APPENDIX A

Improvement Plans

35% Improvement Plans

ENGINEERING
PLANNING
SURVEYING
PC

GRADING, ROADWAY & UTILITY PLANS FOR

HIGH PLAINS ROAD
35% IMPROVEMENT PLANS

PLAN SET #_____
PRE-BID DATE:_____
BID OPENING:_____

OWNER

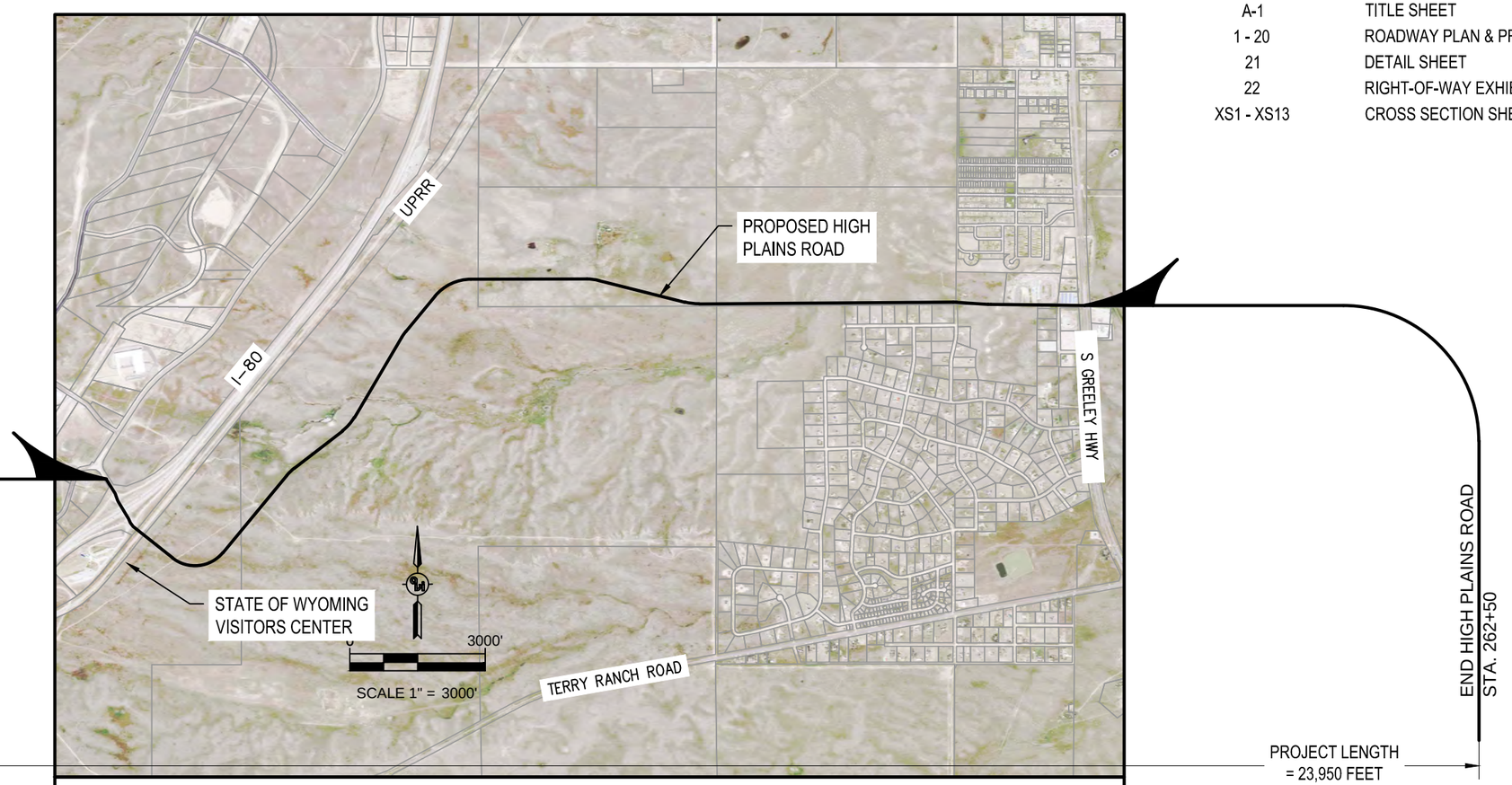
CHEYENNE METROPOLITAN PLANNING
ORGANIZATION
2101 O'NEIL AVE
CHEYENNE, WY 82001

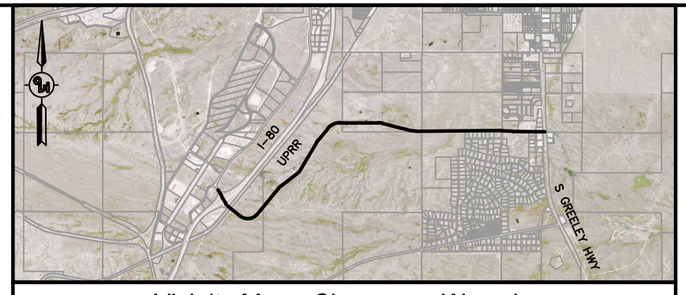
ENGINEER:

AVI PC
1103 OLD TOWN LANE,
SUITE 101
CHEYENNE, WYOMING 82001
307.637.6017
FAX 307.632.9326
WWW.AVIPC.COM

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
A-1	TITLE SHEET
1 - 20	ROADWAY PLAN & PROFILES
21	DETAIL SHEET
22	RIGHT-OF-WAY EXHIBIT
XS1 - XS13	CROSS SECTION SHEETS





Vicinity Map - Cheyenne, Wyoming

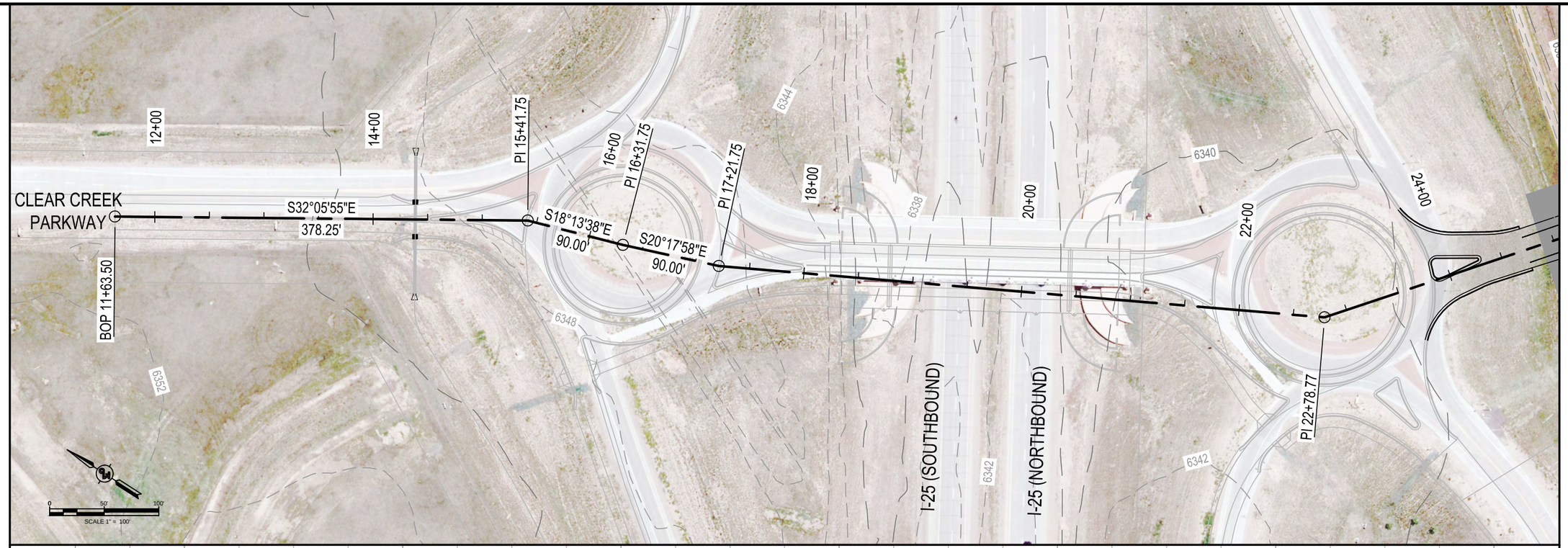
ENGINEER'S CERTIFICATE

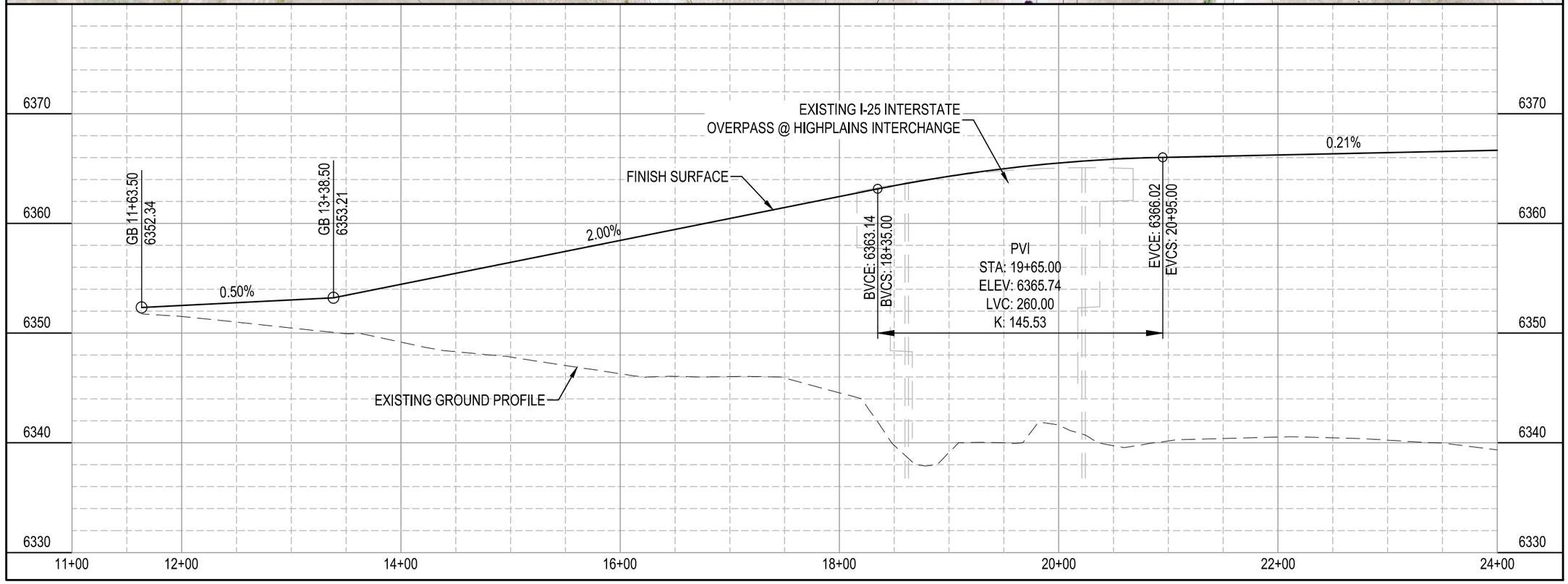
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF WYOMING.

811 Know what's **below.** **Call** before you dig.

PROJECT SURVEY DATUM
HORIZONTAL DATUM: _____
VERTICAL DATUM: _____

. HIGH PLAINS ROAD CORRIDOOR STUDY .





NO.	REVISION	DATE

PREPARED FOR:
CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT:
HIGH PLAINS ROAD CORRIDOR STUDY

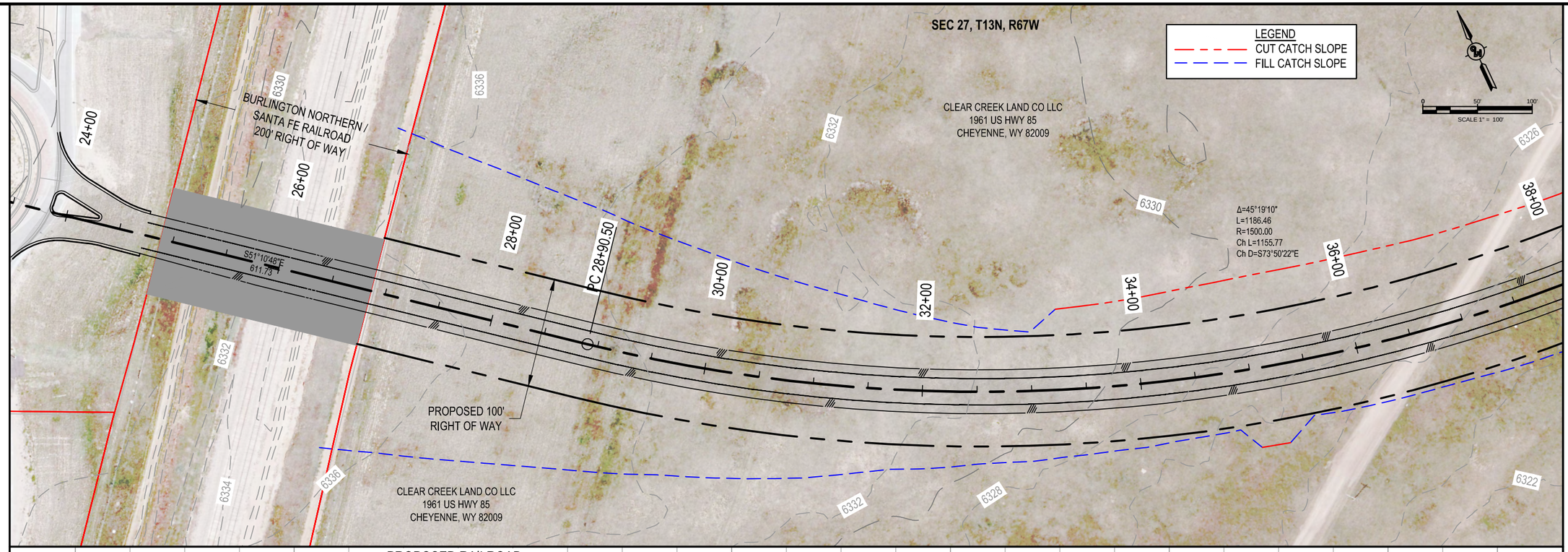
DRAWING TITLE:
HIGH PLAINS ROAD
PLAN AND PROFILE

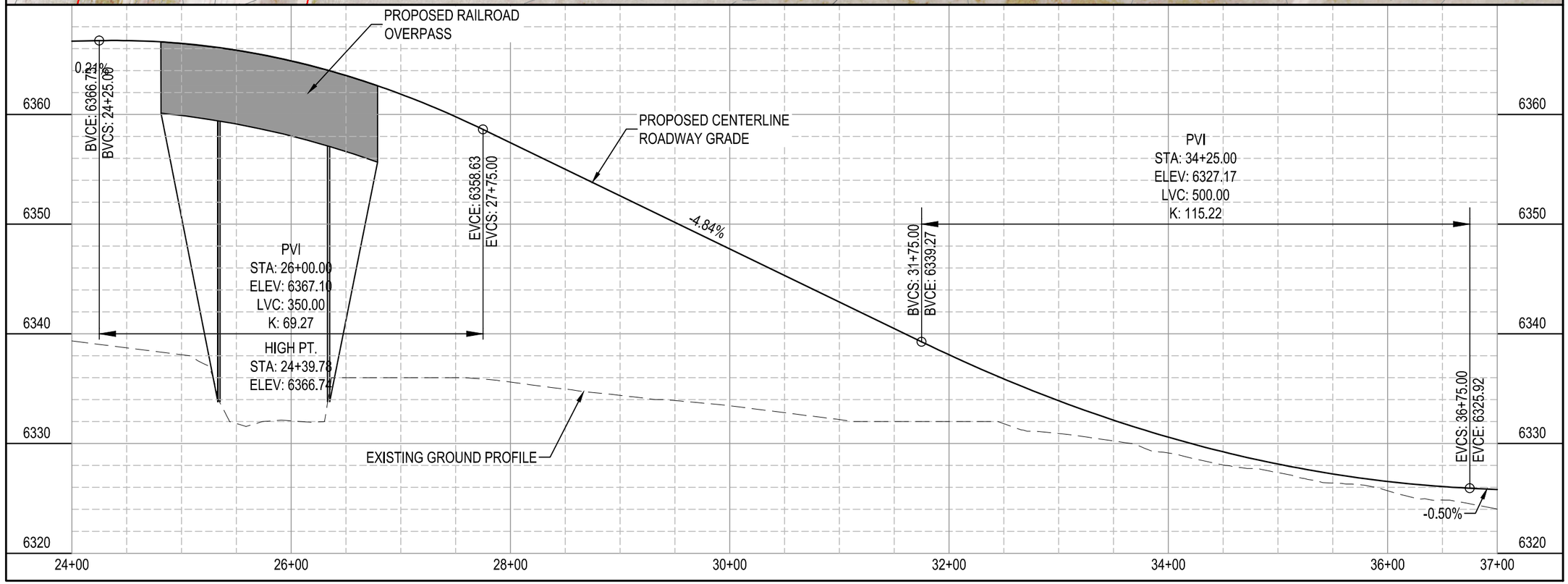
ENGINEERING
PLANNING
SURVEYING
PC
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

DATE: 8/30/16
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DESIGNED BY:
CHECKED BY:
JOB NO.: 2-3706

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DATE
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NO.

PREPARED FOR:
CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT:
HIGH PLAINS ROAD CORRIDOR STUDY

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HIGH PLAINS ROAD
PLAN AND PROFILE

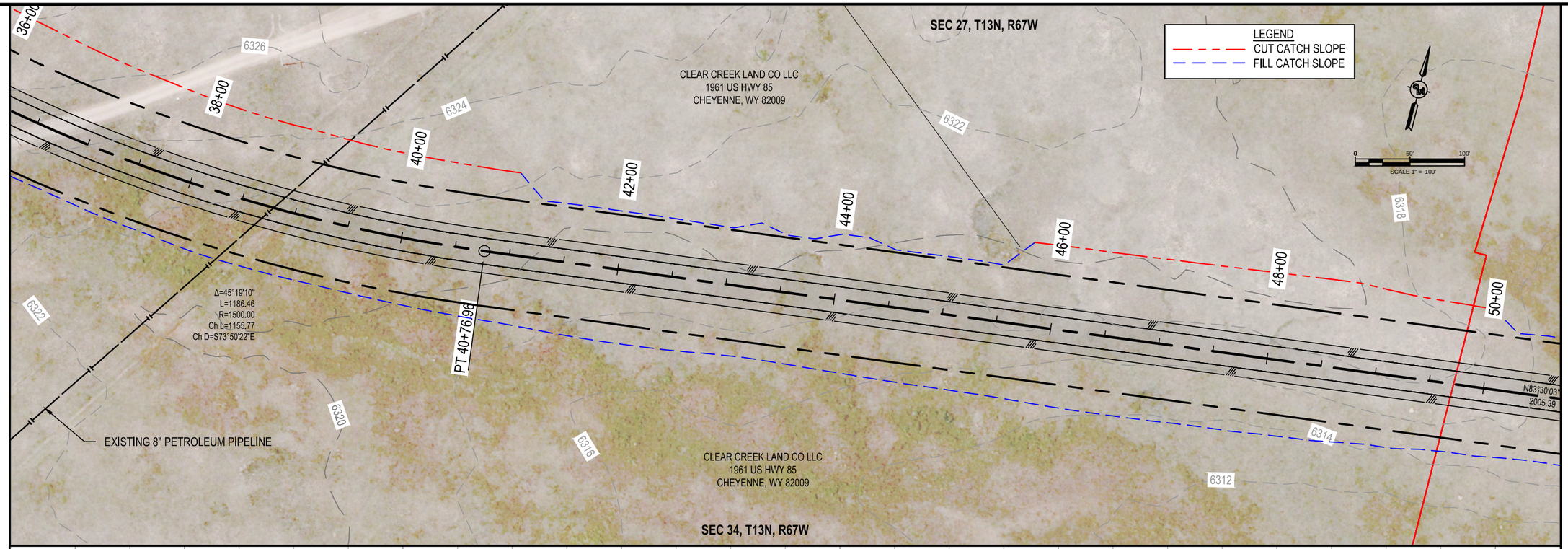
ENGINEERING
PLANNING
SURVEYING
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

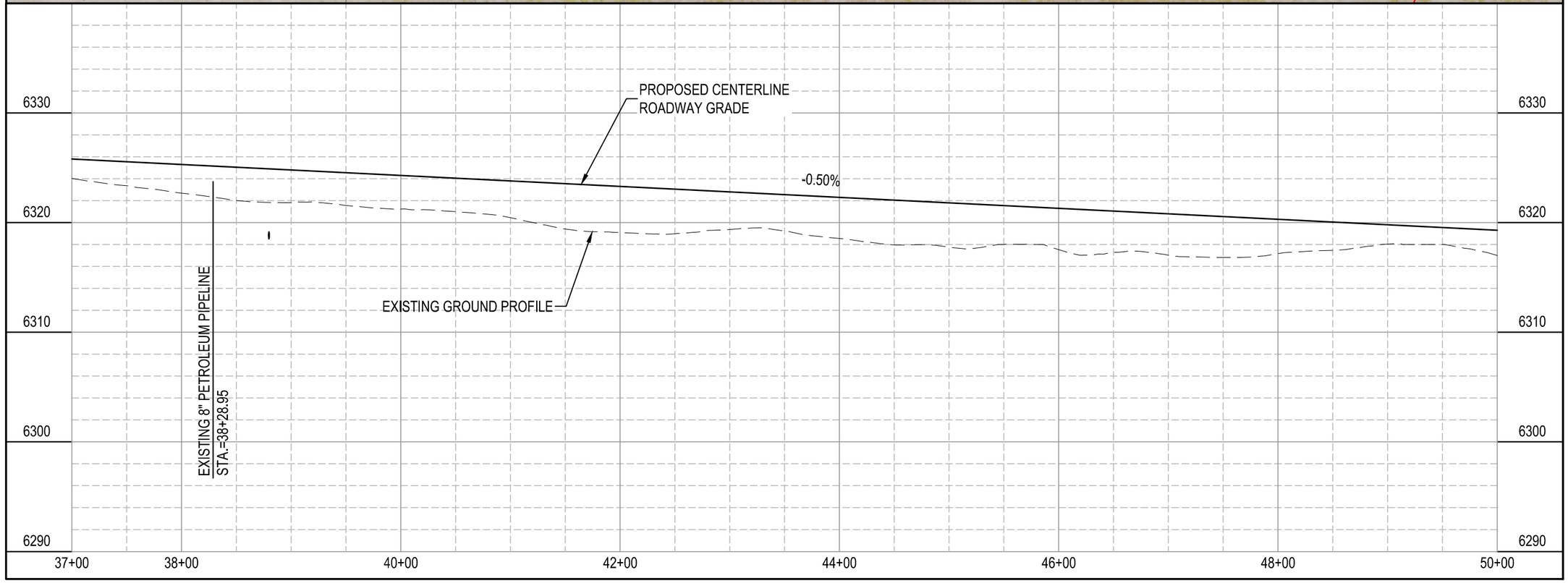
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CHEYENNE, WY. 82001

PROJECT:
HIGH PLAINS ROAD CORRIDOR STUDY

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HIGH PLAINS ROAD
PLAN AND PROFILE

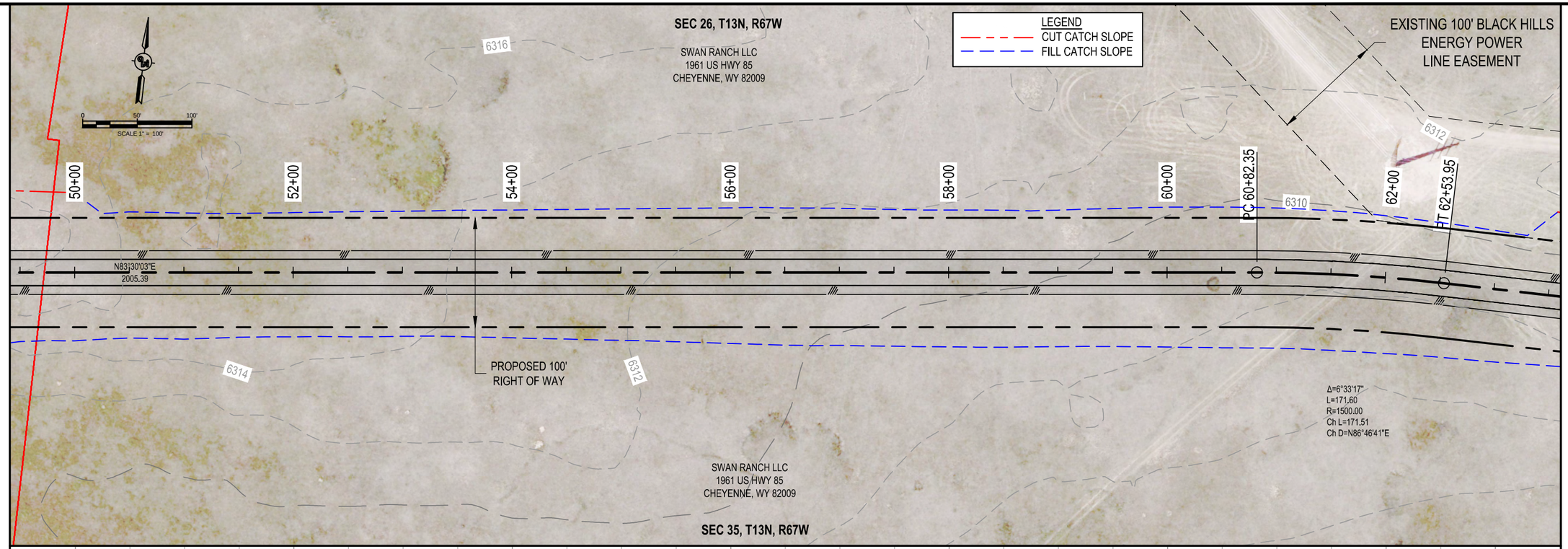
ENGINEERING
PLANNING
SURVEYING
INC
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

DATE: 8/30/16
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CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT: HIGH PLAINS ROAD CORRIDOR STUDY

DRAWING TITLE: HIGH PLAINS ROAD PLAN AND PROFILE

ENGINEERING PLANNING SURVEYING PC
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

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4 DRAWING NO. 29 OF

SEC 26, T13N, R67W

SWAN RANCH LLC
1961 US HWY 85
CHEYENNE, WY 82009

EXISTING 100' BLACK HILLS ENERGY
POWER LINE EASEMENT

LEGEND
CUT CATCH SLOPE
FILL CATCH SLOPE

6310
6308
6306
6304

64+00
66+00
68+00
70+00
72+00
74+00
PI 75+79.10
76+00

S89°56'41"E
1325.15

PROPOSED 100'
RIGHT OF WAY

SWAN RANCH LLC
1961 US HWY 85
CHEYENNE, WY 82009

SEC 35, T13N, R67W

0 50' 100'
SCALE 1" = 100'

6330
6320
6310
6300
6290

PROPOSED CENTERLINE
ROADWAY GRADE

-0.50%

EXISTING GROUND PROFILE

63+00 64+00 66+00 68+00 70+00 72+00 74+00 76+00

NO. | REVISION | DATE

PREPARED FOR:
CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT:
HIGH PLAINS ROAD CORRIDOR STUDY

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PC
307.637.6017
1103 OLD TOWN LANE, SUITE 101
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SEC 26, T13N, R67W

SWAN RANCH LLC
1961 US HWY 85
CHEYENNE, WY 82009

EXISTING 100' BLACK HILLS ENERGY
POWER LINE EASEMENT

PROPOSED 100'
RIGHT OF WAY

LEGEND
CUT CATCH SLOPE
FILL CATCH SLOPE

PI 75+79.10

SWAN RANCH LLC
1961 US HWY 85
CHEYENNE, WY 82009

SEC 35, T13N, R67W

SCALE 1" = 100'

PROPOSED CENTERLINE
ROADWAY GRADE

-0.50%

EXISTING GROUND PROFILE

6310 6300 6290 6280 6270

76+00 78+00 80+00 82+00 84+00 86+00 88+00 89+00

NO.	REVISION	DATE

PREPARED FOR:
CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT:
HIGH PLAINS ROAD CORRIDOR STUDY

DRAWING TITLE:
HIGH PLAINS ROAD
PLAN AND PROFILE

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PC
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

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SEC 26, T13N, R67W

SWAN RANCH LLC
1961 US HWY 85
CHEYENNE, WY 82009

LEGEND
CUT CATCH SLOPE
FILL CATCH SLOPE

Δ=53°40'51"
L=1405.36
R=1500.00
Ch L=1354.52
Ch D=N61°55'44"E

EXISTING 100' BLACK HILLS ENERGY
POWER LINE EASEMENT

PROPOSED 100'
RIGHT OF WAY

SWAN RANCH LLC
1961 US HWY 85
CHEYENNE, WY 82009

SEC 35, T13N, R67W

SCALE 1" = 100'

PROPOSED CENTERLINE
ROADWAY GRADE

EXISTING GROUND PROFILE

-0.50%

-4.90%

BVCE: 6298.17
BVCS: 92+25.00

EVCE: 6283.32
EVCS: 97+75.00

PVI
STA: 95+00.00
ELEV: 6296.80
LVC: 550.00
K: 125.00

DATE	REVISION	NO.

PREPARED FOR:
CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT:
HIGH PLAINS ROAD CORRIDOR STUDY

DRAWING TITLE:
HIGH PLAINS ROAD
PLAN AND PROFILE

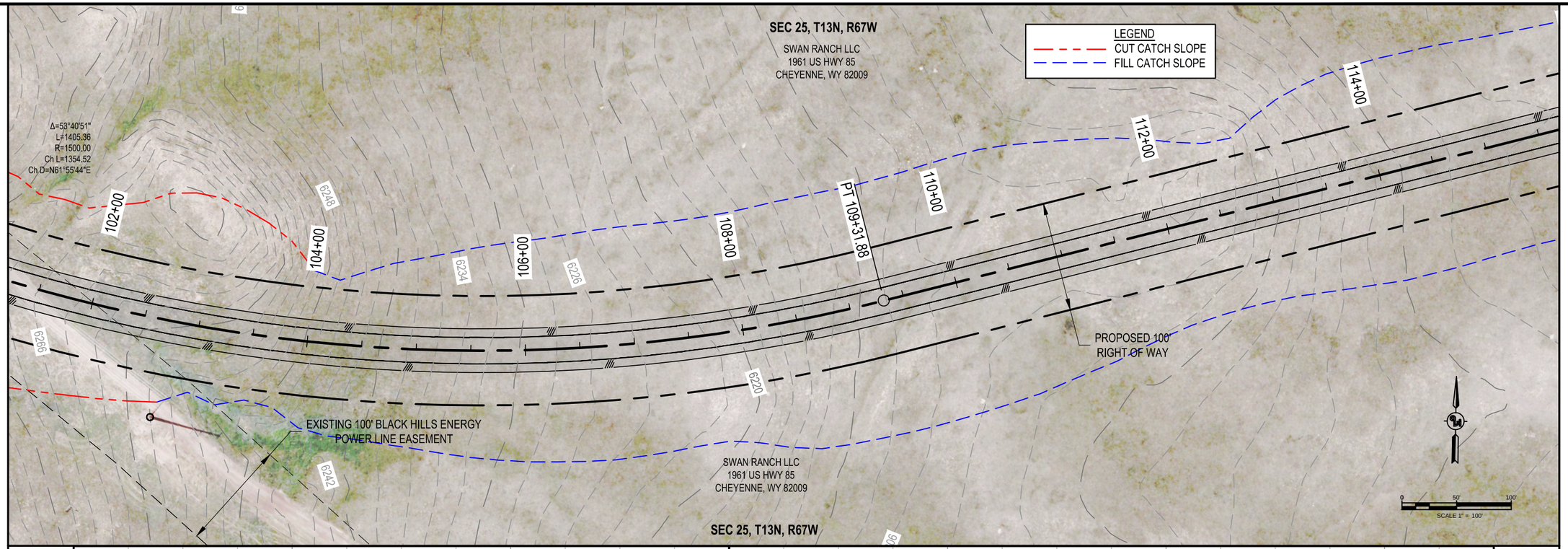
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PC
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

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CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

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PC
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

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SEC 25, T13N, R67W

SWAN RANCH LLC
1961 US HWY 85
CHEYENNE, WY 82009

LEGEND
CUT CATCH SLOPE
FILL CATCH SLOPE

116+00 118+00 120+00 122+00 124+00 126+00 128+00

PROPOSED 100'
RIGHT OF WAY

N35°05'18"E
3215.12

SWAN RANCH LLC
1961 US HWY 85
CHEYENNE, WY 82009

SEC 25, T13N, R67W

0 50' 100'
SCALE 1" = 100'

PVI
STA: 115+00.00
ELEV: 6198.80
LVC: 394.61
K: 140.51

BVCS: 113+02.69
BVCE: 6208.47

EVCS: 116+97.31
EVCE: 6194.67

-2.09%

EXISTING GROUND PROFILE

PROPOSED CENTERLINE
ROADWAY GRADE

-2.09%

6210 6200 6190 6180 6170

6210 6200 6190 6180 6170

6190 6180 6170 6160 6150

115+00 116+00 118+00 120+00 122+00 124+00 126+00 128+00

NO.	REVISION	DATE

PREPARED FOR:
CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT:
HIGH PLAINS ROAD CORRIDOR STUDY

DRAWING TITLE:
HIGH PLAINS ROAD
PLAN AND PROFILE

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SURVEYING
PC
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

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SEC 25, T13N, R67W

SWAN RANCH LLC
1961 US HWY 85
CHEYENNE, WY 82009

LEGEND
CUT CATCH SLOPE
FILL CATCH SLOPE

128+00 130+00 132+00 134+00 136+00 138+00 140+00

PROPOSED 100' RIGHT OF WAY

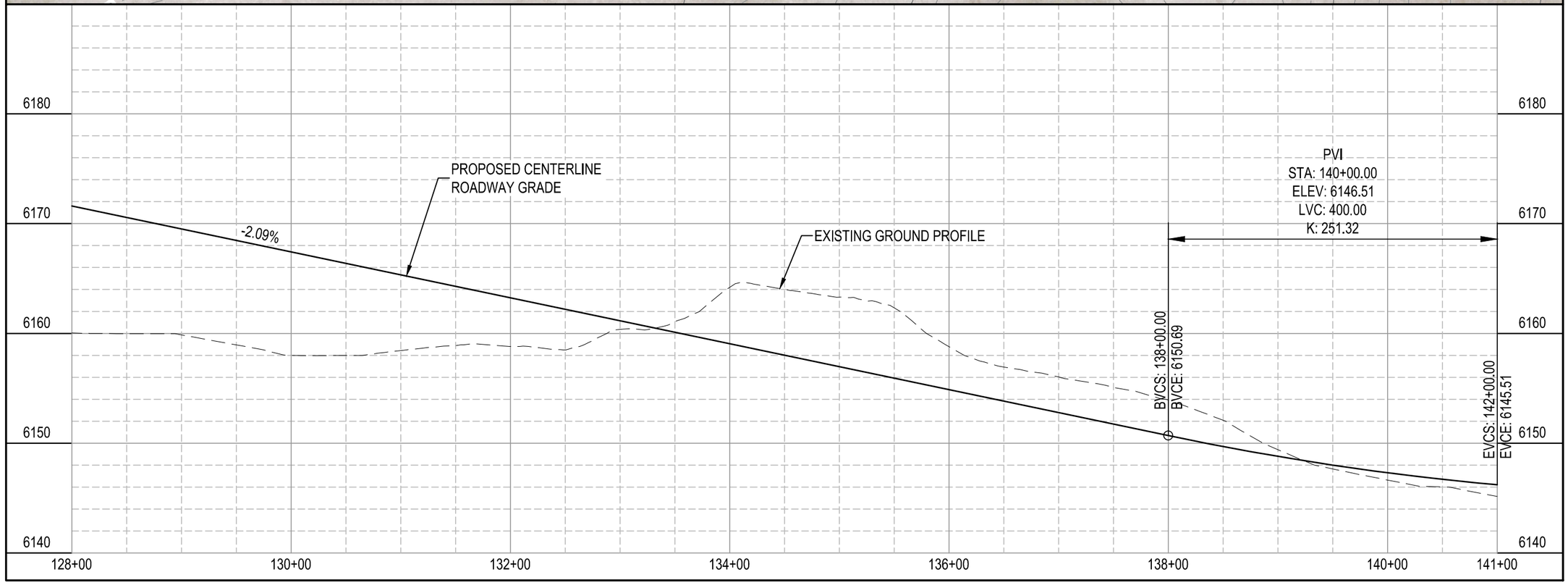
PC 141+47.01

6150 6168 6164 6158 6154 6174

SWAN RANCH LLC
1961 US HWY 85
CHEYENNE, WY 82009

SEC 25, T13N, R67W

SCALE 1" = 100'



