiring steep grades for the ramps east of the interchange and a tight horizontal curve on the eastbound on-ramp.

## Alternative 3 – Diamond Interchange at WYO 339 (Decker Road)



This alternative involves moving the interchange to the existing Decker Road overpass. Main Street would be aligned with Decker Road. Pros: The realignment of Main Street with Decker Road provides continuous flow of traffic from Main Street, Decker Road, and I-90. Traffic operations and safety are enhanced along the interchange ramps. Cons: The interchange ramps are at a skew angle at the intersection with Decker Road, which would not improve safety. Two new crossings of Goose Creek would be required.



# North Sheridan Interchange Environmental Assessment

AUGUST 12, 2009

TONIGHT YOU WILL HAVE THE OPPORTUNITY TO:

- Provide input on the project purpose and need
- Comment on the alternatives that have been developed. The alternatives will be refined based on input received.
- Speak to community and natural resources present in the study area and potential impacts to those resources.

## Why Are We Here?

WYDOT is initiating an *Environmental Assessment (EA)* for improvements to the Main Street / Interstate 90 (I-90) Interchange also known as the North Sheridan Interchange.

The project includes reconstructing and potentially relocating the North Sheridan Interchange, improvements to mainline I-90 and improvements to Main Street.

The National Environmental Policy Act (NEPA) requires an EA if federal funds are used to con-

struct the project. ***An EA is a public document that is prepared to determine whether a project significantly affects the quality of the human and natural environment.***

WYDOT is currently asking the public and agencies to comment on the project purpose and need, preliminary al-

ternatives and assist WYDOT in determining resources that are present in the study area. WYDOT is asking that comments be submitted by September 18, 2009.



## Why is the Project Needed?

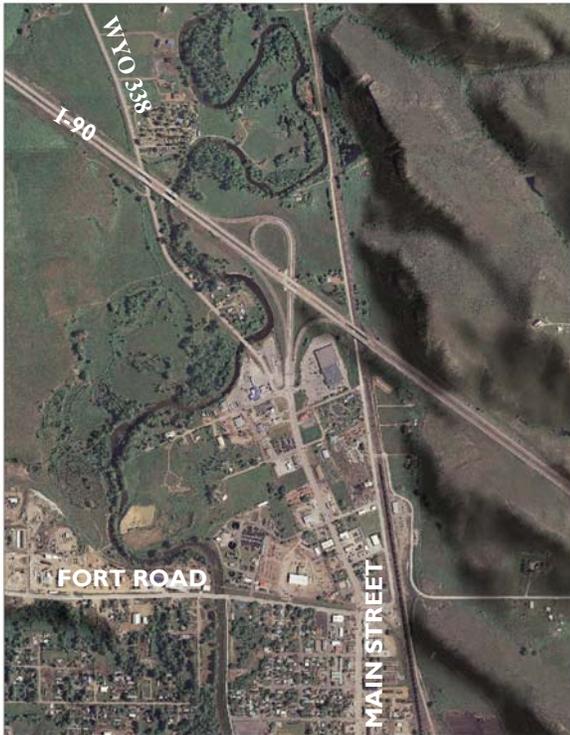


The purpose of the project is to improve traffic operations and safety of the interchange and along the corresponding segments of I-90 and Main Street. The existing interchange has sharp curves, steep ramps and inadequate space for traffic merging with I-90 traffic.

# What is Being Considered?

WYDOT is considering six alternatives for improving the North Sheridan Interchange. Conceptual alternatives are presented below. Following agency and public input received during the scoping phase of EA, the alternatives will be screened. The alternatives best meeting the purpose and need and having the fewest impacts will be carried forward for further project development. Pros and cons for each alternative are presented on the project boards displayed at the public meeting tonight.

## Alternative 1—No Build



The No-build, or do nothing alternative would include no improvements to the existing interchange. Cons: This alternative would not improve traffic operations or safety. However, the no-build alternative must be considered in more detail to provide a baseline for environmental impacts.

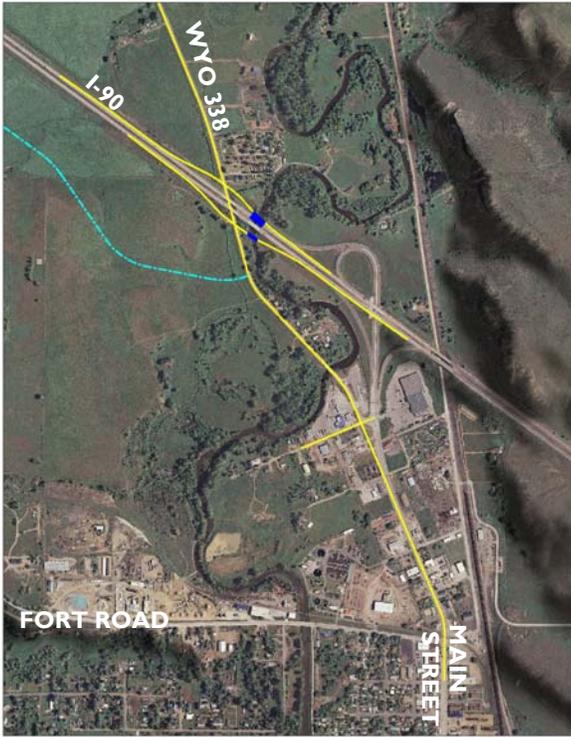
## Alternative 2—Reconstruct Interchange at the Existing Location



This alternative involves reconstruction of the interchange ramps north of I-90 and upgrading the interchange ramps south of I-90. Pros: This alternative would have minimal impacts because most work would be accomplished within existing WYDOT right-of-way. Cons: This alternative results in minimal improvements for traffic operations and safety due to the proximity to the BNSF railroad tracks requiring steep grades for the ramps east of the interchange and tight horizontal curve on the eastbound on-ramp.

# What is Being Considered (continued)?

## Alternative 3—Diamond Interchange at Decker Road



This alternative involves moving the interchange to the existing Decker Road overpass. Main Street would be aligned with Decker Road. Pros: The realignment of Main Street with Decker Road provides continuous flow of traffic from Main Street, Decker Road, and I-90. Traffic operations and safety are enhanced along the interchange ramps. Cons: The interchange ramps are at a skew angle at the intersection with Decker Road, which would not improve safety. Two new crossings of Goose Creek would be required.

## Alternative 4—Diamond Interchange Close to Decker Road



This alternative moves the interchange approximately 2,600 feet west of the existing interchange and realigns Main Street with Decker Road. Pros: Traffic safety and operations are enhanced for the interchange and Main Street/Decker Road. Existing bridges over Goose Creek are utilized. Cons: Potential exists for snow drift problems to occur if the realignment is below existing ground level.

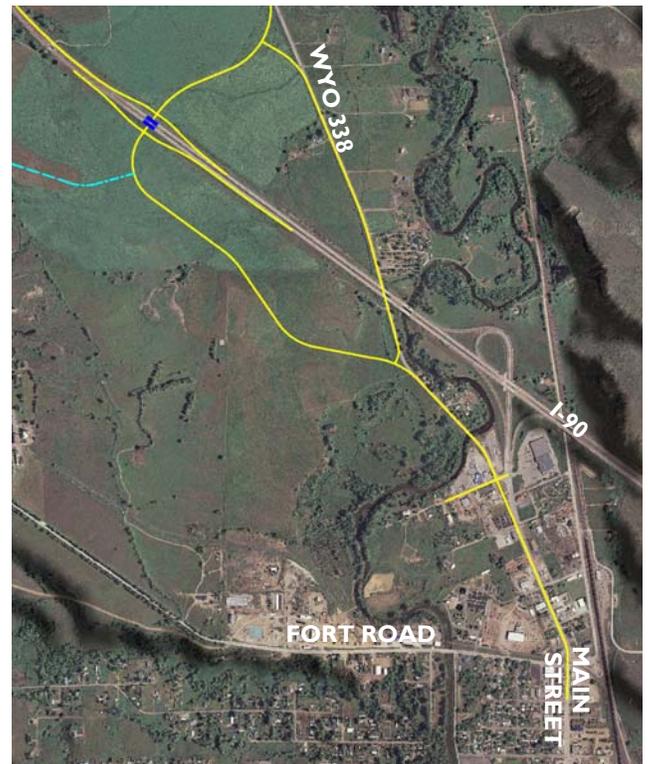
# What is Being Considered (continued)?

## Alternative 5—Diamond Interchange North of Decker Road



This alternative moves the interchange approximately 3,400 feet west of the existing interchange and realigns Main Street with Decker Road. Pros: Traffic safety and operations are enhanced for the interchange ramps and Main Street/Decker Road. Cons: The interchange is located farther from the existing Main Street corridor.

## Alternative 6—Diamond Interchange Farther North of Decker Road



This alternative moves the interchange approximately 6,000 feet west of the existing interchange and extends Main Street to the west to eventually intersect with Decker Road. Pros: Traffic safety is enhanced for the interchange. Cons: The interchange is located over one mile from the existing Main Street corridor which requires additional travel to access the interchange from the existing street network. Increased highway length will result in additional maintenance costs.

## What Has Been Done on the Project to Date?



Existing I-90 Bridges over Goose Creek

WYDOT considered improvements to this interchange along with improvements to the port-of-entry in the late 90s. After studying seven alternatives, three alternatives were recommended for further consideration, including :

1. Upgrading the existing interchange
2. Relocate the interchange to Wyoming 338 (Decker Road)
3. Relocate the interchange north of Decker Road.

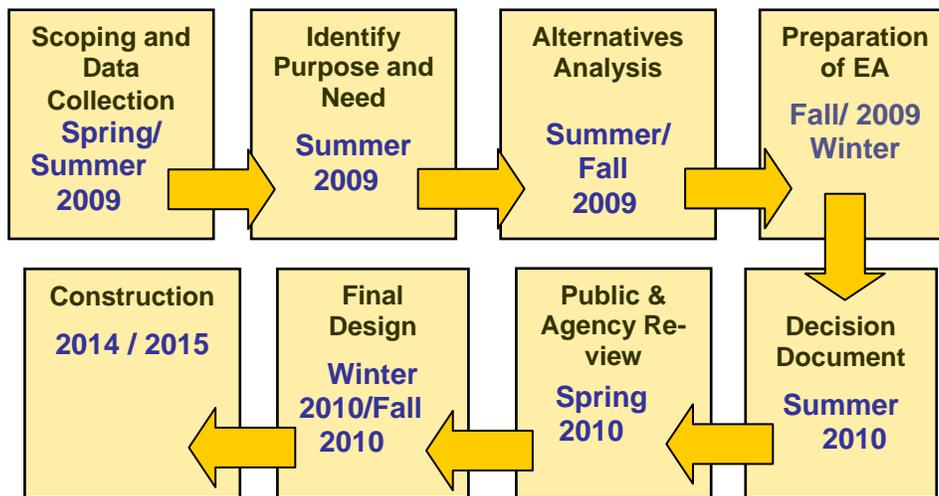
the port-of-entry in 2005.

Now WYDOT is once again looking at the three alternatives that were recommended and also studying 3 additional alternatives as part of the NEPA process.

WYDOT suspended studying the North Sheridan Interchange and focused solely on the port-of-entry. Construction was completed on

*What difference can you make? Your input is an important part of the public involvement process. Your comments and suggestions can help us identify the public's concerns regarding the proposed improvements to the North Sheridan Interchange.*

## How Long Will the EA Take?



\*Note: Dates are subject to change.

## Resource Studies

WYDOT will consider impacts to several natural and community resources:

- ✓ Goose Creek
- ✓ Wetlands/Floodplains
- ✓ Wildlife
- ✓ Threatened and Endangered Species
- ✓ Prime Farmland
- ✓ Air Quality
- ✓ Noise
- ✓ Aesthetics
- ✓ Land use & Businesses
- ✓ Historic Properties



Businesses along North Main



**Wyoming Department  
of Transportation**

**Scoping comments may be dropped  
off at the boxes located around the  
room tonight OR  
submitted to:**

Timothy Stark, P.E.  
Wyoming Department of Transportation  
5300 Bishop Blvd.  
Cheyenne, WY 82009-3340  
Fax: 307-777-7193

**Scoping comments should be submitted  
by September 18, 2009.**



**Existing North Main Street Interchange with  
I-90**



## As the Process Continues:

You will have the opportunity to review the EA, including social and environmental impacts and mitigation for the Project. Your input will help FHWA and WYDOT determine if a Finding of No Significant Impact (FONSI) can be issued or if an Environmental Impact Statement will be prepared (EIS).

**If you have questions regarding the EA or  
the North Sheridan Interchange Project,  
please contact:**

**Ronda Holwell  
WYDOT—Public Involvement Specialist  
(307) 674-2300  
[ronda.holwell@dot.state.wy.us](mailto:ronda.holwell@dot.state.wy.us)**

**Appendix C**  
**Press Release**



**The Wyoming Department of  
Transportation (WYDOT)**  
Invites you to a  
**Public Open House and Information Meeting**  
**Regarding the North Sheridan Interchange**  
**Environmental Assessment**

**Sheridan, Wyoming**  
**Wednesday, August 12, 2009**  
**5:00 to 7:00 p.m.**  
**Best Western Sheridan Center**  
**612 N. Main Street**

WYDOT is initiating an Environmental Assessment (EA) for improvements to Main Street/Interstate 90 (I-90) Interchange – also know as the North Sheridan Interchange. The project includes reconstruction and potentially relocating the North Sheridan Interchange, improvements to mainline I-90 and improvements to Main Street. The purpose of the meeting is to collect public and agency comment on the project purpose and need, preliminary alternatives, and assist WYDOT in determining resources that are present in the study area.

For more information call:  
Ronda Holwell, WYDOT 307- 674-2356

All interested parties are invited to attend the open house. Individuals with a handicap or disability that would prevent their attendance or participation may contact Timothy Stark, WYDOT Environmental Services, at (307) 777-4379, prior to the meeting so that accommodations to participate can be arranged.





# Press

To Shelly Romero  
From Lisa

Date Oct. 15, 09  
# of pages (including cover) 5



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**North Sheridan Interchange Environmental Assessment**

**The Wyoming Department of Transportation (WYDOT)**  
Invites you to a  
**Public Open House and Information Meeting**  
Regarding the  
**North Sheridan Interchange Environmental Assessment**

**Sheridan, Wyoming**  
**Wednesday, August 12, 2009**  
**5:00 to 7:00 p.m.**  
**Best Western Sheridan Center**  
**612 N. Main Street**

WYDOT is Initiating an Environmental Assessment (EA) for Improvements to Main Street/Interstate 90 (I-90) Interchange - also known as the North Sheridan Interchange. The project includes reconstruction and potentially relocating the North Sheridan Interchange, improvements to mainline I-90 and improvements to Main Street. The purpose of the meeting is to collect public and agency comment on the project purpose and need, preliminary alternatives, and assist WYDOT in determining resources that are present in the study area.

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**Appendix D**  
**Newspaper Articles Following Public Meeting**

# Rebuilding The North Main Interchange Is A Popular Suggestion

Submitted by Kurt Layher on Thu, 08/13/2009 - 00:54.



WYDOT brought several possible North Main Interchange re-alignment images to a public meeting last night.

The Wyoming Department of Transportation met with 50 or 60 Sheridan area residents last night to get comments on the proposed North Main Interchange project they are designing. The work is not scheduled until 2015. WYDOT Spokesperson Ronda Holwell says the project is in its infancy and now is the time to get involved.

Engineers brought several possible re-alignment scenarios for the Interstate 90 interchange and only one involved keeping it at the current location. The only clear preference by those attending was that no one wanted to leave the interchange as it is.

The next step is to conduct an environmental assessment of the area. WYDOT is planning more public meetings as the design phase continues and comments are always welcome at the district office on Brundage Lane and Big Horn Avenue.

# Public hears North Main alternatives

By Michael Pearlman  
outdoors@trisherdanpress.com

In a public forum Wednesday at the Best Western Sheridan Center, Wyoming Department of Transportation representatives unveiled six conceptual alternatives for rebuilding the interchange of North Main Street and Interstate 90. WYDOT Public Involvement Specialist Ronda Holwell told approximately 40 people in attendance that the meeting would allow WYDOT to collect public comment on the alternatives as part of the process of drawing up an Environmental Assessment on the plan.

An EA is a public document prepared by WYDOT to determine whether a project significantly affects the quality of the human and natural environment.

"This is the first of many opportunities to comment on what's to come," Holwell said. "Nothing is set in stone. A variation of these alternatives may become the preferred alternative."

Alternative 1 would include no improvements to the existing interchange, but would not improve traffic operations or safety, which is the stated purpose of the project.

Alternative 2 would involve reconstruction of the interchange ramps north of I-90 and upgrade the interchange ramps south of I-90. It would have minimal impacts, because most work would be accomplished in the current location of the interchange, using existing WYDOT right of way.

However, safety improvements would also be minimal, because the close proximity of Burlington Northern Santa Fe railroad tracks would require steep grades for the

ramps east of the interchange. "The problem with (Alternative 2) is the grades," said Don Phillips, WYDOT traffic engineer. "It's going to have to be an 8 percent grade to get enough height over the railroad tracks."

Alternative 3 would move the interchange to the existing Decker Road overpass and realign Main Street with Decker Road allowing for a continuous flow of traffic from Main Street, Decker Road and I-90.

However, interchange ramps would not be at a right angle at the intersection with Decker Road, which would not improve safety, according to WYDOT. In addition, two new crossings of Goose Creek would be required, which would require an in-depth environmental impact statement.

Alternative 4 would move the interchange approximately 2,600 feet west of the existing interchange



The Sheridan Press/Michael Sullivan

The Wyoming Department of Transportation is considering six alternatives to rebuild the Main Street/Interstate 90 interchange to improve safety and traffic operations. Four of those alternatives would relocate the interchange west, realigning Main Street with Decker Road.

Please see North Main, Page 2

## 2 The Sheridan Press, Thursday, August 13, 2009

### North Main

(Continued from Page 1)

"As we progress in the process, we'll start looking at costs," she said.

Chris Simon, district manager for Common Cents Travel Plaza, said he supports Alternative 2 because any of the other alternatives would hurt businesses that rely on interstate traffic.

"I understand the safety concern, but I'd like to see them safely do Alternative 2," Simon said. "If you put the exit even 2,600 feet west or 3,400 feet west, everyone's going to go past it. Nobody goes backwards."

Sheridan County Commission Chairman Bob Rolston disagreed, saying that Sheridan is enough of a destination that relocating the interchange would have little effect on North Main businesses.

"If there's something that will draw you there already, I can't see that being much of an impact," Rolston said. In a written statement, Sheridan Mayor Dave Kinsley requested that any improvements to the interchange reflect the vision of the North Main Revitalization Initiative and increase access to existing businesses.

"I feel quite strongly that a third objective of the scope of the interchange rebuild should be to help realize

this entryway vision for the Sheridan community," Kinsley wrote. "Done right, the interchange rebuild can enhance access, while creating an inviting atmosphere to Sheridan and, importantly, provide a safer interchange."

Sheridan resident Georgia Huckeby said it makes sense to have the interchange as close as possible to North Main Street.

"Alternative 4 makes the most sense to me," Huckeby said. "I'd like to see people come down and spend time in Sheridan. An information center would be a nice addition as well."

According to a schedule provided by WYDOT, preparation of the EA will continue through the fall and winter, with a decision document expected by next summer. A final design is not expected to be completed until 2014.

Project scoping comments may be e-mailed by Sept. 18 to publicmeeting.comments@dotstate.wy.us. Comments may also be mailed to Timothy Stark, Wyoming Department of Transportation, 5300 Bishop Blvd., Cheyenne, WY 82009-3340 or faxed to (307) 777-7193.

Those unable to attend Wednesday's meeting can contact Holwell at 674-2300 for handouts or electronic copies of the six alternatives.

## **Appendix E**

**Comments received at the public meeting and during the public meeting  
comment period**

**North Sheridan Interchange – Environmental Assessment  
Public Scoping Meeting Comments  
Meeting Date: August 12, 2009**

No .	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
1	9/15/09	<p>Mr. Stark and Ms. Holwell,</p> <p>We are contacting you in regards to the North Sheridan I-90 interchange. We are lot owners in the Wild Hollow Subdivision and have a vested interest in the placement and design of the I-90 Interchange. We have carefully studied the proposed designs in the environmental assessment. Given there has not been an additional traffic study conducted since the relocation of the port of entry, it is our opinion that Option #1 is most appropriate action. If upon further study it is found that # 1 is not a viable option, we believe that Option #2 is the next best course of action. Further, we believe that any major change that connects Main to WY 338 such as options #3, #4, #5 and #6 will cause increased traffic and negatively impact property values in the area.</p> <p>Thank you for your consideration and the transparency of WYDOT in this matter.</p>	<p>Craig &amp; Raelynne Blackwell 218-287-6066 Cell – 218-329-3511 crblackwell@gomoorhead.com</p>	Email
2	9/12/09	<p>Hi Ronda: I wanted to comment on the interstate possible changes. I am a board Member of DSA and a business owner of downtown. I am in favor of the alternative II because it's safer and it appears to be something that will not change the flow to downtown. DSA is very forward to promote and keep the interest in downtown. So many people comment how the downtown is so vibrant and fun. As a business owner it's tough enough now with the economy so we need to make everything as simple as possible. Thank you</p>	<p>Chris Carroll cbcarrol@fiberpipe.net</p>	Email
3	Not Listed	<p>Representing: North Main Neighborhood Assoc. The purpose and need must include the reason an interchange is needed. It is not sufficient to say the “purpose and need” is to improve safety under CEO regulations. The purpose and need statement must define the project. By not</p>	<p>Brian Kuehl 23 E. Brundage # 13</p>	Comment Form

No .	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		acknowledging that the purpose is to provide access to and from the North part of Sheridan, the purpose and need statement is too narrow.		
4	Not Listed	#2 [alternative] Correct danger of existing off ramp for northbound car – cheapest most efficient	Not listed	Comment form
5	Not Listed	Representing: K-Mart I understand safety is the main concern driving consideration of alternatives to the current interchange, but when considering the purpose and the need of the project, please remember that the initial purpose of the interchange is access, and if safety is the only purpose of need then we don't need an interchange at all. I feel that if the interchange were to move it would reduce the visibility and access of the several businesses including Kmart, McDonalds, Exxon Red Eagle, Gusamat, Steve's Diesel, Pizza Hut, Bramble Inn, Trail Inn, My Buddy's Place, and more having an adverse effect on our businesses and in turn hurt the economy of the city and the revenue of the city government.	Duncan Irvine 2571 N. Main St.	Comment Form
6	Not Listed	Representing: Wrench Ranch Homeowners I live next to the KOA. Any construction of a new interchange as described in alternate 3 or 4 would devastate my quality of life. After all, nobody wants an interchange in front of their home. Therefore, I prefer Alternative #2. If, however, you determine a new interchange is needed. I recommend alternate 6 or, as Nelje offered, even further away	Marcus York 69 Decker Road mydy82801@gmail.com	Comment Form
7	Not Listed	Representing: McDonald's Restaurant My recommendation would be ALT #2 to reconstruct interchange at existing location. To move interchange North would impact most if not all businesses along North Main Street.	Larry Storn 25010 Main , Box 6338, Sheridan	Comment Form
8	8/12/09	Letter from Dave Kinsky, Mayor – City of Sheridan See Attached for Content		Letter
9	9/14/09	Letter from Riki Adair See attached for content	Riki Adair 49 Wild Hollow Road Sheridan, WY 82801	Letter
10	9/15/09	Letter from Wrench Ranch Homeowner's Association See attached for content	13 Wild Hollow Road Sheridan, WY 82801	Letter

No .	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
11	9/14/09	Letter from Kathleen Schaechterle See attached for content	Kathleen Schaechterle 51 Coffeen Avenue, Suite 002 Sheridan, WY 82801	Letter
12	9/17/09	Letter from Ron Crispin See attached for content	Ron Crispin 46 Wild Hollow Road Sheridan, WY 82801	Letter
13	9/29/09	<p>Since I am the land owner, of Alternatives 3-6, I would like to make some observations.</p> <p><u>Alternative 3</u> provides a very awkward access to Decker road because of the underpass under the Interstate. Also 2 new crossings over Goose Creek would be very expensive. It also takes land away from KOA Campground as well as the Wrench Ranch.</p> <p><u>Alternative 4</u> chops up an important commercial area of the Wrench Ranch on both sides of the interstate. Further, it brings traffic on the north side and dumps it on Decker Road at a point which would offend those at KOA and members of Wrench Ranch Home Owners' Association. The main traffic on Decker road is to and from the coal mines. This traffic is noisy and disregards speed limits</p> <p><u>Alternative 5</u> is an improvement, but again it chops up commercial land and dumps traffic on residential areas. In measurement to Grinnell Street this interchange is 2.9 miles, and the interchange at U.S. Highway 14 East is 2.5 miles from Grinnell Street.</p> <p><u>Alternative 6</u> brings the mine traffic further north, 3.5 miles from Grinnell Street. The asset for the interchange would be that it eases access to a West Belt Way, 5th Street, the hospital, medical facilities and high school. On the east side of the interstate it would bring coal mine related traffic away from residences and the KOA Campground and</p>	Neltje Wrench Ranch Owner 11 Lower Piney Creek Road Banner, WY 82832 (307) 737-2227	Email

No .	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		would possibly allow the closure of the underpass under the interstate by KOA Campground. It would also bring the traffic to Decker Road where it would not break up multiuse development on the Wrench Ranch. The Wrench Ranch might well consider some financial support for <u>Alternative 6</u> . It is my choice as land owner on both sides of the interstate.		
14	9/16/09	The north main I-90 exit onto Sheridan's Main Street is a vital exit to Sheridan from the freeway. Moving this interchange will be a detriment to the businesses in Sheridan. We need this exit at north main to support the businesses on north main as well as the businesses in all of the downtown area.	Mark Ferries, business owner	Email
15	9/16/09	I feel strongly that the Sheridan North Main Interstate access should STAY at the present site, but be re-engineered to be safer. Though the associated costs would be significant, they would be lower than recreating the interchange at another spot. There is no reason to "pave paradise" as Joni Mitchell suggested was happening years ago.....when the current "paving" can be realigned and be less intrusive. Also, and very importantly, Sheridan is working on revitalizing the North Main area. The site of the current exchange is important to the north Sheridan community. Thank you.	Cissy Dillon	Email
16	9/16/09	People – don't screw up Historic Main St. by fooling around with the northern interchange. Business is bad enough without the State adding to the poor economy. Don't you people have anything else to do?	Sam Street <a href="mailto:Ssstreet2@bresnan.net">Ssstreet2@bresnan.net</a> Sam Street The New York Store 35 N. Main Street	Email
17	9/16/09	I strongly SUPPORT moving the interchange on I 80 from its current location to a site farther West.	J. Dennis Heizer 744 Adair Avenue Sheridan, WY 82801	Email
18	9/17/09	Moving the north main interchange would affect our business greatly, so we are opposed to moving it. If it must be moved, we feel that it could only be moved a short distance up the interstate so that we still can have the business traffic passing by or stopping at our business. We are in the equipment rental business and get a lot of walk in traffic from the public and chose this location ten years ago because of that fact. Thanks for letting us voice our opinion.	Neil Edwards, Branch Manager 2318 North Main Sheridan, WY 307.673.0026	Email