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2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT: HIGH PLAINS ROAD CORRIDOR STUDY

DRAWING TITLE: HIGH PLAINS ROAD PLAN AND PROFILE

ENGINEERING PLANNING SURVEYING PC
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

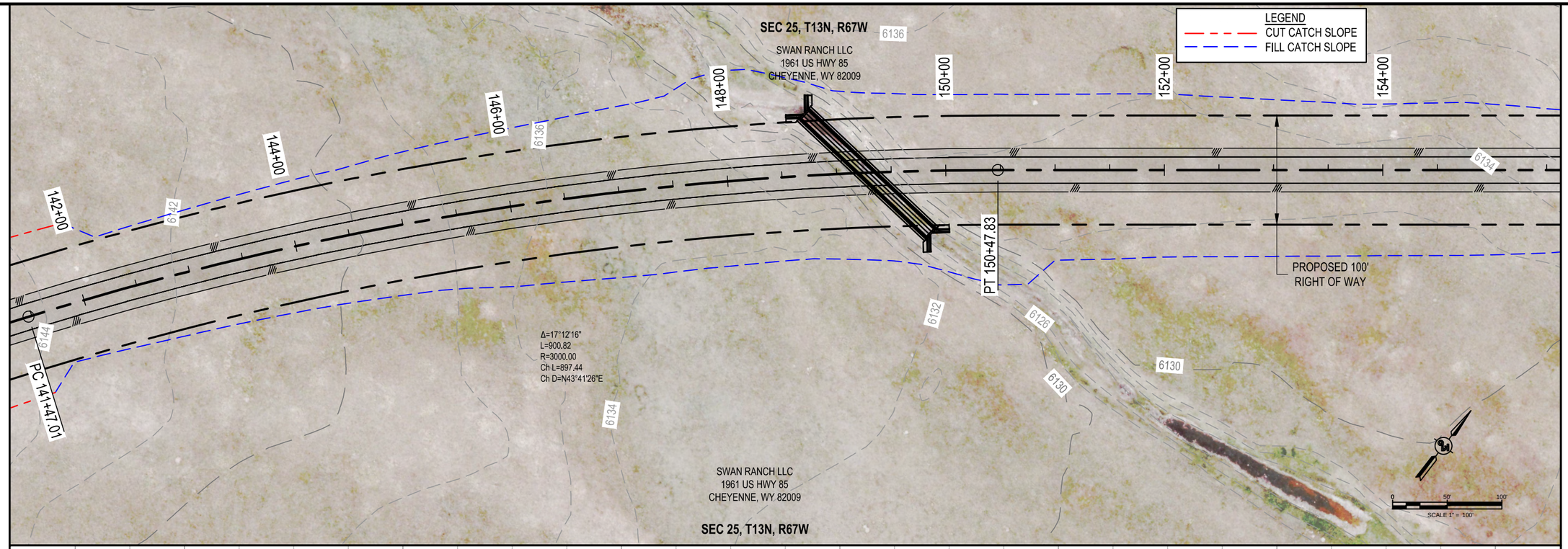
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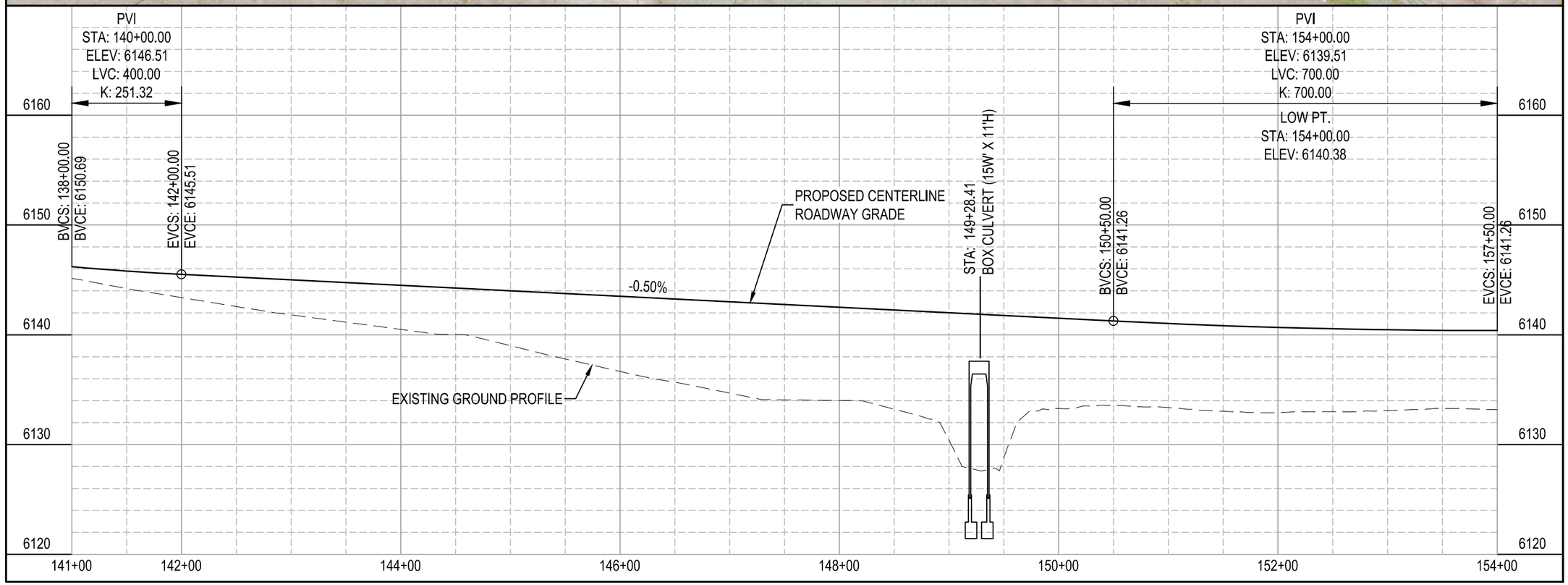
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CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT: HIGH PLAINS ROAD CORRIDOR STUDY

DRAWING TITLE: HIGH PLAINS ROAD PLAN AND PROFILE

ENGINEERING PLANNING SURVEYING PC
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

DATE: 8/30/16
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JOB NO.: 2-3706

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SEC 25, T13N, R67W

SWAN RANCH LLC
1961 US HWY 85
CHEYENNE, WY 82009

LEGEND
CUT CATCH SLOPE
FILL CATCH SLOPE

6140 6136 6134 6132 6128

154+00 156+00 158+00 160+00 162+00 164+00 166+00 PC 167+21.81

N52°17'34"E
1673.98

PROPOSED 100'
RIGHT OF WAY

SCALE 1" = 100'

SWAN RANCH LLC
1961 US HWY 85
CHEYENNE, WY 82009

SEC 25, T13N, R67W

PVI
STA: 154+00.00
ELEV: 6139.51
LVC: 700.00
K: 700.00

LOW PT.
STA: 154+00.00
ELEV: 6140.38

BVCS: 150+50.00
BVCE: 6141.26

EVCS: 157+50.00
EVCE: 6141.26

PROPOSED CENTERLINE
ROADWAY GRADE

0.50%

-1.45%

EXISTING GROUND PROFILE

BVCE: 6142.26
BVCS: 159+50.00

EVCE: 6139.88
EVCS: 164+50.00

PVI
STA: 162+00.00
ELEV: 6143.51
LVC: 500.00
K: 255.97

HIGH PT.
STA: 160+77.98
ELEV: 6142.58

6150 6140 6130 6120 6110

154+00 156+00 158+00 160+00 162+00 164+00 166+00 167+00

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CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT:
HIGH PLAINS ROAD CORRIDOR STUDY

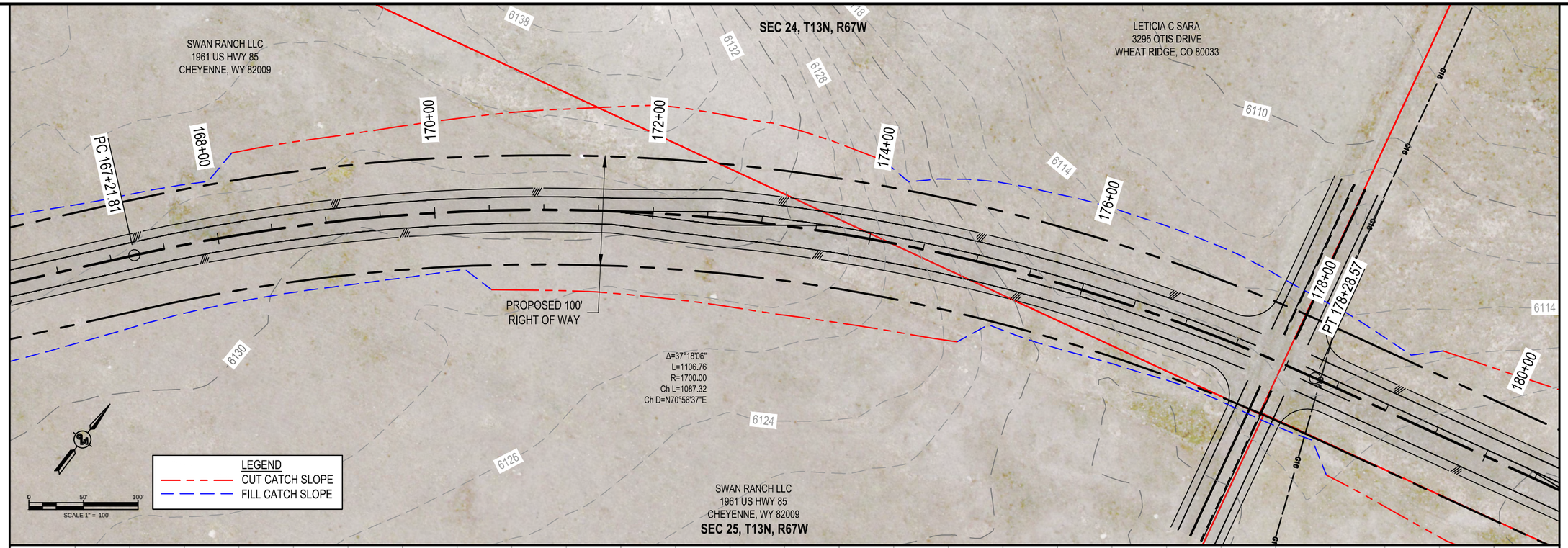
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PLAN AND PROFILE

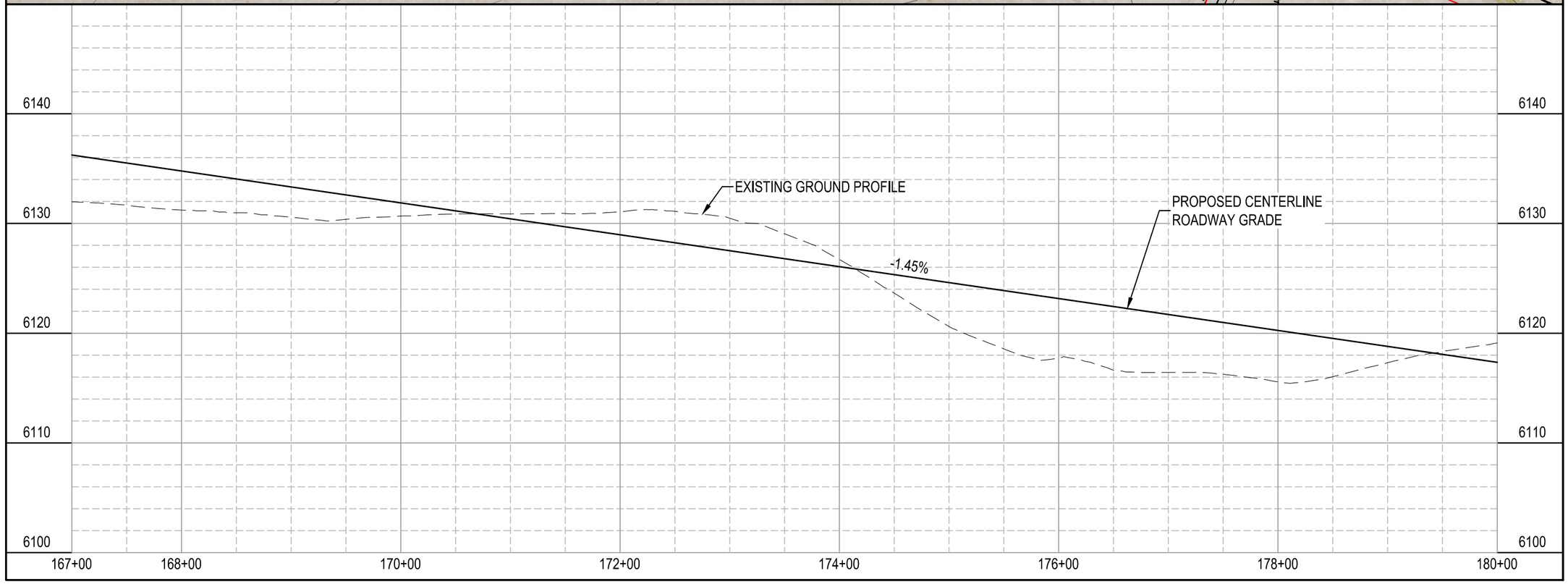
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PLANNING
SURVEYING
PC
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

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PREPARED FOR:
CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

NO. | REVISION | DATE

PROJECT: HIGH PLAINS ROAD CORRIDOR STUDY

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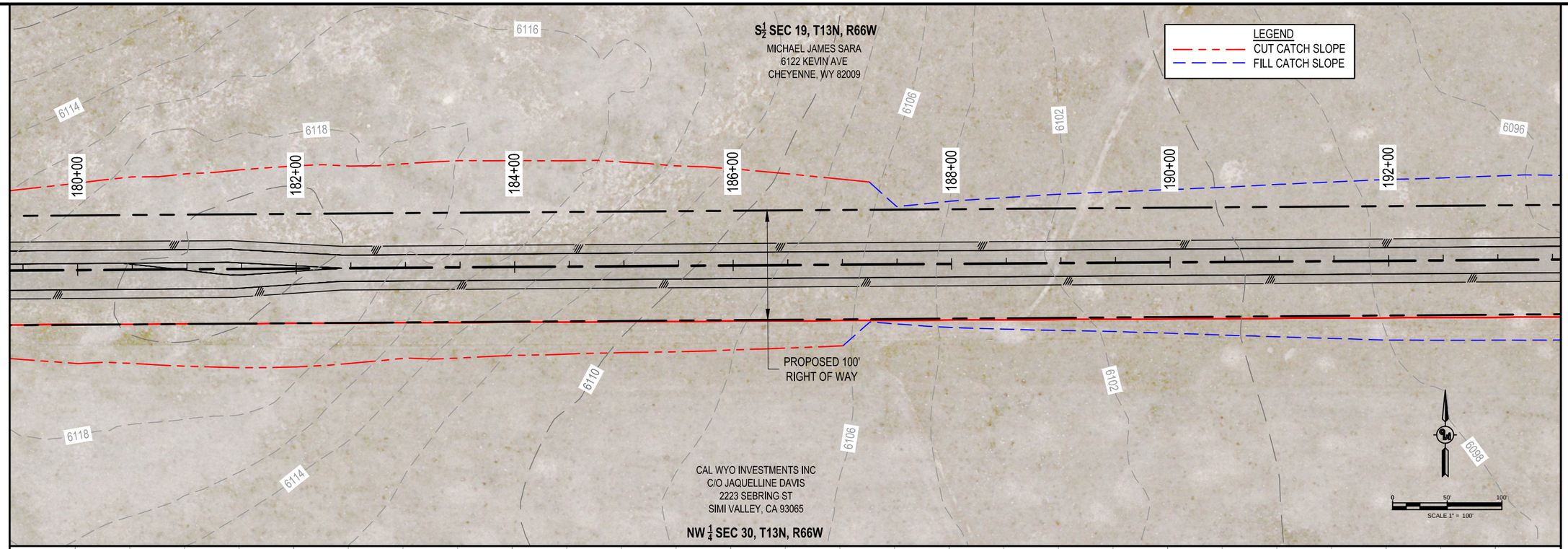
ENGINEERING PLANNING SURVEYING PC
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

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2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

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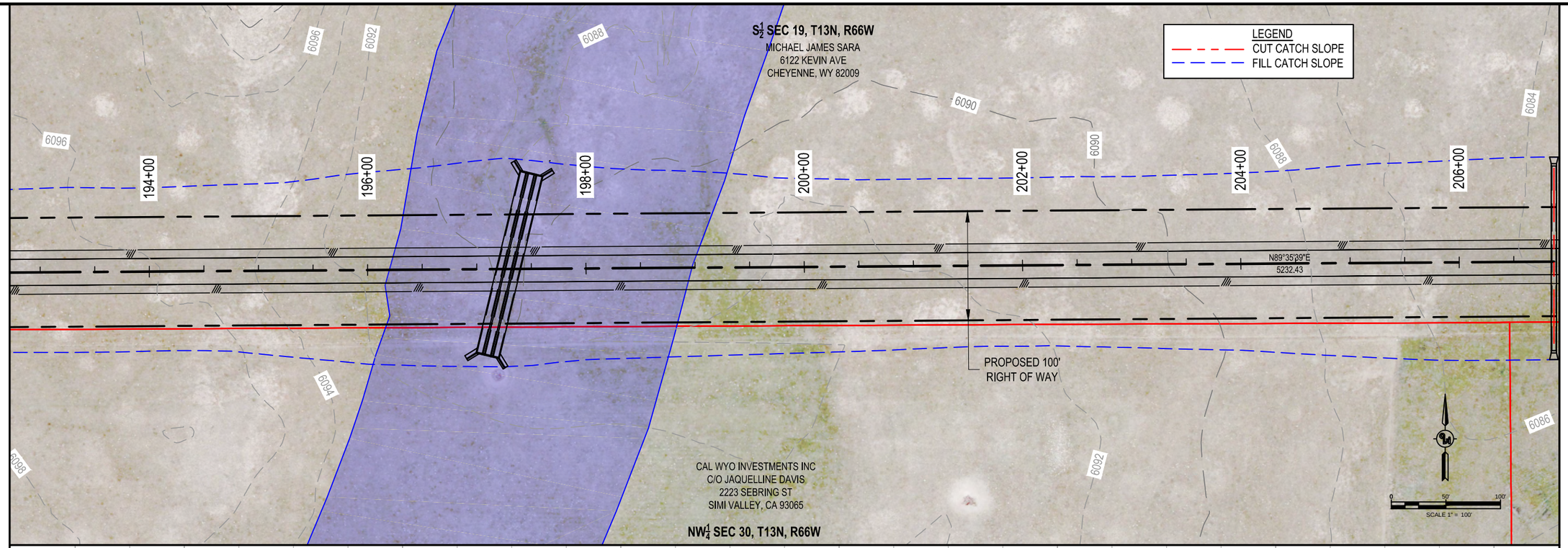
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HIGH PLAINS ROAD
PLAN AND PROFILE

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PLANNING
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PC
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AVI@AVIPC.COM

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2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

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HIGH PLAINS ROAD CORRIDOR STUDY

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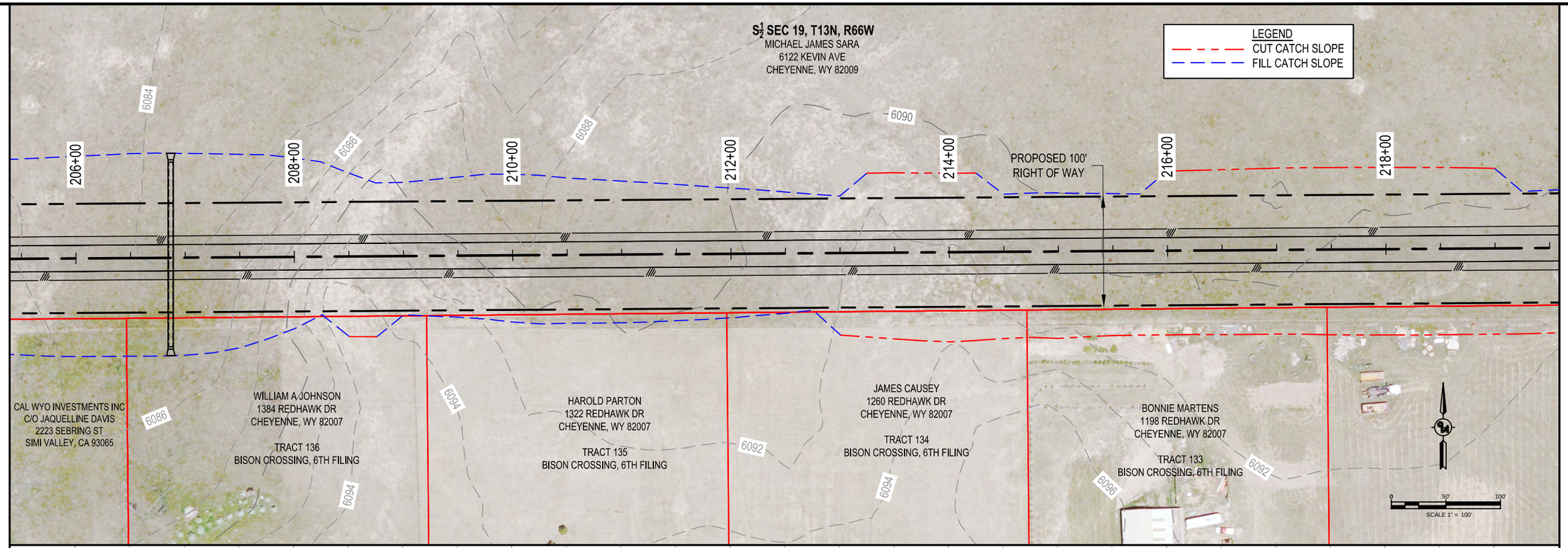
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PC
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1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

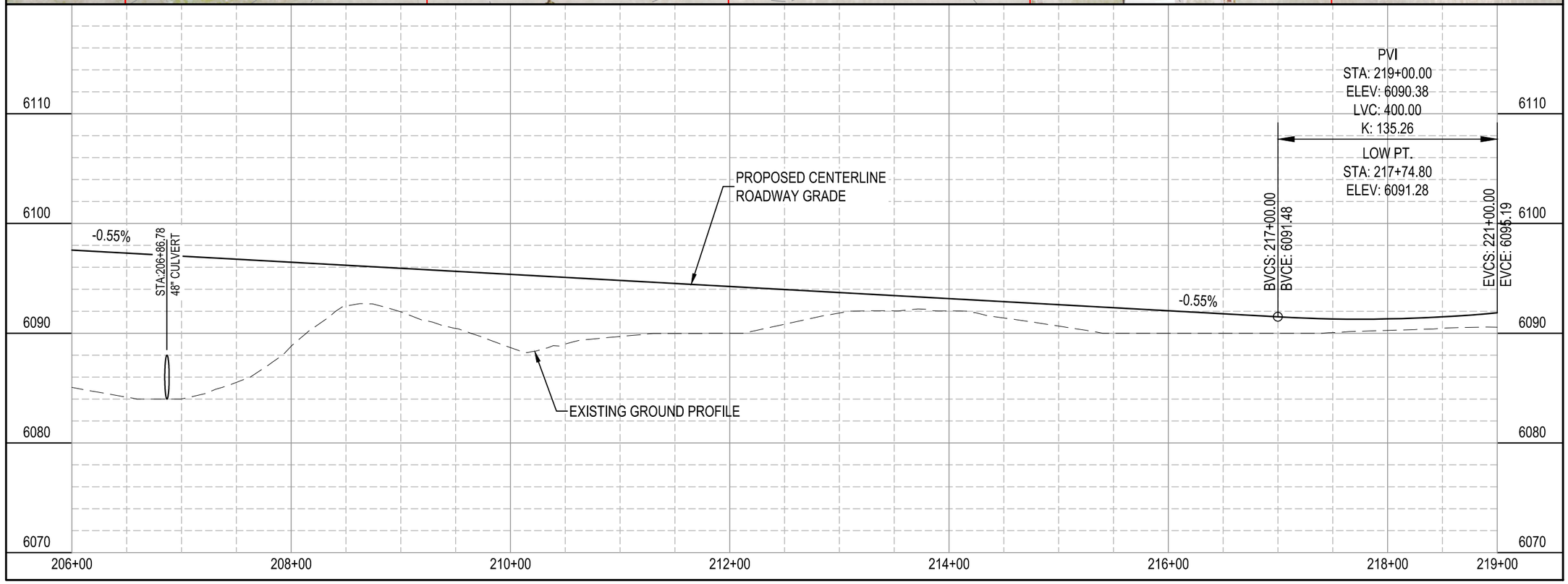
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DRAWN BY: SRL
DESIGNED BY:
CHECKED BY:

JOB NO.: 2-3706

15 DRAWING NO. 29 OF

I:_2706_HIGHPLAINS\DESIGN\2706_DESIGN_SHEET.dwg Aug 31, 2016 - 10:19am cjohnson





DATE | REVISION | NO.

PREPARED FOR:
CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT: HIGH PLAINS ROAD CORRIDOR STUDY

DRAWING TITLE: HIGH PLAINS ROAD PLAN AND PROFILE

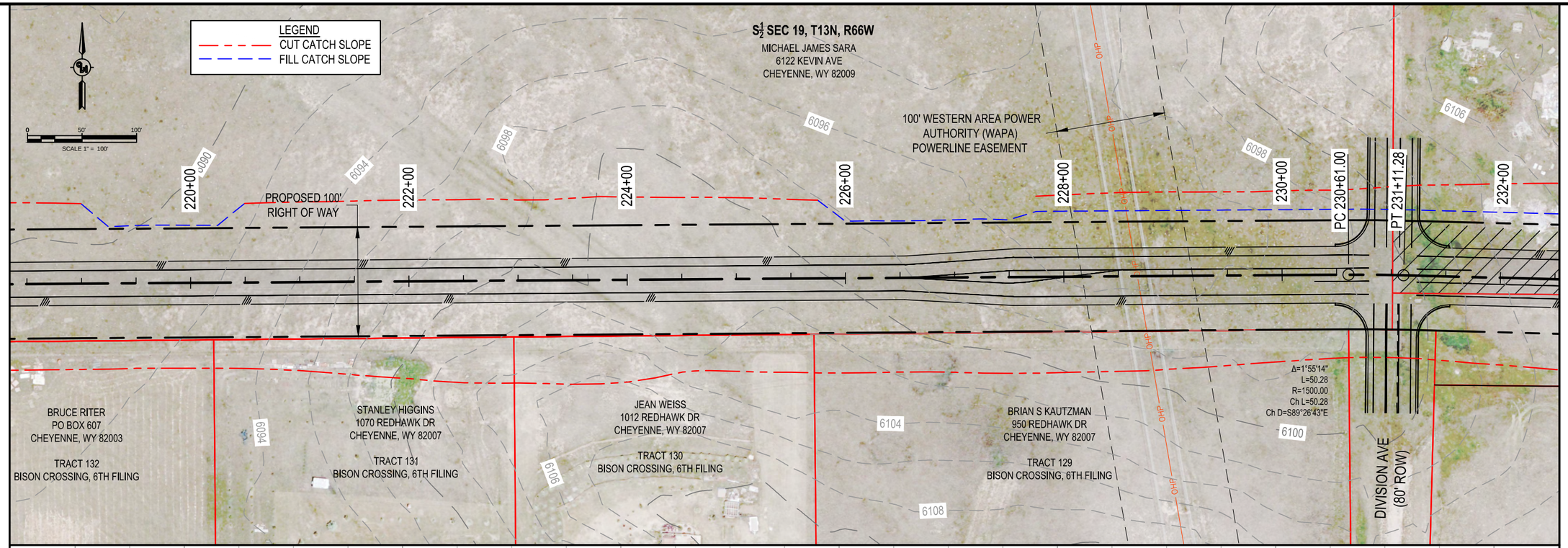
ENGINEERING PLANNING SURVEYING PC
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

DATE: 8/30/16
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DESIGNED BY:
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JOB NO.: 2-3706

16 DRAWING NO. 29 OF

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DATE
REVISION
NO.

PREPARED FOR:
CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT:
HIGH PLAINS ROAD CORRIDOR STUDY

DRAWING TITLE:
HIGH PLAINS ROAD
PLAN AND PROFILE

ENGINEERING
PLANNING
SURVEYING
PC
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
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JOB NO.: 2-3706

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29 OF

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LEGEND
CUT CATCH SLOPE
FILL CATCH SLOPE

SW¼ SEC 20, T13N, R66W

JEFFREY DEISCH
3650 JOES RD
CHEYENNE, WY 82009

DENNIS CAULEY
PO BOX 2159
CHEYENNE, WY 82003

TRACT 1
SPEEDWAY SUBDIVISION

SCALE 1" = 100'

PROPOSED 100'
RIGHT OF WAY

232+00 234+00 236+00 238+00 240+00 242+00 244+00

S88°29'06"E
2848.95

CHEYENNE POWER PARK LLC
355 N LINCOLN
CASPER, WY 82601

TRACT 1
CHEYENNE POWER PARK

CHEYENNE POWER PARK LLC
355 N LINCOLN
CASPER, WY 82601

TRACT 2
CHEYENNE POWER PARK

CHEYENNE POWER PARK LLC
355 N LINCOLN
CASPER, WY 82601

TRACT 3
CHEYENNE POWER PARK

BADLANDS DRIVE
(80' ROW)

PVI
STA: 240+50.00
ELEV: 6121.90
LVC: 500.00
K: 69.89

HIGH PT.
STA: 239+57.55
ELEV: 6118.04

BVCS: 238+00.00
BVCE: 6116.27

EVCS: 243+00.00
EVCE: 6109.65

EXISTING GROUND PROFILE

PROPOSED CENTERLINE
ROADWAY GRADE

2.25%

-4.90%

6130 6120 6110 6100 6090

232+00 234+00 236+00 238+00 240+00 242+00 244+00 245+00

NO.	REVISION	DATE

PREPARED FOR:
CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT:
HIGH PLAINS ROAD CORRIDOR STUDY

DRAWING TITLE:
HIGH PLAINS ROAD
PLAN AND PROFILE

ENGINEERING
PLANNING
SURVEYING
PC

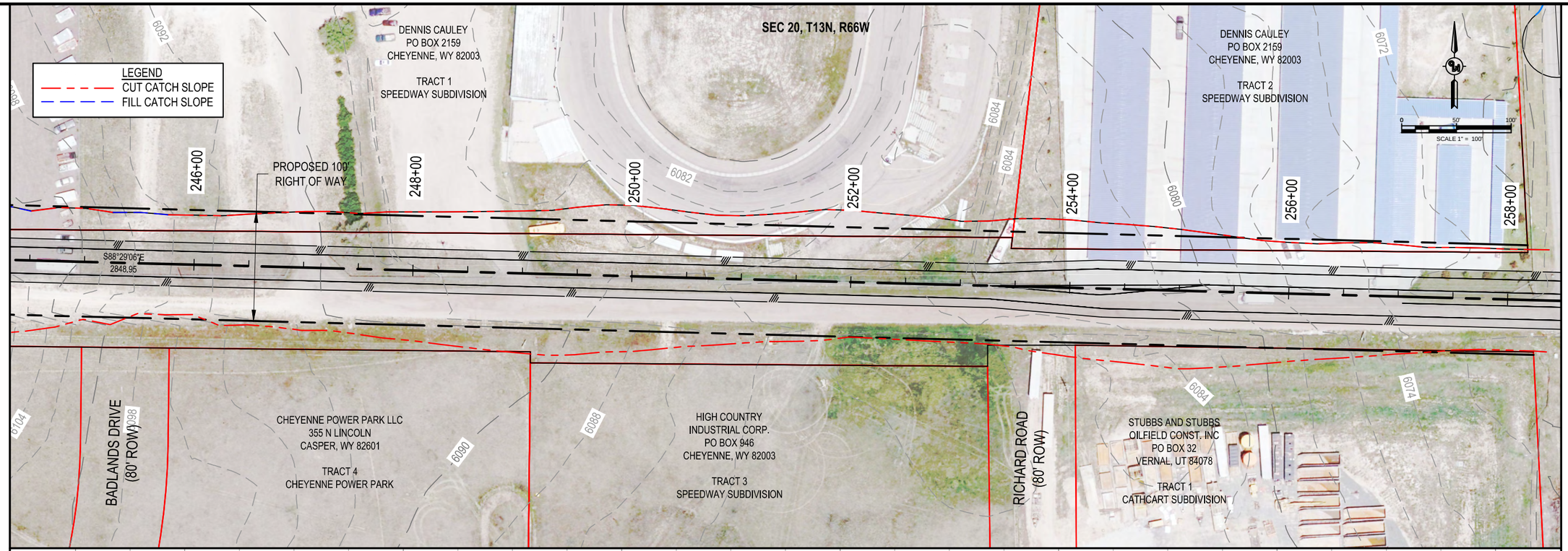
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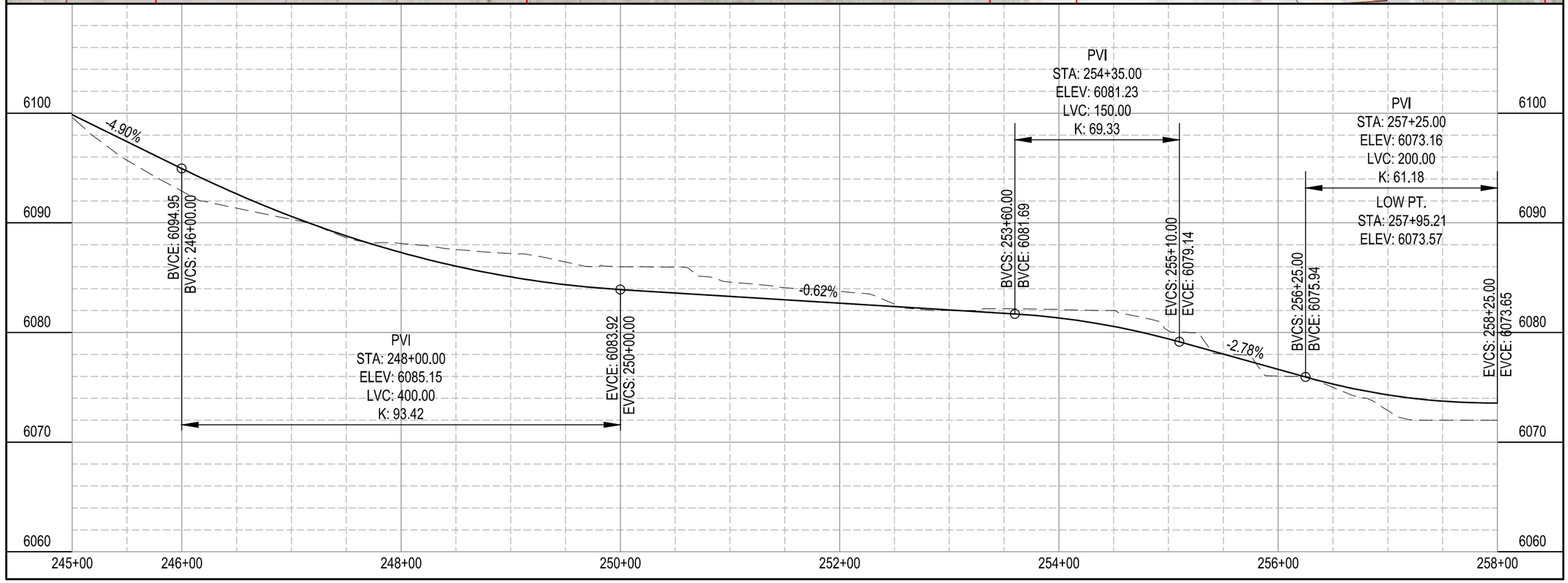
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DESIGNED BY:
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JOB NO.: 2-3706