No .	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
19	9/17/09	I am opposed to moving the North Main Interchange. If there has been a safety issue then look at improving the exit and entrances. Stop spending money foolishly.	Judy Ferguson	Email
20	9/17/09	I am a member of NMNA and would hope that you will either consider keeping the interchange at its present location and making it safer or moving it the short distance out as NMNA has suggested.	Nancy Drummond	Email
21	No date given	My wife and I prefer option 1 or 2. Leave the interchange where it is. It is established and will not create additional problems for wild life and people living in the area.	Jim Adams P.O. Box 336 Colstrip, MT 59323	Comment Form
22	9/17/09	I would like to see the off ramp made safer, but not at the expense of discouraging traffic to be able to get off the interstate and get to downtown. I think many travelers decide to exit when they see the business district that they are about to enter. For example, many people may see McDonalds, Kmart, the truck stop, etc... and want to go specifically to those sites. If the off ramp is located too far from these businesses, traffic will likely pass the ramp as they can't see what's there to offer or shoot past the businesses that they see and off ramp if it's not right there. If there is a real possibility in developing that area into a park area, I think it would be best served to have the ramp as close as possible. One major benefit now is that there is only one street that will lead directly to downtown for all of our tourists. Thank you.	Sherry Reilly	Email
23	9/17/09	Hi, we have a downtown business and would only be in favor of a change if that change included a north main exit that was the primary and most obvious exit into Sheridan, all other exits would require more of a decision and possibly local knowledge of the area on the part of the traveler.	Stephen and Shannon Kuzara DBA Streetwear Clothing 241 North Main 307.674.7811	Email
24	9/17/09	As a main street business we support the changes to the North Main Street Interchange if Main Street is extended or directly connected to the proposed new interchange. This is an important point that would really keep the flow of traffic directed to into Sheridan and Downtown. For whatever option is chosen (#4, #5, or #6), Decker Hwy must end and Main Street must begin <u>at the interchange</u> , this is very important. Interstate travels should enter Sheridan onto Main Street. That is feasible from the options presented. This project is important to downtown because	J. Spielman Historic Press Building 237 North Main	Email

No .	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		Sheridan as a whole is stronger if the Historic Downtown Main Street remains vibrant and easily accessible to travelers. I would appreciate an opportunity to remain involved moving forward.		
25	9/17/09	Our current layout of traffic is quite conducive to making sure that traffic from the interstate visits North Main and downtown.	Ashley Schreinert <a href="mailto:aschreinert@photoimagingcenter.com">aschreinert@photoimagingcenter.com</a> Photo Imaging Center 307.672.6912	Email
26	9/17/09	The purpose of any changes to the present interchange on the north end of town should be to support N. Main St. businesses and bring the traffic into downtown. The present interchange works well for that purpose. Of course we want it safe as well but we need both issues to be considered. I don't think that an interchange farther north would accomplish the purpose of bringing traffic to downtown. Thanks.	Lucinda Terzieff	Email
27	9/17/09	As a business on main street, we support changes to the North Main Street Interchange if Main Street is extended or directly connected to the proposed new interchange. This is an important point that would really keep the flow of traffic directed into Sheridan and Downtown. For whatever option is chosen (#4, #5, or #6), Decker Highway must end and Main Street must begin at the new Interchange. This would bring interstate travelers into Sheridan right on Main Street. This project is important to Downtown because Sheridan as a whole is stronger if the Historic Downtown Main Street remains vibrant and easily accessible to travelers. I would appreciate the opportunity to remain involved moving forward.	Nolan Moxey Centennial Collaborative 237 N. Main	Email
28	9/17/09	I am sending this comment to you regarding the I-90 Interchange at the North Main entrance into Sheridan. We as a community have spent more than a year on the topic of revitalizing the North Main area. Next year it is supposed to start happening, I encourage you to keep the Interchange as close to the original sight as possible. One of the purposes of revitalization is to draw people from the highway into the North part of Sheridan, and hopefully into our beautiful downtown area. This is critical for our city and the businesses within our city. The farther away the Interchange is, the more likely people will by-pass our city. A new frontage road	Nancy Silla	Email

No .	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		makes no sense at this time. The harder it is to find our Main St. the harder it will be to find our downtown. Thank you for the opportunity to express my opinion.		
29	9/18/09	The North Main Neighborhood Association sent an alert that there is consideration being given to removing the I-90/North Main interchange near the old Port of Entry. Instead, it is suggested that the new Sheridan access would be by a frontage road from the interchange from the new Port of Entry on Jensic Hill. This is the way I understand it, anyway. And this makes some sense, when ones looks at growth moving north over the next 30-50 years. There is no question that the existing North Main exit is not very safe. Money is always an issue and one interchange is cheaper than two. However, considering the value of businesses on north main and the prospects of improving north main, I believe the value of a prosperous north main street for at least 30-50 years, justifies rebuilding the north main interchange and using the Jensic Hill interchange for the west belt road. <u>I believe Sheridan needs two interchanges: North Main and Jensic Hill at the new Port of Entry.</u> I also strongly believe that we need the west belt road sooner than later. Main Street and Coffeen Avenue are getting very congested on weekday mornings and around 5 pm. It is only going to get worse without the belt road. For those who just want to get home south and west of Sheridan, there needs to be an alternative route around Main Street. Thank you for considering my views.	Roger and Fachon Wilson	Email
30	9/18/09	After reviewing your 4 alternatives it seems clear that the only option which improves traffic flow and safety, ensures access to main street and is COST effective is alternative number 4. Surely snow drifting is a very minor solvable problem. As a resident of Sheridan County since 1971 the idea of leaving a dangerous access in place or trying to retrofit it to a better configuration with the interfering structures seems less than wise. By dangerous I can recall a number of accidents occurring on the north bound on ramp, due I think, to the slope and curvature of the ramp, aggravated by winter weather conditions. Moving the interchange as proposed in number 4 will create a traffic density on the old Decker road which may require a further upgrade of that road and increases the risk of accidents as travelers are required to traverse this 2 lane road for several miles to get to main street. Cost and safety must be balanced in any decision and again	Lance T. Moxey DVM 3521 Bighorn Ave Sheridan, WY <a href="mailto:Moxey5@bresnan.net">Moxey5@bresnan.net</a>	Email

No .	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		alternative number 4 in my view satisfies this balance best.		
31	9/18/09	I fully support the following: This is a critical issue for North Main and Downtown Sheridan businesses. If the North Main Interchange is moved off the North Main, it could discourage Interstate traffic from visiting Downtown Sheridan. The harder it is to find Main Street, the harder it will be to find our Downtown. Improving Interchange safety while keeping it at or as close as possible to its current location is a key factor in maintaining access on North Main and into the Downtown Sheridan area.	Don Sabo Business Manager Sabo Land Co LLC	Email
32	9/19/09	My name is Brian McMahan, I own Brian's Boot and Shoe company in downtown Sheridan and have been in business for over thirty years. I wish to express my opposition to changing the location of the north main interchange. It is important to have a exit that leads directly to downtown Sheridan, our businesses rely on it. Don't forget much of your funding comes from the tax revenues we create. It is hard enough to compete with all the on line shopping that occurs without you creating another obstacle for us. Do not change the location of the North Main interchange, such changes have been the end to many thriving downtown business communities. This would also be a fatal blow to the business such as Kmart, McDonalds and the motels and gas stations on North Main. Do not do this. Thank you for your attention to this matter.	Brian McMahan Brian's Boot & shoe Co 256 N. Main Sheridan, WY 82801 <a href="mailto:boots@wavecom.net">boots@wavecom.net</a>	Email
33	9/20/09	I am in favor of leaving the North Main Interchange in its present location as I believe this is the best solution for the following reasons: <ol style="list-style-type: none"> <li>1. Current businesses purchased property and built their business based on the interstate interchange being where it is now by relocating this interchange further north would not only take business away from our local merchants that depend on this traffic to make their lively hood but as well could force some to have to close and the last thing we need is to force someone out of business especially a small business owner.</li> <li>2. It is the only Main street exit we have that brings traffic onto our main artery into the downtown area to support all businesses located on Main Street.</li> <li>3. I am all for safety which I believe there are other ways to make the current</li> </ol>	Larry J. Storo Jr. P.O. Box 7368 Sheridan, WY 82801 307.672.2480	Email

No .	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>interchange safer by leaving it in its current location. I find it interesting that depending on who you talk to you get different stories as to why the interchange should be moved. In my travels there are far more dangerous interchanges across the country worse than the one at the north interchange. Also I was wondering why if accidents are so predominant why the state hasn't put up better signage and flashing yellow lights on the signage to warn drivers of the lower speeds and the tight curves coming up and warn drivers up the interstate before the interchange instead of once you're starting your exit the sign says 20 mph and once your into the curves that the sign is showing a tight curve it would seem to me that drivers should be warned ahead of time instead of after the fact. So I ask has everything been done that can be done to help make it safer.</p> <p>4. I have been involved in business on North Main for 23 years and nothing changes on that end of town by relocating this further north how long will it be before the area gets developed to be like Coffeen or the south end of town? 5yrs, 10yrs, 50 yrs are we as a community willing to sacrifice several business owners possibly closing to wait 50 yrs before any possible growth is seen further north.</p> <p>5. We already have a interchange further north at the port of entry and there has been no growth of businesses on that interchange??? So let's keep what we have if others want to sale and build between north interchange and port of entry there are 2 entrances and exits for people to access whatever may or may not be built between there and in the future if it makes since after development then look at adding another interchange in between as this can be planned into the development plans at that time.</p> <p>Again I'm in favor of making modifications and leaving the interchange in its current location. Thank you.</p>		
34	9/20/09	<p>In my opinion we need to keep the North Main St. interchange aligned with N. Main St. to encourage travelers to come into Sheridan. The present businesses do not need more competition from corporate businesses that would locate along I-90, if the interchange is re-located north of the Decker Rd.</p>	<p>Jean Harm  <a href="mailto:jharm@wyoming.com">jharm@wyoming.com</a></p>	Email

No .	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
35	9/15/09	Letter from Marcus York See attached for content	Marcus York 69 Decker Road Sheridan, WY 82801	Letter
36	9/16/09	(Email written by Timothy Stark): I just got off the phone with Christina Isbell regarding the Clark Group of Sheridan. They were requesting the opportunity to be able to view the traffic study associated with the Sheridan Port of Entry work back in the 90's. We will need to dig up the information. As you probably already have read, that there have been request for a new traffic study at the interchange since the present conditions are different than those of the preconstruction of the new Port of Entry. She would like to have the previous study placed on the web for public access.	Christina Isbell Clark Group 307-672-4535 cisbell@clarkgroup.llc.com	Email/phone conversatio n
37	9/30/09	Email from Brian Kuehl Representing: North Main Neighborhood Assoc. See attached for content Please accept the following scoping comments from the North Main Neighborhood Association. Rhonda Holwell has indicated to Julie Davidson that comments could still be accepted even though the September 18 deadline has passed. Please note that I earlier sent a separate set of comments from The Clark Group, LLC on this same project. If you have not received both sets of comments or if you have any questions, please do not hesitate to contact me directly.  Please accept the following scoping comments on the North Main Interchange project in Sheridan, WY. Ronda Holwell has indicated to Julie Davidson that comments could still be accepted even though the September 18 deadline has passed.	Brian Kuehl-Clark Group LLC <a href="mailto:briankuehl@clarkgroupllc.com">briankuehl@clarkgroupllc.com</a>	Email
38	9/29/09	Letter from Ray Clark Group Representing: North Main Neighborhood Association See attached for content	Clark Group LLC Western Office 23 E. Brundage, Suite 12 Sheridan, WY 82801	Letter
39	9/29/09	Letter from Robin DeBolt Representing: North Main Neighborhood Assoc. See attached for content	Robin DeBolt North Main Neighborhood Assoc	Letter