DRAWING NO. 18 OF 29

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PREPARED FOR:
CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT:
HIGH PLAINS ROAD CORRIDOR STUDY

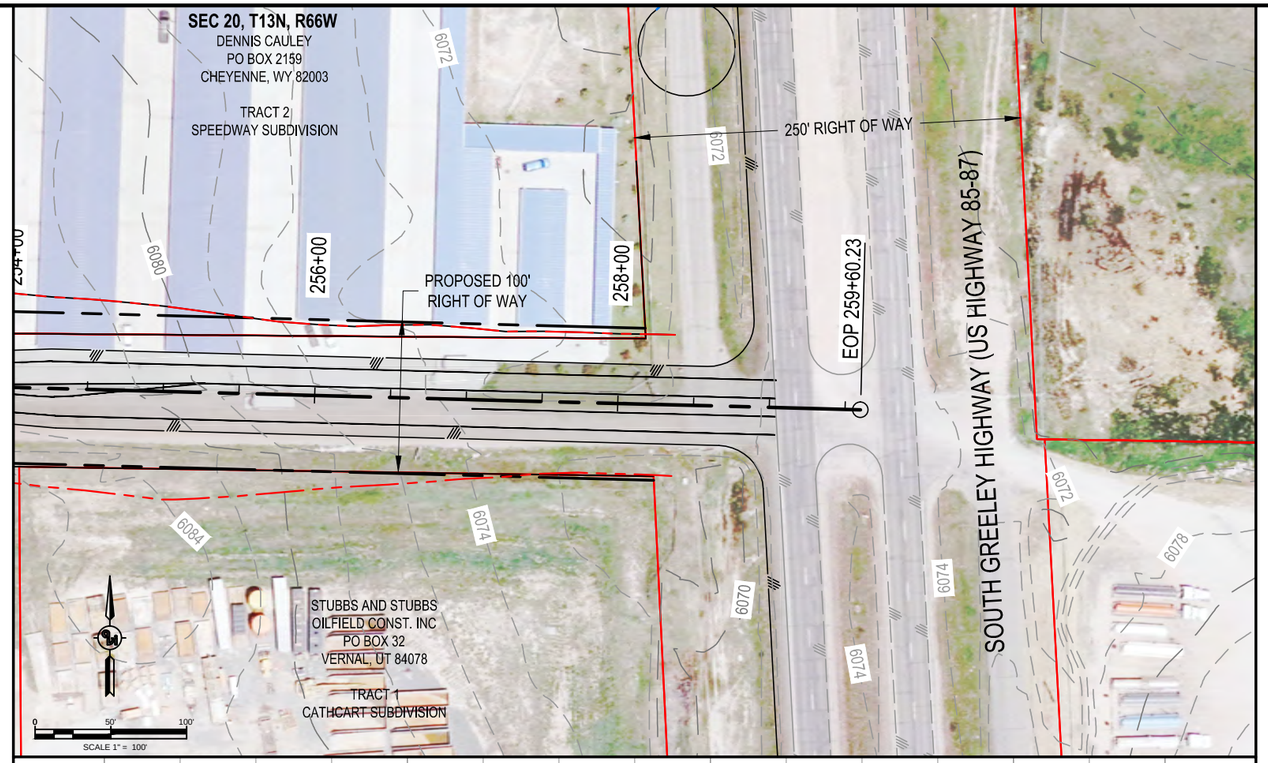
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HIGH PLAINS ROAD
PLAN AND PROFILE

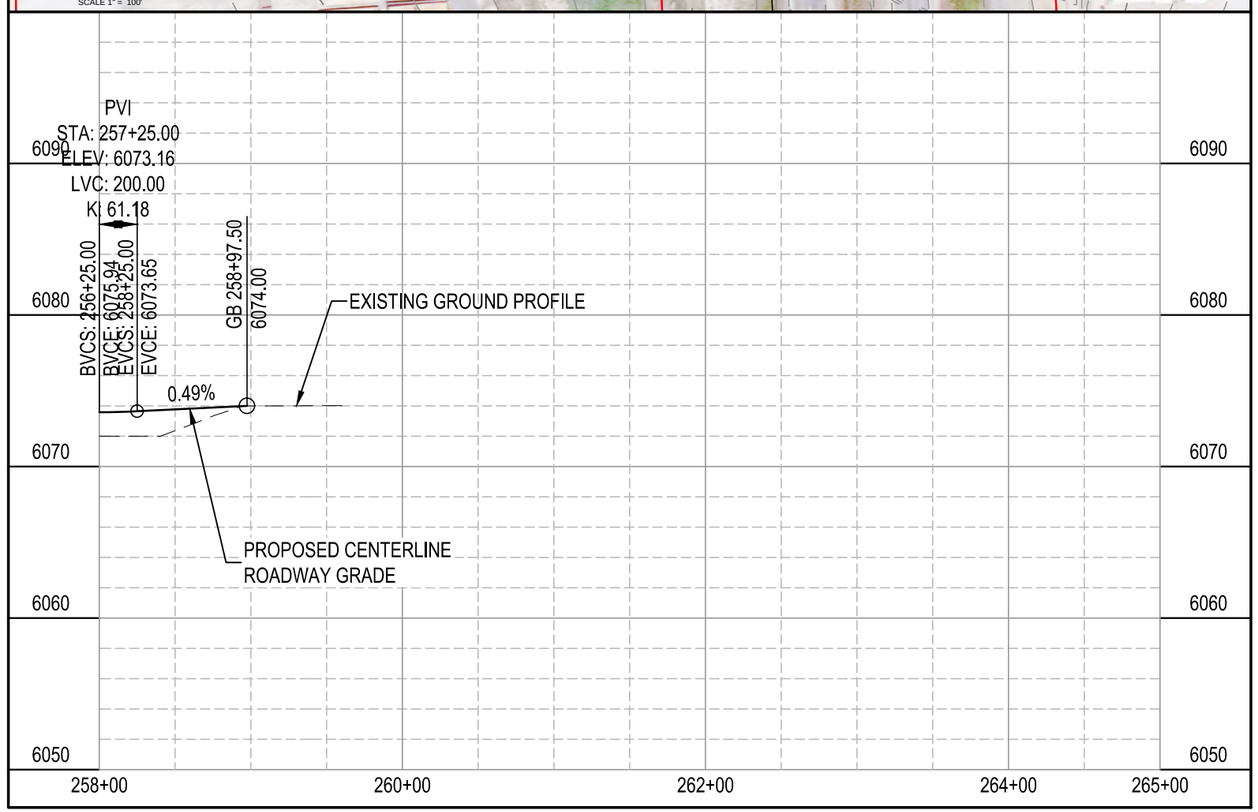
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307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

DATE: 8/30/16
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JOB NO.: 2-3706

19 DRAWING NO.
29 OF

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PREPARED FOR:
CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT:
HIGH PLAINS ROAD CORRIDOR STUDY

DRAWING TITLE:
HIGH PLAINS ROAD
PLAN AND PROFILE

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PC
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
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DATE: 8/30/16
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0 50' 100'
SCALE 1" = 100'

SOUTH GREELEY HIGHWAY (US HIGHWAY 85-87)

250' RIGHT OF WAY

NO.	REVISION	DATE

PREPARED FOR:
CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT:
HIGH PLAINS ROAD CORRIDOR STUDY

DRAWING TITLE:
HIGH PLAINS ROAD
PLAN AND PROFILE

ENGINEERING
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SURVEYING
307.637.6017
1103 OLD TOWN LANE, SUITE 101
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AVI@AVIPC.COM

DATE: 8/30/16
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JOB NO.: 2-3706

DRAWING NO. 20 OF 29

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W42

$S\frac{1}{2}$ SEC 24 T13N R67W

LETICIA C SARA
3295 OTIS DRIVE
WHEAT RIDGE, CO 80033

100 YEAR FLOOD PLAIN

$S\frac{1}{2}$ SEC 19 T13N R66W

MICHAEL JAMES SARA
6122 KEVIN AVE
CHEYENNE, WY 82009

WAPA TRANSMISSION EASEMENT

SEC 20

JEFFREY DEISCH
3650 JOES RD
CHEYENNE, WY 82009

CAL WYO INVESTMENTS INC
C/O JAQUELLINE DAVIS
2223 SEBRING ST
SIMI VALLEY, CA 93065

SEC 29

SEC 30

SEC 26

SEC 25

SWAN RANCH LLC
1961 US HWY 85
CHEYENNE, WY 82009

BLACK HILLS ENERGY
16' NATURAL GAS
PIPELINE

SWAN RANCH LLC
1961 US HWY 85
CHEYENNE, WY 82009

MAGELLAN 8"
PETROLEUM
PIPELINE

$SE\frac{1}{4}$ SEC 27

CLEAR CREEK LAND CO LLC
1961 US HWY 85
CHEYENNE, WY 82009

100' BLACK HILLS ENERGY EASEMENT

SEC 34
T12N R 67W

CLEAR CREEK LAND CO LLC
1961 US HWY 85
CHEYENNE, WY 82009

SEC 35

SEC 36

LEGEND - NEW RIGHT OF WAY REQUIRED

	CLEAR CREEK LAND CO. LLC 5.25 ACRES ±
	SWAN RANCH LLC 28.74 ACRES±
	LETICIA C SARA 1.00 ACRES±
	MICHAEL JAMES SARA 12.47 ACRES±
	JEFFREY DEISCH 1.49 ACRES±
	CAL WYO INVESTMENTS INC C/O JAQUELLINE DAVIS 0.12 ACRES±
TOTAL:	49.07 ACRES±

0 800' 1600'
SCALE 1" = 800'

NO.	REVISION	DATE

PREPARED FOR:

PROJECT: HIGH PLAINS ROAD

DRAWING TITLE: RIGHT OF WAY PARCELS

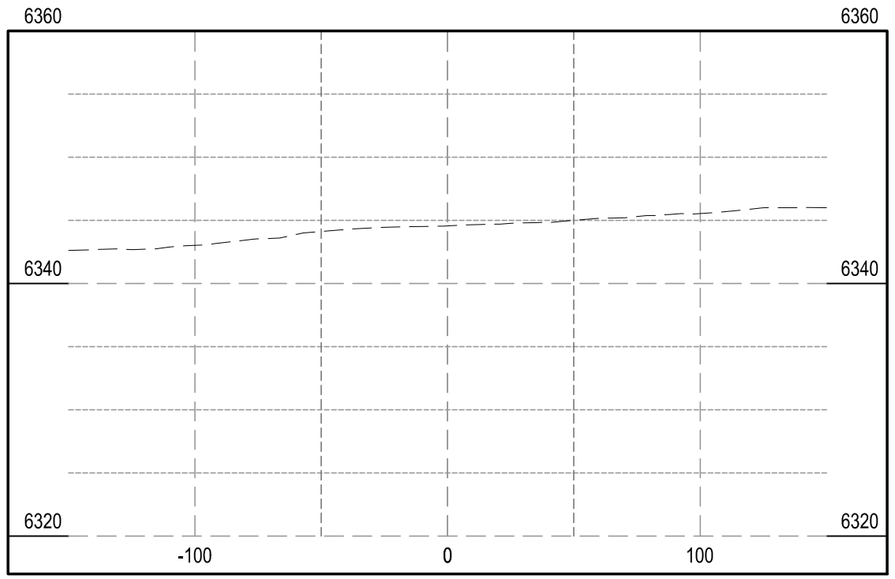
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

DATE: 2/17/2016
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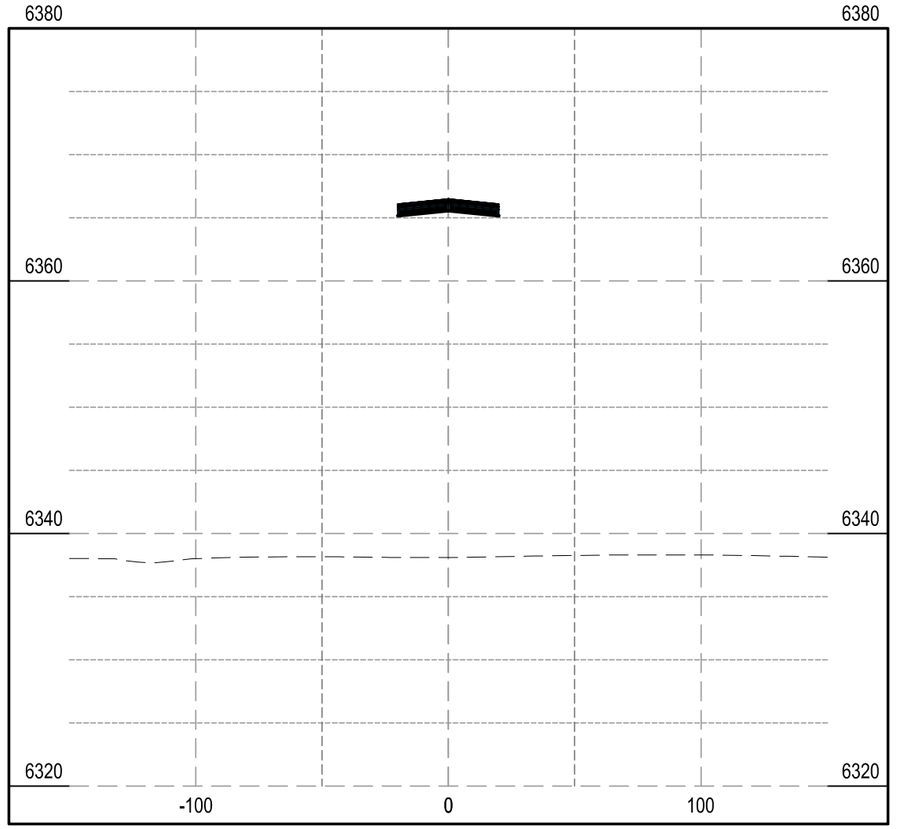
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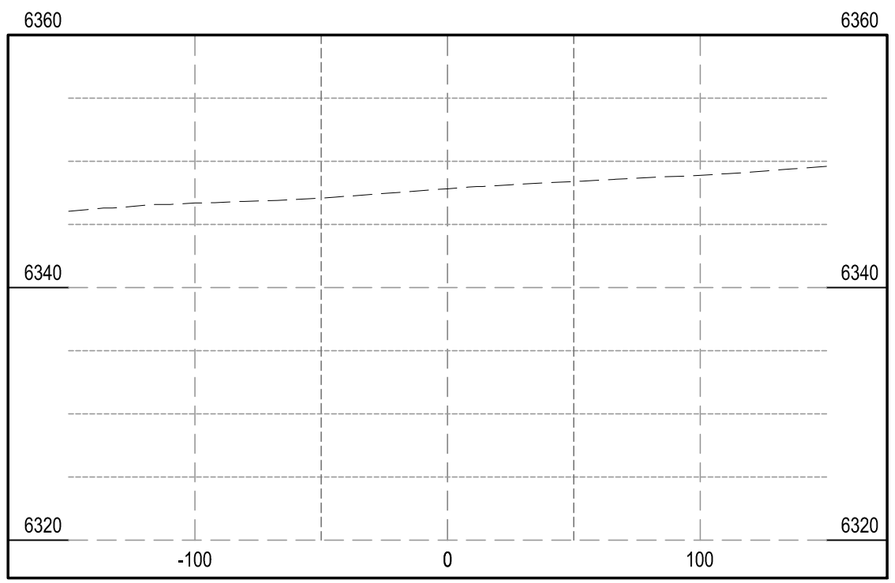
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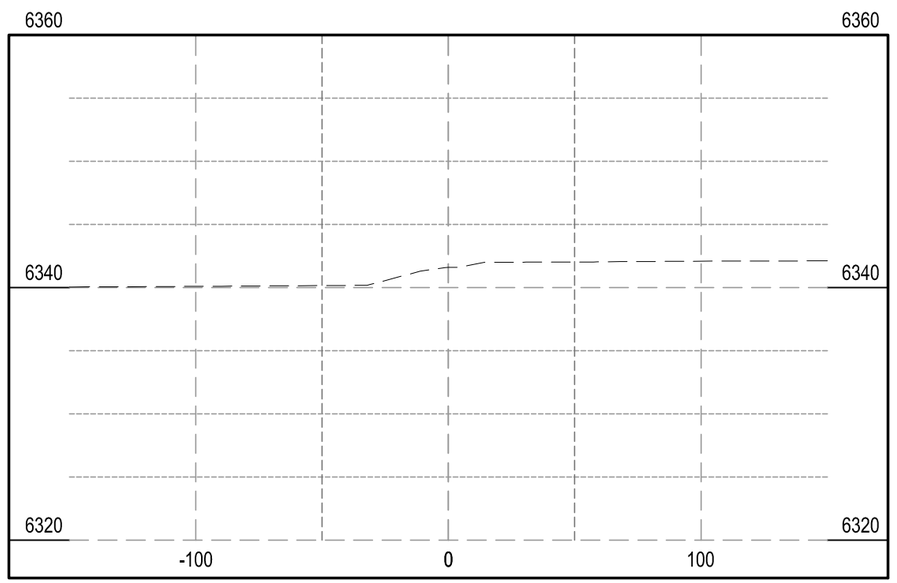
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NO.	REVISION	DATE

PREPARED FOR:
CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT: HIGH PLAINS ROAD CORRIDOR STUDY

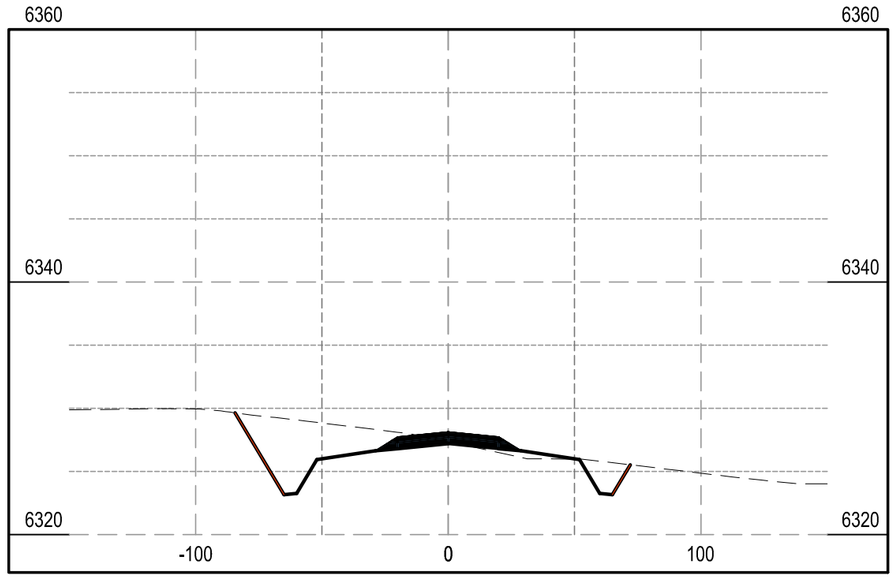
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ENGINEERING PLANNING SURVEYING PC
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

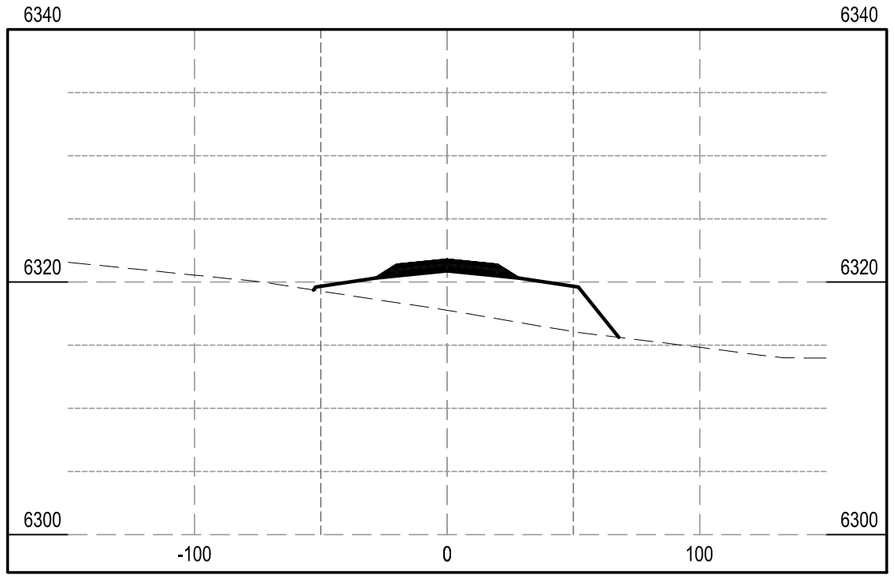
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DRAWN BY: SRL
DESIGNED BY:
CHECKED BY:

JOB NO.: 2-3706

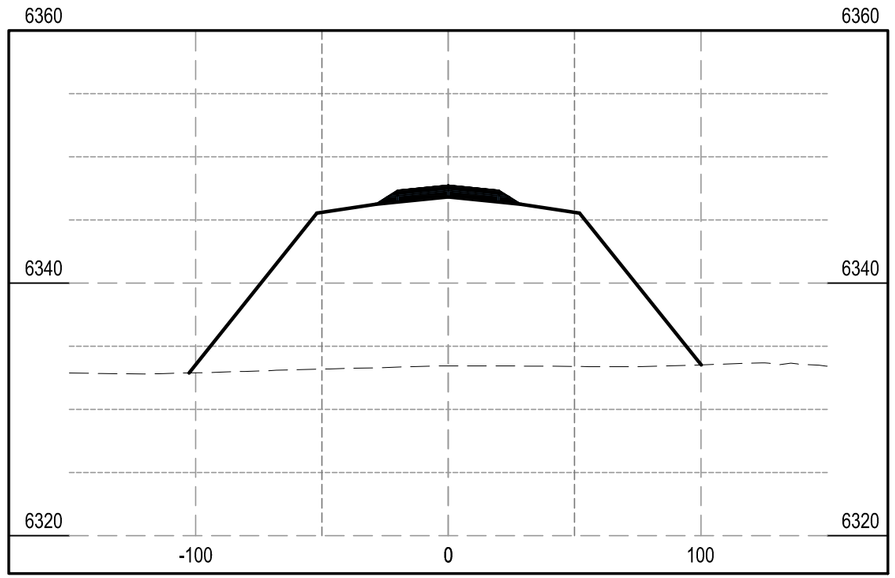
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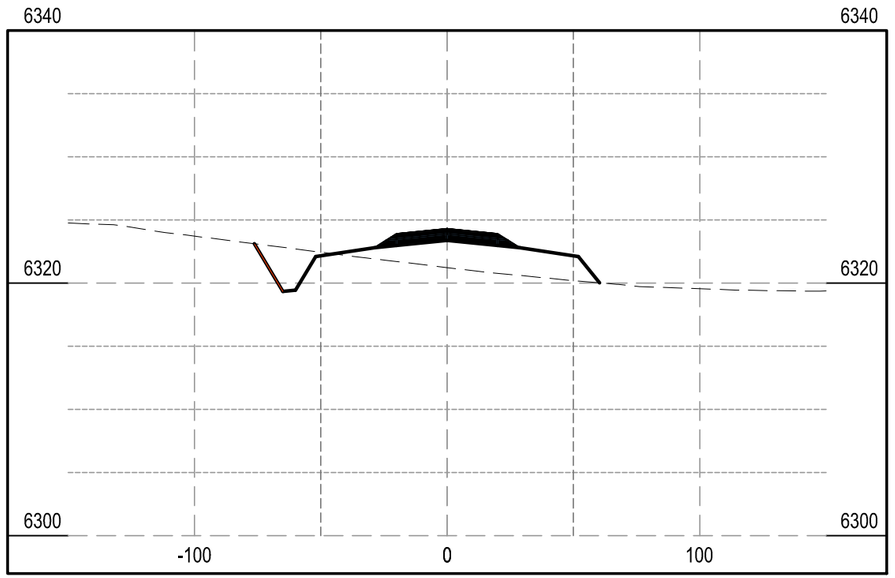
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NO. | REVISION | DATE

PREPARED FOR:
CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT: HIGH PLAINS ROAD CORRIDOR STUDY

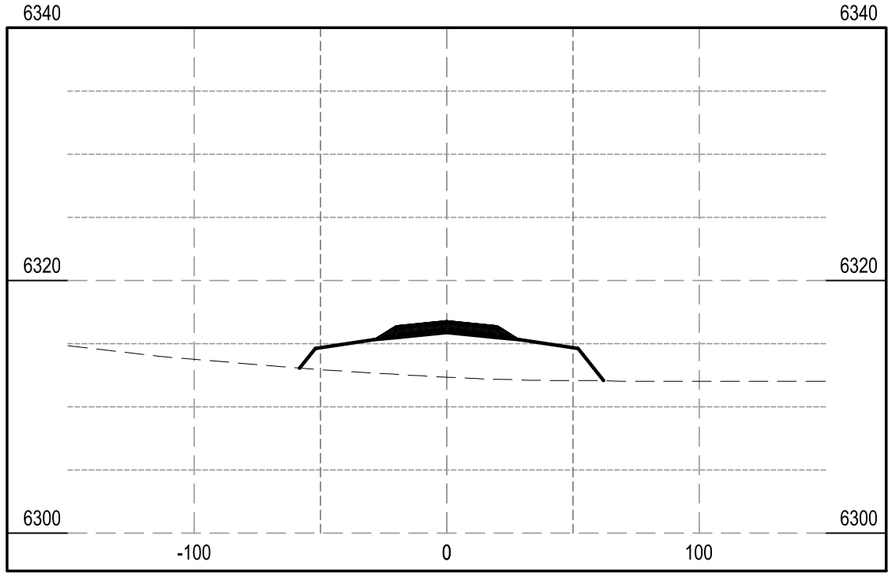
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PC
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1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
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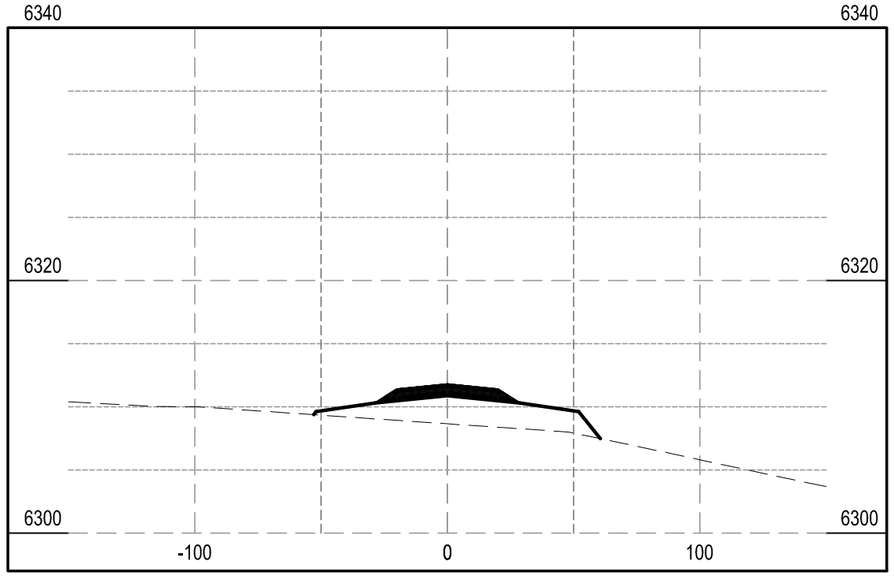
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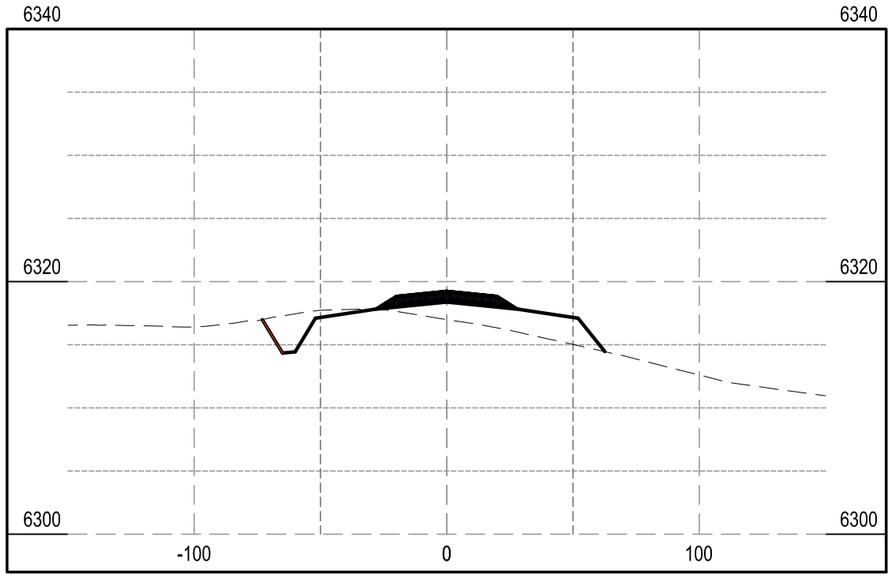
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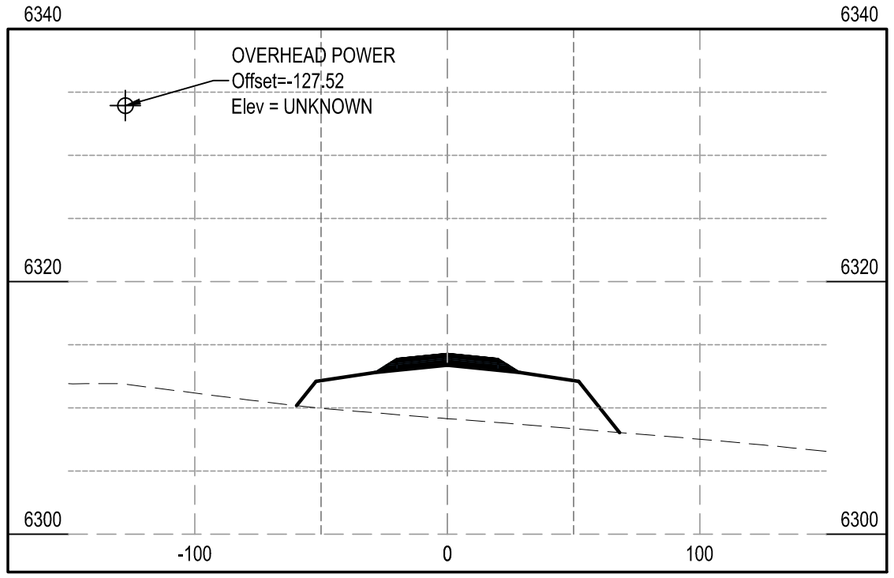
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STA 65+00.00



STA 50+00.00



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PREPARED FOR:
CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT: HIGH PLAINS ROAD CORRIDOR STUDY

DRAWING TITLE: HIGH PLAINS ROAD CROSS SECTION 3

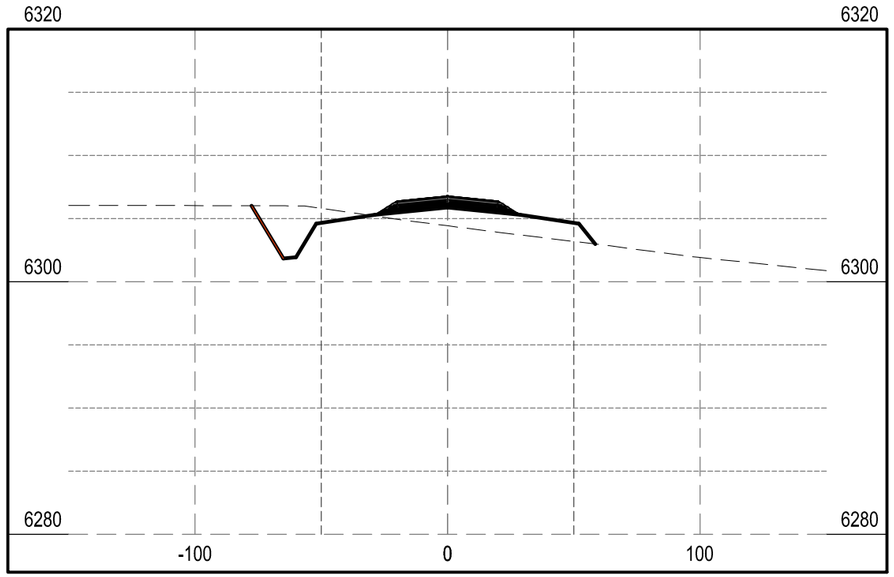
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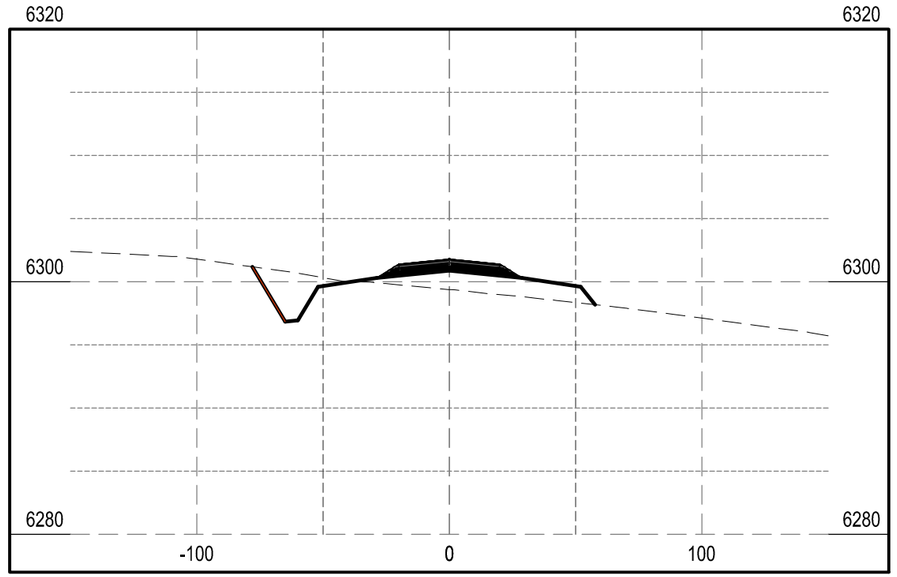
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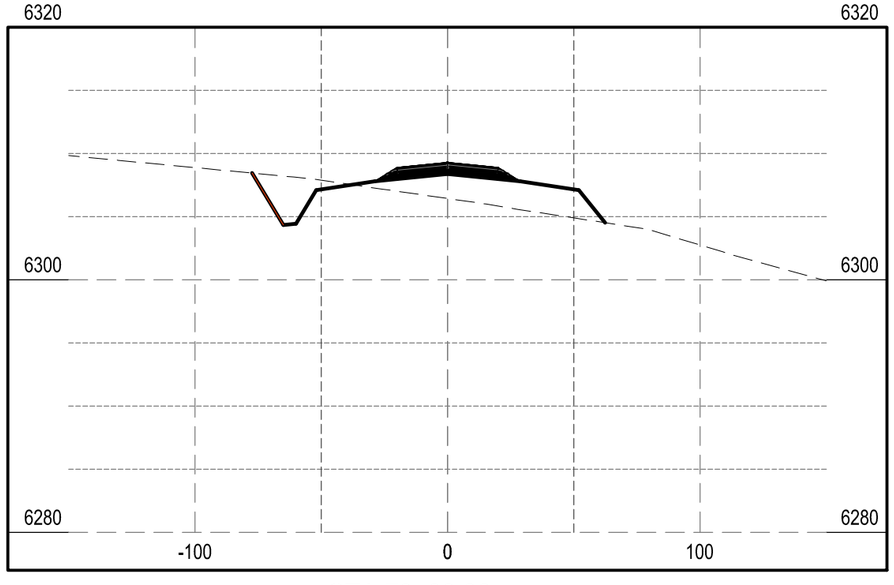
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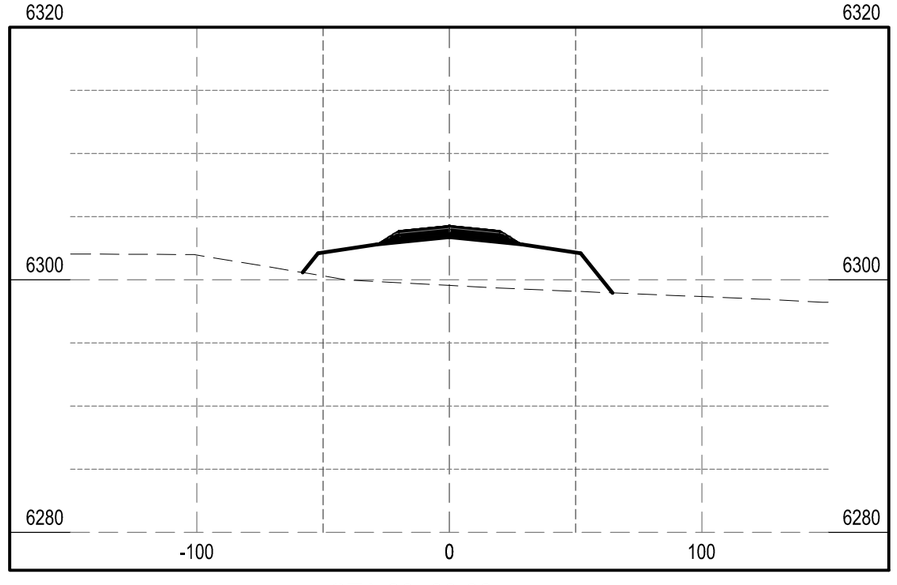
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NO.	REVISION	DATE

PREPARED FOR:
CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT: HIGH PLAINS ROAD CORRIDOR STUDY

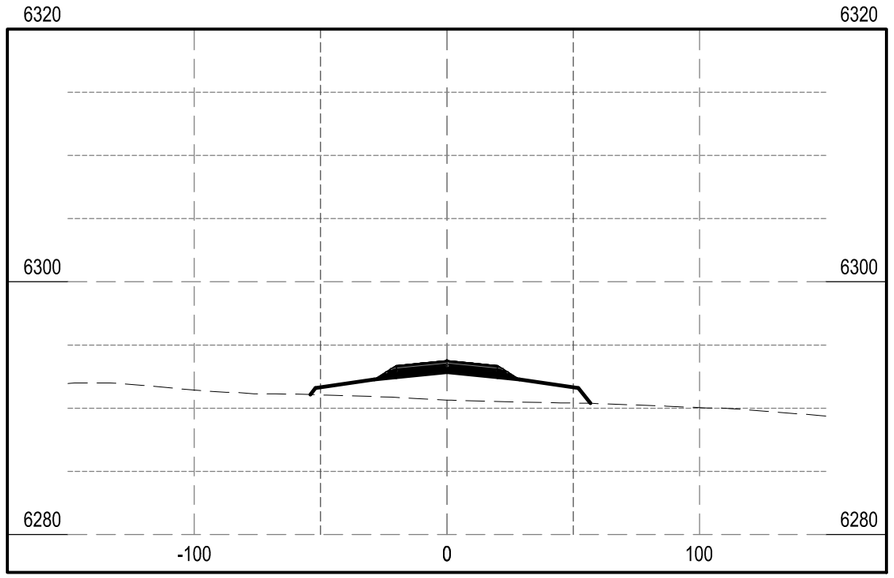
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CHEYENNE, WY. 82009
AVI@AVIPC.COM

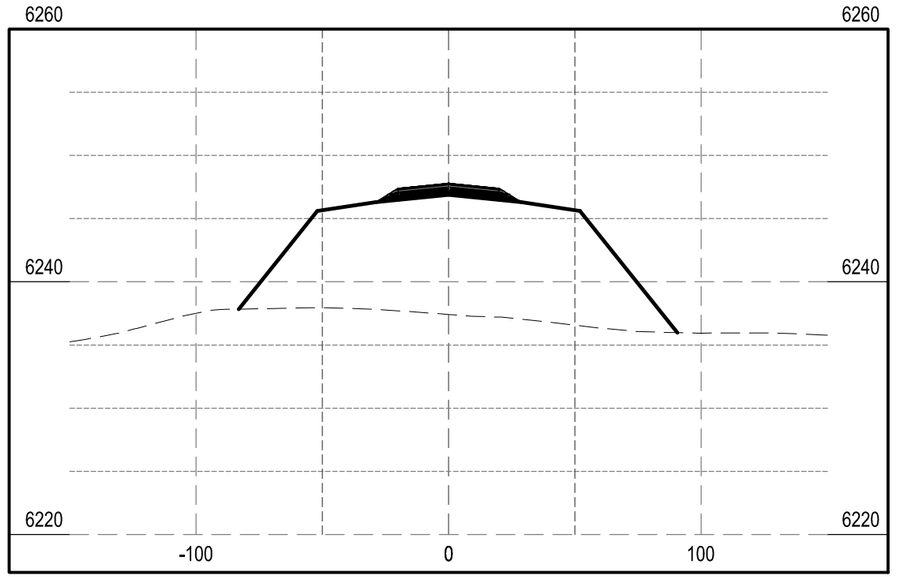
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CHECKED BY:

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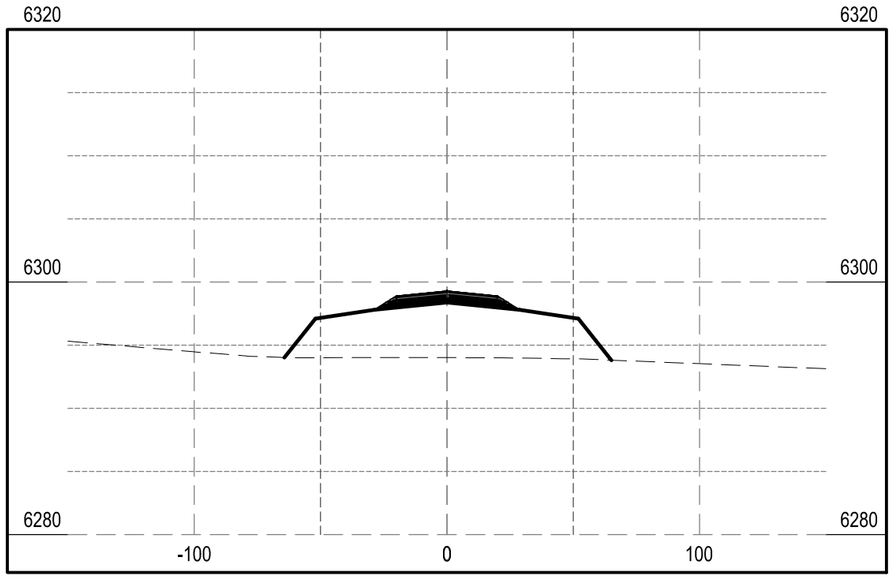
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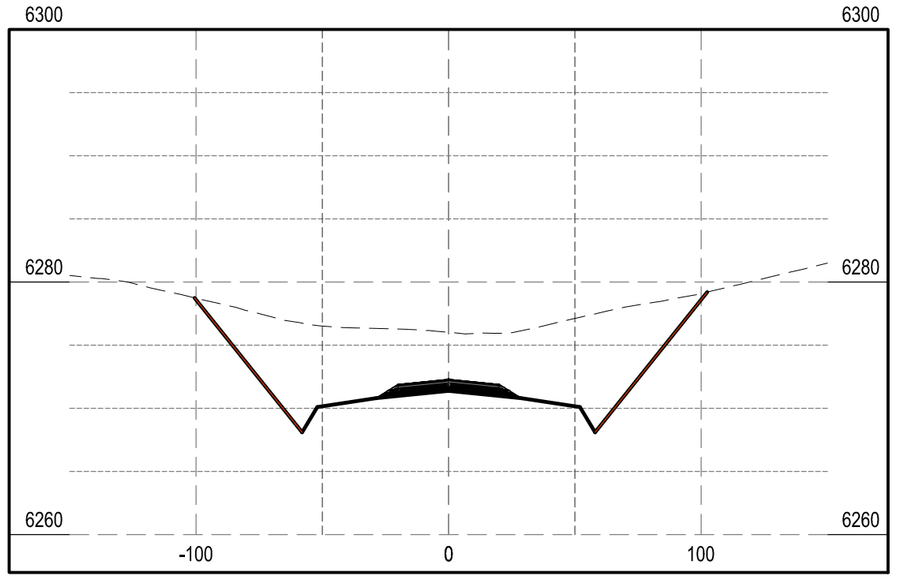
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STA 90+00.00



STA 100+00.00

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NO.	REVISION	DATE

PREPARED FOR:
CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT: HIGH PLAINS ROAD CORRIDOR STUDY

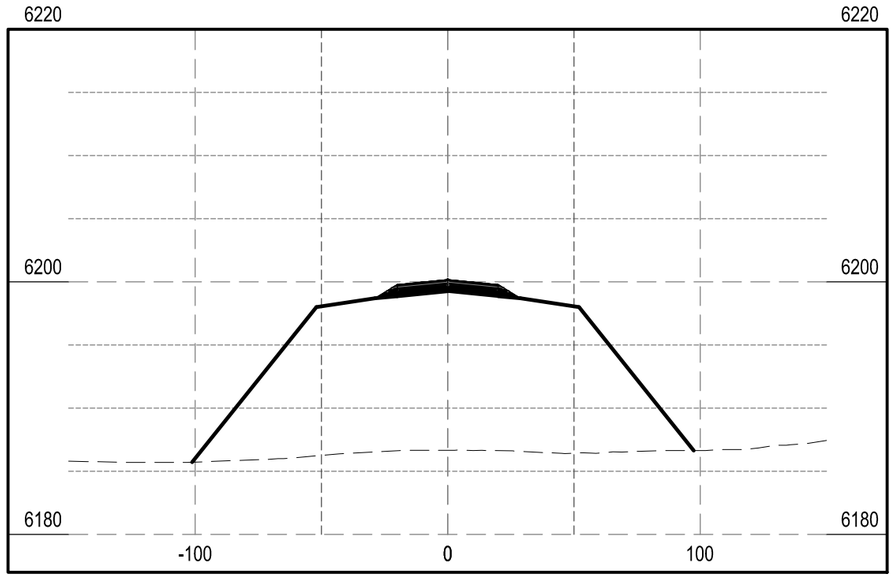
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1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
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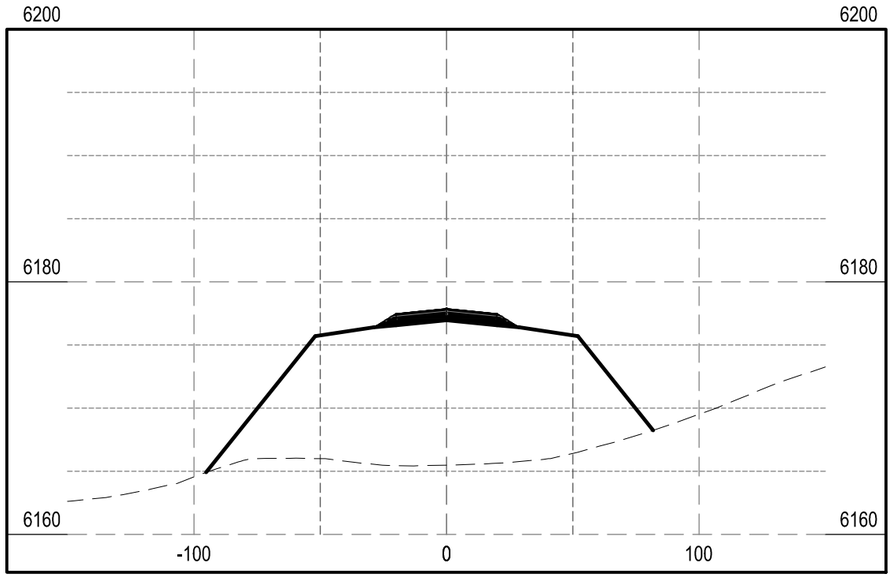
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CHECKED BY:

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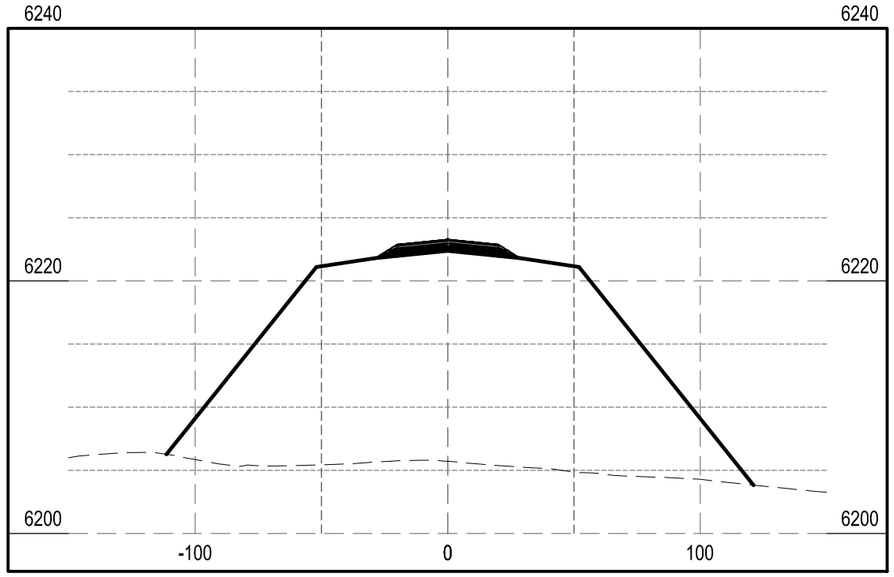
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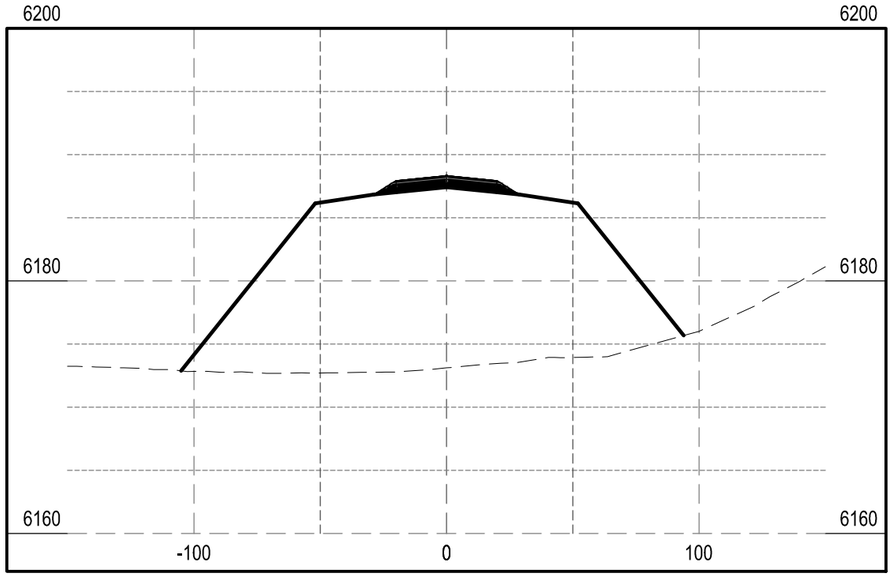
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STA 125+00.00



STA 110+00.00



STA 120+00.00

H:\3706_HIGHPLAINS\DESIGN\3706_DESIGN_SHEEP.dwg Sep 28, 2016 - 11:44am cjohnson

NO. | REVISION | DATE

PREPARED FOR:
CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT: HIGH PLAINS ROAD CORRIDOR STUDY

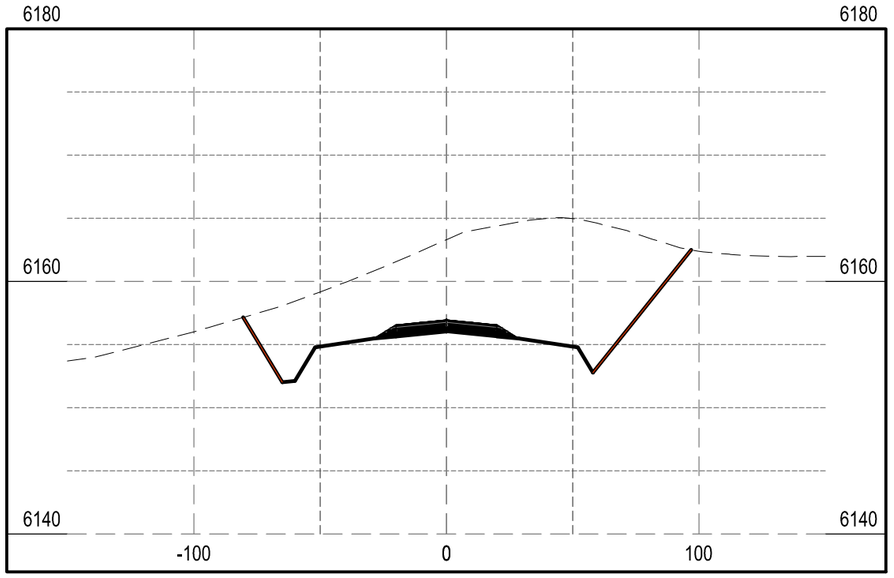
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ENGINEERING PLANNING SURVEYING
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

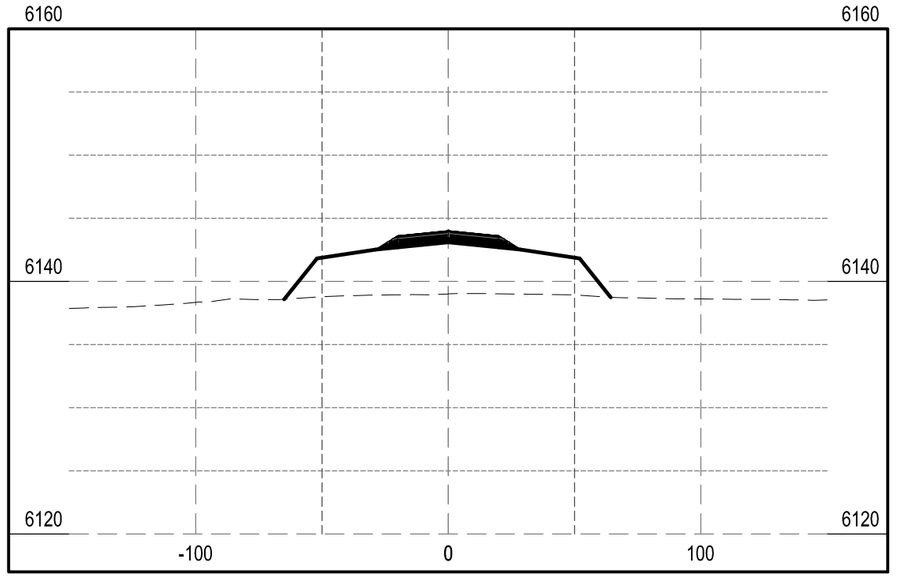
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DRAWN BY: SRL
DESIGNED BY:
CHECKED BY:

JOB NO.: 2-3706

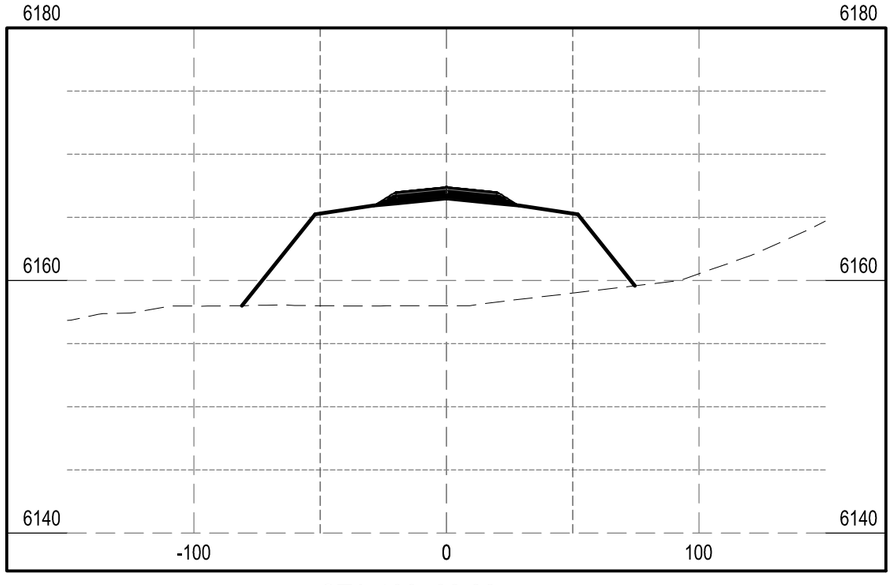
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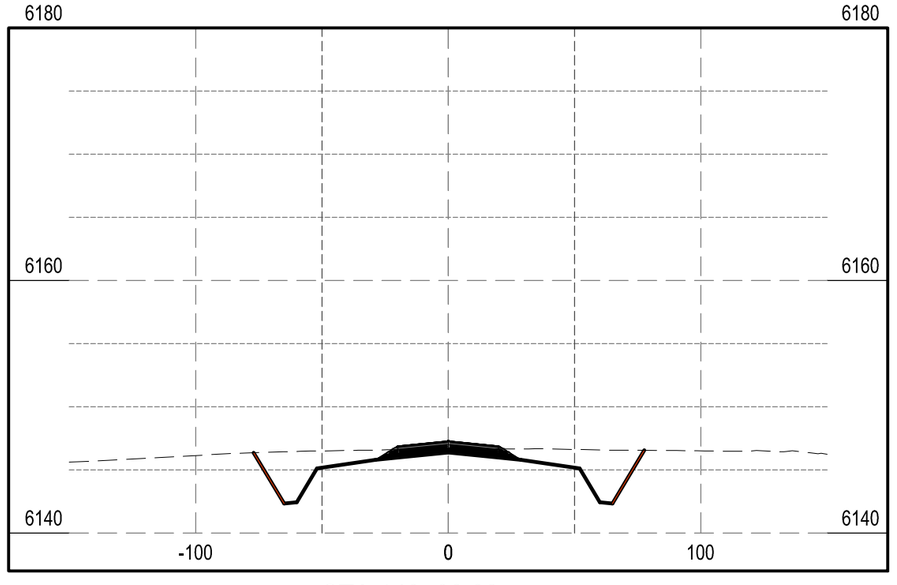
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STA 130+00.00



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NO.	REVISION	DATE

PREPARED FOR:
CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT: HIGH PLAINS ROAD CORRIDOR STUDY

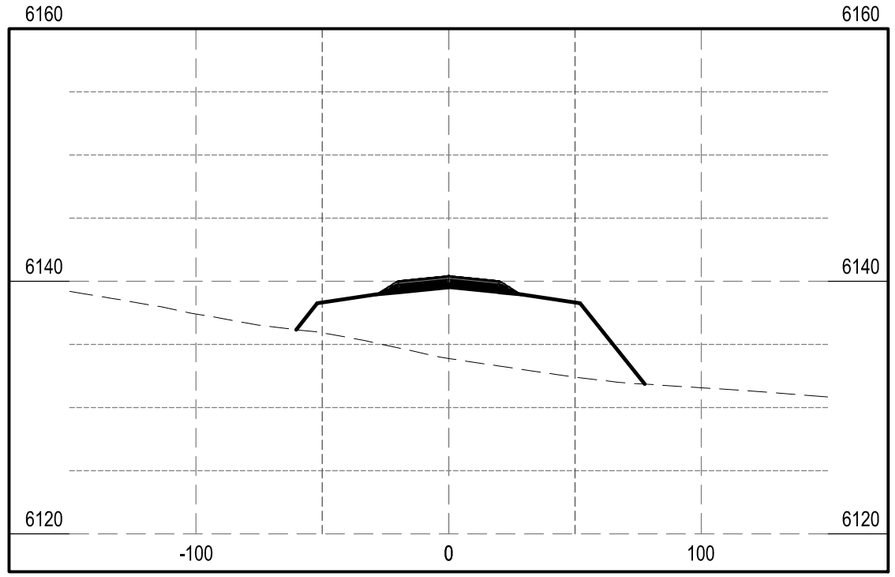
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ENGINEERING
PLANNING
SURVEYING
PC
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY. 82009
AVI@AVIPC.COM

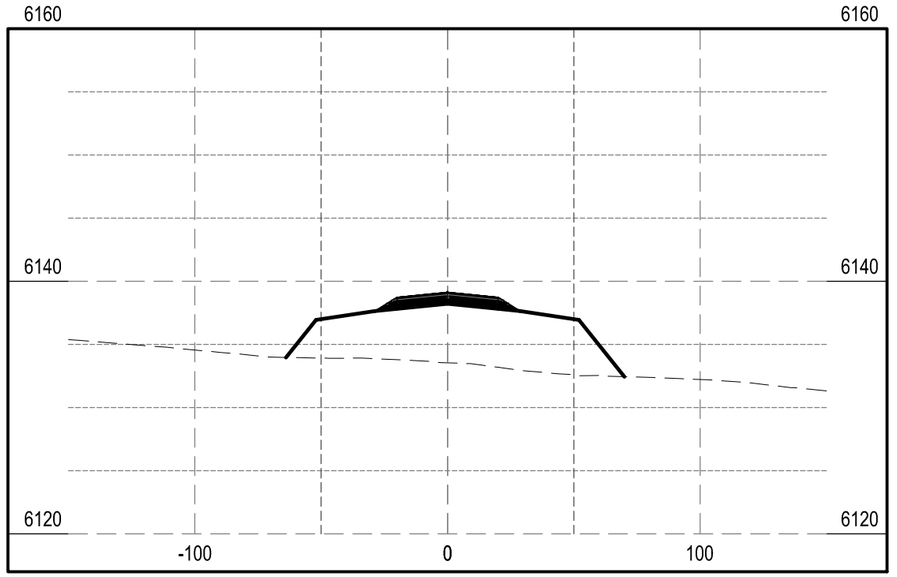
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DRAWN BY: SRL
DESIGNED BY:
CHECKED BY:

JOB NO.: 2-3706

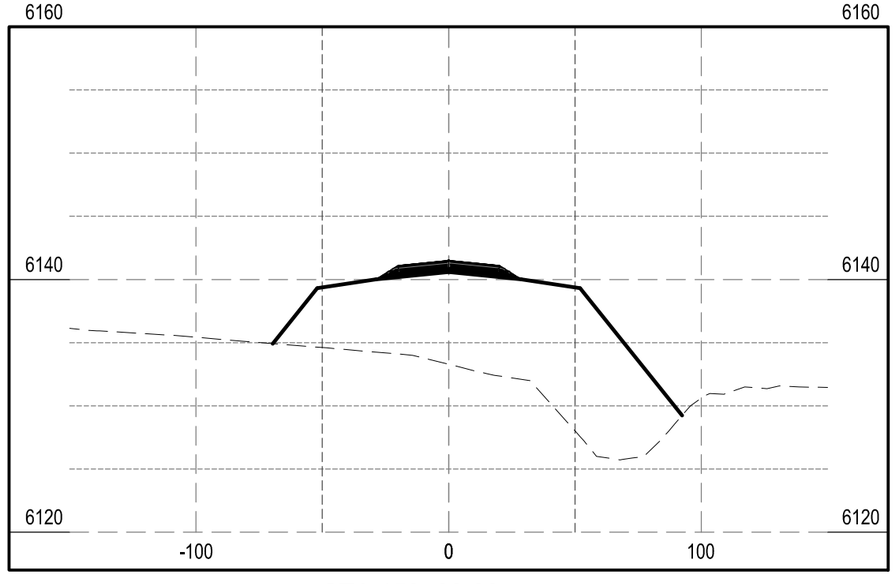
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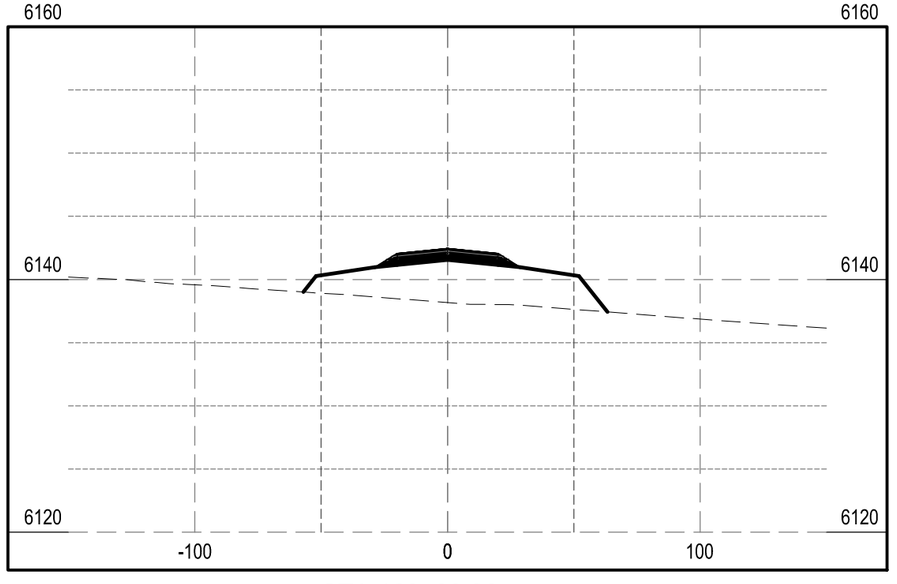
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STA 150+00.00



STA 160+00.00

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NO.	REVISION	DATE

PREPARED FOR:
CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT: HIGH PLAINS ROAD CORRIDOR STUDY

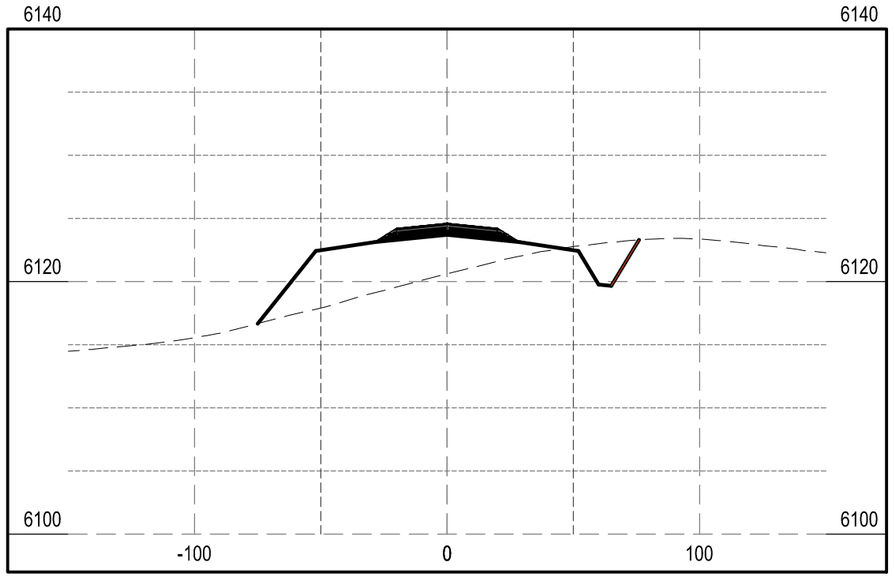
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ENGINEERING
PLANNING
SURVEYING
PC
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

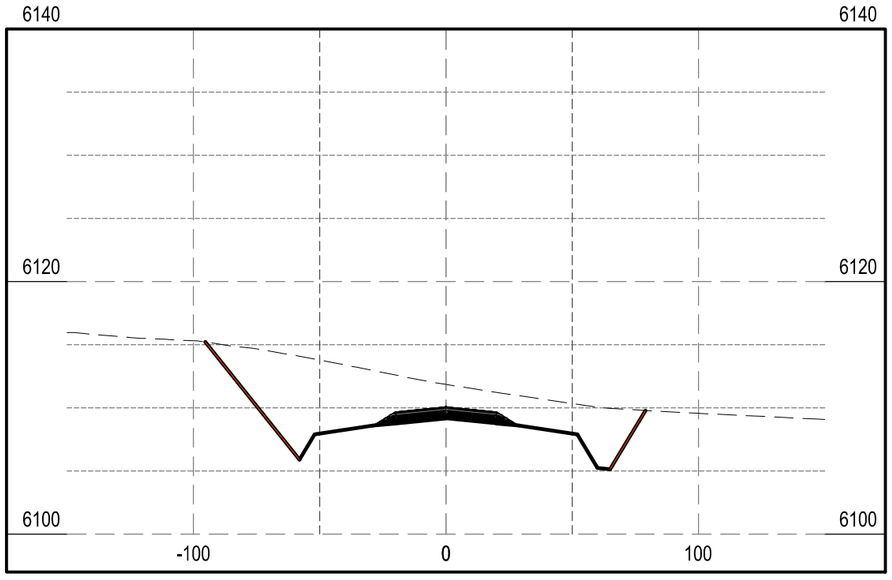
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DESIGNED BY:
CHECKED BY:

JOB NO.: 2-3706

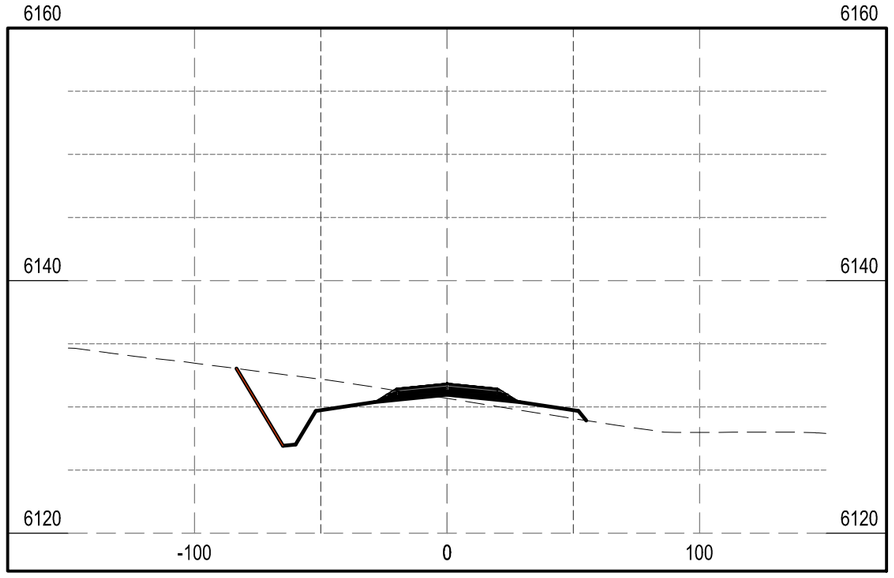
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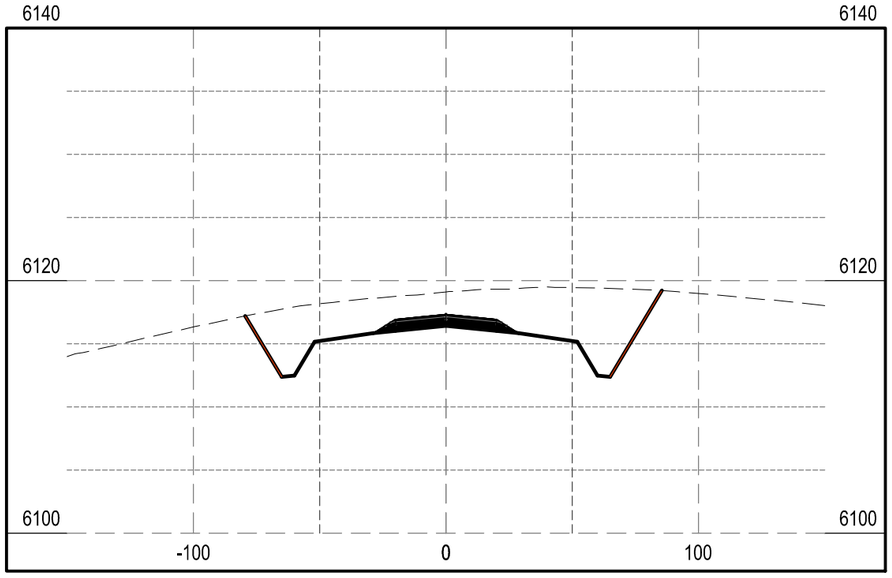
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NO.	REVISION	DATE