No .	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
			P.O. Box 256 Sheridan, WY 82801	
40	9/16/09	I would like to write and say that I support keeping the Sheridan North Main Interchange as close to the city as possible so that Sheridan is not bypassed on the interstate. I advocate for WYDOT to adopt an interchange design that promotes both safety but is also cognizant of the dependence of Sheridan's economy on tourism and interstate traffic.	Ashley Roberts Powder River Basin Resource Council 934 North Main Sheridan, WY 82801 307-672-5809	Email
41	9/10/09	As a 17 year business owner in Historic Down Town Sheridan I feel I can only support alternative #2 and #3, the others will only take business away from established business, that have put their heart, soul, and money into. Everyone uses the Historic Main Street in Sheridan as Sheridan's Poster Child. Let's keep it that way.	John Smith Sheridan Stationery Books and Gallery	Email
42	9/10/09	<p>One past fact for thought is back when North Sheridan was thriving the interchange didn't exist. Decker Hwy and Sheridan's Main Street were the same road (the old Wyoming Hwy #1 I believe). Only after the interchange was built did North Sheridan start to change character and eventually start to decay.</p> <p>Simply keeping the interchange in-between Goose Creek and the Railroad as it is, or as close to existing as possible does not help the situation.</p> <ol style="list-style-type: none"> <li>1.) I support the improvement of safety.</li> <li>2.) I support the broader thinking about how this could improve the entrance to Sheridan.</li> <li>3.) I support a cleaner, more inviting north entrance to Sheridan.</li> <li>4.) I appreciate the work that WYDOT is putting forth.</li> <li>5.) I look forward to the opportunity to evaluate the proposals as they are refined.</li> <li>6.) I especially support extending Main Street to wherever the interchange is.</li> <li>7.) Options 5 and 6 are good. Sheridan needs a new entrance.</li> </ol> <p>Thank you for taking community input. I own property on North Main and the North Main Neighborhood Association does not speak very well for us sometimes.</p>	Jason Spielman	Email
43	9/14/09	The only changes I would support would be "rebuilding the existing" or "relocating	Dick and Cathi Kindt	Email

No .	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		to a Decker road entrance to Main St". The survival of the north Main businesses as well as some down town businesses would be greatly undermined by moving the interchange away from the locations mentioned above.		
44	9/14/09	It is nearly critical to get rid of the current configuration at I-90 exit #20. There have been many accidents there, over the years, since it was built. It has helped with traffic since the Port of Entry was relocated. #1 is NOT an alternative! Alternatives #2 & #3 are the only other real possibilities. I see no real detriment to moving the exit to come out on the Decker road & have a half mile, or so, of Frontage Road. The traveler will still be on North Main & able to head on south to the Downtown, especially if we work with WYDOT & NMRA to sharpen or revitalize the North Main entrance. So, My choices are #2 OR #3. I would be happy with either one.	Judy Taylor 856 Broadway Sheridan, WY 82801 307-673-1747 jtaylor@1893grille.com	
45	9/14/2009	I wanted to express my interest in having the North Main interchange stay at its current location or one that is very close. This interchange is a way in which we drive traffic to our Main Street. Keeping it in the same or close to the same location is necessary for the health of our community. The current interchange is a concern presently as it is dangerous due to the design speed of the interchange. I am involved in tourism and need it to direct people to historic downtown. I would appreciate being a part of the process resolving this issue.	Val Burgess	Email
46	9/14/09	I understand that you are investigating several options for that interchange, which includes moving it to a new location or improving the existing interchange. In all cases, it is imperative that interchange safety be enhanced by your final selection. I support WYDOT in that effort. However, I would like to specifically voice my support for the implementation of options that include the connection of the interchange with the North Main Street. The reasons for this are as follows: 1.) The North Main Neighborhood Assn has been working diligently on plans to enhance this segment of road leading into Sheridan's historic downtown. Quite a bit of local enthusiasm has been generated for this project, and the City has supported the planning efforts underway. Let's continue to build on that enthusiasm by upgrading the existing interchange to one that is both more safe and aesthetically pleasing.	Joanne Garnett	Email

No .	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>2.) The economic viability of both North Main and Downtown Sheridan are enhanced by the current ease of access from I-90 into downtown. The traveling public is more prone to get off the Interstate and venture into a downtown core when they believe it is easy to do so. We want to encourage this behavior, as it benefits our merchants and service providers all along Main Street.</p> <p>3.) Historic Downtown Sheridan is emerging as a solid destination for visitors and tourists. I strongly urge that we continue to support the economic health of our downtown by keeping access to it as direct and (let's face it!) easy as possible for the traveling public.</p>		
47	9/14/09	Please reconstruct the I-90 interchange in the current location and keep the traffic flow directly connected to Main Street in Sheridan. This is vital to downtown Sheridan and businesses located at the current interchange location.	Dana Burns 11 Gallatin Dr. Sheridan, WY 82801	Email
48	9/15/09	As past mayor and a concerned person, I feel it vital to our community that Main Street remain connected to the interchange for easy access off and on to North Main Street. We must never discourage tourist from coming into Sheridan because they can't find our Main Street business, and drive on to another destination. I have always been proud of how easy it is for anyone, to get off the interstate and quickly find what they are looking for. I have no real preference as to what the design is, so what ever the most feasible to accomplish the task.	Della Herbst	Email
49	9/15/09	I am a resident of the Wrench Ranch subdivision as well as a working professional here in Sheridan. I am in support of extending Main Street to accommodate a new and safer interchange or modifying the existing interchange. Taking the interchange to Decker Road or another frontage street might adversely affect my quality of life as well as property value and professionally I fee the downtown businesses would suffer. We need to make access to Main Street and Historic Downtown Sheridan as simple as possible for all the I-90 travelers. I really appreciate all of the time & effort the North Main Revitalization Committee, City of Sheridan & WYDOT has already put in to research and advise the public on this project. Moving forward I will continue to be involved and hope to have a voice in this important issue.	Beth Smith The Sheridan Press 144 Grinnell St. Sheridan, WY 82801 307-672-2431 307-752-1603	Email
50	9/15/09	Please do not move it as so many of my customers in the summer come down into	Vi Channel	Email

No .	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		town and just by driving by my store find me. I would lose a lot of business in the summer if you move the exit. Please don't!		
51	9/15/09	I feel it is necessary to keep traffic flowing into North Main. Now how to do that is another issue. Safety concerns tell me we need to do something about the current I-90 exchange. I agree that the only way we can show support to the downtown businesses is to make sure the exchange, if moved, is connected to N. Main. We want to encourage downtown traffic-not take away from it. I would be in favor of moving the exchange as long as N. Main remained close to the exchange and not a lot of additional traffic on Decker Rd.	Dixie See ERA Carroll Realty Co 306 N. Main Box 665 Sheridan, WY 82801 307-672-8911 307-752-8911	Email
52	9/15/09	<p>As a downtown Sheridan business owner it has been brought to my attention that the North Main interchange is under consideration to be moved. I have major concerns that this will drastically affect business to downtown Main St. My list of concerns/ suggestions for this type of move is as follows:</p> <p>Main Street businesses support changes to the N. Main interchange if Main St. is extended or directly connected to the proposed new interchange</p> <p>I would also encourage reconstruction of the current site, but if that is not possible then we would support an option that keeps the newly constructed interchange as close to the current location as feasible.</p> <p>Improving safety while keeping the North Sheridan interchange.</p> <p>Moving the North Main interchange without extending Main St. appropriately will discourage travelers from visiting downtown Sheridan for their retail and service needs.</p> <p>This project is important to downtown because Sheridan as a whole is stronger if the Historic Downtown remains vibrant and accessible to travelers.</p> <p>The above list of concerns/suggestions is only a short compilation of what I have come up with, but I would love to be included in any further discussion in regards to this topic. Historic downtown Sheridan is a critical component to the progression of a better Sheridan and this type of re-routing should not be taken lightly.</p>	Arik Jacobson Java Moon Coffee Shop 176 N. Main Sheridan, WY 82801 307-752-5337 307-673-5991	Email
53	9/15/09	I hope that whatever changes are made will still connect to Main Street. I understand that for safety reasons, changes may need to be done. It is vital for our community to have easy access by travelers to our downtown area, which is	Georgiana E. Foster/Bob Murphy 1300 Martin Ave. Sheridan, WY 82801	Email

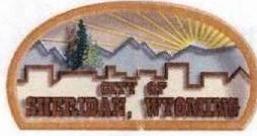
No .	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		available the way that exit is placed now. Also, the plan to upgrade North Main is, in part, to make a beautiful corridor into town for visitors to see.	307-672-6779	
54	9/15/09	<p>Please don't move or close the North Main interchange. I live just off of North Main and use that interchange all of the time. Also:</p> <ul style="list-style-type: none"> <li>• North Main St. businesses oppose moving the North Main interchange.</li> <li>• We want to make sure that traffic from the interstate visits North Main and Downtown Sheridan.</li> <li>• Improving safety while keeping the North Sheridan Interchange as close to its current location and aligned with North Main is in the best interests of both Downtown and North Main businesses.</li> <li>• Moving the North Main Interchange north of Decker Hwy increases the likelihood of future corporate retail development along the Interstate that will discourage travelers from visiting North Main and Downtown Sheridan for their retail and service needs.</li> </ul>	Sue Tarter Sheridan College 3059 Coffeen Ave. Sheridan, WY 82801 307-674-6446 ext. 2004	Email
55	9/15/09	My comments are in reference to the North Main interchange on I-90. The current interchange is very dangerous. I would prefer it be moved just slightly north for safety, but still maintain the vitality of North Main. Please look at the big picture of the Wyoming economy in your decisions once the safety issue is addressed. Many small towns and/or commercial areas have been decimated by moving a single road. It is important to the vitality of our community to have vibrant commerce.	Marie Lowe Sheridan Housing Action Committee 476 Marion St. P.O. Box 7235 Sheridan, WY 82801 307-675-1155	Email
56	9/15/09	As a owner of several properties on North Main and operating several businesses on North Main I strongly oppose the moving of the interstate further to the North. This would have a catastrophic effect on N. Main businesses and would kill any chance of North Main being a vibrant vital part of the community. In its current location the interstate is easy to access and offers an option over the congestion of the 5 <sup>th</sup> street with the many trains that delay traffic.	David Hamaker Acro Inc 2110 N. Main St. Sheridan, WY 82801 307-673-4820	Email
57	9/15/09	The I-90 interchange north of Sheridan is critical to the vitality of Sheridan's main north-south thoroughfare, Main St., and the businesses that exist now and for future business attraction. It needs to stay in the current location as much as possible, albeit realignment for safety is important. It would seem to me that a new location would promote development in an area that currently is not provided water and	Dick Weber 1546 Hillcrest Dr. Sheridan, WY 82801 307-672-3492	Email

No .	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		sewer services at a time when funding for infrastructure is scarce. Let's save a lot of money and clean up and build up North Main and keep it as the Main street is was always intended to be!		
58	9/15/09	<p>Hey, we need to take a look at the interchange on North Main St. in Sheridan. It is vital to the community at or near its current location.</p> <p>There has been some discussion about moving the BNSF railway away from town and the alternative locations and routes seem very real and possible. If WYDOT could take a little longer, prior to getting into the design phase of this operation, and consider this and other aspects concerning this community other better resolutions might be found to solve your needs in terms of a more textbook-type interchange. Please make the stakeholders in the City of Sheridan a vital portion of your decision making process!</p>	<p>David Frank Western Sporting 730 Crook St. Sheridan, WY 82801 <a href="mailto:dave@westernsporting.com">dave@westernsporting.com</a> 307-672-0445</p>	Email
59	9/15/09	<p>I believe keeping the North Main St. entrance from I-90 should be kept in its present location with some safety improvements. The movement of the entrance farther north would hurt Sheridan's downtown business community. Sheridan's downtown is dependent on north-south traffic which I believe would be decreased with a movement of the north Main entrance.</p>	<p>Mike Mellgren 1914 Summit Drive Sheridan, WY 82801</p>	Email
60	9/15/09	<p>I am in favor of keeping the North Main Interchange as close as possible to the current interchange, But safe. It is my belief people will be interested in coming off the Interchange to find services and information if we find a way to build the off ramps aligned with North Main Street. If there is an Information Center at the sight of the old Highway Weigh Station, this could inform families regarding stops for playing, eating, shopping and sleeping. Let's keep our tourists in Sheridan a day or two! A great job you all are doing; you have made this such a successful public input project!</p>	<p>Georgia Huckeby</p>	Email
61	9/15/09	<p>I am opposed to moving the North Main exit on Interstate 90 in Sheridan away from its present location. The current location should be redesigned for safety issues. Thank you for taking public comment on this issue.</p>	<p>Renee Meador</p>	Email
62	9/15/09	<p>Economic development. Don't kill our traffic flow into town from North main. The town of Sheridan would like to keep the traffic flow as it currently is, feeding the traffic directly onto Main St. The traffic only has to make one choice, to exit the</p>	<p>Richard D. Hall Buggy Bath Car Washes P.O. Box 6262 (1649 N. Main)</p>	Email

No .	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>interstate and they are automatically heading south on Main St. towards our downtown.</p> <p>Property owners on Main St. have made large investments to buy their land and businesses. The state should help protect the investments they have made by keeping the North Main Interchange at its current location.</p> <p>I have seen many interchanges that are much more dangerous than the North Main interchange. For the dollars involved I personally don't see any great improvements in any of the new designs.</p> <p>Please don't move the off ramps, if you do we risk losing businesses on North Main and downtown.</p>	Sheridan, WY 82801	
63	9/15/09	<p>I personally do not want the North Main exit moved at all. I like it the way it is. There is not enough information submitted in the email sent regarding the proposal to make a clear decision at this time. I feel more input is needed as to future plans and the possible outcome of the relocation of the North Main exit before committing to the project with a yes or no. There are several questions that come to mind that need answering as well, such as why do we need the exit changed and how will this impact the community as a whole. The exit is well located and serves the community and travelers who may either come to Sheridan or just be passing through.</p>	Mason Finney	Email
64	9/16/09	<p>Keep the North Main off ramp where it is. Fifth Street is often cut off by trains. Do not sacrifice Sheridan.</p>	Gerald Sabo & Evelyn Craig	Email
65	9/16/09	<p>I would be against it as it will affect the downtown area and we have had enough small businesses closing their doors.</p>	Randy	Email
66	9/16/09	<p>I am writing today to express my concern about a potential disconnect between the I-90 interchange and North Main Street in Sheridan upon redesign and reconstruction of the said interchange. As a business person and someone who's been connected to the retail, service, and tourism industries in Sheridan, I feel very strongly that direct access to N. Main from I-90 is essential to the health of the business communities on North Main and Historic Downtown Sheridan. Serious planning efforts are being made by our community to revitalize the North Main business district and a bright future lies ahead for this area. This effort depends</p>	<p>David Craft Craftco Metals Services, Inc. 680 Airfield Lane Sheridan, WY 82801 307-672-9220</p>	Email