PREPARED FOR:
CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT: HIGH PLAINS ROAD CORRIDOR STUDY

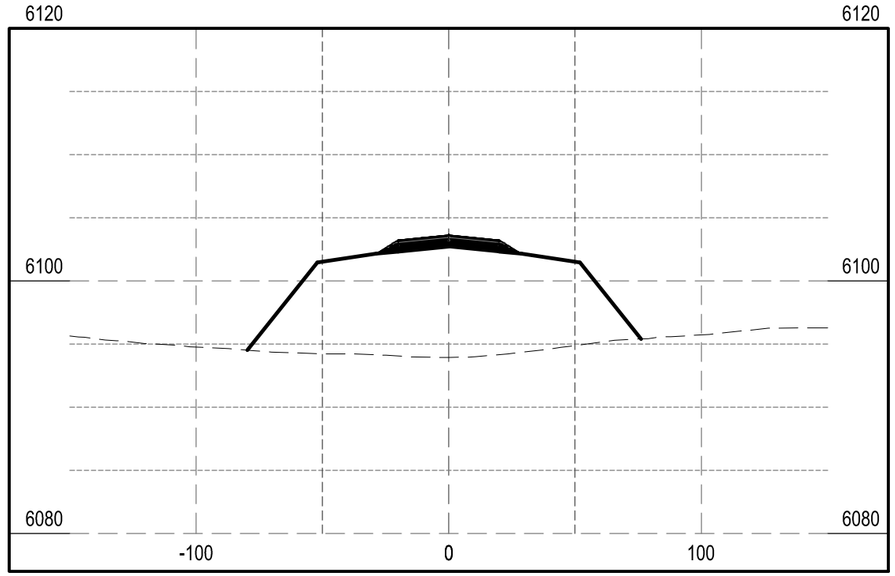
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ENGINEERING PLANNING SURVEYING PC
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

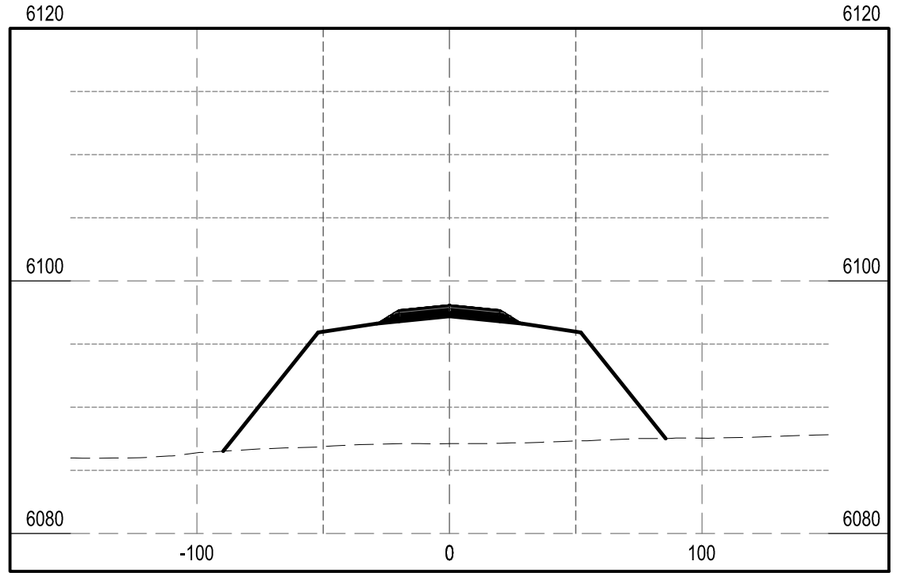
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DRAWN BY: SRL
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CHECKED BY:

JOB NO.: 2-3706

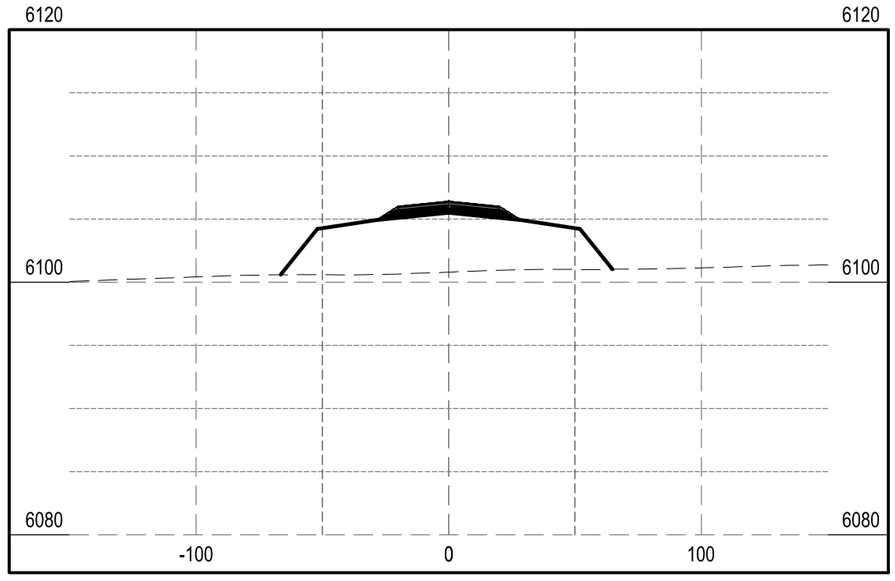
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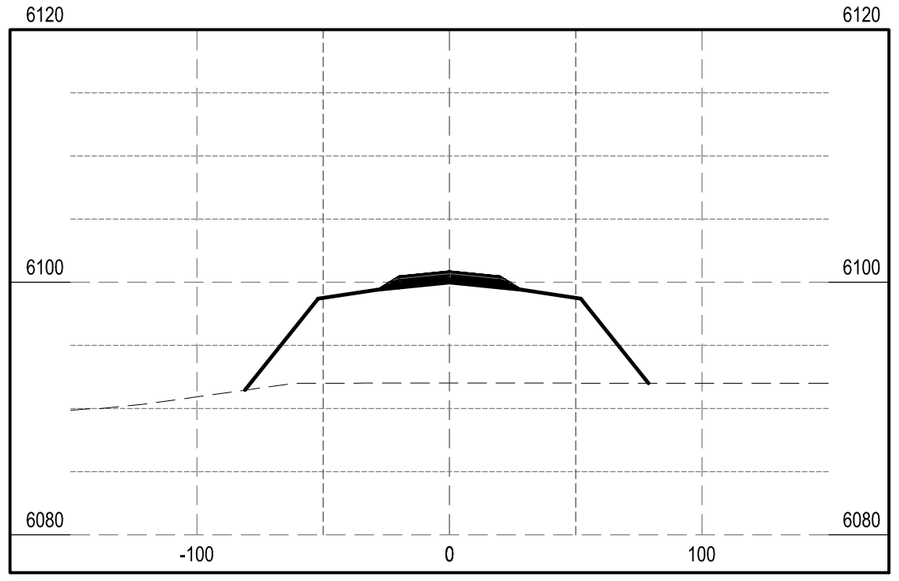
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NO. | REVISION | DATE

PREPARED FOR:
CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT: HIGH PLAINS ROAD CORRIDOR STUDY

DRAWING TITLE: HIGH PLAINS ROAD CROSS SECTION 9

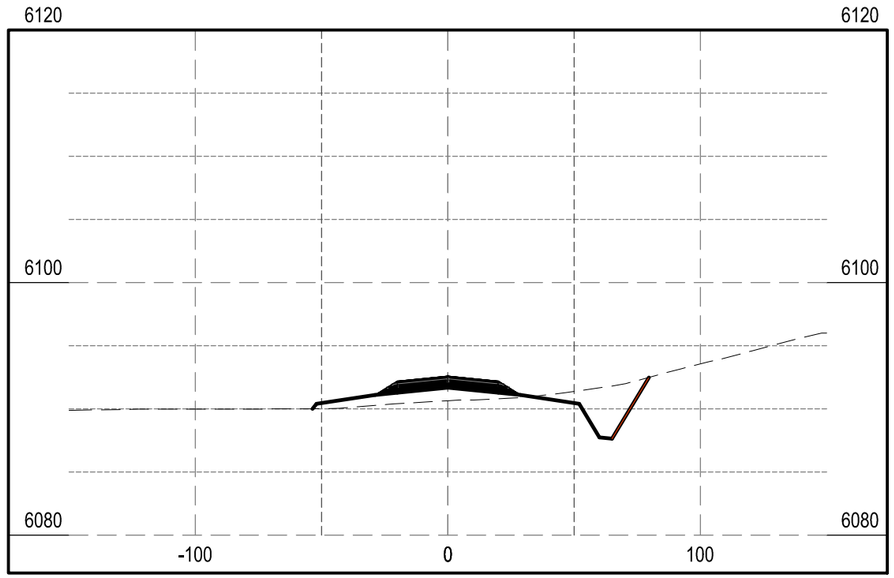
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SURVEYING
P.C.

307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

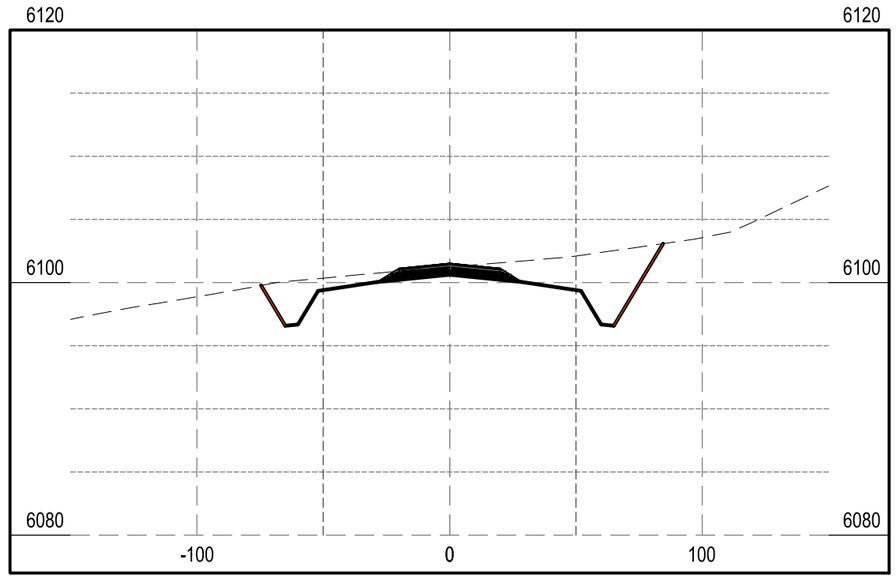
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DESIGNED BY:
CHECKED BY:

JOB NO.: 2-3706

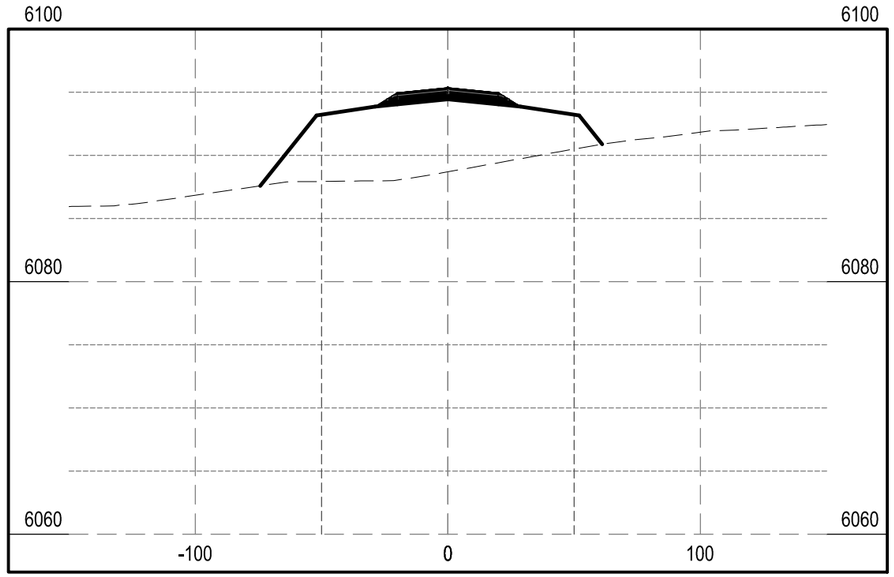
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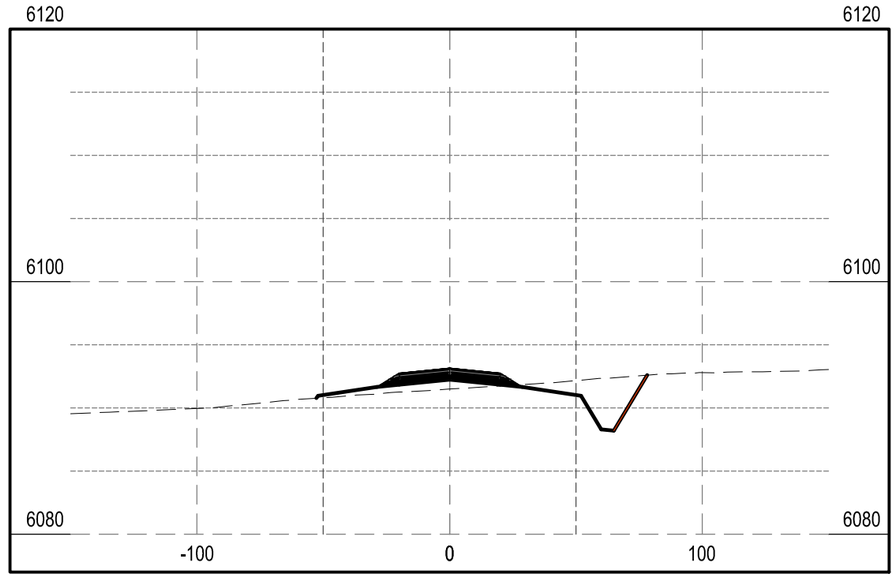
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NO.	REVISION	DATE

PREPARED FOR:
CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT: HIGH PLAINS ROAD CORRIDOR STUDY

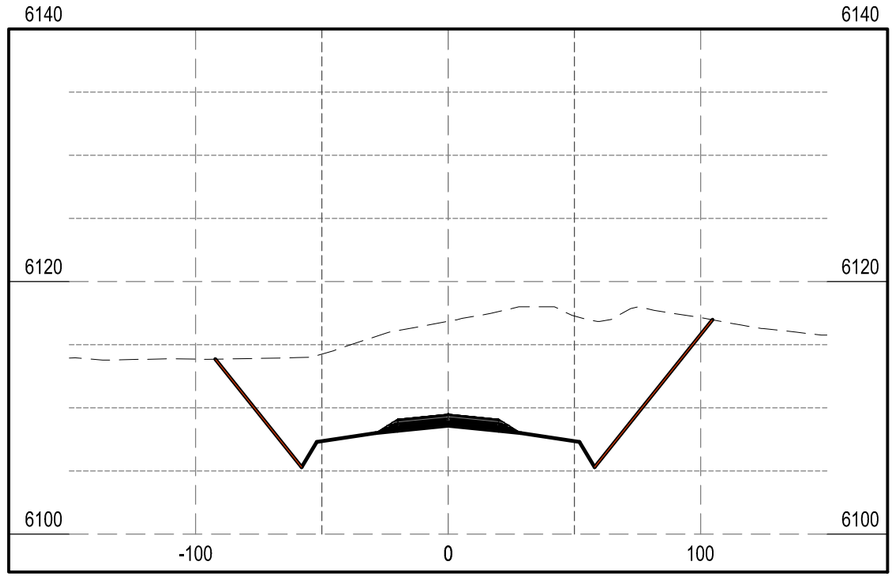
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ENGINEERING PLANNING SURVEYING PC
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

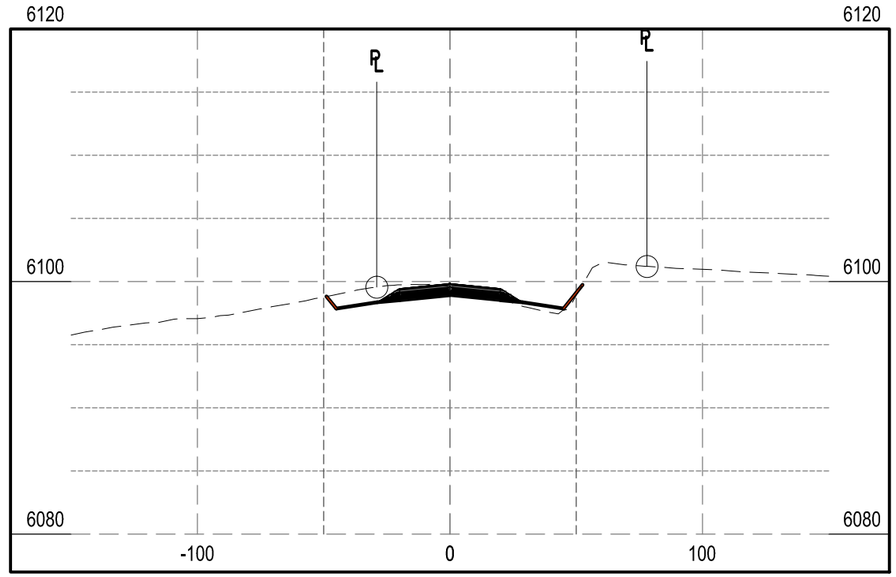
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DRAWN BY: SRL
DESIGNED BY:
CHECKED BY:

JOB NO.: 2-3706

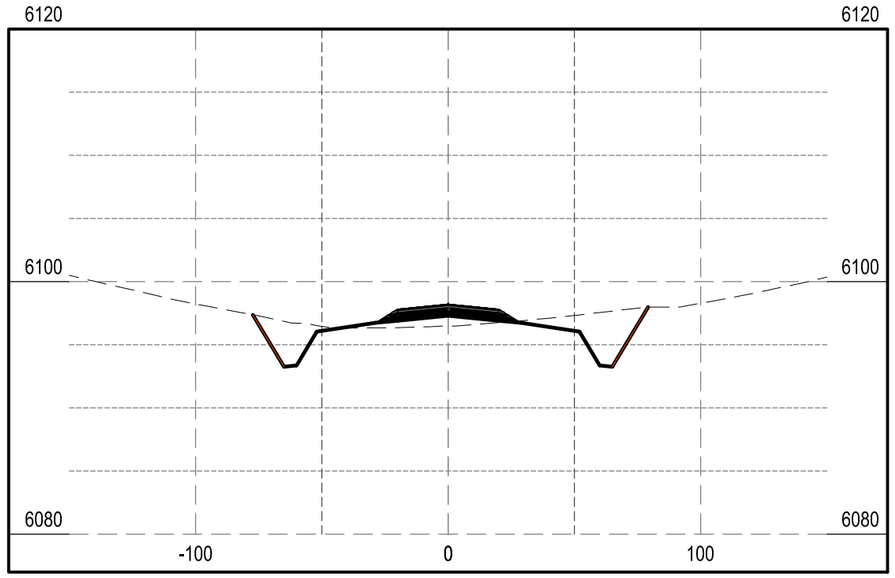
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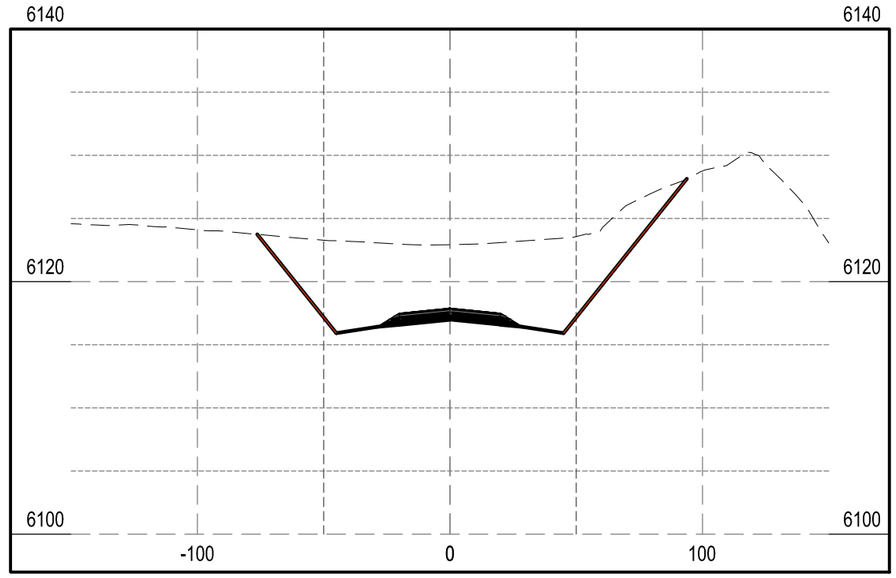
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NO.	REVISION	DATE

PREPARED FOR:
CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT: HIGH PLAINS ROAD CORRIDOR STUDY

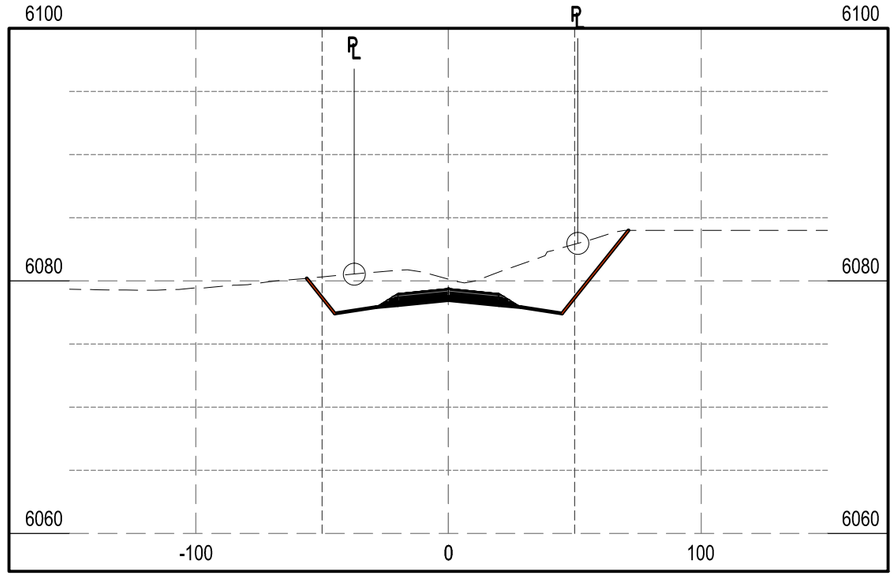
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ENGINEERING PLANNING SURVEYING PC
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

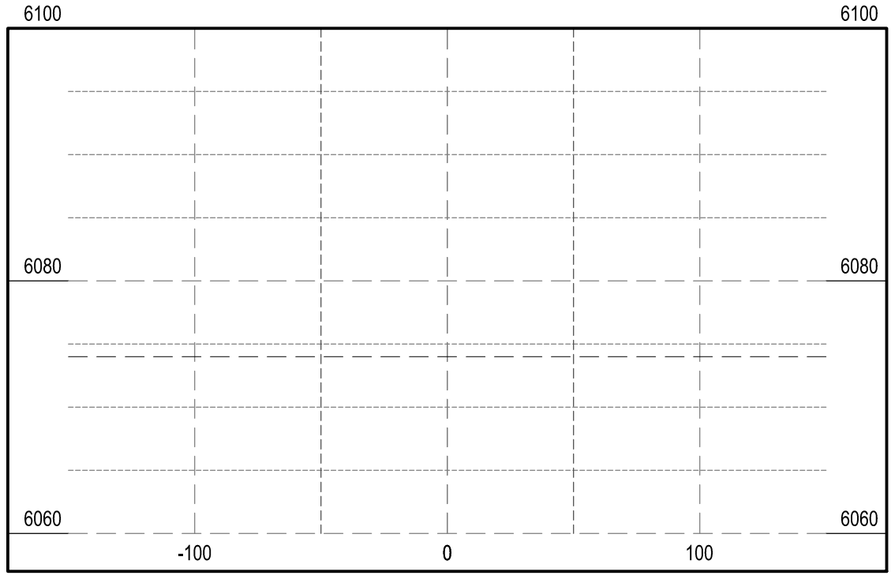
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CHECKED BY:

JOB NO.: 2-3706

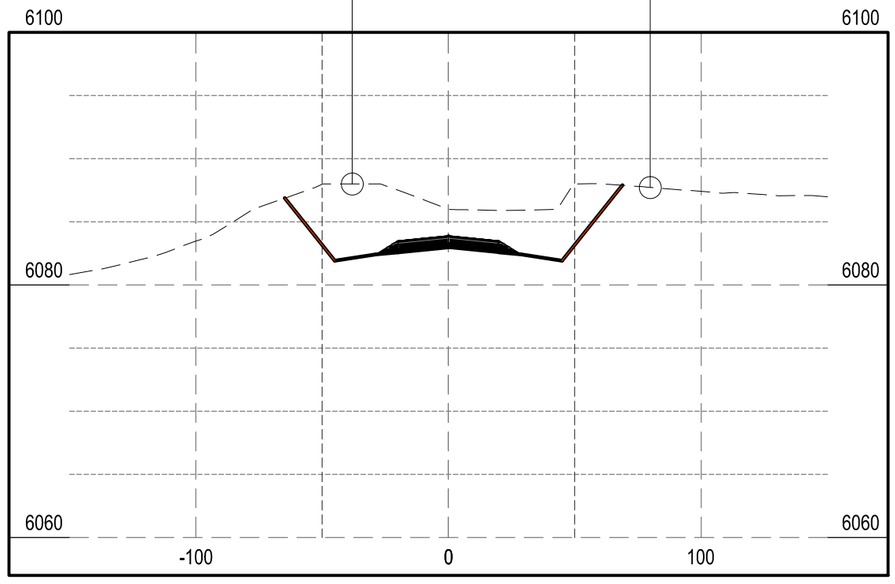
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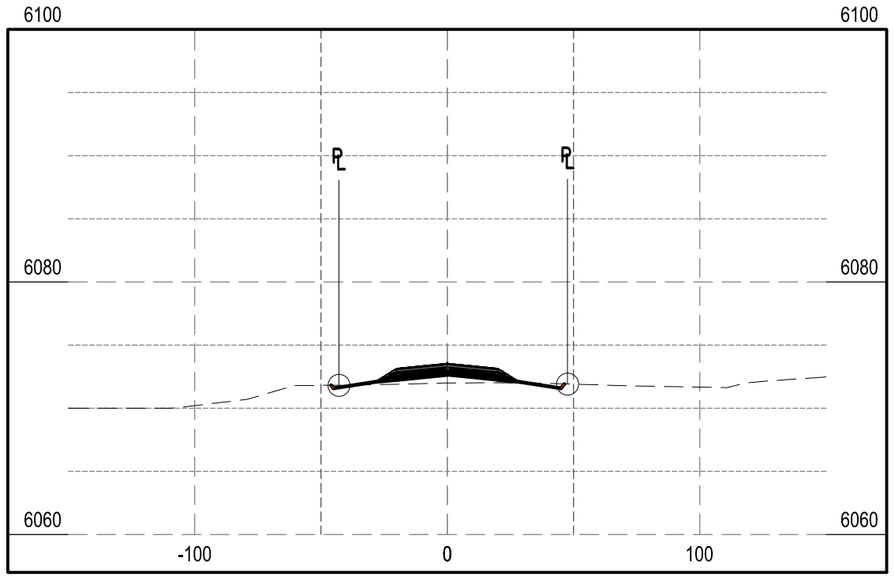
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STA 258+00.00

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NO.	
REVISION	
DATE	

PREPARED FOR:
CHEYENNE MPO
2101 O'NEIL AVENUE ROOM 205
CHEYENNE, WY. 82001

PROJECT: HIGH PLAINS ROAD CORRIDOR STUDY

DRAWING TITLE: HIGH PLAINS ROAD CROSS SECTION 9

ENGINEERING PLANNING SURVEYING PC
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY. 82009
AVI@AVIPC.COM

DATE: 9/27/16
DRAWN BY: SRL
DESIGNED BY:
CHECKED BY:

JOB NO.: 2-3706

XS13
DRAWING NO. OF

APPENDIX B

Public Meetings

Public Meeting Advertisement

Public Meeting Post Card

Public Meeting Sign-in Sheet

Public Meeting Exhibits

Public Meeting Comment Card

Public Comments

Public Comment Summary

ENGINEERING
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SURVEYING
PC



High Plains Road Corridor Study

PUBLIC OPEN HOUSE

The public is invited to attend a Public Open House for the **High Plains Road Corridor Study**. The purpose of the meeting is to solicit ideas and comments regarding a planning study for the potential roadway connection from the intersection of High Plains Road and US-85 (South Greeley Highway) to the new High Plains Road Interchange on I-25. Your input is very important to the planning team as we develop the plan for this future roadway.

A "drop in" **Open House** will be conducted from **5:00 p.m. to 7:00 p.m**., on **Wednesday May 18, 2016** at the **Wyoming Office of Tourism** in the **Collaboration Room** located at **5611 High Plains Road, Cheyenne, WY** 82007 (I-25 @ High Plains Interchange) Exit 4.

For more information, please call the **MPO at 307-638-4385**

HIGH PLAINS ROAD CORRIDOR STUDY

5:30 p.m., on Wednesday May 18, 2016. Wyoming Office of Tourism in the Collaboration Room

•LIST OF ATTENDEES •

NAME	ADDRESS	EMAIL	PHONE/ CELL
Les & Lynn Mead	4618 Road 218	Lsammis@hotmail.com	(307) 214-8005
Tammy Higgins	1070 Redhawk Dr.	gma6200@gmail.com	307-287-2784
Paul Muirbrook	6745 Winchester Blvd	pmuirbrook@aol.com	307/247-0446
Bob & Beverly Fontaine	2319 S 5th Ave	texhombre@gmail.com	307-638-1911
Tom Mason	2101 O'Neil Ave	TMason@cheyennempo.org	637-6277
Linda Allred	205 Daughrio Ln	linder_a@yahoo.com	640-0175
Ken & Tenny Collins	7410 Ave B-4	collins220@centurytel.net	632-2783
Brandon Swain	4000 Central Ave Ste 1	BrandonSwain@cmaa.org	307-214-9653
John Dinneen	603 Rodeo Ave	Wyoman1952@yahoo.com	221-6452
CHARLIE BAUER	7217 TROYER DR	FALLSINMOOSE@HOTMAIL.COM	630-5318

ENGINEERING
PLANNING
SURVEYING

HIGH PLAINS ROAD CORRIDOR STUDY

5:30 p.m., on Wednesday May 18, 2016. Wyoming Office of Tourism in the Collaboration Room

•LIST OF ATTENDEES •

NAME	ADDRESS	EMAIL	PHONE/ CELL
Francis Shive	1703 Bar X Rd		(307) 634-6035
Rob Van Cleave	680 Dayglo Lane		
DON BARNES	502 Dayglo Lane	[illegible]	307-630-8382
Cheryl Burd	316 E. Nation Road		
Doug Edgerton*	6807 Spencer Dr	dedgerton@schroll cabinets.com	632 4278
Nathan Beamheim	City Engineering	nbeamheim@cheyennecity.org	638-4315
Gerry Yaffa	801 Angie St	geryyaffa@gmail.com	433-8234
Daryl Johnson	1103 Old Town Lane	djohnson@avipc.com	637-6017
Dale Keizer	P.O. Box 482	sdkeizer@aol	634-7726
Anne Smith	5093 Browning Dr	anneswyo@gmail	631-9716

ENGINEERING
PLANNING
SURVEYING

HIGH PLAINS ROAD CORRIDOR STUDY

5:30 p.m., on Wednesday May 18, 2016. Wyoming Office of Tourism in the Collaboration Room

•LIST OF ATTENDEES •

NAME	ADDRESS	EMAIL	PHONE/ CELL
Eileen Blue	5227 Division Ave	Bat800@Bresnan.Net	307-631-9864 307-637-7973
Chris Knott	4810 + 4820 So Greeley Hwy	Speedway Storage88@gmail.com	274-0001 *
Jason Pearl	"	"	"
SCOT LEFAN	1804 STIRRUP RD	DANASCOT@CHARTER.NET	
Dustin + Rachel Mcken	6823 Manhattan Ln	dustin.mcken@blackhillscorp.com	778-2149
JEFF WIGGINS		jwiggins@cheyennecity.org	638-4379
Pepper McClenahan	Archer Complex	pmcclenahan@laramie County.com	633-4538
James Sims	2101 O'Neil	jsims@cheyennepo	638-4308
RANDY GRIESBACH	3411 S. 3RD ST. LARAMIE	randy.griesbach@wyo.gov	307-745-2100
ROB GERINGER	13797 PRAIRIE CHK CIR	rgeringer@laramiecounty.com	~~633-4302~~ 633-4302

ENGINEERING
PLANNING
SURVEYING
PC

HIGH PLAINS ROAD CORRIDOR STUDY

5:30 p.m., on Wednesday May 18, 2016. Wyoming Office of Tourism in the Collaboration Room

•LIST OF ATTENDEES •

NAME	ADDRESS	EMAIL	PHONE/ CELL
Bill & Ginger Lara	6501 Comanche DR	BSara@bresnan.net	307-286-3801
Boyd Wigagan	1902 Homer Ave, Ste 201	boyd.wigagan@wyliberty.org	632-7020
Buck Holmes	2532 Moonlight Ct	bholmes@laramiecounty.com	
Nancy Olson	201 O'Neil Avenue #205	nolson@cheyenneMPO.org	

Cheyenne MPO
2101 O'Neil, Room 205
Cheyenne, WY 82001

Cheyenne MPO
2101 O'Neil, Room 205
Cheyenne, WY 82001

Cheyenne MPO
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Cheyenne, WY 82001

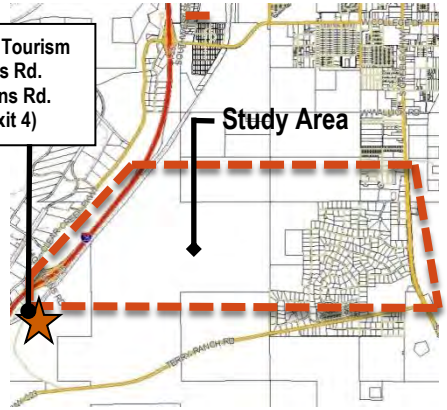
Cheyenne MPO
2101 O'Neil, Room 205
Cheyenne, WY 82001

PLEASE JOIN US
for a
PUBLIC OPEN HOUSE

High Plains Road Corridor Study

When: Wed. May 18, 2016
Where: Wyoming Office of Tourism
5611 High Plains Road
(I-25 @ High Plains Rd. Interchange, Exit 4)
Cheyenne, WY
Time: 5:00 p.m. to 7:00 p.m.

The purpose of this meeting is to solicit your comments and ideas for the planned roadway.



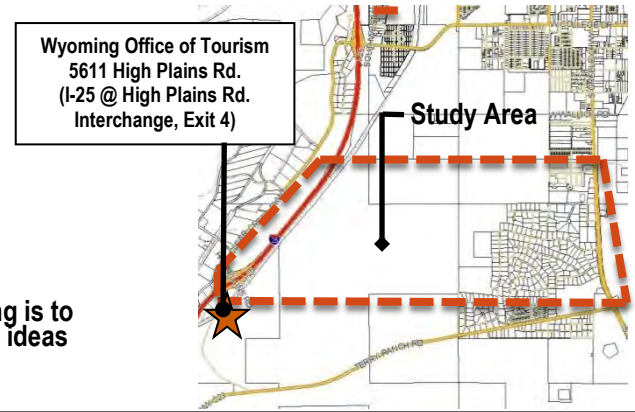
Contact: Nancy Olson | Cheyenne MPO | P:307.638.4366
E:nolson@cheyennempo.org

PLEASE JOIN US
for a
PUBLIC OPEN HOUSE

High Plains Road Corridor Study

When: Wed. May 18, 2016
Where: Wyoming Office of Tourism
5611 High Plains Road
(I-25 @ High Plains Rd. Interchange, Exit 4)
Cheyenne, WY
Time: 5:00 p.m. to 7:00 p.m.

The purpose of this meeting is to solicit your comments and ideas for the planned roadway.



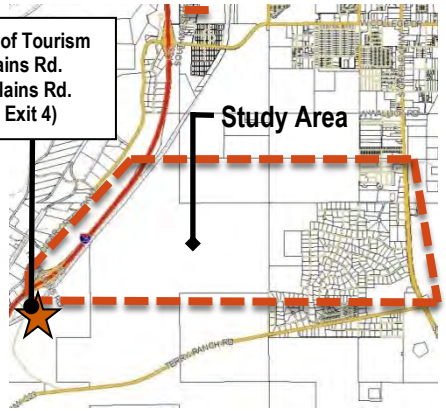
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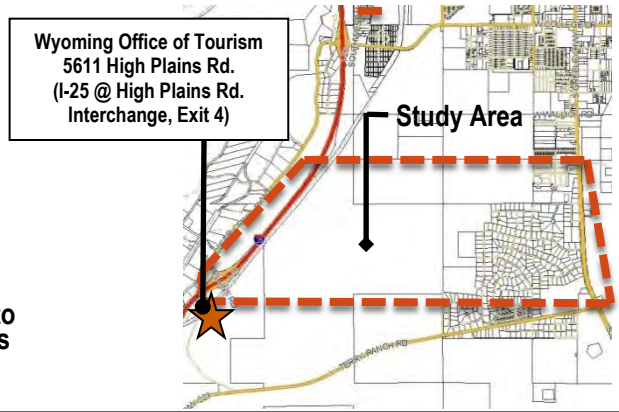
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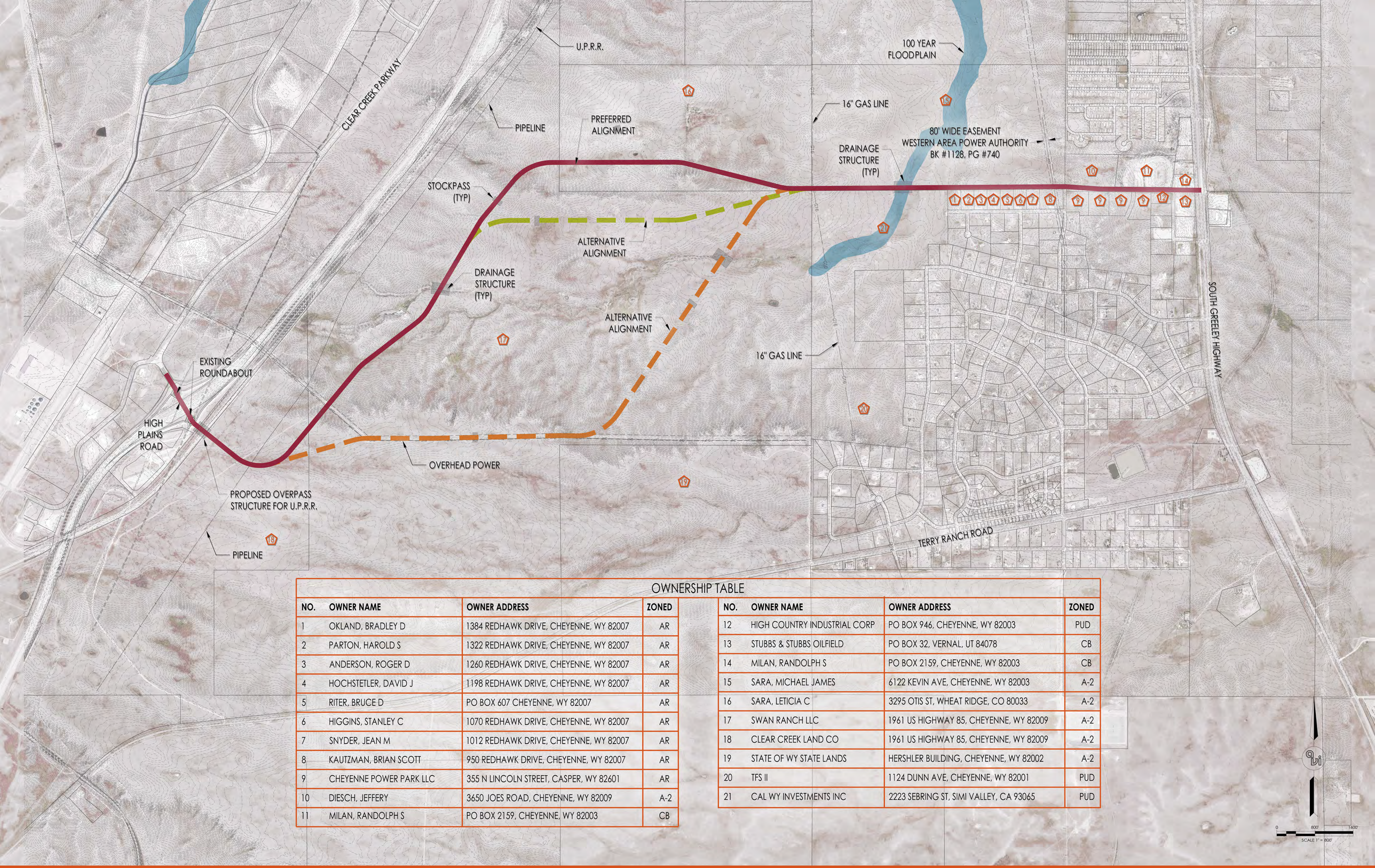
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E:nolson@cheyennempo.org



OWNERSHIP TABLE

NO.	OWNER NAME	OWNER ADDRESS	ZONED
1	OKLAND, BRADLEY D	1384 REDHAWK DRIVE, CHEYENNE, WY 82007	AR
2	PARTON, HAROLD S	1322 REDHAWK DRIVE, CHEYENNE, WY 82007	AR
3	ANDERSON, ROGER D	1260 REDHAWK DRIVE, CHEYENNE, WY 82007	AR
4	HOCHSTETLER, DAVID J	1198 REDHAWK DRIVE, CHEYENNE, WY 82007	AR
5	RITER, BRUCE D	PO BOX 607 CHEYENNE, WY 82007	AR
6	HIGGINS, STANLEY C	1070 REDHAWK DRIVE, CHEYENNE, WY 82007	AR
7	SNYDER, JEAN M	1012 REDHAWK DRIVE, CHEYENNE, WY 82007	AR
8	KAUTZMAN, BRIAN SCOTT	950 REDHAWK DRIVE, CHEYENNE, WY 82007	AR
9	CHEYENNE POWER PARK LLC	355 N LINCOLN STREET, CASPER, WY 82601	AR
10	DIESCH, JEFFERY	3650 JOES ROAD, CHEYENNE, WY 82009	A-2
11	MILAN, RANDOLPH S	PO BOX 2159, CHEYENNE, WY 82003	CB
12	HIGH COUNTRY INDUSTRIAL CORP	PO BOX 946, CHEYENNE, WY 82003	PUD
13	STUBBS & STUBBS OILFIELD	PO BOX 32, VERNAL, UT 84078	CB
14	MILAN, RANDOLPH S	PO BOX 2159, CHEYENNE, WY 82003	CB
15	SARA, MICHAEL JAMES	6122 KEVIN AVE, CHEYENNE, WY 82003	A-2
16	SARA, LETICIA C	3295 OTIS ST, WHEAT RIDGE, CO 80033	A-2
17	SWAN RANCH LLC	1961 US HIGHWAY 85, CHEYENNE, WY 82009	A-2
18	CLEAR CREEK LAND CO	1961 US HIGHWAY 85, CHEYENNE, WY 82009	A-2
19	STATE OF WY STATE LANDS	HERSHLER BUILDING, CHEYENNE, WY 82002	A-2
20	TFS II	1124 DUNN AVE, CHEYENNE, WY 82001	PUD
21	CAL WY INVESTMENTS INC	2223 SEBRING ST, SIMI VALLEY, CA 93065	PUD

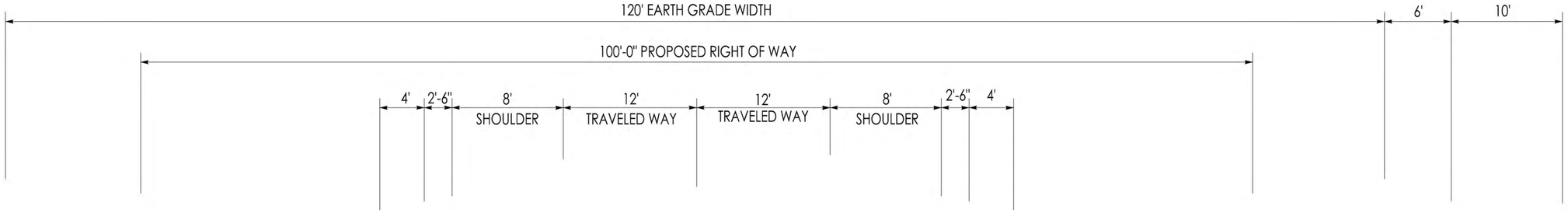
ENGINEERING PLANNING SURVEYING

HIGH PLAINS ROAD CORRIDOR STUDY

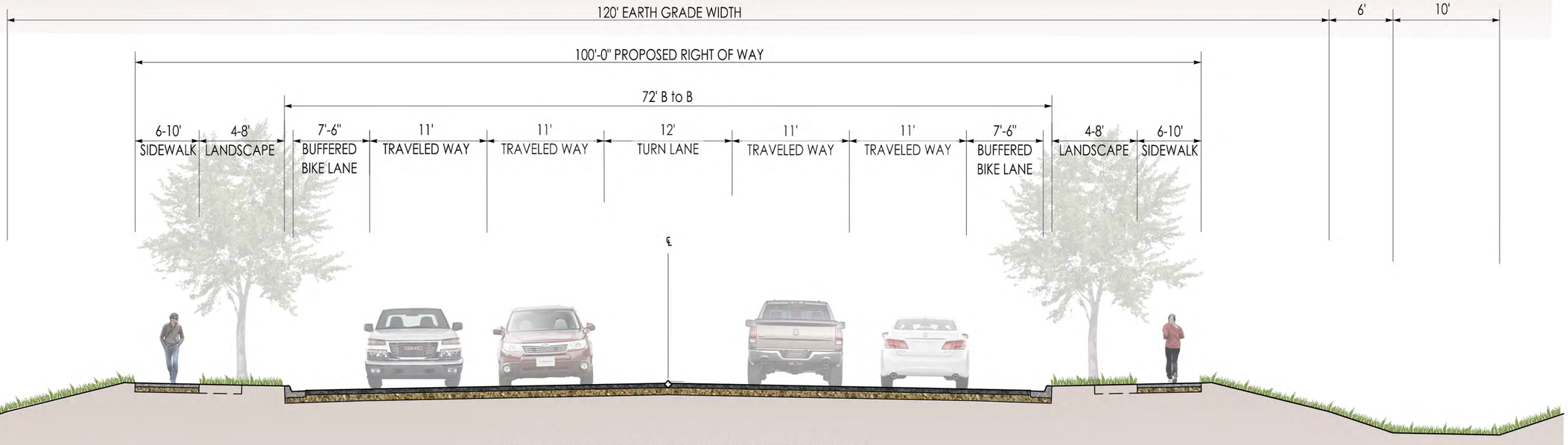
CONCEPTUAL ALTERNATIVE ALIGNMENTS

greenscape DESIGNS
PLANNING | LANDSCAPE ARCHITECTURE

PROPOSED TYPICAL ROADWAY SECTION



FUTURE ULTIMATE TYPICAL ROADWAY SECTION



*SIDEWALK & LANDSCAPE WIDTH WILL VARY DEPENDING ON TYPE OF FUTURE DEVELOPMENT:

- 6' MINIMUM SIDEWALK WIDTH (INDUSTRIAL)
- 8' MULTI-USE PATH
- 10' GREENWAY

RESIDENTIAL AS DESIRED

ENGINEERING
PLANNING
SURVEYING

HIGH PLAINS ROAD CORRIDOR STUDY

CONCEPTUAL TYPICAL SECTIONS

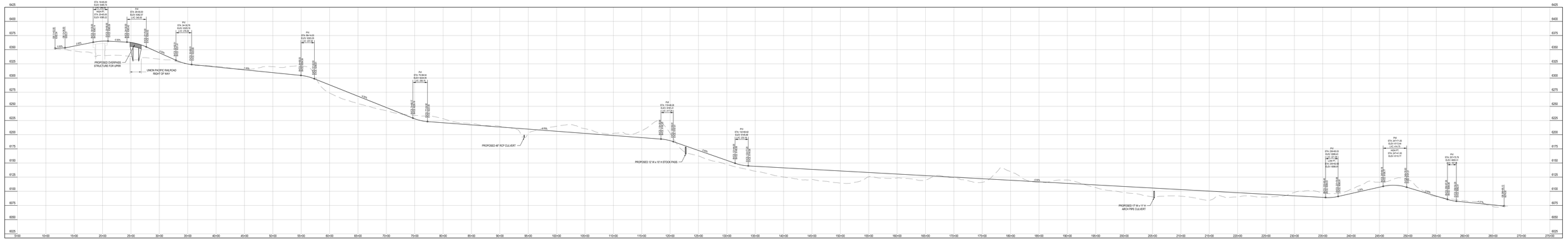
greenscape DESIGNS
PLANNING | LANDSCAPE ARCHITECTURE

HIGH PLAINS ROAD CORRIDOR STUDY

greenscapes DESIGNS
PLANNING | LANDSCAPE ARCHITECTURE

ENGINEERING
PLANNING
SURVEYING





High Plains Road Corridor Study Comment Sheet

Which of the following best describes you (Please check all that apply)?

- ☐ Home owner in the area
- ☐ Renter in the area
- ☐ Business owner in the area
- ☐ Commercial Property owner
- ☐ Employee in the area
- ☐ Property Owner in the area
- ☐ Potential Route user
- ☐ Other_____
  (Please specify)

Please give your contact information in order to keep you informed (Optional)?

Name: _____

Address: _____

Phone: _____

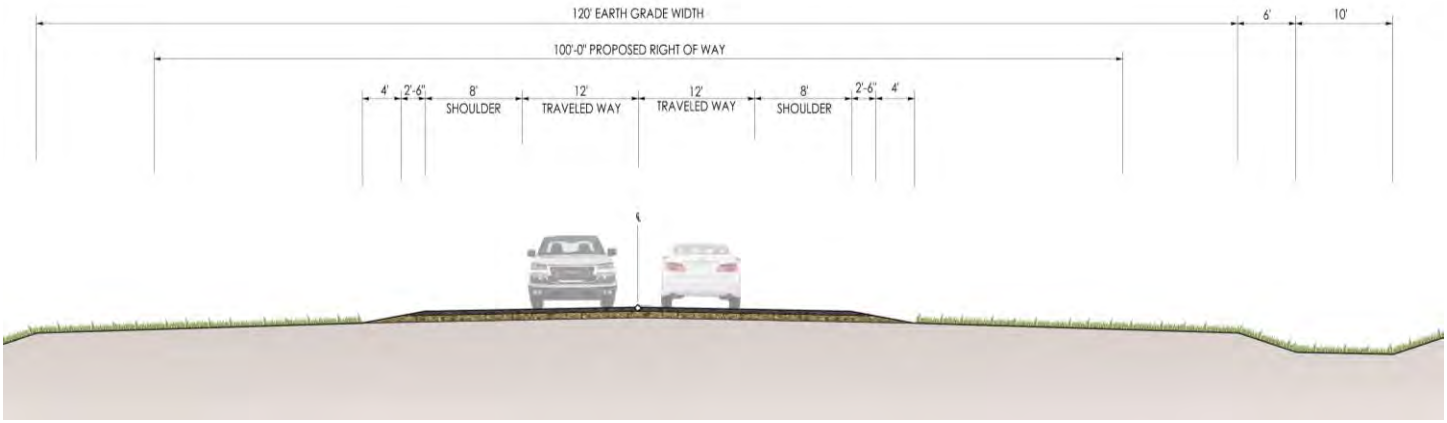
Email: _____

Rate the importance of the following transportation modes (circle the most appropriate for each issue) based on what you consider to be the most important design consideration for High Plains Road?

Description	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinion
Volume of Traffic	5	4	3	2	1	0
Higher Traffic Speeds	5	4	3	2	1	0
Lower Traffic Speeds	5	4	3	2	1	0
Pedestrians	5	4	3	2	1	0
Bicycles	5	4	3	2	1	0
Other	5	4	3	2	1	0

If Other (please specify) _____

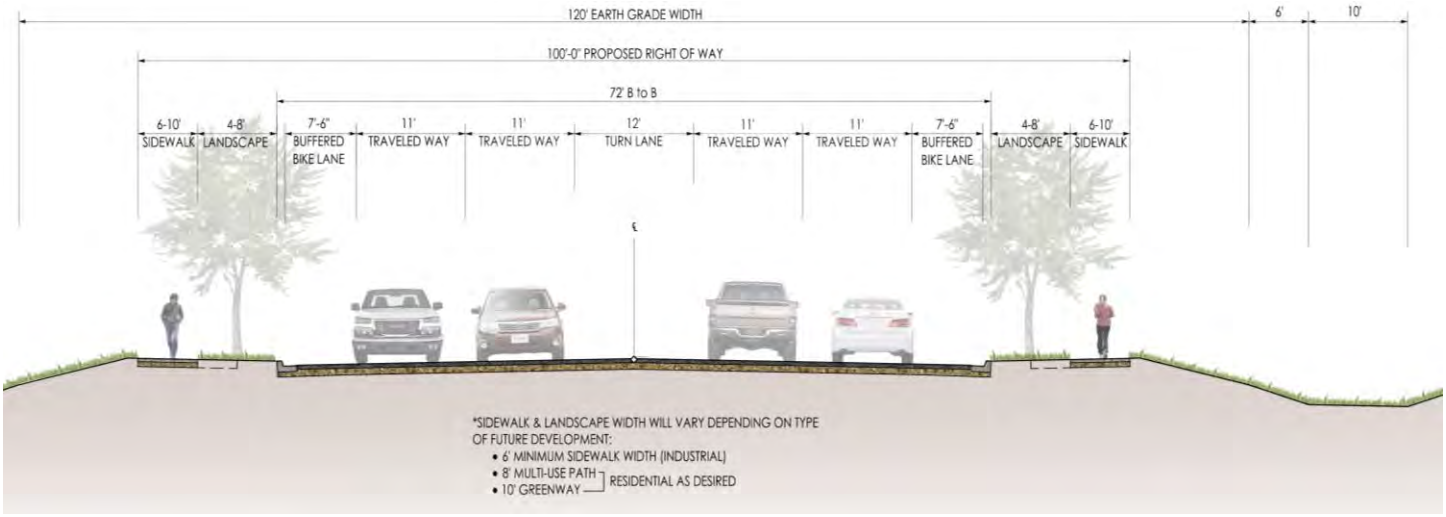
(Please Turn Over)



Please rate the Proposed Roadway Typical Section for High Plains Road shown above.

Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
☐	☐	☐	☐	☐

Any additional comments?



Please rate the Future Ultimate Typical Roadway Section shown above.

Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
☐	☐	☐	☐	☐

Any additional comments?

Additional Comments

Do you have any additional ideas, information, or other comments that you would like to provide at this time?

Thank you for providing input for this important project.
If you prefer to mail or email your comments, please do so by May 31, 2016.
Mail them to: AVI, P.C. 1103 Old Town Lane, Cheyenne, Wyoming 82009.
Email: AVI@avipc.com

High Plains Road Corridor Study Comment Sheet ✓

Which of the following best describes you (Please check all that apply)?

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- ☐ Business owner in the area
- ☐ Commercial Property owner
- ☐ Employee in the area
- ☐ Property Owner in the area
- ☐ Potential Route user
- ☐ Other_____ (Please specify)

Please give your contact information in order to keep you informed (Optional)?

Name: Bob Rowe

Address: 5227 Division Ave Cheyenne, WY 82007

Phone: 307-637-7973

Email: BAT800@bresnan.net

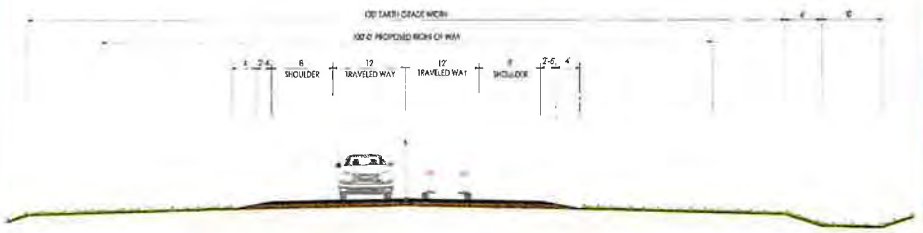
Rate the importance of the following transportation modes (circle the most appropriate for each issue) based on what you consider to be the most important design consideration for High Plains Road?

Description	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinion
Volume of Traffic	5	4	3	(2)	1	0
Higher Traffic Speeds	5	4	3	2	(1)	0
Lower Traffic Speeds	(5)	4	3	2	1	0
Pedestrians	(5)	4	3	2	1	0
Bicycles	(5)	4	3	2	1	0
Other	5	4	3	2	1	0

If Other (please specify)

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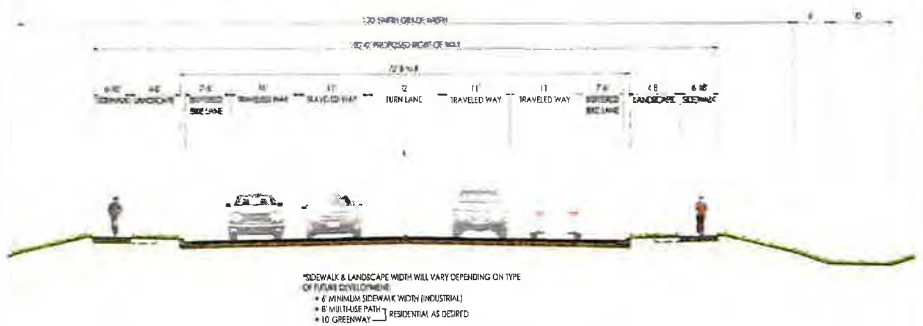


Please rate the Proposed Roadway Typical Section for High Plains Road shown above.

Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
☐	☒	☐	☐	☐

Any additional comments?

This would be more likeable with sidewalks. Don't want heavy (semi) truck traffic.



Please rate the Future Ultimate Typical Roadway Section shown above.

Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
☐	☐	☐	☐	☒

Any additional comments?

I do not want an "Interstate Expressway" near my home. I do not want any intersections connected to our peaceful neighborhood.

In response to the High Plains Corridor 28 May 2016

I am more than happy to entertain the idea of an access road that connects the interstate with US-85 with limitations. I am already leery of Phase 2 of the expansion of the Division Avenue project even though Phase 1 has not been financed nor implemented. We live in a small pocket community in the Bison Crossing subdivision, one with limited traffic and limited noise. Nothing is worse than hearing a semi going down South Greeley Highway using its exhaust braking system, "Jake" brake. I don't want to be surrounded by high traffic noises.

There's always a possibility that in the future connections will be made and this neighborhood would become a high traffic area which are not conducive to a rural setting. I believe a two lane road like Terry Ranch Road would be sufficient with the addition of sidewalks/bike paths for residential usage. The nightmare I see with a larger/wider roads are the circumvention of the Port of Entry and semi-truck traffic.

Addition of this road no matter the configuration is going to require the addition of turn lanes off of South Greeley Highway onto High Plains Road plus a possible reduction of the current speed limit on South Greeley, and in the future a traffic light.

If this road were to be funded and built I feel the road would be better suited connected at Wallick Road where fewer homes and home values would be affected.

Thank you for allowing my input.

Robert M. Rowe

5227 Division Ave

Cheyenne, WY 82007

High Plains Road Corridor Study Comment Sheet ✓

Which of the following best describes you (Please check all that apply)?

- [X] Home owner in the area
- [ ] Renter in the area
- [ ] Business owner in the area
- [ ] Commercial Property owner
- [ ] Employee in the area
- [ ] Property Owner in the area
- [ ] Potential Route user
- [ ] Other_____ (Please specify)

Please give your contact information in order to keep you informed (Optional)?

Name: Robert Van Cleave

Address: 680 Dayslie Lane

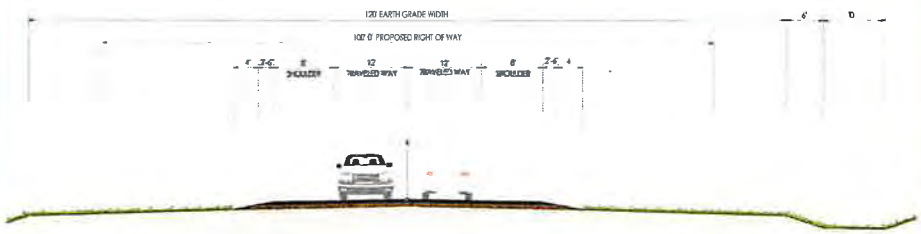
Phone:

Email: robvancleave@gmail.com

Rate the importance of the following transportation modes (circle the most appropriate for each issue) based on what you consider to be the most important design consideration for High Plains Road?

Description	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinion
Volume of Traffic	5	(4)	3	2	1	0
Higher Traffic Speeds	5	4	(3)	2	1	0
Lower Traffic Speeds	5	4	(3)	2	1	0
Pedestrians	5	(4)	3	2	1	0
Bicycles	(5)	4	3	2	1	0
Other	5	4	3	2	1	0

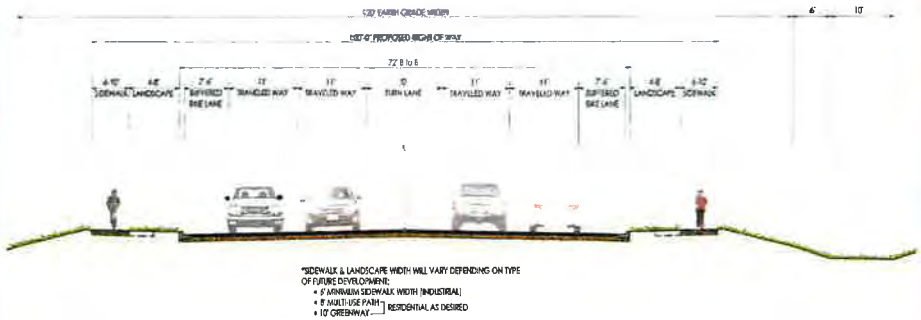
If Other (please specify)



Please rate the Proposed Roadway Typical Section for High Plains Road shown above.

Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
X	☐	☐	☐	☐

Any additional comments?



Please rate the Future Ultimate Typical Roadway Section shown above.

Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
X	☐	☐	☐	☐

Any additional comments?

Additional Comments

Do you have any additional ideas, information, or other comments that you would like to provide at this time?

Thank you for providing input for this important project.
If you prefer to mail or email your comments, please do so by May 31, 2016.
Mail them to: AVI, P.C. 1103 Old Town Lane, Cheyenne, Wyoming 82009.
Email: AVI@avipc.com

High Plains Road Corridor Study Comment Sheet ✓

Which of the following best describes you (Please check all that apply)?

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- ☐ Business owner in the area
- ☐ Commercial Property owner
- ☐ Employee in the area
- ☐ Property Owner in the area
- ☒ Potential Route user
- ☐ Other_____ (Please specify)

Please give your contact information in order to keep you informed (Optional)?

Name: Beverly Fontaine

Address: 2319 S. 5th Ave #2007

Phone: 638-1901

Email: texhombre@gmail.com

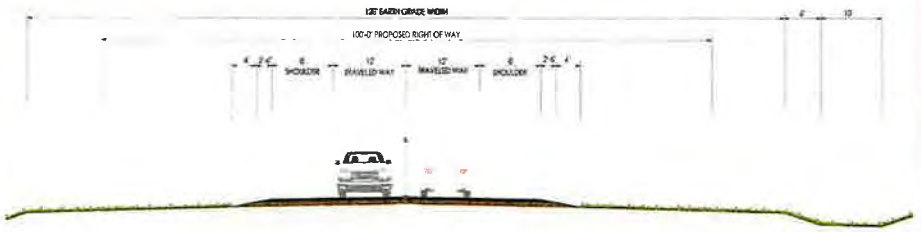
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Higher Traffic Speeds	5	(4)	3	2	1	0
Lower Traffic Speeds	5	(4)	3	2	1	0
Pedestrians	5	4	(3)	2	1	0
Bicycles	(5)	4	3	2	1	0
Other	5	4	3	2	1	0

If Other (please specify) _____

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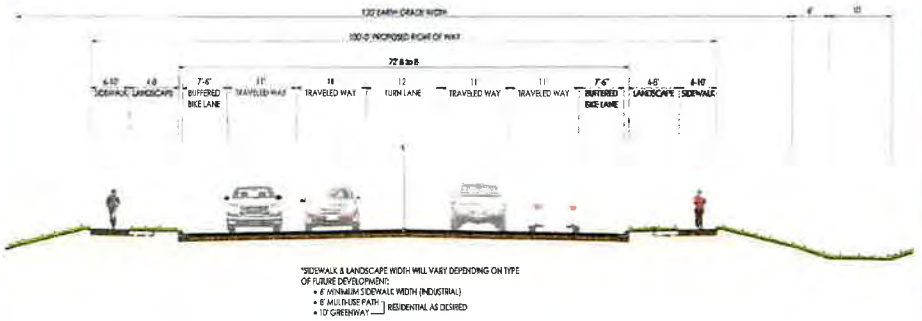
Please rate the Proposed Roadway Typical Section for High Plains Road shown above.

Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
☐	☒	☐	☐	☐

Any additional comments?

_____

_____



Please rate the Future Ultimate Typical Roadway Section shown above.

Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
☒	☐	☐	☐	☐

Any additional comments?

_____

_____

Additional Comments

Do you have any additional ideas, information, or other comments that you would like to provide at this time?

It would be a good idea to study weather patterns on each route to see which one would be most/least likely to be blocked (made treacherous) by blowing snow.

Thank you for providing input for this important project.
If you prefer to mail or email your comments, please do so by May 31, 2016.
Mail them to: AVI, P.C. 1103 Old Town Lane, Cheyenne, Wyoming 82009.
Email: AVI@avipc.com

High Plains Road Corridor Study Comment Sheet

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- ☐ Potential Route user
- ☐ Other_____ (Please specify)

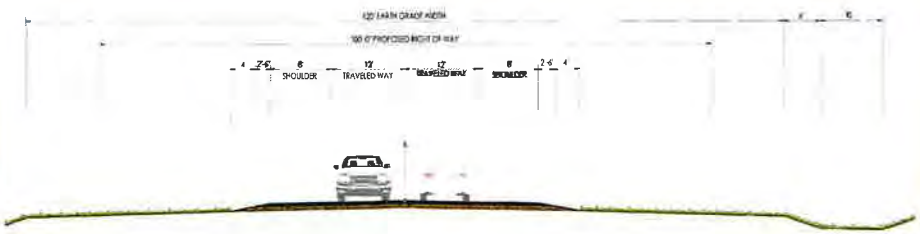
Please give your contact information in order to keep you informed (Optional)?

Name: Bob Fontaine
Address: 2319 S. 5th Ave Cheyenne Wy 82007
Phone:
Email:

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Description	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinion
Volume of Traffic	(5)	4	3	2	1	0
Higher Traffic Speeds	5	4	(3)	2	1	0
Lower Traffic Speeds	5	4	(3)	2	1	0
Pedestrians	5	(4)	3	2	1	0
Bicycles	(5)	4	3	2	1	0
Other	5	4	3	2	1	0

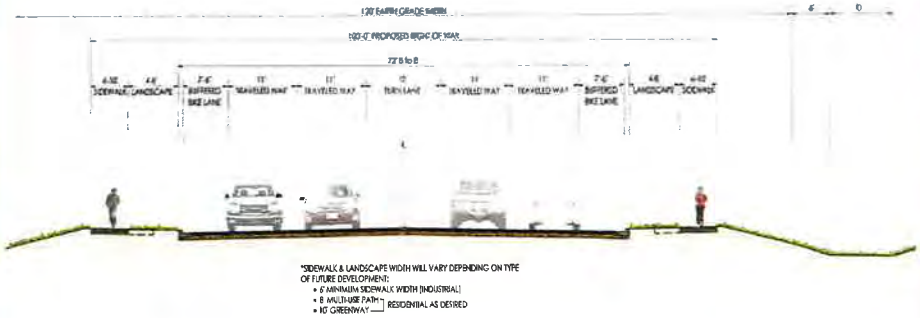
If Other (please specify) _____



Please rate the Proposed Roadway Typical Section for High Plains Road shown above.

Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
☑	☐	☐	☐	☐

Any additional comments?



Please rate the Future Ultimate Typical Roadway Section shown above.

Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
☑	☐	☐	☐	☐

Any additional comments?

Additional Comments

Do you have any additional ideas, information, or other comments that you would like to provide at this time?

It's important to keep the weather in mind. The ridges & low sections could pose problems during ~~Blizzard~~ blizzard conditions. A study should be made to establish the best route. N-CAR could be a help in this area.

Thank you for providing input for this important project.
If you prefer to mail or email your comments, please do so by May 31, 2016.
Mail them to: AVI, P.C. 1103 Old Town Lane, Cheyenne, Wyoming 82009.
Email: AVI@avipc.com

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- ☐ Property Owner in the area
- ☐ Potential Route user
- ☐ Other_____ (Please specify)

Please give your contact information in order to keep you informed (Optional)?

Name: Brian & Anne Smith

Address: 5093 Browning Dr.

Phone: 631-9716

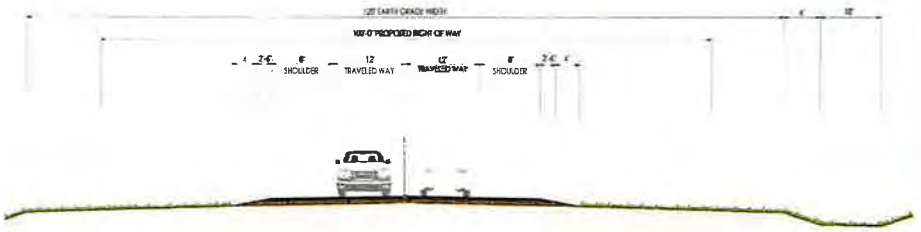
Email: annesmye@gmail.com

Rate the importance of the following transportation modes (circle the most appropriate for each issue) based on what you consider to be the most important design consideration for High Plains Road?

Description	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinion
Volume of Traffic	5	4	3	2	(1)	0
Higher Traffic Speeds	5	4	3	2	(1)	0
Lower Traffic Speeds	5	4	3	2	1	0
Pedestrians	5	4	3	2	1	0
Bicycles	(5)	4	3	2	1	0
Other	5	4	3	2	1	0

If Other (please specify) _____

(Please Turn Over)



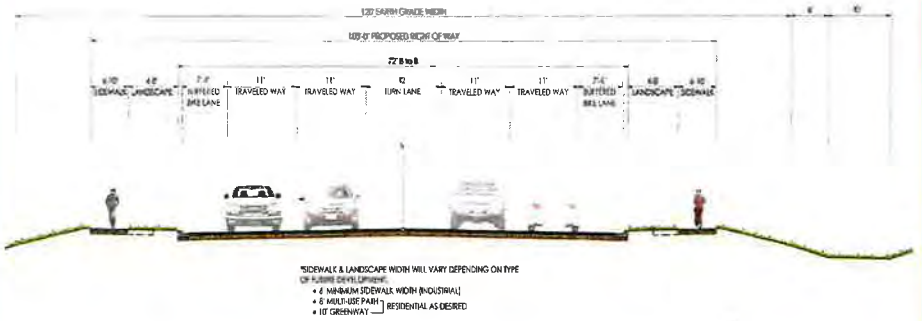
Please rate the Proposed Roadway Typical Section for High Plains Road shown above.

Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
☐	☐	☐	☐	☐

Any additional comments?

_____

_____



Please rate the Future Ultimate Typical Roadway Section shown above.

Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
☐	☐	☐	☐	☐

Any additional comments?

_____

_____

Additional Comments

Do you have any additional ideas, information, or other comments that you would like to provide at this time?

Unfamiliar with roadways and these types structures so I can't comment on them. We are concerned about the impact of higher volumes of traffic that close to our property and how it impacts property values.
-Also noise and dust may be a concern. Living barriers?