No .	Date Received	Comment	Name/Address	Type (Email, Letter, or Comment Form)
		<p>directly on ease of direct access to N. Main from the interstate.            In addition to the North Main revitalization, ease of access to Historic Downtown Sheridan is a must in considering the ramp location and design. Once again, Sheridan depends on the health of our downtown stores, and the key access point to this area is the N. Main interchange. Direct and easy access to Downtown Sheridan from I-90 can help ensure the vitality of our downtown businesses, whom are the heart of our community.</p> <p>In consideration of the new design for the I-90 / North Sheridan Interchange, it is essential that the safety upgrades and reconstruction be completed with direct access to Main Street left intact. The importance of this access is vital to the health of our retail and tourism industries in Sheridan!</p>		
67	9/16/09	<p>I am concerned over the conversation regarding the relocation of the North main Interchange. While the discussion from the WYDOT perspective seems to center around access to a highway that moves traffic away from the community, it appears contradictory to principles of Interstate egress into a community. Businesses in the North Main area rely on that very Interstate egress and it could severely compromise business owners' livelihood. As the community works to revitalize an important area of the community it makes little sense to inhibit that effort through the implementation of such a relocation plan. The community has worked tirelessly in preserving its heritage while managing its growth for the last several years. Preserving our historic downtown and growing our North Main to be a vital component of that corridor have been two fundamental pillars of that effort. Severely compromising the integrity of that corridor essentially compromises the vitality of the community. Please give this interchange relocation proposal thoughtful consideration!</p>	Mark Englert	Email

**CITY OF SHERIDAN**  
55 Grinnell Plaza  
P.O. Box 848  
Sheridan, Wyoming 82801



phone: 307.674.6483  
fax: 307.674.7289  
[www.sheridanwyo.us](http://www.sheridanwyo.us)

**Statement of City of Sheridan Mayor Dave Kinskey August 12, 2009  
Wyoming Department of Transportation Scoping Meeting  
North Sheridan Interchange Environmental Assessment**

I very much appreciate the Wyoming Department of Transportation holding this meeting to receive citizens input regarding possible reconstruction of the North Main interchange.

I understand that there are some design difficulties with the existing interchange -- and that these relate to safety.

The concern for safety in the reconstruction is important.

It is also important to bear in mind that this project has failed to "get to first base" in the past due to community concerns about the impact on the North Main community. These concerns focus primarily, though not exclusively, on negative impacts on existing North Main businesses.

Any project, if it is to happen, must be responsive to these continuing concerns.

Thus, I feel quite strongly that in addition to safety, another primary objective of the project should be to increase and enhance access to existing North Main businesses.

We have an opportunity, if this project is a "go", to go beyond the hum drum and the day to day -- and do something magnificent for the Sheridan community.

The North Main Revitalization Initiative has reached out to citizens from all parts of the community and in particular those in the North Main neighborhoods. We now have their vision captured -- it is a vision of North Main as a recreational destination -- of vital businesses and family homes -- and, importantly to this project, it calls for an entryway on North Main to the Sheridan community.

I feel quite strongly that a third objective of the scope of the interchange rebuild should be to help realize this entryway vision for the Sheridan community.

Done right, the interchange rebuild can enhance access, while creating an inviting atmosphere to Sheridan and, importantly, provide a safer interchange.

I believe if these three objectives are incorporated into the scope and the design of the project that it will be welcomed by not only the North Main community but the entire citizenry of the City of Sheridan.

Again, thank you to WYDOT for listening and for holding this forum for our views.

Sincerely,

Dave Kinskey, Mayor

751-2599  
Larry McDonald

**Timothy Stark, P. E.**  
**Wyoming Department of Transportation**  
**5300 Bishop Blvd.**  
**Cheyenne, WY 82009-3340**

**Re: North Main St. I-90 Interchange EA**

Sept. 14, 2009

**Dear Mr. Stark:**

I am a home owner in the Wild Hollow Sub-division located a mile north of the existing interchange.

This past August I attended the informational meeting at the Best Western in Sheridan. I found that to be most informative and thank you for the opportunity to be able provide input.

I am in favor of Option 1 or 2, as in my opinion they will have least impact upon myself, my neighbors and also all taxpayers in the State of WY. As the old saying goes, "If it ain't broke, don't fix it". In this case, some safety enhancements should suffice and save millions of dollars. These dollars saved, maybe better spent, bringing SAW's water out to the new Port of Entry, thus new development would soon follow, i.e., truck stops, motel, etc. This would pretty much eliminate remaining truck traffic using the North Main interchange.

After review of information presented I have come up with a few suggestions, if not already considered, that may add information that could be used to improve detrimental conditions to Option 1 and 2.

**OPTION 1**

Perform a current traffic study to reflect current patterns since the Port of Entry has been relocated.

Review past incidents at this location to determine cause of accidents.

No measure of improvements, safety or otherwise, will stop individuals hell bent upon disobeying the law, or their lack of intelligence to know the difference.

Add guardrails and warning signs/lights to alert drivers to conditions they are about to encounter.

**Pros:** Very little impact, minimal cost, enhances safety.

**Cons:** Does nothing to protect those that lack the intelligence to notice the warnings, except the strategically located guardrail may keep them on the road.

**OPTION 2**

**Westbound**

Reduce 8% grade by adding fill to elevate the stop sign end of the ramp.

**Eastbound**

Add guardrails to the outside of the curve.

Bank the turn to help the racecar drivers.

Add warning signs/lights to alert drivers to conditions they are about to encounter.

**Pros:** Very little impact, modest cost, enhances safety.

**Cons:** Does nothing to protect those that lack the intelligence to notice the warnings, except the strategically located guardrail and banking may keep them on the road.

Attached is an engineered drawing (minimal cost) that could be used by any rancher to build this interchange.

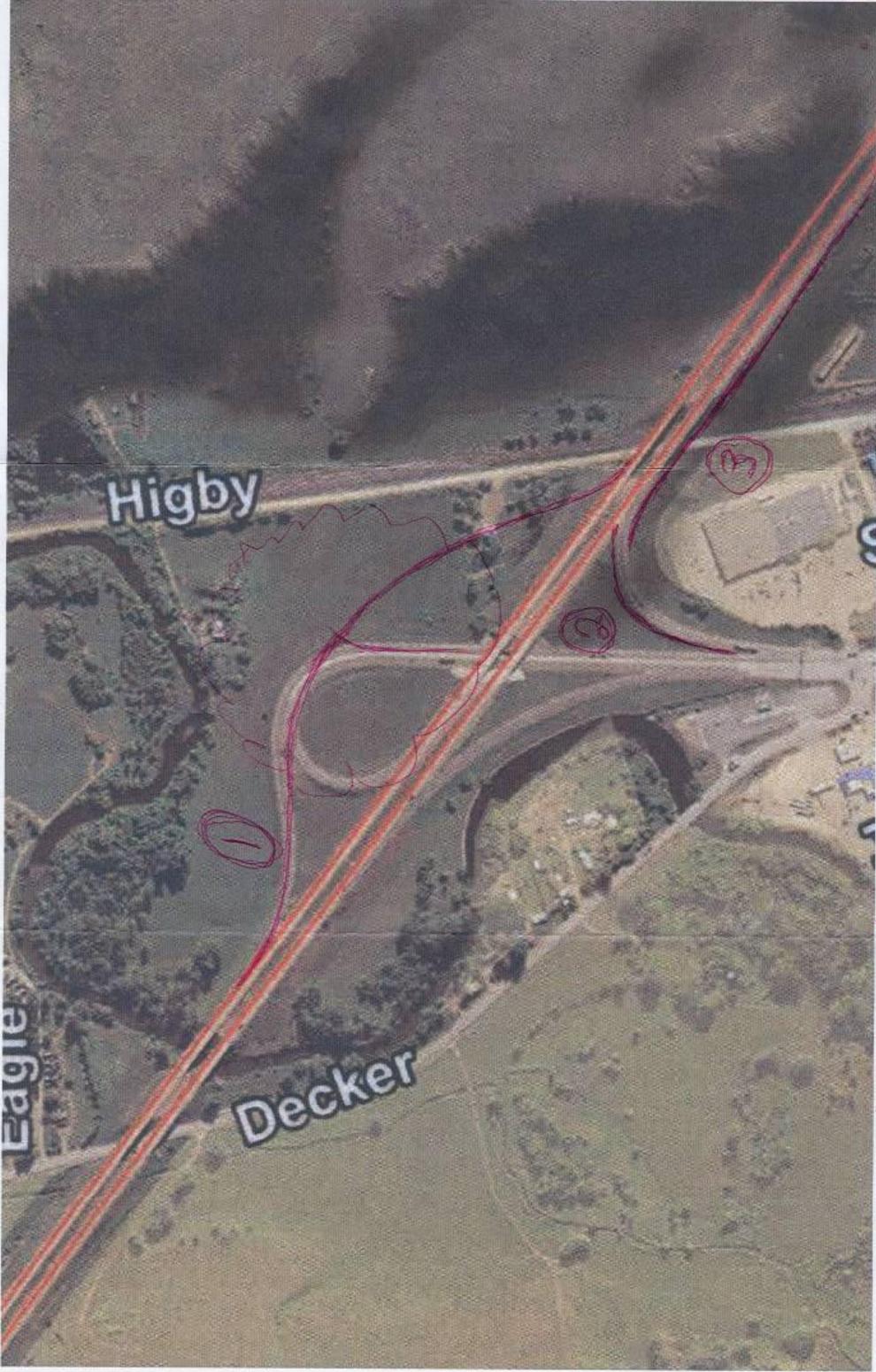
Feel free to hand this drawing out to all interested bidders.

**Thank you,** for tolerating my sense of humor, but the **taxpayer dollars are no laughing matter.**

**Best Regards,**

Riki W. Adair  
49 Wild Hollow Road  
Sheridan, WY 82801

① Add fill as required to elevate area to decrease 8% grade



② Add guardrail and warning lights  
③ Add acceleration ramp/lane

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**WRENCH RANCH HOMEOWNERS ASSOCIATION  
13 WILD HOLLOW ROAD  
SHERIDAN, WYOMING 82801**

**SEPTEMBER 15, 2009**

Timothy Stark, P. E.  
Wyoming Department of Transportation  
5300 Bishop Blvd.  
Cheyenne, WY 82009-3340

Ronda Holwell  
District 4 Public Involvement Specialist  
Wyoming Department of Transportation  
10 East Brundage Lane  
Sheridan, WY 82801

Subject: North Sheridan Interchange Environmental Assessment (EA)

Dear Ms. Holwell and Mr. Stark,

This letter is to serve as the collective response from the Wrench Ranch Homeowner's Association (WRHA) regarding the North Sheridan Interchange Environmental Assessment (EA).

The WRHA represents 21 lots/homeowners comprising 162 acres in two subdivisions. The first of our two subdivisions, Suburban Gardens, begins at the northern boundary of the KOA campground on Decker Road and extends approximately 2/3 mile north along the east side of Decker road. The second subdivision, Wild Hollow, starts at the northern end of Suburban Gardens and proceeds approximately 1/2 mile down Decker Road. Please see the enclosed map, Appendix A, for an illustration of the area we represent. Clearly any relocation of the I-90 interchange directly impacts us.

The WRHA is an elected board of three officers from among the two subdivisions. We are governed by bylaws and strive to enforce covenants, which you are free to obtain copies of should you so request. We are proud of our neighborhoods and invite any of you to have a tour at your earliest convenience.

We appreciate that WYDOT has provided a public forum for the assessment of this issue. The time allotted has allowed us to meet with our homeowners as well as to discuss this with other members of our community. In the future we wish to be included and listed as stake-holders in any further action concerning this matter.

Many of us have lived in the area for quite some time and before the relocation of the port-of-entry. Prior to its relocation there was considerable truck traffic and congestion at this intersection. Since the relocation the congestion is greatly reduced. We understand that no traffic study of the current interchange has been performed since the port-of-entry was moved, and we feel that a new study should be undertaken to assess current traffic load. In our considered experience, the current traffic flows smoothly and safely. We feel an accurate traffic study needs to be in place, and that this would greatly help to define the relative urgency of the safety issue, if any.

In addition we have undertaken some research into the traffic accidents that have occurred at this intersection. We are aware of one fatal accident in 2009, as well as one several years ago. While we are not able to formally cite any sources, we have come to understand the vast majority, if not all of the fatal accidents were due to substance abuse and that the remaining accidents were associated with traffic infractions, (i.e. speeding, not wearing seatbelts, exiting a vehicle at speed, etc.) and not with any inherent safety problems at the intersection.

We request that WYDOT will collect and provide the public with this information prior or in conjunction with moving the EA to the next step. We also request that the study separate heavy truck traffic from normal vehicle traffic.

There has been discussion regarding WYDOT extending city water to the new port-of-entry. If this occurs then it would be a strong inducement to private enterprises, especially those associated with large trucks, to relocate to the vicinity of exit 16, further reducing the burden on exit 20. Again, the traffic study should explore this and provide data for examining this potential outcome. The safety and operations issues you describe may be relevant only to large trucks.

As an alternative to improving or moving the intersection, our homeowners request that you first use in-place safety enhancements. Not only would this significantly diminish the cost, but it may provide the most effective way to address safety concerns. We would like to see flashing lighted signs be used to warn of the tight turn in the north-bound exit/off-ramp. A speed indicator could also be used which would flash motorists with their speed when it was excessive during the approach to the exit. Guard rails and road banking could also be used to help keep motor vehicles from exiting the roadway when speed is excessive.

Our homeowners have also expressed concerns about lighting. Currently the brightest lights in our night sky come from the port-of-entry, almost three miles distant. We hope that any improvement to the existing intersection, or change in location, will take this into consideration. We uniformly request the use of standard street lighting, and then at the absolute minimum required. We are definitely opposed to the use of high-mast type lighting under any circumstances.

After carefully studying the six alternatives listed we have reached the conclusion that, if safety really is the most important consideration then alternative #1 should be carried out

immediately as discussed above. In the event that this fails to adequately address the safety and traffic operations issues, and if data from traffic and accident studies bears this out, then we believe alternative #2 is the best for our neighborhoods. The Pros include:

- No impact associated with moving the intersection
- Reduced cost
- Little or no costs for land acquisition and/or condemnation
- Stabilizes or enhances the economic value of commercial real estate in the north-main area of Sheridan
- Minimizes disruption of traffic flow that is crucial to maintaining a vital downtown business district
- Through better design of the existing interchange we believe significant traffic operation and safety improvements can be achieved (please see below)

Options 3, 4 and 5 would significantly and adversely affect property values in the Suburban Gardens subdivision. Negative impacts due to traffic and noise would be felt throughout both subdivisions. For these reasons we are opposed to these options. We find similar objections to option 6. Moving the intersection further west away from our subdivisions may serve to relieve development pressure along Decker Road (Highway 338), but we do not believe there is sufficient political will to accomplish this.

The cons for option #2 listed in the EA document can be addressed relatively easily. The following are some suggestions on how to address them.

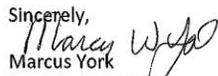
For the following suggestions please refer to Appendix B. In preparing Appendix B we have attempted to keep turn radiuses, especially close to the freeway, close to the radius on the off-ramp in the east/south bound lane, which we felt was adequate. This illustration is just that, an illustration, and we make no assertions to its accuracy or scale.

Our specific suggestions for Option #2, improving the existing interchange, are listed here:

1. Extend the merge-lane from the on ramp to I-90 east/south so that sufficient length for accelerating to highway speeds exists (indicated in blue). Guard-rails and banking of the on-ramp can also be used to improve traffic flow and safety.
2. With little/no change to right-of-way, the west/south bound interchange can be modified to provide a simple on/off interchange, similar to exit 9 (Ranchester). This option is illustrated in yellow, with green indicating a dog-leg in the end of Main Street to provide additional coasting room for exiting north-bound vehicles. The advantage of this option is that a truck can just coast thru the intersection to return to the freeway if they fail to reduce speed sufficiently. The WYDOT concern about grade for descending to ground level after crossing the railroad tracks can be addressed by gradually filling or increasing the grade of the road immediately north of the Interstate (i.e. once the green passes north of the Interstate), rather than waiting for the off-ramp itself.
3. With a slight change in right-of-way, and the addition of a bridge across the railroad, a much improved intersection can be obtained, shown in white. This configuration

provides a very long deceleration lane for the off-ramp, as well as graceful turns. We believe it provides sufficient room to permit eventual separation of off and on traffic through over or underpass arrangement.

Again, thank you for allowing us to comment. Please do not hesitate to contact us if you require additional information or wish to tour the neighborhoods.

Sincerely,  
  
Marcus York  
President, WRHA

  
Rik Adair  
Treasurer, WRHA

  
Barnaby Duncan  
Secretary, WRHA

**APPENDIX A - THE WRENCH RANCH SUBDIVISIONS**



**APPENDIX B – ILLUSTRATION OF SUGGESTED IMPROVEMENTS TO EXISTING INTERCHANGE**



**Publicmeeting Comments - Letter on North Sheridan Interchange Environmental Assessment**

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**From:** "Kathleen Schaechterle"  
**To:** , ,  
**Date:** 9/14/2009 3:55 PM  
**Subject:** Letter on North Sheridan Interchange Environmental Assessment  
**CC:** "wrha\_board" , "wrha\_members"

---

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September 14, 2009

Timothy Stark, P. E.  
Wyoming Department of Transportation  
5300 Bishop Blvd.  
Cheyenne, WY 82009-3340

Ronda Holwell  
District 4 Public Involvement Specialist  
Wyoming Department of Transportation  
10 East Brundage Lane  
Sheridan, WY 82801

*Subject: North Sheridan Interchange Environmental Assessment (EA)*

Dear Mr. Stark and Ms. Holwell:

I submit my response and comments regarding the North Sheridan Interchange Environmental Assessment.

I am a homeowner and member of the Wrench Ranch Homeowners Association ("WRHA"). My home address is 42 Wild Hollow Road, Sheridan, Wyoming. Also, I am an attorney of 22 years currently with a law practice in Sheridan, Wyoming.

As you are aware WRHA represents 21 lots/homeowners comprising 162 acres in two subdivisions. My home and all the homeowners of the WRHA shall be directly and severely impacted if the current I-90 Interchange is relocated.

I have lived at 42 Wild Hollow Road since 2003. This was prior to the relocation of the Port of Entry to its current location. Prior to that relocation the amount of commercial truck congestion at the Decker Road turnoff was great. Now that the Port of Entry has been successfully relocated to Exit 16, the

commercial truck traffic has been greatly alleviated; thereby diminishing the impact of commercial truck traffic on the I-90 Interchange.

**I. I SUPPORT OPTION 1 OR IN THE ALTERNATIVE OPTION 2.**

I support Option 1 provided by WDOT or in the alternative, Option 2. A summary of my reasons for these endorsements are set forth below:

**Issue 1: An updated traffic study and assessment is absolutely necessary.**

I understand that no traffic study of the current interchange has been performed since the Port of Entry was moved. I feel that a new study should be undertaken to assess current traffic load and the need, if any, to change the current I-90 Interchange. This study is an essential first step. Relying on an old and outdated study is not prudent.

Today the current traffic flows from Decker and the I-90 Interchange are smooth and safe. I feel an up to date and accurate traffic study is required to assess the need for improvements to the I-90 Interchange and to correctly assess current safety issues, if any.

**Issue 2: Conduct an assessment of safety issues.**

In addition I have undertaken some research into the traffic accidents or infractions that have occurred in the past at the current I-90 Interchange. I request that WDOT collect the actual traffic reports from the appropriate law enforcement agencies. It is my understanding that the majority, if not all, fatalities that have occurred at this interchange were directly related to substance abuse or unsafe driving by the participants. In addition, I understand that the remaining traffic related accidents were associated with traffic infractions, (i.e. DUI, speeding, not wearing seatbelts, exiting a vehicle at speed, etc.) and not related with any inherent safety problems at the intersection.

I request that WYDOT collect and provide the public with this information prior to or in conjunction with moving the EA to the next step.

**Issue 3: Provide a truck stop or relocate the current Exxon truck stop to the Port of Entry.**

A great investment has already been made in the relocation of the Port of Entry to its current location. I supported this investment and relocation. I now recommend that WDOT consider as a further safety precaution the assessment of relocating the Exxon truck stop or providing another truck stop at the current Port of Entry. This would further separate heavy truck traffic from normal vehicle traffic and should result in a significant improvement in traffic flow and safety. This would serve to concentrate truck traffic at an intersection optimally designed for trucks, and relieve the existing I-90 Interchange of the bulk of commercial truck traffic.

**Issue 4: Utilize Safety Enhancements.**

To further support safety of the current I-90 Interchange, I recommend that WDOT utilize in-place safety enhancements. Not only would this significantly diminish the cost to WDOT, but it may provide the most effective way to address safety concerns. I recommend flashing lighted signs be used at an appropriate place as an early warning to traffic of the curved turn in the exit.

I also recommend that a speed indicator be used which would flash motorists with their speed so that they are further alerted if they are traveling in excess of the posted speed and prior to reaching the approach to the exit so that they can slow down prior to entering the I-90 Interchange.

I further recommend that guard rails and road banking be used to help keep motor vehicles from exiting the roadway at a speed that may be excessive.

**Issue 5: Status Quo protects State budget and Sheridan County property interests.**

By utilizing and/or enhancing the current I-90 Interchange WDOT can remain on property it currently owns or has rights to and not engage in condemnation actions or incur further costs to purchase property rights. In addition, and important to me; any of the proposed relocations of the I-90 Interchange will severely impact my property values and life.

I understand that the North Main Revitalization Initiative has conducted a community poll that demonstrates that Sheridan residents as a whole prefer that the I-90 Interchange not be relocated but remain where it is. I believe that Option 1 or Option 2 will also help to stabilize or enhance the economic value of commercial real estate in the North Main Street area of Sheridan. The other options will severely impact the Sheridan business owners by diverting traffic and tourists away from downtown Sheridan.

**Issue 6: Option #2 improvements.**

Additional recommendations for Option #2, (improving the existing interchange), are listed below. For the following suggestions please refer to Appendix B (a color copy was included in the WRHA letter). In preparing Appendix B the WRHA has attempted to keep turn radiuses, especially close to the freeway, close to the radius on the off-ramp in the east/south bound lane, which we felt was adequate. This illustration is just that, an illustration, and the WRHA makes no assertions to its accuracy or scale.

1. Extend the merge-lane from the on ramp to I-90 east/south so that sufficient length for accelerating to highway speeds exists (indicated in blue). Guard-rails and banking of the on-ramp can also be used to improve traffic flow and safety.
2. With little/no change to right-of-way, the west/south bound interchange can be modified to provide a simple on/off interchange, similar to exit 9 (Ranchester). This option is illustrated in yellow, with green indicating a dog-leg in the end of Main Street to provide additional coasting room. The advantage of this option is that a truck can just coast thru the intersection to return to the freeway if they fail to reduce speed sufficiently. The WYDOT concern about grade for descending to ground level after crossing the railroad tracks can be addressed by gradually increasing the grade of the road immediately north of the Interstate (i.e. once the green passes north of the Interstate), rather than waiting for the off-ramp itself.
3. Extend the merge-lane from the on ramp to I-90 east/south so that sufficient length for accelerating to highway speeds exists (indicated in blue). Guard-rails and banking of the on-ramp can also be used to improve traffic flow and safety.
4. With little/no change to right-of-way, the west/south bound interchange can be modified to provide a simple on/off interchange, similar to exit 9 (Ranchester). This option is illustrated in yellow, with green indicating a dog-leg in the end of Main Street to provide additional coasting room. The advantage of this option is that a truck can just coast thru the intersection to return to the freeway if they fail to reduce speed sufficiently. The WYDOT concern about grade for descending to ground level after crossing the railroad tracks can be addressed by gradually increasing the grade of the road immediately north of the Interstate (i.e. once the green passes north of the Interstate), rather than waiting for the off-ramp itself.
5. With a slight change in right-of-way, and the addition of a bridge across the railroad a much

improved intersection can be obtained, shown in white. This configuration provides a very long deceleration lane for the off-ramp, as well as graceful turns. We feel it provides sufficient room to permit eventual separation of off and on traffic through over or underpass arrangement.

Again, I support Option #1 or in the alternative Option #2 for the reasons set forth above. These options (with implementation of some or all of the above recommendations) will provide a safe, economically wise and beneficial I-90 Interchange to Sheridan. I hope that WDOT will consider and incorporate my and the WRHA recommendations as set forth above.

Objections to Options 3, 4, 5 and 6:

As to Options 3, 4, 5 and 6 it is my opinion that these would significantly and adversely affect property values in the Suburban Gardens and Wild Hollow subdivisions. Negative impacts due to traffic and noise would be felt throughout both subdivisions.

As to Options 5 and 6 we believe that these options will be detrimental to economics of North Main, Sheridan businesses and all downtown Sheridan business by diverting traffic and tourists from our downtown area. In addition these options require the State and Sheridan to incur excessive infrastructure costs that are not required. It is my personal opinion that Options 5 and 6 will only serve the interests of the owner of the Wrench Ranch to the detriment of Sheridan and its residents and business owners.

Sincerely,

*Kathleen Schaechterle*

Kathleen Schaechterle

Appendix B – Illustration of suggested improvements to existing interchange



September 17, 2009

Mr. Timothy Stark, P.E.  
Wyoming Department of Transportation  
5300 Bishop Blvd.  
Cheyenne, WY 82009  
[publicmeeting.comments@dot.state.wy.us](mailto:publicmeeting.comments@dot.state.wy.us)

Dear Mr. Stark:

This letter is written regarding the North Sheridan Interchange Environmental Assessment.