- Drifting snow is a big issue as I have seen any changes put in place will change where the drifts will land on the properties & south.

Thank you for providing input for this important project.
If you prefer to mail or email your comments, please do so by May 31, 2016.
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Email: AVI@avipc.com

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- ☐ Commercial Property owner
- ☐ Employee in the area
- ☐ Property Owner in the area
- ☐ Potential Route user
- ☐ Other _____ (Please specify)

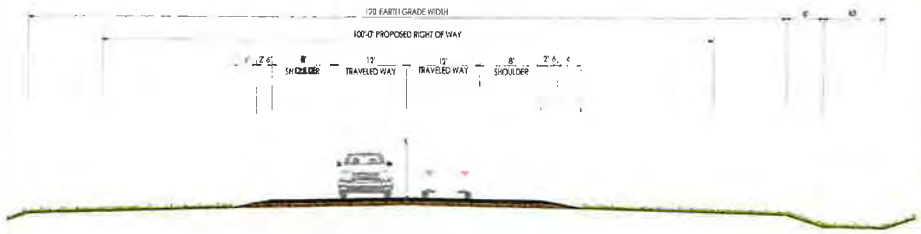
Please give your contact information in order to keep you informed (Optional)?

Name: Cris Snook, GM, Speedway Storage LLC
Address: 2810 + 4820 So Greeley Hwy
Phone: 307-274-0001
Email: SpeedwayStorage88@gmail.com

Rate the importance of the following transportation modes (circle the most appropriate for each issue) based on what you consider to be the most important design consideration for High Plains Road?

Description	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinion
Volume of Traffic	5	4	3	2	1	0
Higher Traffic Speeds	5	4	3	2	1	0
Lower Traffic Speeds	5	4	3	2	1	0
Pedestrians	5	4	3	2	1	0
Bicycles	5	4	3	2	1	0
Other	5	4	3	2	1	0

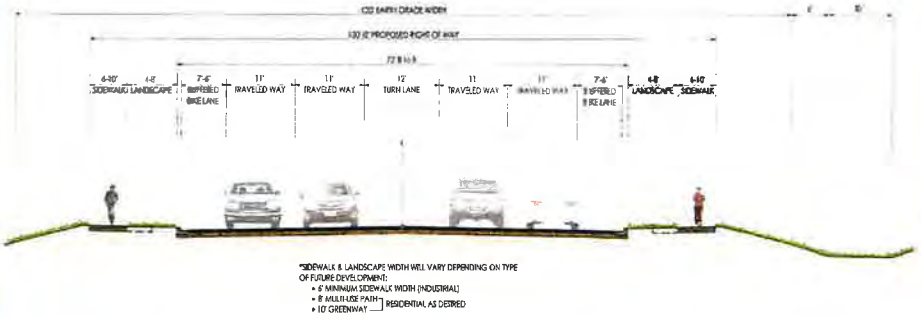
If Other (please specify) _____



Please rate the Proposed Roadway Typical Section for High Plains Road shown above.

Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
☐	☑	☐	☐	☐

Any additional comments?



Please rate the Future Ultimate Typical Roadway Section shown above.

Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
☐	☐	☐	☑	☐

Any additional comments?

Additional Comments

Do you have any additional ideas, information, or other comments that you would like to provide at this time?

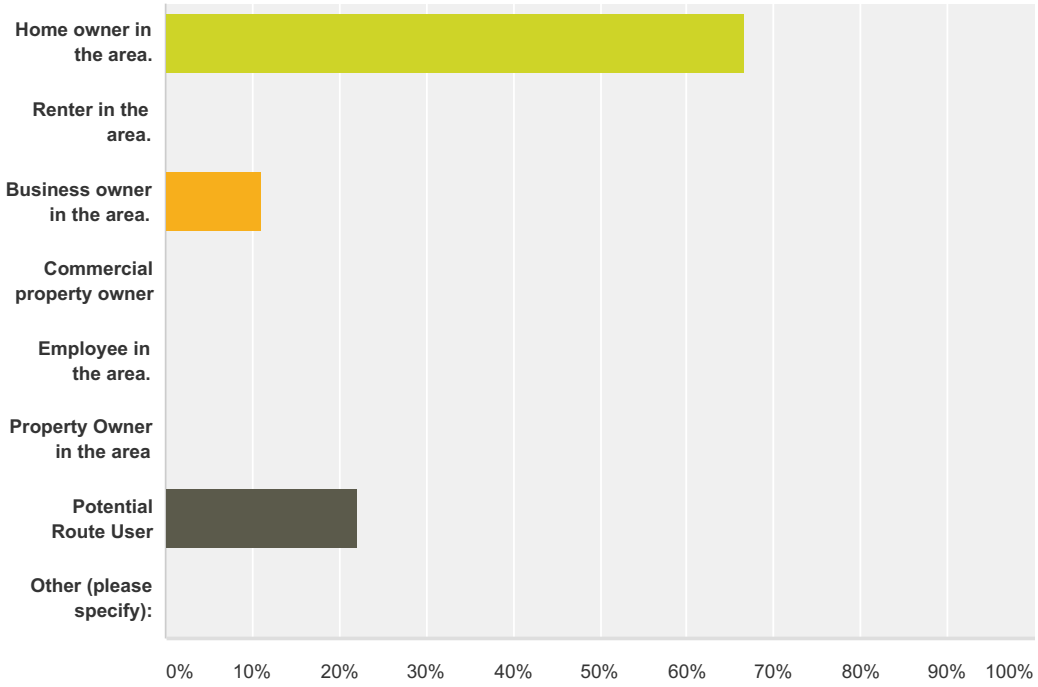
As per Discussion with Tom Cobb Concerned About drainage And that study be done to make Sure Flooding problem Is Addressed.

Also maybe Consider A posted Speed Limit

Thank you for providing input for this important project.
If you prefer to mail or email your comments, please do so by May 31, 2016.
Mail them to: AVI, P.C. 1103 Old Town Lane, Cheyenne, Wyoming 82009.
Email: AVI@avipc.com

Q1 Which of the following best describes you (Please mark all that apply)?

Answered: 9 Skipped: 0



Answer Choices	Responses	
Home owner in the area.	66.67%	6
Renter in the area.	0.00%	0
Business owner in the area.	11.11%	1
Commercial property owner	0.00%	0
Employee in the area.	0.00%	0
Property Owner in the area	0.00%	0
Potential Route User	22.22%	2
Other (please specify):	0.00%	0
Total Respondents: 9		

#	Other (please specify):	Date
	There are no responses.	

Q2 Please give your contact information in order to keep you informed (Optional).

Answered: 8 Skipped: 1

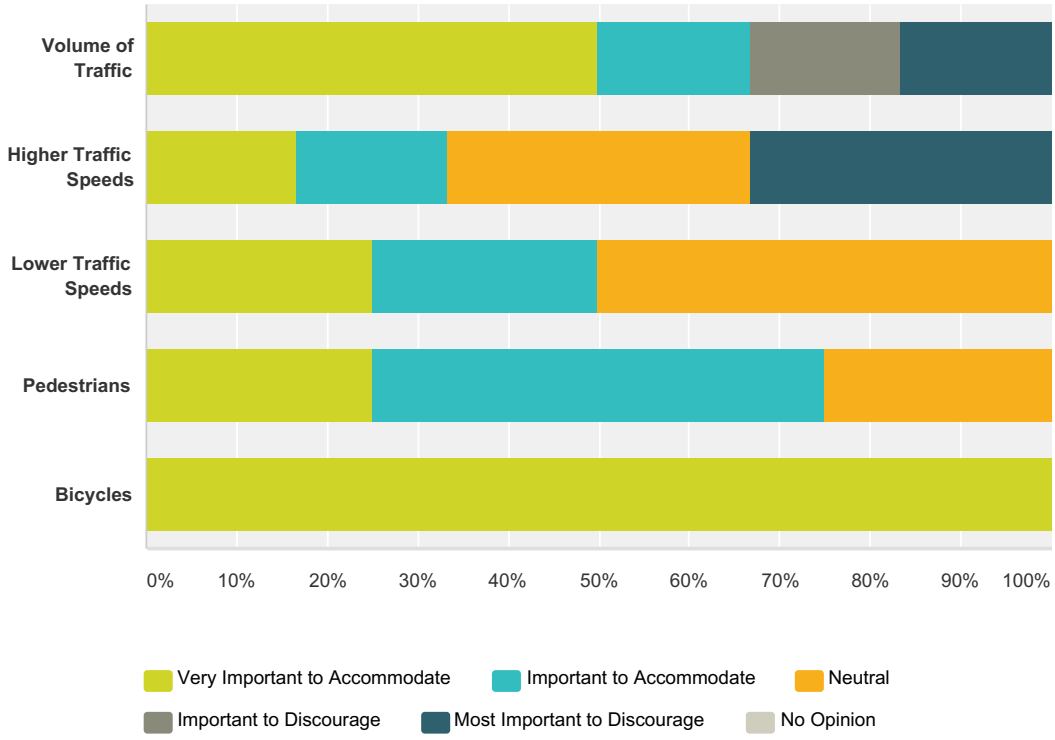
Answer Choices	Responses	
Name:	100.00%	8
Address:	100.00%	8
City/State/ZIP:	62.50%	5
Phone:	75.00%	6
Email:	87.50%	7

#	Name:	Date
1	Cris Snook, AM, Speedway Storage LLC	6/6/2016 4:10 PM
2	Brian & Anne Smith	6/6/2016 3:45 PM
3	Bob Fontaine	6/6/2016 3:41 PM
4	Beverly Fontaine	6/6/2016 3:36 PM
5	Bob Rowe	6/6/2016 3:33 PM
6	Robert Van Cleave	6/6/2016 3:32 PM
7	Bob Rowe	6/6/2016 2:54 PM
8	Sally Stainbank	6/6/2016 11:52 AM
#	**Address:**	**Date**
1	4810 & 4820 S. Greeley Hwy	6/6/2016 4:10 PM
2	5093 Browning Dr.	6/6/2016 3:45 PM
3	2319 S. 5th Ave	6/6/2016 3:41 PM
4	2319 S. 5th Ave	6/6/2016 3:36 PM
5	5227 Division Ave	6/6/2016 3:33 PM
6	680 Dayshia Lane	6/6/2016 3:32 PM
7	5227 Division Ave	6/6/2016 2:54 PM
8	2723 Christensen Road	6/6/2016 11:52 AM
#	**City/State/ZIP:**	**Date**
1	Cheyenne/Wy/82007	6/6/2016 3:41 PM
2	Cheyenne/WY/82007	6/6/2016 3:36 PM
3	Cheyenne/Wy/82007	6/6/2016 3:33 PM
4	Cheyenne/WY//82007	6/6/2016 2:54 PM
5	Cheyenne, WY 82007	6/6/2016 11:52 AM
#	**Phone:**	**Date**
1	307-374-0001	6/6/2016 4:10 PM
2	307-631-9716	6/6/2016 3:45 PM
3	307-638-1901	6/6/2016 3:36 PM
4	307-637-7973	6/6/2016 3:33 PM

5	307-637-7973	6/6/2016 2:54 PM
6	307 637 0708	6/6/2016 11:52 AM
#	**Email:**	**Date**
1	Speedwaystorage88@gmail.com	6/6/2016 4:10 PM
2	annieswyo@gmail.com	6/6/2016 3:45 PM
3	texhombre@gmail.com	6/6/2016 3:36 PM
4	BAT800@bresnan.net	6/6/2016 3:33 PM
5	robvancleave@gmail.com	6/6/2016 3:32 PM
6	BAT800@bresnan.net	6/6/2016 2:54 PM
7	Sally.D.Stainbank@Lowes.com	6/6/2016 11:52 AM

Q3 Rate the importance of the following modes based on what you consider to the most important design consideration for High Plains Road?

Answered: 6 Skipped: 3



	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinion	Total	Weighted Average
Volume of Traffic	**50.00%** 3	**16.67%** 1	**0.00%** 0	**16.67%** 1	**16.67%** 1	**0.00%** 0	6	3.67
Higher Traffic Speeds	**16.67%** 1	**16.67%** 1	**33.33%** 2	**0.00%** 0	**33.33%** 2	**0.00%** 0	6	2.83
Lower Traffic Speeds	**25.00%** 1	**25.00%** 1	**50.00%** 2	**0.00%** 0	**0.00%** 0	**0.00%** 0	4	3.75
Pedestrians	**25.00%** 1	**50.00%** 2	**25.00%** 1	**0.00%** 0	**0.00%** 0	**0.00%** 0	4	4.00
Bicycles	**100.00%** 5	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	5	5.00

#	Other (please specify)	Date
	There are no responses.	

Q4 Please rate the Proposed Roadway Typical Section for High Plains Road shown above.

Answered: 7 Skipped: 2



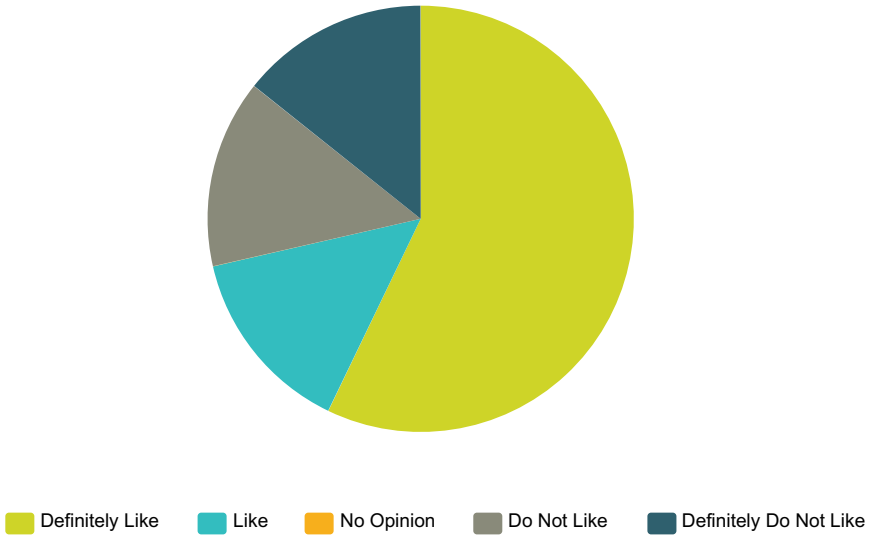
Definitely Like Like No Opinion Do Not Like Definitely Do Not Like

	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like	Total	Weighted Average
(no label)	**28.57%** 2	**42.86%** 3	**28.57%** 2	**0.00%** 0	**0.00%** 0	7	4.00

#	Additional Comments or suggestions?	Date
1	This would be more likeable with sidewalks. Don't want heavy(semi) truck traffic.	6/6/2016 3:34 PM

Q5 Please rate the Future Ultimate Typical Roadway Section shown below.

Answered: 7 Skipped: 2



	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like	Total	Weighted Average
(no label)	**57.14%** 4	**14.29%** 1	**0.00%** 0	**14.29%** 1	**14.29%** 1	7	2.14

#	Other (please specify)	Date
1	I do not want an "Interastate Expressway" near my home. I do not want any intersections connected to our peaceful neighborhood.	6/6/2016 3:34 PM

Q6 Do you have additional ideas, information, or other comments that you would like to provide at this time?

Answered: 5 Skipped: 4

#	Responses	Date
1	As per Discussion with Tom Cobb concerned About drainage and that study be done t make sure Flooding problem IS Addressed. Also maybe Consider A posted Speed Limit.	6/6/2016 4:12 PM
2	Unfamiliar with roadways and there typical structures so I cannot comment on them. We are concerned about the impact of higher volumes of traffic that are close to our property and how it impacts property value. Also noise and dust may be a concern. Living boundaries? Drifting snow is a big issue out here so any changes put in place will change where the drifts will land on the properties & south.	6/6/2016 4:08 PM
3	It's important to keep the weather in mind. The ridges and low sections could pose problems during blizzard conditions. A study should be made to establish the best route. N-CAR could be a help in this area.	6/6/2016 3:43 PM
4	It would be a good idea to study weather patterns on each route to see which ones would be most/least likely to be blocked (made treacherous) by blowing snow.	6/6/2016 3:40 PM
5	I am more than happy to entertain the idea of an access road that connects the interstate with US-85 with limitations. I am already leery of Phase 2 of the expansion of the Division Avenue project even though Phase 1 has not been financed nor implemented. We live in a small pocket community in the Bison Crossing subdivision, one with limited traffic and limited nose. Nothing is worse than hearing a semi going down South Greeley Highway using its exhaust braking system, "Jake" brake. I don't want to be surrounded by high traffic noises. There's always a possibility that in the future connections will be made and this neighborhood would become a high traffic area which are not conducive to a rural setting. I believe a two lane road like Terry Ranch Road would be sufficient with the addition of sidewalks/bike paths for residential usage. The nightmare I see with a larger/wider roads are the circumvention of the Port of Entry and semi-truck traffic. Addition of this road no matter the configuration is going to require the addition of turn lanes off of South Greeley Highway onto High Plains Road plus a possible reduction of the current speed limit on South Greeley, and in the future a traffic light. If this road were to be funded and built I feel the road would be better suited connected at Wallick Road where fewer homes and home values would be affected. Thank you for allowing my input. Robert M. Rowe 5227 Divison Cheyenne, WY 82007	6/6/2016 3:34 PM

APPENDIX C

Presentations

Initial Property Owner Meeting Letters

Initial Property Owner Sign-in Sheets

Initial Property Owner Agenda

Initial Property Owner Comment Card

MPO Technical Advisory Committee Meeting 1 and 2

Steering Committee Meeting No. 1 and 2

ENGINEERING
PLANNING
SURVEYING
PC

Jeffery Deisch
3650 Joes Rd
Cheyenne, WY 82009

April 5, 2016
3706.14

RE: 35% High Plains Road Corridor Study

Dear Jeffery Deisch,

The Cheyenne Metropolitan Planning Organization ((MPO) a long range transportation planning entity) in coordination with the City, County and WYDOT have contracted AVI, a Cheyenne engineering and planning firm to study potential alignments for a future High Plains Road Corridor.

As you may already know, the concept for a future High Plains Road would connect from the intersection of Speedway Drive and US-85 (i.e. South Greeley Highway) to the new High Plains Road Interchange on I-25.

The goals and objectives of this corridor study are to create a comprehensive and practical planning document that is sensitive to the current function and property owners, serves all transportation users, and is adaptable to future developments in the area.

We have enclosed some conceptual alignment ideas for this roadway for your review, comment, and information. As an adjacent landowner your ideas and comments are vital to meet the goals and objectives of the project. If possible, a "face to face" to meeting usually works best for us to provide your direct thoughts and ideas on the project and alignment concepts.

If you would like to provide input, please contact us in one of the following ways:

One-on-one Meeting. I have blocked out some time to meet with you individually between the dates of Monday, April 18 and Friday, April 29, 2016. If you would like to meet, please contact me by one of the following methods to setup an appoint convenient for you.

1. Contact Sherry Prieskorn at our office by phone at (307) 637-6017. Set up an appointment for us to meet with you anytime during the aforementioned dates. Please note our availability on other dates maybe more restricted, but we are happy to accommodate where we can.
2. Contact us by email at avi@avipc.com to request a time to meet. Please put High Plains Road Meeting in the subject line.

Comment Card. I have enclosed a formal comment card for your use. You can return your comments by one of the following methods:

1. Send your comments directly by scanning and emailing to avi@avipc.com. Please put High Plains Road Comments in the subject line.
2. Mail or drop off your comments at AVI, Professional Corporation at 1103 Old Town Lane, Cheyenne, WY 82009.
3. Online comment card available at https://www.surveymonkey.com/r/HighPlainsInitial

Additional opportunities will be available for your participation over the next four (4) to (6) six months. There will be some public open house meeting conducted however; we would like to meet with the individual landowners prior to that meeting.

Sincerely,
AVI PROFESSIONAL CORPORATION

Thomas D. Cobb, P.E.,
Project Manager

Enclosures

\\AVISRVVDCFP\Projects2\3706_HIGHPLAINS\Corres\Meetings\Initial Property Owners\Initial Neighbor Meeting Letter.Docx

AVIPC.COM

AVI CHEYENNE
P 307.637.6017 • F 307.632.9326
1103 Old Town Lane, Ste. 101 • Cheyenne, WY 82009

AVI FORT COLLINS
P 970.420.0066
220 East Mulberry St., Office #7 • Fort Collins, CO 80524

Michael James Sara
6122 Kevin Ave
Cheyenne, WY 82009

April 5, 2016
3706.14

RE: 35% High Plains Road Corridor Study

Dear Michael James Sara,

The Cheyenne Metropolitan Planning Organization ((MPO) a long range transportation planning entity) in coordination with the City, County and WYDOT have contracted AVI, a Cheyenne engineering and planning firm to study potential alignments for a future High Plains Road Corridor.

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Thomas D. Cobb, P.E.,
Project Manager

Enclosures

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AVI CHEYENNE
P 307 637 6017 • F 307 632 9326
1103 Old Town Lane Ste 101 • Cheyenne WY 82009

AVI FORT COLLINS
P 970 420 0086
220 East Mulberry St Office #7 • Fort Collins CO 80524

Leticia C Sara
3295 Otis Dr
Wheat Ridge, CO 80033

April 5, 2016
3706.14

RE: 35% High Plains Road Corridor Study

Dear Leticia C Sara,

The Cheyenne Metropolitan Planning Organization ((MPO) a long range transportation planning entity) in coordination with the City, County and WYDOT have contracted AVI, a Cheyenne engineering and planning firm to study potential alignments for a future High Plains Road Corridor.

As you may already know, the concept for a future High Plains Road would connect from the intersection of Speedway Drive and US-85 (i.e. South Greeley Highway) to the new High Plains Road Interchange on I-25.

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AVI PROFESSIONAL CORPORATION

Thomas D. Cobb, P.E.,
Project Manager

Enclosures

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P 307 637 6017 • F 307 632 9326
1103 Old Town Lane Ste 101 • Cheyenne, WY 82009

AVI FORT COLLINS
P 970 420 0086
220 East Mulberry St Office #7 • Fort Collins, CO 80524

Clear Creek Land CO LLC
1961 US HWY 85
CHEYENNE, WY 82009

April 5, 2016
3706.14

RE: 35% High Plains Road Corridor Study

Dear Clear Creek Land CO LLC,

The Cheyenne Metropolitan Planning Organization ((MPO) a long range transportation planning entity) in coordination with the City, County and WYDOT have contracted AVI, a Cheyenne engineering and planning firm to study potential alignments for a future High Plains Road Corridor.

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Sincerely,
AVI PROFESSIONAL CORPORATION

Thomas D. Cobb, P.E.,
Project Manager

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220 East Mulberry St. Office #7 • Fort Collins, CO 80524

High Plains Road Corridor Study Comment Sheet

Which of the following best describes you (Please check all that apply)?

- ☐ Home owner in the area
- ☐ Renter in the area
- ☐ Business owner in the area
- ☐ Commercial Property owner
- ☐ Employee in the area
- ☐ Potential Route user
- ☐ Property Owner
- ☐ Other_____ (Please specify)

Please give your contact information in order to keep you informed (Optional)?

Name: _____

Address: _____

Phone: _____

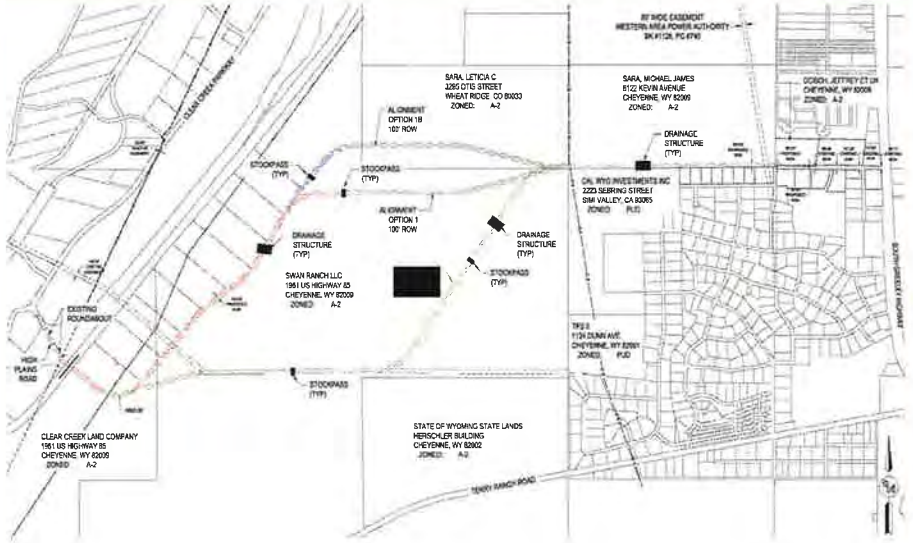
Email: _____

Rate the importance of the following transportation modes (circle the most appropriate for each issue) based on what you consider to be the most important design consideration for Bill Nye Avenue?

Description	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinion
Volume of Traffic	5	4	3	2	1	0
Higher Traffic Speeds	5	4	3	2	1	0
Lower Traffic Speeds	5	4	3	2	1	0
Pedestrians	5	4	3	2	1	0
Bicycles	5	4	3	2	1	0
Other	5	4	3	2	1	0

If Other (please specify) _____

(Please Turn Over)



Preliminary Conceptual High Plains Roadway Alignments

Alternative #1 – North Alignment above ridgeline (RED)

Definitely Like ☐ Like ☐ No Opinion ☐ Do Not Like ☐ Definitely Do Not Like ☐

Any additional comments?

_____

_____

Alternative #1B – North Alignment below ridgeline (BLUE)

Definitely Like ☐ Like ☐ No Opinion ☐ Do Not Like ☐ Definitely Do Not Like ☐

Any additional comments?

_____

_____

Alternative #2 – Diagonal traverse alignment (GREEN)

Definitely Like ☐ Like ☐ No Opinion ☐ Do Not Like ☐ Definitely Do Not Like ☐

Any additional comments?

_____

_____

Additional Comments

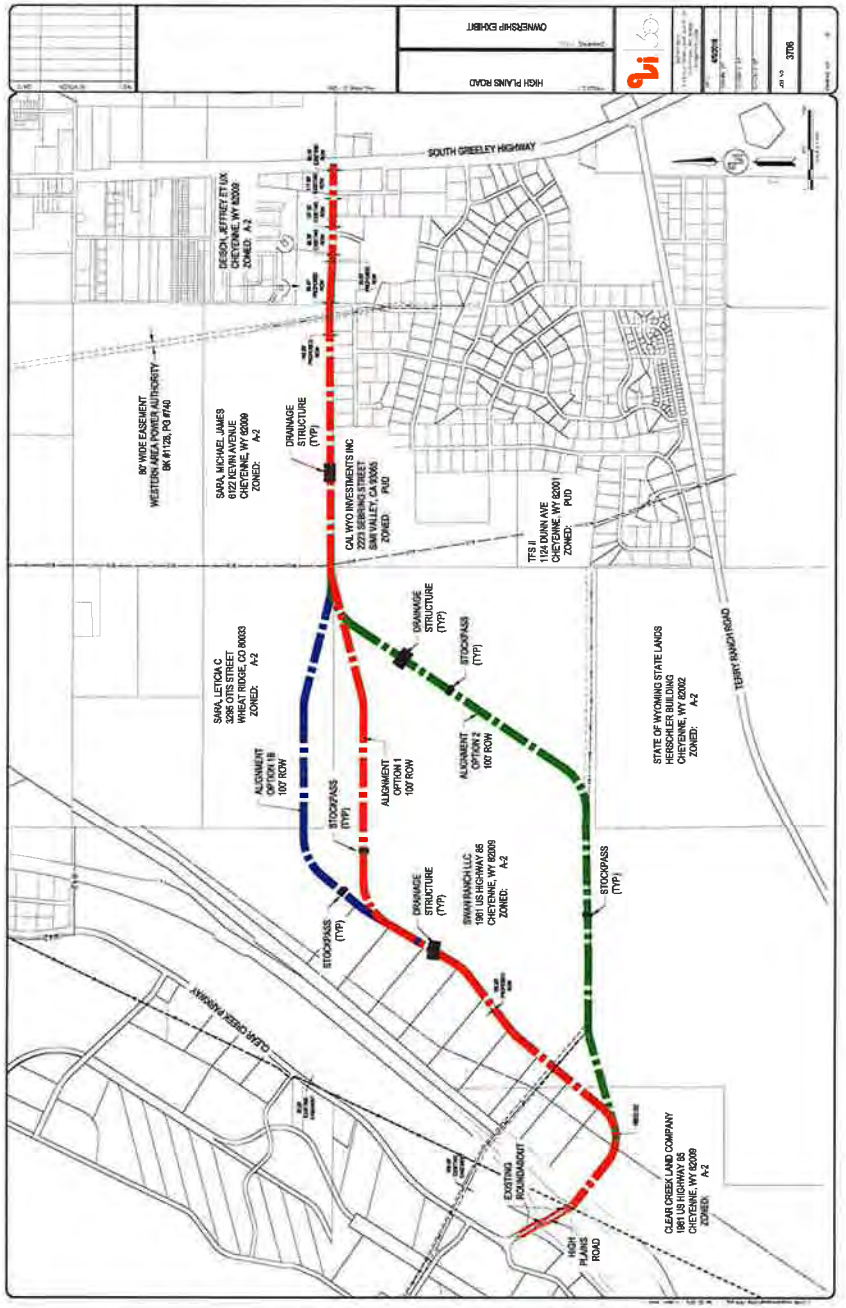
Do you have any additional ideas, information, or other comments that you would like to provide at this time?

Thank you for providing input for this important project.

If you prefer to mail or email your comments, please do so by April 29, 2016.

Mail them to: AVI, P.C. 1103 Old Town Lane, Cheyenne, Wyoming 82009.

Email: AVI@avipc.com



High Plains Road Corridor Study Meeting

Land Owner Meeting

April 18, 2016 @ 11:00 a.m.

•LIST OF ATTENDEES •

NAME	Address	EMAIL	Phone#
Leticia C. Sara	3295 Otis St. Wheat Ridge, CO 80033	leticiasara@rocketmail.com	303-507-2377 or 720-962-4475
Randall A Draves	↑ same ↑	↑ spouse ↑	↑ same ↑
John Watkins	1992 CR 124 Cheyenne, WY 82009	jwatkins@propertyex.com	307-421-5516
Daryl Johnson, P.E.	1103 Old Town Lane, Suite 101, Cheyenne, WY 82009	djohnson@avipc.com	307-637-6017
Brad Emmons, AICP	1103 Old Town Lane, Suite 101, Cheyenne, WY 82009	emmons@avipc.com	307-637-6017
Tom Cobb, P.E.	1103 Old Town Lane, Suite 101, Cheyenne, WY 82009	cobb@avipc.com	307-637-6017

High Plains Road Corridor Study Meeting

Land Owner Meeting

April 29, 2016 @11:00 a.m.

•LIST OF ATTENDEES •

NAME	COMPANY	EMAIL	Phone #
Jeff Deisch		jeffcowy@yahoo.com	307-630 6199
Daryl Johnson, P.E.	AVI, p.c.	djohnson@avipc.com	307-637-6017
Tom Cobb, P.E.	AVI, p.c.	cobb@avipc.com	307-637-6017

High Plains Corridor Study
One-on-one Meeting
Agenda
April 29, 2016 at 11:30 a.m.

I. Introductions

II. Planning process and foundation

- ❖ Planning project
- ❖ Conceptual plan
- ❖ No funding available, likely driven by development and private development

Purpose: Create a comprehensive and practical planning document that guides and promotes future development of the corridor and surrounding area.

Goals of the Plan

- ❖ Sensitive to current function and property owners,
- ❖ Serves all transportation users,
- ❖ Adaptable

III. Review alignments, typical section

IV. Jurisdictional requirements: Collector

V. Specific issues, challenges or opportunities

VI. Oher comments, questions or concerns?

OWNERSHIPS			
NUMBER	OWNER NAME	OWNER ADDRESS	ZONED
1	OKLAND, BRADLEY D	1384 REDHAWK DRIVE, CHEYENNE, WY 82007	AR
2	PARTON, HAROLD S	1322 REDHAWK DRIVE, CHEYENNE, WY 82007	AR
3	ANDERSON, ROGER D	1260 REDHAWK DRIVE, CHEYENNE, WY 82007	AR
4	HOCHSTETLER, J DAVID	1198 REDHAWK DRIVE, CHEYENNE, WY 82007	AR
5	RITER, BRUCE D	PO BOX 607, CHEYENNE, WY 82003	AR
6	HIGGINS, STANLEY C	1070 REDHAWK DRIVE, CHEYENNE, WY 82007	AR
7	SNYDER, JEAN M	1012 REDHAWK DRIVE, CHEYENNE, WY 82007	AR
8	KAUTZMAN, BRIAN SCOTT	950 REDHAWK DRIVE, CHEYENNE, WY 82007	AR
9	CHEYENNE POWER PARK LLC	355 NORTH LINCOLN STREET, CASPER, WY 82601	AR
10	DIESCH, JEFFERY	3650 JOES ROAD, CHEYENNE, WY 82009	A-2
11	MILAN, RANDOLPH S	PO BOX 2159, CHEYENNE, WY 82003	CB
12	HIGH COUNTRY INDUSTRIAL CORP	PO BOX 946, CHEYENNE, WY 82003	PUD
13	STUBBS AND STUBBS OILFIELD CONST INC	PO BOX 32, VERNAL, UT 84078	PUD
14	MILAN RANDOLPH S	PO BOX 2159, CHEYENNE, WY 82003	CB

CLEAR CREEK PARKWAY

SARA, LETICIA C
3295 OTIS STREET
WHEAT RIDGE, CO 80033
ZONED: A-2

UNDERGROUND
16" GAS CROSSING

SARA, MICHAEL JAMES
6122 KEVIN AVENUE
CHEYENNE, WY 82009
ZONED: A-2

CAL WYO INVESTMENTS INC
2223 SEBRING STREET
SIMI VALLEY, CA 93065
ZONED: PUD

SWAN RANCH LLC
1961 US HIGHWAY 85
CHEYENNE, WY 82009
ZONED: A-2

HIGH PLAINS ROAD

100.00' WIDE
TRANSMISSION
EASMENT

TFS II
1124 DUNN AVE
CHEYENNE, WY 82001
ZONED: PUD

UNDERGROUND
GAS PIPELINE
CROSSING

PREVIOUS
CONCEPTUAL
ALIGNMENT

STATE OF WYOMING STATE LANDS
HERSCHLER BUILDING
CHEYENNE, WY 82002
ZONED: A-2

SOUTH GREELEY HIGHWAY

TERRY RANCH ROAD

CLEAR CREEK LAND COMPANY
1961 US HIGHWAY 85
CHEYENNE, WY 82009
ZONED: A-2

NO.	REVISION	DATE

PREPARED FOR:
(MPO) CHEYENNE METROPOLITAN ORGANIZATION
2101 O'NEIL AVENUE
CHEYENNE, WY 82001

PROJECT:
HIGH PLAINS ROAD

DRAWING TITLE:
OWNERSHIP EXHIBIT

ENGINEERING
PLANNING
SURVEYING
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

DATE:
JUNE 2015
DRAWN BY:
DESIGNED BY:
CHECKED BY:

JOB NO.:
3706.14

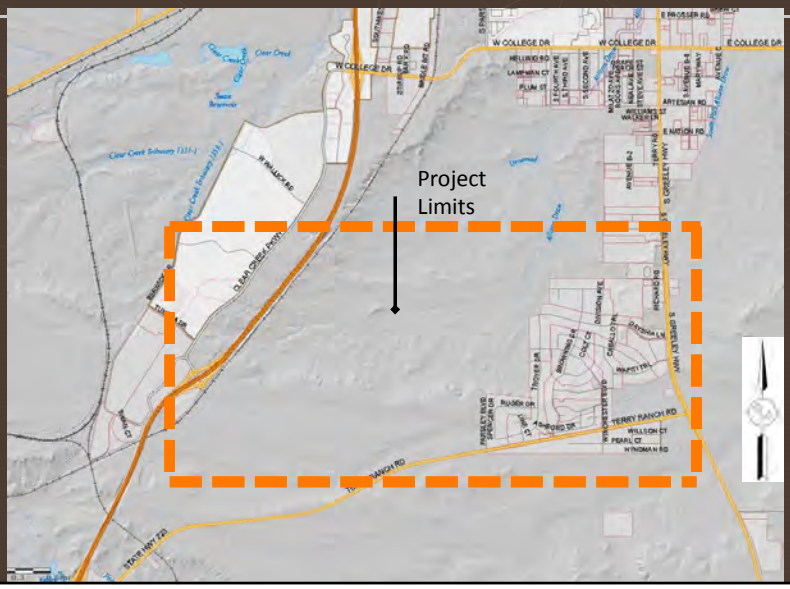
DRAWING NO. 1 OF 1



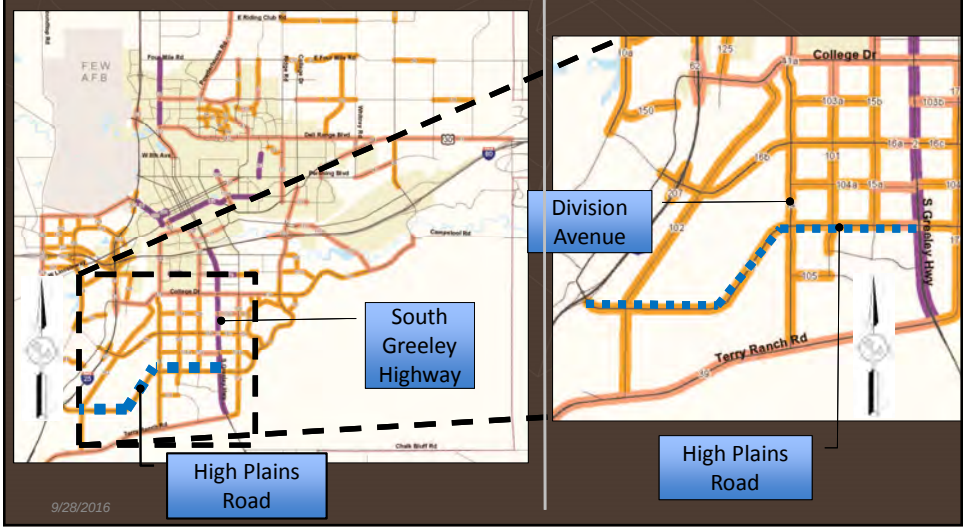
AGENDA

- AREA OF STUDY
- ROADWAY VISION PLAN 2040 (LARAMIE COUNTY)
- PURPOSE, OBJECTIVE, AND GOALS
- OPPORTUNITIES AND CONSTRAINTS
- CONCEPTUAL TYPICAL SECTION
- CONCEPTUAL ALIGNMENTS
- WHERE DO WE GO FROM HERE?