For several years, WDOT has expressed the desire to replace the existing interchange. This has been relayed in public meetings and printed format. The single reason most often given for needing a new interchange is safety.

As a Sheridan county resident living near this interchange, and using it daily, I have to question that premise. Not in any of the meetings or WDOT printed materials have I seen a number attached to accidents attributed to the current interchange design. Yes, in the past six years there have been a couple of tractor-trailer trucks that have rolled onto their sides, and unfortunately, a couple of fatalities in the interchange. Somewhere there needs to be a report showing the number and type of accidents, including any impairment of the drivers and passengers, and operator error (such as excessive speed). I ask that WYDOT produce such public record information regarding this interchange.

If in fact, the interchange is so dangerous that it needs to be replaced, what has WYDOT done to mitigate the hazards and protect human life and property over the past many years? The answer to that is obvious – relatively nothing has been done! Either the problem isn't that bad, or there has been a serious oversight problem for many years.

In the next few paragraphs, I will explain the situation in greater detail.

First, on the south/east-bound curve next to K-Mart there have been vehicles leave the roadway on the left (high) side of the curve because there is no guardrail or concrete barriers to prevent them from going over the steep embankment. These accidents usually happen when road conditions are slick. A line of portable concrete barriers around that curve would keep most vehicles on the roadway, because they have just come off North Main Street and excessive speed is not usually a factor.

Likewise, the on-ramp for the south/east bound traffic is relatively short in relation to the up-hill grade. First, why haven't warning signs been placed immediately north/west to alert the oncoming traffic to "slow vehicles entering"? Or better yet, for the many years this has been the situation, why hasn't that on-ramp been lengthened? This problem is of course more pronounced with the larger vehicles that cannot get up to speed as quickly as most passenger cars. However, with the Port of Entry no longer at this interchange, the amount of large truck traffic has been significantly reduced. Should a truck stop/filling station be located at an additional interchange north of North Main, the truck traffic would drop to only a few local operators.

The north/west bound exit is perhaps the most potentially dangerous because traffic has to slow down from 75mph to 20 mph immediately upon entering the exit loop. Again, the question has to be asked, why hasn't WYDOT done even the simplest, low cost, corrections/improvements to help mitigate this hazard? To your credit, a branch was trimmed out of a large tree this spring that has been blocking the view of the 20 MPH sign for the past 2-3 years. WYDOT has not installed any significant warning signs informing drivers as to the immediate 20 MPH off-ramp speed. A preliminary warning sign like "sharp exit curve ahead" would definitely be in order. A little closer to the off-ramp, flashing lights and another sign would be very helpful because most drivers do not expect such a sharp curve at 20 MPH. Again, this is a relatively easy and inexpensive improvement. Electrical power is already in this area to light other Interstate signs.

The current 20 MPH signs are relatively ineffective because they are not openly visible much of the time as a vehicle approaches the off-ramp. There are highway signs, posts, or trees that still block open viewing of the current 20 MPH signs. Let me describe in detail, what a driver sees as they approach the north/west bound off-ramp.

1. At one mile before the off-ramp, there is the usual "Exit (20) one mile sign". There is no reference to a 20 mph ramp speed or sharp curve. Likewise, the average motorist would be expecting a usual straight 40 mph off-ramp, common to other exits.
2. At approximately 0.8 mile from the off-ramp, the large overhead Interstate sign comes into view, but no recognizable reference to a sharp/slow exit ramp.
3. At approximately 0.3 mile from the off-ramp there is a sign indicating gas available at Exit 20, but the sharp curve and 20 mph signs are hidden by this sign and the trees that have grown up close to the off ramp/highway.
4. At approximately 0.2 mile from the off-ramp a blue highway department sign indicating the "adopt a highway" organization blocks the view of the 20 mph speed signs and sharp curve signs.
5. At approximately 0.1 mile from the off-ramp, the first 20 mph sign becomes fully visible.
6. At approximately 0.1 after the beginning of the off-ramp, view of the second 20 mph sign is obstructed by trees.

To the driver that is unfamiliar with this off-ramp, and its sharp curve/slow speed, this exit poses real hazards. However, it is a condition that could be greatly improved with basic low-cost improvements such as a warning sign at the 1.0 mile approach, plus the addition of flashing orange lights, removal of the volunteer trees that have obstructed the views, and the placement of view obstructing informational signs further away from the edge of the highway.

The north/west bound on-ramp, and the south/east bound off-ramp do not contain any serious speed or curve problems. However, additional "merging traffic" warning signs on the south/east off-ramp and at the merging point with the north/west ramp traffic would be beneficial.

Because the existing interchange is very serviceable, and can be made much safer with relatively minor improvements, I favor Alternative 1 with the aforementioned changes. If WYDOT determines these improvements are not satisfactory to obtain a safe and functional interchange, I then formally request a public explanation as to why. If necessary, Alternative 2, with the above suggestions would be the second preferred option.

Options 3, 4, and 5 have many negative features, including more difficult access to the existing north Main business corridor and Main Street, environmental issues, private land use issues, negative property value issues with existing property, incompatibility with existing residential development and view sheds, and high construction costs.

I am not opposed to a new, additional, interchange on the north side of Sheridan. As the City grows and development advances in that direction, it is logical that an additional interchange will be needed in the future. However, that is not a reason to abandon the existing interchange that is perfectly capable of serving the existing north main area, and some additional new growth. Therefore, an additional interchange should perhaps be located about halfway between the existing interchange and the new Port of Entry, but not at the expense of the existing Exit 20.

I encourage WYDOT to both listen to public opinion, and seriously consider the costs associated with the proposed alternatives. Surely, there are safety needs within the State highway system that should have a much higher priority for the limited available construction dollars than Exit 20?

Thank you for the opportunity to provide this input on this matter. I look forward to your responses.

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cc: Rhonda Holwell  
WYDOT -- Public Involvement Specialist  
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Marcus York  
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Sheridan, Wyoming 82801  
307-752-3296

September 15, 2009

Timothy Stark, PE  
Wyoming Department of Transportation  
5300 Bishop Blvd,  
Cheyenne, WY 82009-3340

RE: North Main Interchange, Sheridan, Wyoming

Dear Mr. Stark,

I am writing this letter in response to the proposed changes to the North Main Interchange in Sheridan.

I live at 69 Decker Road, which is part of the Wrench Ranch Homeowners Association (WRHA). Our subdivision is located north of Interstate 90. My home is located adjacent to the KOA Campground.

Since reviewing the various relocation proposals, I have determined that alternatives 3, 4, or 5 would significantly impact my quality of life as well as degrade my property values. I have lived at my home for over 4 years and, frankly, had I known there was a possibility of an interchange in front of my home, I would have purchased property elsewhere. In fact, since WYDOT has initiated this process I've learned that I would have difficulty in marketing my property when the potential exists for an interchange in front of or in close proximity to my home.

I serve on the WRHA board and we have met with several interested groups to study the proposed changes and I offer some alternatives for your consideration.

Alternative 1: The no build option has merit when one considers that the primary motivation for moving the interchange was safety issues involving truck traffic. Since the Port of Entry was moved, truck traffic and associated safety issues have been significantly minimized. It's my understanding that no traffic studies have been done since the port moved so any issues that might have been of concern may be irrelevant at this time. Although there have been accidents at the interchange it is my understanding that they have all involved speed, DUI and drug issues and so forth. I recommend, as the process continues that the specifics of these incidents be discussed in a public forum to assist in determining whether the interchange is the problem or unfortunate behavior.

In addition, I recommend that modern safety mechanisms be installed. For example, large flashing lights alerting drivers to an upcoming tight curve as they exit coming from the southeast onto main street would be very helpful. A electric programmable sign such as used on Interstate 80 would also improve safety. In fact an article recently in The Casper Star Tribune elaborated how this has been very useful on I80.

Alternative 2: If it's determined that the no build is not viable, reconstruction is the next, and I believe only practical option. WYDOT already owns that land and any land acquisition and associated costs would be averted. Additionally there would be no new impact to property owners such as myself because the interchange is already there. Included with this letter is a map showing some suggestions on how to improve exit and entry ramps on the present interchange that would be much less costly, improve safety, and minimize impacts. Even if our suggestions are not entirely acceptable, they at least provide a good starting point for improvements to the existing interchange.

We have met with representatives of the North Main Revitalization Committee and have learned that the general public is in favor on leaving the interchange at it's present location. In fact, the NMRC recognizes

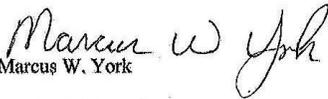
that any movement of the Interchange further away from north main severely impacts the very efforts that the City of Sheridan has conducted to revitalize north main.

In conclusion, I submit that all of the goals of WYDOT can be realized by either enhanced safety devices on the present interchange, some modifications to the present interchange, or a combination thereof. Either option would save WYDOT, and the taxpayer, millions of dollars and minimize impacts for everyone.

If, however, your decision is to choose Alternative 3, 4, 5, or six, I would request a formal meeting with WYDOT and myself to discuss impacts to my property values and potential remedies.

Thank you for your consideration regarding this matter.

Respectfully submitted,

  
Marcus W. York

Cc: Ronda Holwell





## THE CLARK GROUP, LLC

September 29, 2009

Timothy Stark, P.E.  
Wyoming Department of Transportation  
5300 Bishop Blvd.  
Cheyenne, WY 82009-3340

**RE: Comments on the North Sheridan Interchange Assessment**

Dear Mr. Stark,

I write today to submit scoping comments for the North Sheridan Interchange Assessment. My firm, The Clark Group represents the North Main Neighborhood Association (NMNA) – a non-profit organization representing businesses and residents in the North Main area of Sheridan. In our work with NMNA, The Clark Group has been closely involved with development of the recently adopted North Main Master Plan.

**Professional Background**

I write these comments as a professional with over 30 years of experience working with the National Environmental Policy Act (NEPA). I have served as the Associate Director of the White House Council on Environmental Quality (CEQ), the White House office responsible for oversight of NEPA within the federal government. While at CEQ, I coordinated development of the NEPA Cumulative Effects Handbook and oversaw development of numerous NEPA regulations as well as programmatic environmental assessments and significant environmental impact statements.

Following my tenure at CEQ, I was appointed as Principal Deputy Assistant Secretary of the Army for Installations and Environment responsible for NEPA implementation for over 2,000 Army installations, 14 million acres of land, a \$10.5 billion construction and base operations budget and a \$1.4 billion environmental program budget.

For over twenty years, I have taught NEPA courses to mid- and senior-level federal practitioners at Duke University's Environmental Leadership Program – the only NEPA certificate program in the country sponsored by the White House Council on Environmental Quality.

Since founding The Clark Group in 2001, I have continued to play an active role in development of NEPA policy and NEPA documents nationwide. The Clark Group was retained by the White House Council on Environmental Quality to convene national roundtables with leading experts in the U.S. to make recommendations on the modernization of NEPA. Subsequently, our firm was retained by CEQ to develop the *Citizens Guide to NEPA*. During the past eight years, our firm has been retained

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by numerous cities, tribes, and law firms to review and comment on the legal adequacy of NEPA documents.

On behalf of the Department of Homeland Security, The Clark Group coordinated development of the Programmatic Environmental Assessment for the Western Hemisphere Travel Initiative. For the US VISIT program, we helped assess environmental baseline conditions at all 165 border stations on the Canada and Mexico borders. In addition, we have coordinated development of the Department of Homeland Security's NEPA regulations, and are currently assisting the Federal Emergency Management Agency and the Department of Veterans Affairs with modernization of their NEPA regulations.

In preparing the following comments, I have reviewed public materials prepared by the Wyoming Department of Transportation relating to this project, Federal Highway Administration policies and regulations, and relevant local planning documents including the North Main Master Plan recently adopted by the City of Sheridan.

### **Project Background**

The Wyoming Department of Transportation (WYDOT) has initiated an Environmental Assessment (EA) for improvements to the Main Street/Interstate 90 (I-90) Interchange in Sheridan also known as the North Main Interchange. WYDOT has indicated that this project may include reconstructing or relocating the North Main Interchange, improving mainline I-90 and improving Main Street. A scoping document for this project prepared by WYDOT states that "[t]he purpose of the project is to improve traffic operations and safety of the interchange and along the corresponding segments of I-90 and Main Street."

The North Main Interchange is located on the north end of North Main Street in Sheridan, Wyoming and provides interstate access to the North Main business district including K-Mart, McDonalds, and numerous hotels, gas stations and restaurants as well as residential neighborhoods, retail establishments and other businesses.

In 2009, the City of Sheridan adopted the North Main Master Plan after an extensive public outreach process. The North Main Master Plan states that the purpose of the plan is "to provide an overall coordinated concept for the North Main area, within which private and public investment decisions can be made over time."

The North Main Master Plan includes a Transportation Framework and a Land Use Framework that designate the current North Main Street area as a "North Main Enhancement Corridor" that the community intends to maintain and enhance as a significant "commercial node." To accomplish this vision the North Main Master Plan outlines a wide range of activities and planning objectives. Especially relevant to the North Main Interchange discussion, the North Main Master Plan states:

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In the course of preparing this Master Plan, North Main business owners expressed concerns that moving the interchange could have negative impacts on existing businesses or hinder our chances to bring new business to North Main. The NMNA believes that if the interchange must be moved, it should be kept as close to North Main as possible.

Since WYDOT had not yet begun its assessment of possible reconfigurations of the North Main Interchange, it was not known whether WYDOT would seek to move the North Main Interchange away from its current location. In accordance with the community desire that the Interchange should be kept as close to North Main as possible, the North Main Master Plan offers a possible reconfiguration of the Interchange on Decker Road should it not be possible to reconfigure the Interchange in its current location. The North Main Master Plan indicates that the goal of this concept reconfiguration was to keep the interchange as close to North Main as possible -- "no further than Decker Road" -- and to continue to provide continuity and easy access to the North Main area of Sheridan.

### **The Purpose and Need Statement Should Include Local Planning Objectives**

The purpose and need statement developed in a NEPA process is one of the most critical steps in any NEPA analysis. The purpose and need statement bounds the overall analysis conducted by the agency and determines the range of reasonable alternatives that the agency must analyze for a project.<sup>1</sup> As noted by the Federal Highway Administration (FHWA), "every effort should be made to develop a concise purpose and need statement that focuses on the primary transportation challenges to be addressed."<sup>2</sup>

SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), the 2005 statute that streamlined the FHWA NEPA process, states that: "The statement of purpose and need shall include a clear statement of the objectives that the proposed action is intended to achieve, which may include . . . supporting land use, economic development, or growth objectives established in applicable Federal, State, local, or tribal plans."<sup>3</sup>

<sup>1</sup> See AASHTO Practitioners' Handbook at 3 ("Specifically, the purpose and need limits the range of alternatives because an agency can dismiss, without detailed study, any alternative that fails to meet the project's purpose and need."); FHWA NEPA website available at <http://www.environment.fhwa.dot.gov/projdev/tdmelements.asp>. FHWA regulations further require planning decisions to be made in the best overall public interest by balancing transportation needs with economic, social, and environmental factors. See, e.g., 23 CFR § 771.105.

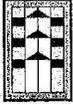
<sup>2</sup> FHWA Memorandum (Jul. 23, 2003), available at <http://www.environment.fhwa.dot.gov/guidebook/Gjoint.asp>

<sup>3</sup> Section 6002(3)(A)-(B) of SAFETEA-LU, codified at 23 U.S.C. § 139(f)(3)(B) (2005).

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As noted in the Practitioners' Handbook produced by the American Association of State Highway and Transportation Officials (AASHTO), the FHWA regulations envision using the local transportation planning process as a "primary source" of a purpose and need statement.<sup>4</sup>

Federal courts have similarly recognized that purpose and need statements must be grounded in local and regional planning objectives. In *Jones v. Peters*, the court stated: "If 'purpose and need' were to be defined for NEPA purposes in total isolation from the existing regional and local transportation plans, the federal environmental assessment process would soon supplant the regional and local planning process envisioned by Congress, and the evaluation of alternatives would soon become transportation planning *de novo* on the part of the FHWA." See *Jones v. Peters*, 2007 U.S. Dist. LEXIS 70332 at \*65-66 (D. Utah Sept. 21, 2007).

To meet the intent of SAFETEA-LU, WYDOT should define the purpose and need of this project in a manner that ensures consistency with local planning objectives including the North Main Master Plan. The scoping document prepared by WYDOT states that "[t]he purpose of the project is to improve traffic operations and safety of the interchange and along the corresponding segments of I-90 and Main Street." It is commendable that this statement acknowledges that one purpose of the project is to "improve traffic operations" on Main Street. Presumably an alternative that moved the Interchange wholly off of North Main would not "improve traffic operations" in any reasonable sense considering community objectives. Still, this statement does not clearly embrace the planning and transportation objectives included in the North Main Master Plan adopted by the City of Sheridan earlier this year.

The City of Sheridan, in a June letter to WYDOT echoed this request by asking that the North Main Master Plan be used to drive the North Main Interchange assessment process: "If we are to be successful [in revitalizing North Main], WYDOT and the City of Sheridan must continue to work cooperatively to ensure that the interchange reconstruction . . . reflect[s] the desires of the people of Sheridan as expressed in the North Main Revitalization Strategy and the North Main Master Plan."<sup>5</sup> Similarly, in an August statement submitted to the WYDOT scoping meeting, the Mayor of Sheridan reiterated: "I feel quite strongly that in addition to safety, a primary objective of the project should be to increase and enhance access to existing North Main businesses."<sup>6</sup>

To be consistent with the North Main Master Plan, the North Main Interchange analysis should not include any alternatives that would interfere with the economic revitalization of North Main and the

<sup>4</sup> See Center for Environmental Excellence of AASHTO, Practitioners' Handbook - Defining the Purpose and Need and Determining the Range of Alternatives for Transportation Projects (Aug 2007), available at <http://environment.transportation.org/pdf/programs/PG07.pdf> (citing 23 C.F.R. Part 450, "Appendix A, Linking Transportation Planning and NEPA Processes").

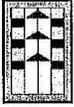
<sup>5</sup> Letter from N. Bateson to T. Stark (June 23, 2009).

<sup>6</sup> Statement of D. Kinskey submitted to WYDOT (August 12, 2009).

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## THE CLARK GROUP, LLC

goal of expanding North Main's role as a significant "commercial node." Alternatives should provide "continuity and easy access" to North Main Street and should keep the Interchange "as close to North Main as possible" and "no further than Decker Road" as specified by the North Main Master Plan.

### **Appropriate Range of Alternatives**

The initial alternatives generated for the WYDOT scoping process should be reformulated to increase the range of alternatives that meet local planning objectives and to eliminate alternatives that would fail to meet local planning objectives. CEQ guidance provides that an analysis must contain a "reasonable range" of alternatives that meet the purpose and need statement.<sup>7</sup>

In the present case, WYDOT has developed six alternatives for consideration. Three of these alternatives (Alternatives 4, 5 and 6) would appear to be inconsistent with the planning objectives contained in the North Main Master Plan. These alternatives would move the interchange significantly north of North Main Street and would presumably result in a significant and negative economic impact to existing North Main businesses. These alternatives do not appear to provide the "continuity" or "easy access" to North Main as required by the North Main Master Plan and thus should be eliminated from further consideration.

And while the current analysis includes alternatives that do not meet local planning objectives, the analysis also fails to consider alternatives that *may* meet local planning objectives as well as overall safety objectives. To include a "reasonable range" of alternatives, the WYDOT analysis should consider at a minimum whether safety improvements to the existing interchange could meet safety objectives at a lower cost and lower economic impact to North Main businesses than other alternatives. This alternative would be different from the "no action" alternative in that it could entail safety improvements such as improved signage, warning lights, retaining walls, increased ramp widths, and improved landscape contouring to improve the safety of the existing interchange.

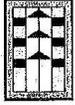
In addition to this alternative examining safety enhancements, it would be advisable for WYDOT to explore additional alternatives examining possible reconfiguration of the interchange generally in the current location including, potentially, alternatives that would provide on-ramps and off-ramps at separate locations along the I-90 interchange. Currently, WYDOT examines only one potential reconfiguration in the current location of the I-90 interchange. Given the importance that local planning objectives place on maintaining the interchange in its current location, it would make sense for WYDOT to examine multiple configurations that meet this objective.

<sup>7</sup> CEQ, "Forty Most Asked Questions Concerning CEQ's National Environmental Policy Act Regulations" (Mar. 16, 1981), Question 1b.

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THE CLARK GROUP, LLC

I appreciate the opportunity to comment on the WYDOT scoping process. If you have any questions concerning these comments, please do not hesitate to contact me at 202-544-8200.

Sincerely,

*Ray Clark*

Ray Clark, Senior Partner  
The Clark Group, LLC

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# North Main Neighborhood Association

P.O. Box 256, Sheridan, WY 82801

September 29, 2009

Timothy Stark, P.E.  
Wyoming Department of Transportation  
5300 Bishop Blvd.  
Cheyenne, WY 82009-3340

Dear Mr. Stark,

The North Main Neighborhood Association appreciates the opportunity to review the North Main Interchange scoping documents. We submit the following comments for your consideration.

## **Background:**

The North Main Neighborhood Association (NMNA) is a non-profit organization made up of residents, business owners and property owners from the North Main area of Sheridan. NMNA was created by area residents during the North Main Revitalization Initiative – a multi-pronged effort launched by the City of Sheridan in May of 2008.

The North Main Revitalization Initiative (NMRI) was a community-based effort to spur revitalization of the entire North Main area of Sheridan including North Main Street and the adjacent neighborhoods. During the summer of 2008, over 200 North Main residents and business owners participated in community gatherings to talk about the strengths and weaknesses of the North Main area and to begin to articulate a vision for revitalization. In August, participants came together for the North Main Summit, where they reviewed over 600 ideas and comments that had been generated through the NMRI process. Detailed results of this community visioning process were documented in a report entitled "North Main Revitalization Initiative: A Strategy for the Revitalization of the North Main Area of Sheridan."

The community identified four priorities in the North Main Revitalization Initiative report, considered to be the cornerstones on which a larger revitalization effort must be based. They are:

- Shape the WYDOT North Main Reconstruction Project*
- Create a Master Plan*
- Create a North Main Association*
- Develop Tools to Encourage Harmonization of Uses*

As one of its four priorities identified in its Revitalization Strategy, North Main business owners and residents formed the North Main Neighborhood Association (NMNA) to ensure the communication and implementation of the vision and goals expressed during

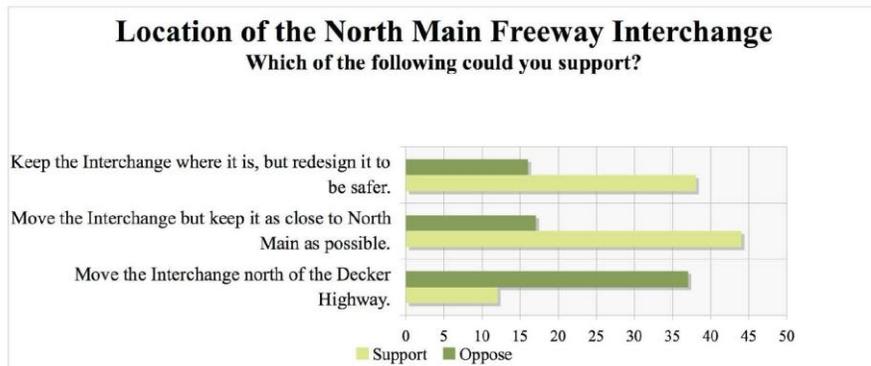
the Initiative. Our organization was incorporated in March 2009, and our Board of Directors is made up of volunteers who participated throughout the NMRI process and who live, work, and own businesses in the North Main area.

**North Main Master Plan**

In the fall of 2008, Sheridan community members and city staff, assisted by a team of consultants, began work on a North Main Master Plan. Initial concepts for this plan were developed in a series of workshops held in December 2008 and April 2009, with active participation by area residents, business owners, and other stakeholders.

The North Main Neighborhood Association worked with the City of Sheridan to develop and distribute a draft Master Plan questionnaire, which was e-mailed to over 800 Sheridan residents, posted online and set-up at 4 questionnaire kiosks around Sheridan. We also reached out to North Main business owners through a series of WYDOT Meetings as well as a “Business After Hours” event. Through these successful public outreach events, the vision of North Main property owners, residents, and business owners was incorporated into the draft Master Plan.

The Master Plan questionnaire asked the public specifically to weigh in on three options relating to the location of the North Main interchange. The questionnaire informed the public that WYDOT was evaluating whether to move the interchange to improve safety and asked the public to indicate which of the three options they would support or oppose. The following chart shows the results of that survey. As noted, the public by overwhelming margins, expressed support for either keeping the interchange in its current location or keeping it as close to North Main as possible.



In July of 2009, the Sheridan City Council formally adopted the North Main Master Plan as a planning document. The North Main Master Plan includes the creation of an enhanced economic node on North Main, transportation planning to support the overall development framework, and consideration of issues relating to the North Main interchange. One of the North Main Master Plan’s primary objectives with the

interchange reconstruction is to ensure that the relocation does not have a detrimental effect on existing North Main businesses both during and following reconstruction. As noted in the final North Main Master Plan:

In the course of preparing this Master Plan, North Main business owners expressed concerns that moving the interchange could have negative impacts on existing businesses or hinder our chances to bring new business to North Main. The NMNA believes that if the interchange must be moved, it should be kept as close to North Main as possible.

While NMNA believes that the interchange should be kept as close to North Main as possible, NMNA also understands that constraints in the current location could make reconfiguration in the current location difficult. Accordingly, the North Main Master Plan examined a possible reconfiguration aligned with Decker Road. This concept was explored in an attempt to keep the interchange “as close to North Main as possible,” “no further than Decker Road,” and with “continuity” and “easy access” to North Main Street.

The North Main Neighborhood Association feels very strongly that WYDOT should respect this local planning effort and should only evaluate alternatives that align with the clear wishes of the community. WYDOT should not undertake any actions that will harm existing North Main businesses or that will interfere with the community’s efforts to revitalize the North Main area of Sheridan. The North Main Neighborhood Association feels it is critical that WYDOT evaluate *all* possible reconfigurations of the interchange in its current location including safety improvements to the current interchange. The North Main Neighborhood Association also believes that any environmental analysis should include a detailed socio-economic analysis of potential effects on existing North Main and downtown businesses and on North Main revitalization efforts.

On behalf of North Main businesses and residents, we ask that you not take any action that would harm the North Main community.

Sincerely,

*Robin DeBolt*

Robin DeBolt, Chair  
North Main Neighborhood Association