AREA OF STUDY



ROADWAY VISION PLAN 2040



9/28/2016

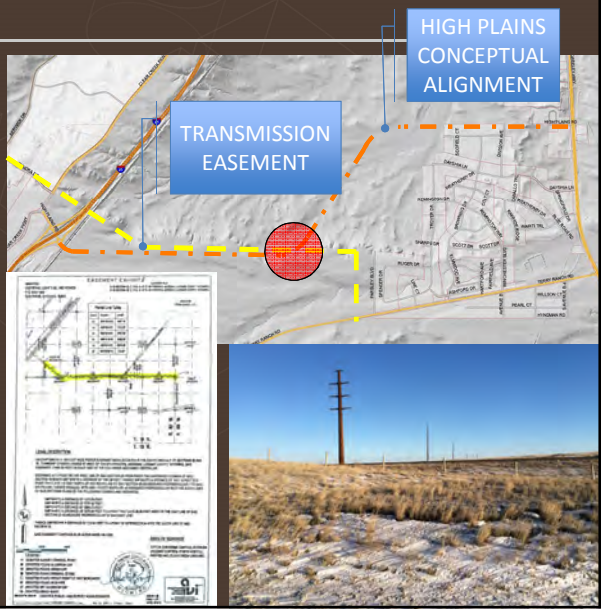
PURPOSE, OBJECTIVE, AND GOALS

- **PURPOSE:**
  - Create a comprehensive and practical planning document that guides and promotes future development of the corridor and surrounding area.
- **OBJECTIVE**
  - Develop a realistic preferred alignment for High Plains Road between I-25 and U.S. 85 (South Greeley Highway).
- **GOALS**
  - Promote safety
  - Minimize long term maintenance
  - Sensitive to current function and property owners
  - Serves all transportation users (bicycles, pedestrians, freight, passenger cars, buses, etc.)
  - Adaptable

CONSTRAINTS AND OPPORTUNITIES

CHEYENNE LIGHT, FUEL, AND POWER TRANSMISSION LINE

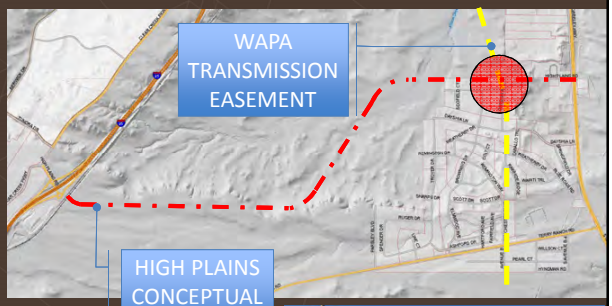
- 100' Wide Easement



CONSTRAINTS AND OPPORTUNITIES

US DEPARTMENT OF ENERGY WAPA POWER TRANSMISSION LINE

- Coordination required
- Maintain minimum vertical clearance requirements depend on line voltage (69 kV to 500 kV; 20 to 29')



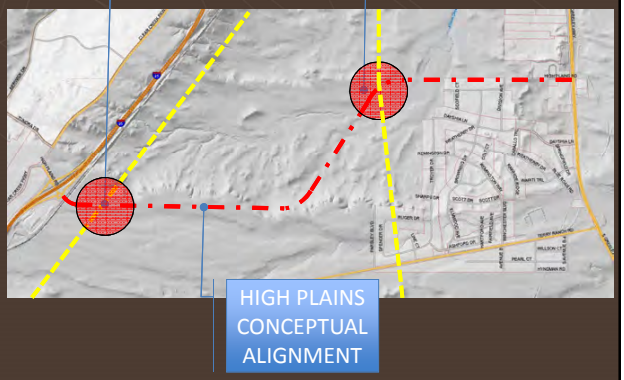


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CONSTRAINTS AND OPPORTUNITIES

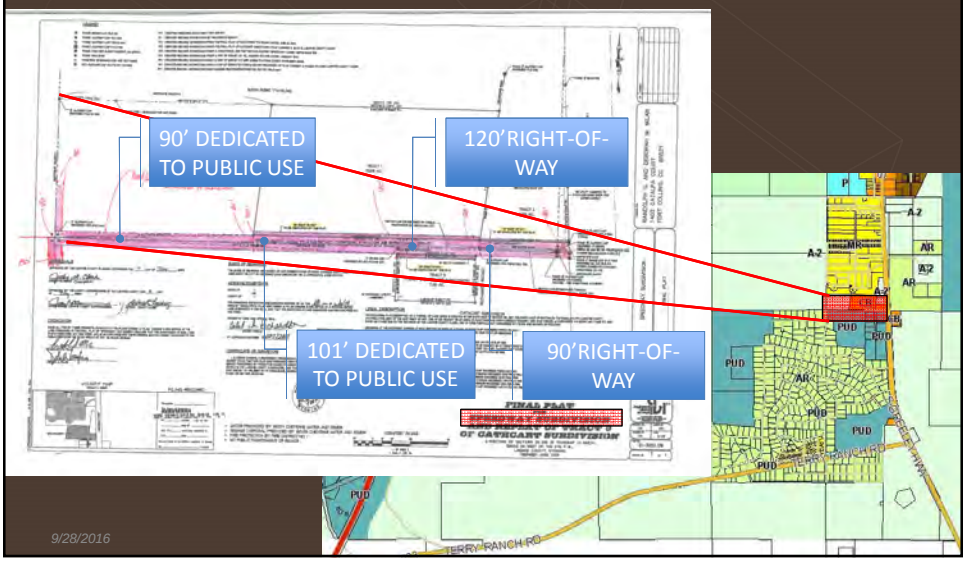
UNDERGROUND PIPELINES

- Coordination required
- Maintain cover
  - 3' to 4' Natural Gas Line
  - Unknown Petroleum depth at this time
- Expensive relocation



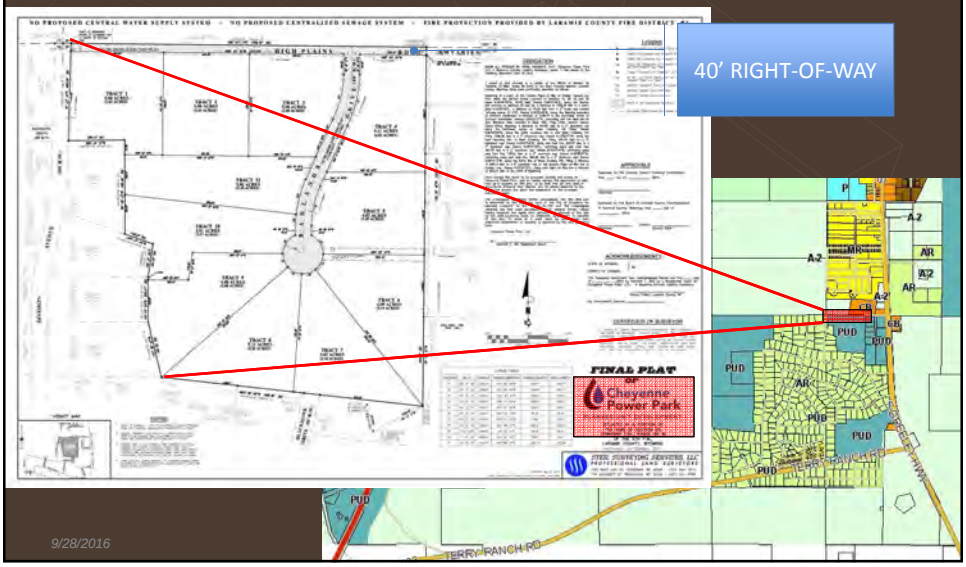
9/28/2016

CONSTRAINTS AND OPPORTUNITIES



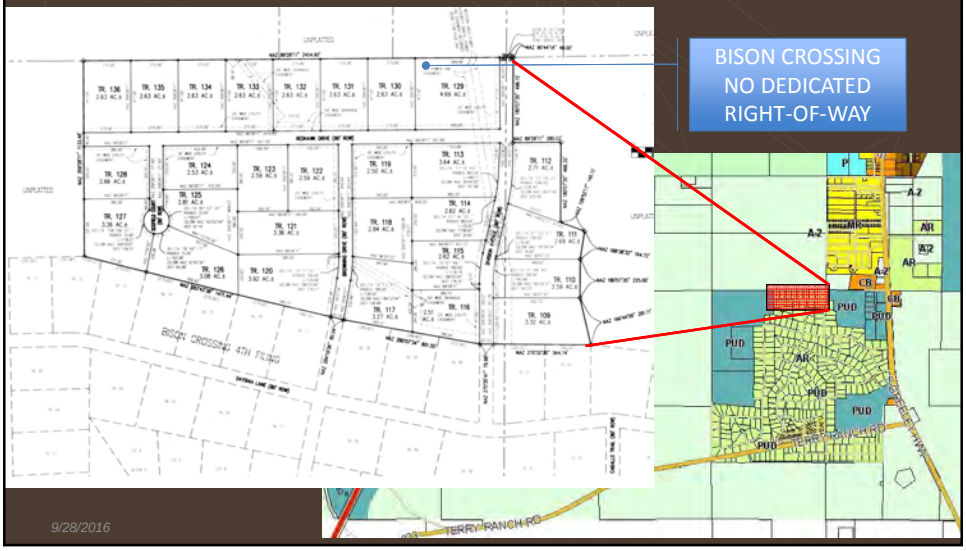
9/28/2016

CONSTRAINTS AND OPPORTUNITIES



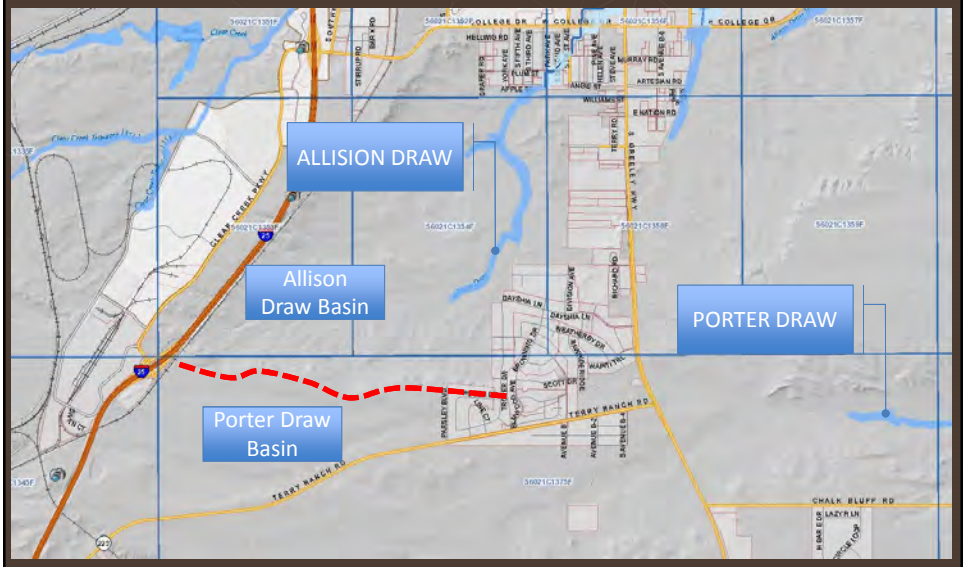
9/28/2016

CONSTRAINTS AND OPPORTUNITIES



9/28/2016

CONSTRAINTS AND OPPORTUNITIES

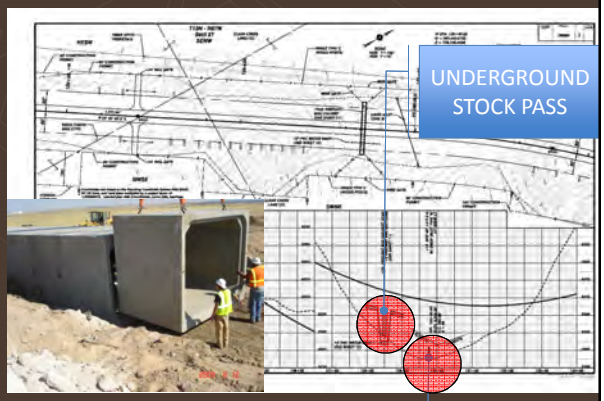


9/28/2016

CONSTRAINTS AND OPPORTUNITIES

ADDITIONAL ENHANCEMENT OPPORTUNITIES

- **DEVELOP STOCK PASS OPPORTUNITIES**
  - Maintains existing agricultural use for grazing and access
  - Future greenway/ pedestrian use



CONSTRAINTS AND OPPORTUNITIES

RAILROAD

- **BNSF RAILROAD STRUCTURE**
  - 200' Right-of-way
  - 23'-4" minimum clearance requirement
  - WYDOT preliminary profile 3 span
    - 100' maximum span
    - Assumed a 6.5' from roadway surface to bottom of member
  - Single span or double span options



CONCEPTUAL TYPICAL SECTION

Standard Roadway: Minor Arterial

Description: The Minor Arterial design type serves long and intermediate-distance travel. Minor Arterials provide for high regional continuity within the overall transportation network, and accommodate moderate speeds and volumes.

Context and Applicability: The Minor Arterial design type creates and supports commercial and industrial districts with access from surrounding neighborhoods. They also form the outer edges of residential neighborhoods or may create a central spine for larger neighborhoods at the lower ranges of traffic volumes and speeds.

Standard Roadway Classification: Minor Arterial

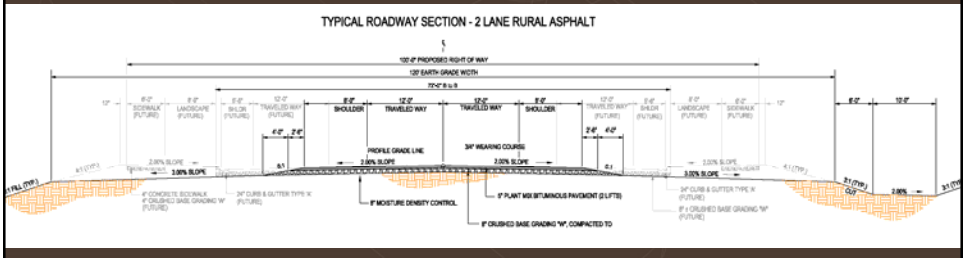


Figure 4-5: Minor Arterial

360' AASHTO 2011

2.0%

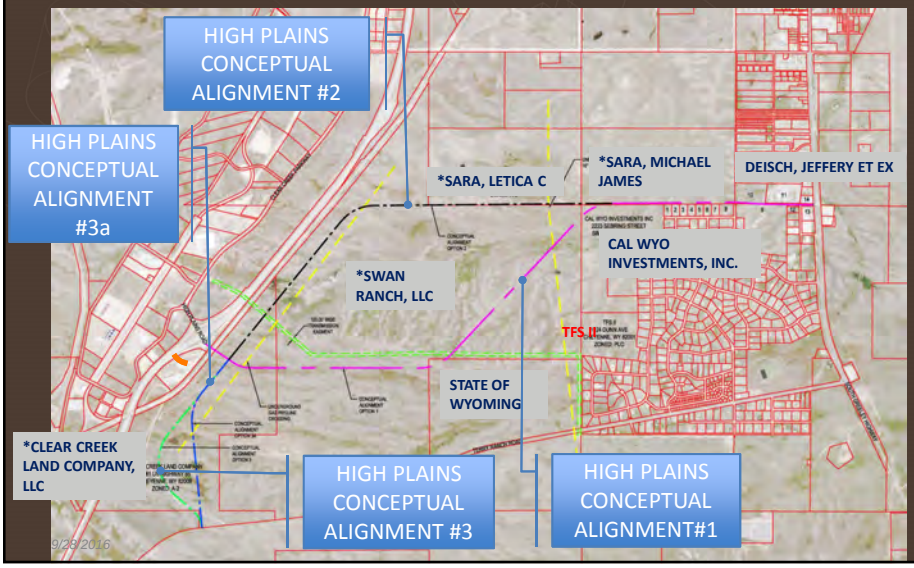
CONCEPTUAL TYPICAL SECTION



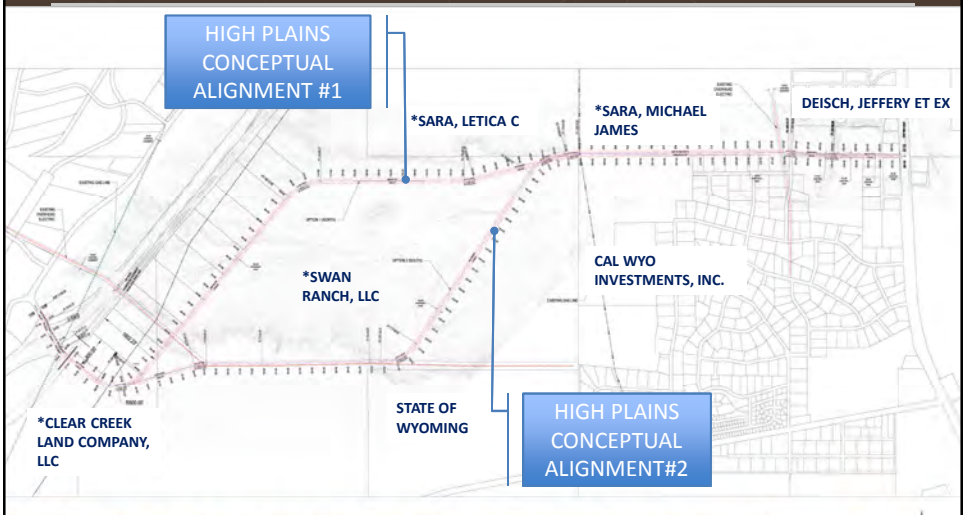
DEVELOP OPPORTUNTIES FOR FUTURE PHASING

- **EARTHWORK CONSTRUCTION TO FULL BUILD-OUT**
  - Allows for ease of future dry and wet utility installation/ expansion
  - Construction is likely to be the least expense now than in the future
  - Drainage conveyance elements must be accounted for in phased design

CONCEPTUAL ALIGNMENTS

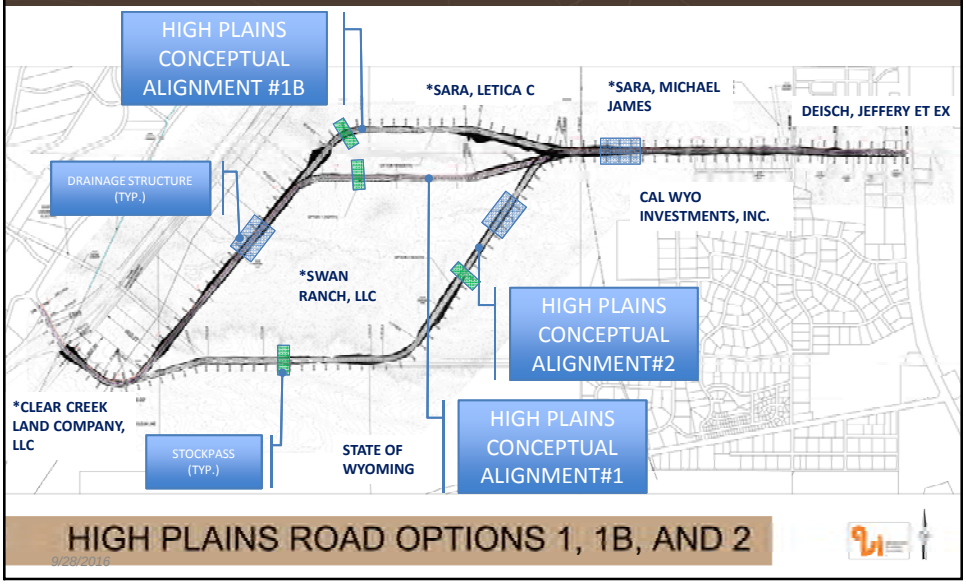


REVISED CONCEPTUAL ALIGNMENTS



HIGH PLAINS ROAD OPTIONS 1 AND 2

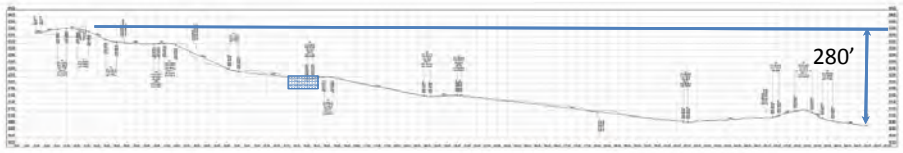
REVISED CONCEPTUAL ALIGNMENTS



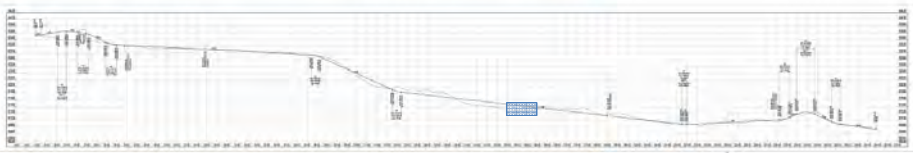
HIGH PLAINS ROAD OPTIONS 1, 1B, AND 2

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REVISED CONCEPTUAL ALIGNMENTS



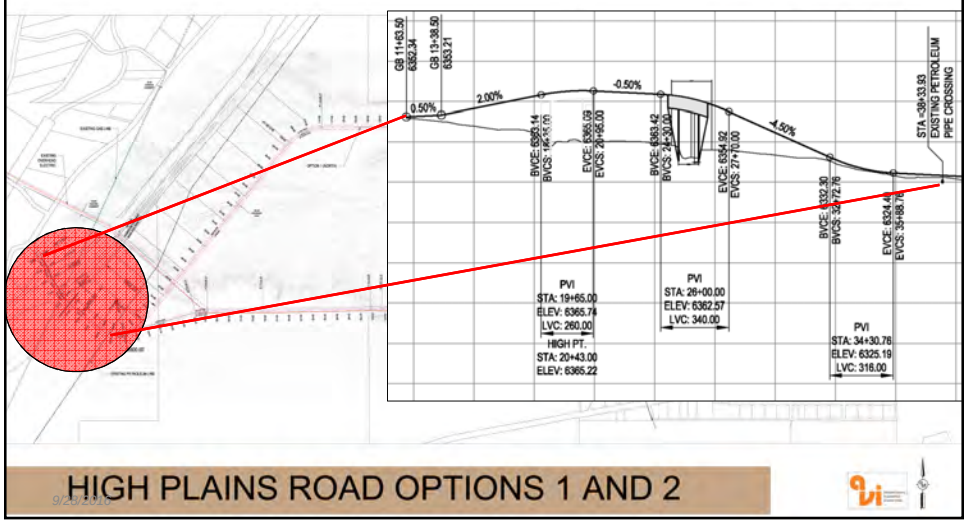
HIGH PLAINS ROAD OPTION 1 (NORTH)



HIGH PLAINS ROAD OPTION 2 (SOUTH)

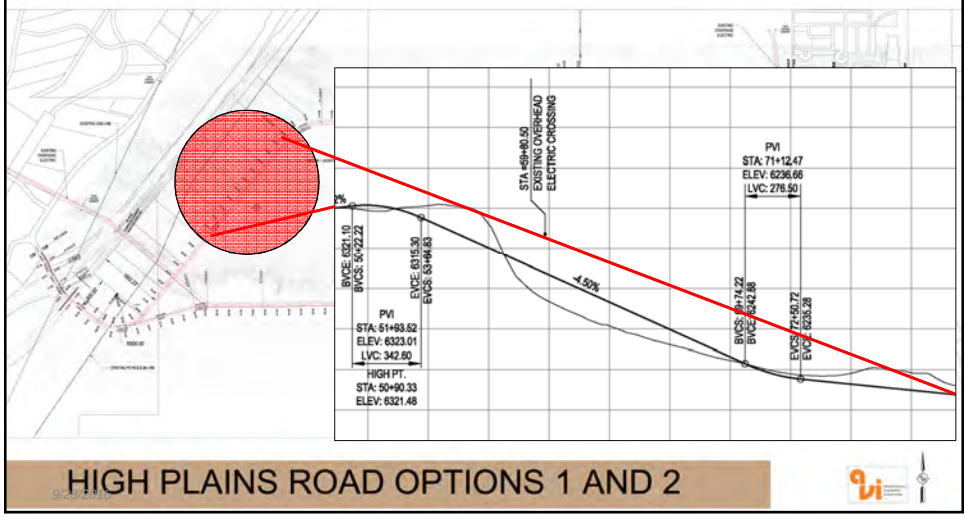
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REVISED CONCEPTUAL ALIGNMENTS



HIGH PLAINS ROAD OPTIONS 1 AND 2

REVISED CONCEPTUAL ALIGNMENTS



HIGH PLAINS ROAD OPTIONS 1 AND 2

WHERE DO WE GO FROM HERE?

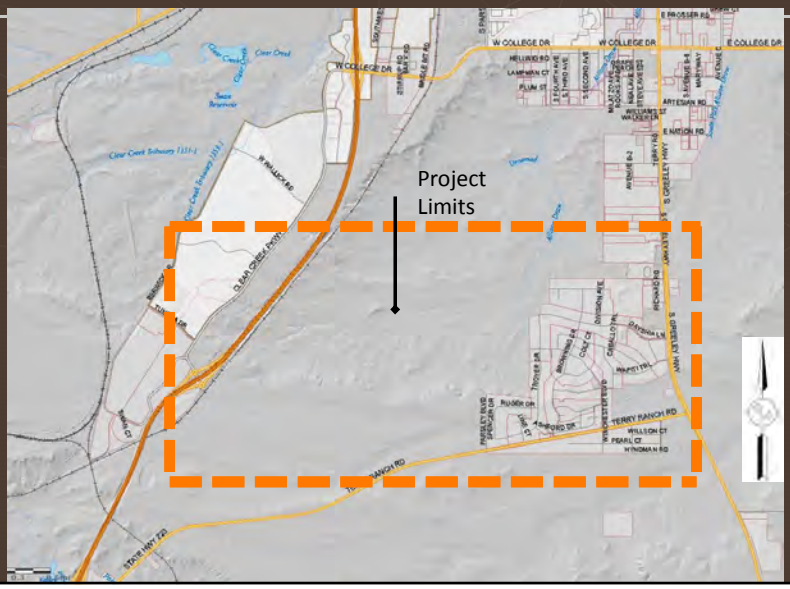
Activity	Tentative Schedule*
MPO TAC	February 17, 2016
Follow-up Land Owner Interviews (4)	February 22 – 26, 2016 February 29 – March 4, 2016
Traffic Volume Projections and LOS Analysis (Fehr & Peers)	February – March, 2016
Complete Environmental Review (West)	March – May, 2016
Formal Public Meeting	April 28, 2016?
Complete Draft Plan and Report	March – May, 2016
Steering Committee Meeting #3	May 5, 2016?
Submit Draft Plan for Review	April, 2016
Final Draft	June, 2016
Presentation to Governing Body	June, 2016



AGENDA

- AREA OF STUDY
- ROADWAY VISION PLAN 2040 (LARAMIE COUNTY)
- PURPOSE, OBJECTIVE, AND GOALS
- SUMMARY OF PUBLIC OUTREACH
- OPPORTUNITIES AND CONSTRAINTS
- REVIEW OF FINAL ALTERNATIVES
- RECOMMENDATIONS
- QUESTIONS

AREA OF STUDY



PURPOSE, OBJECTIVE, AND GOALS

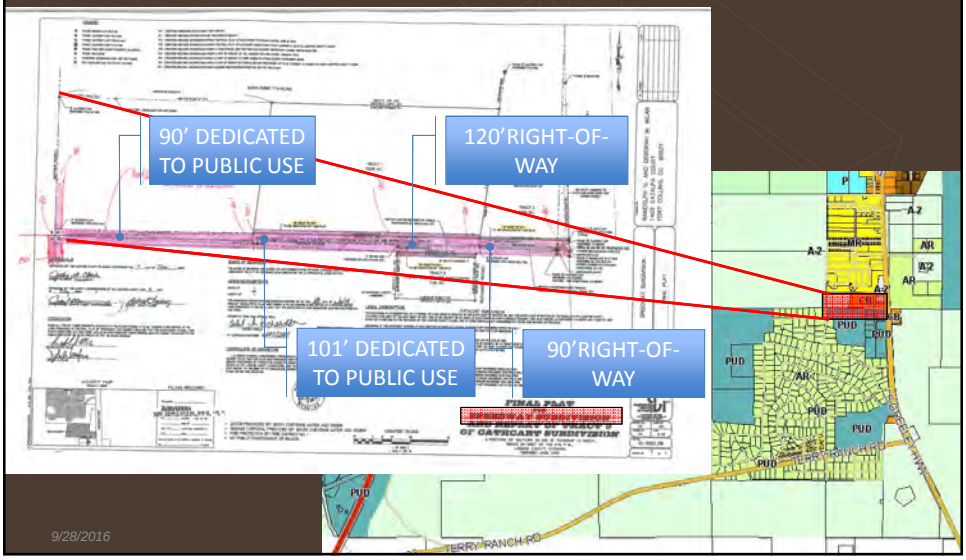
- **PURPOSE:**
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- **GOALS**
  - Promote safety
  - Minimize long term maintenance
  - Sensitive to current function and property owners
  - Serves all transportation users (bicycles, pedestrians, freight, passenger cars, buses, etc.)
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SUMMARY OF PUBLIC OUTREACH

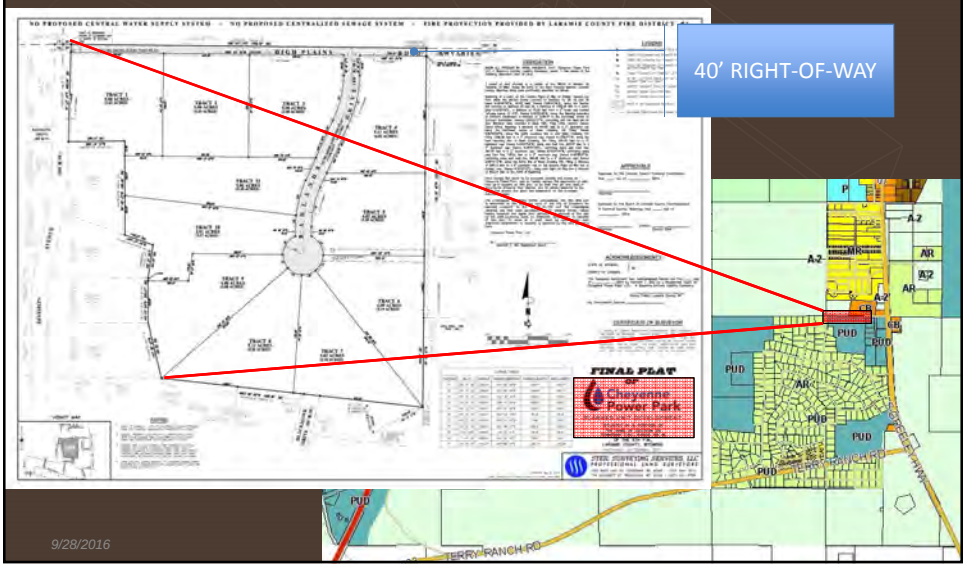
Activity	Date(s)
Stakeholder One-one-one Meeting(s)	July 2, 2015; April 19, 2016; April 29, 2016; June 27, 2016;
Steering Committee (5)	October 6, 2015; January 12, 2016
MPO Technical Advisory Committee (2)	February 17, 2016; September 14, 2016
MPO Citizen's Advisory Committee (1)	September 15, 2016
Public Open House (1)	May 18, 2016
Laramie County Planning Commission	October 13, 2016
Laramie County Board of County Commissioners	October 18, 2016

- **COMPREHENSIVE**
- **CREATED A FOUNDATION AND OWNERSHIP**
- **STRONG OPINIONS EXPRESSED**
- **TRANSPARENT COMMUNICATION**
- **CHALLENGES:**
  - Finding a balance
  - Coordination meetings w/ Land Owners

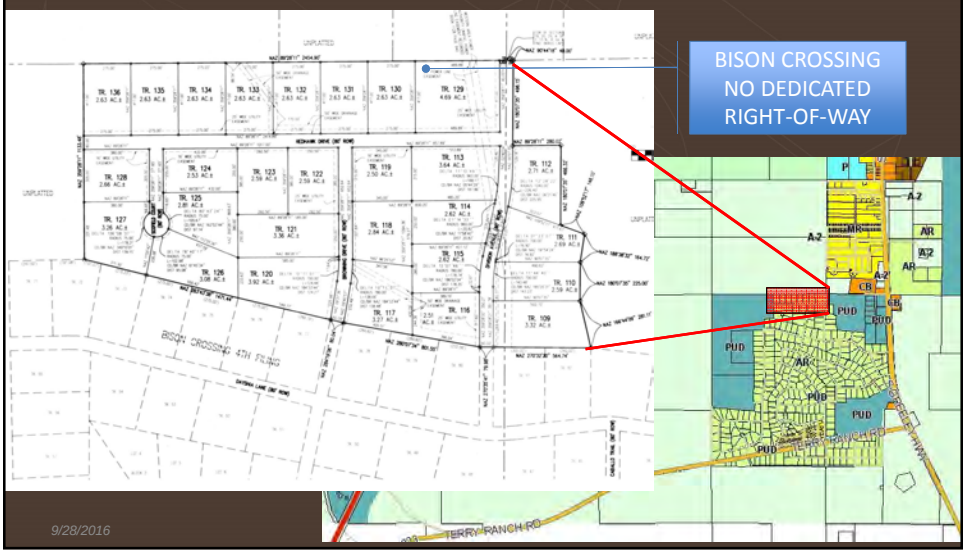
CONSTRAINTS AND OPPORTUNITIES



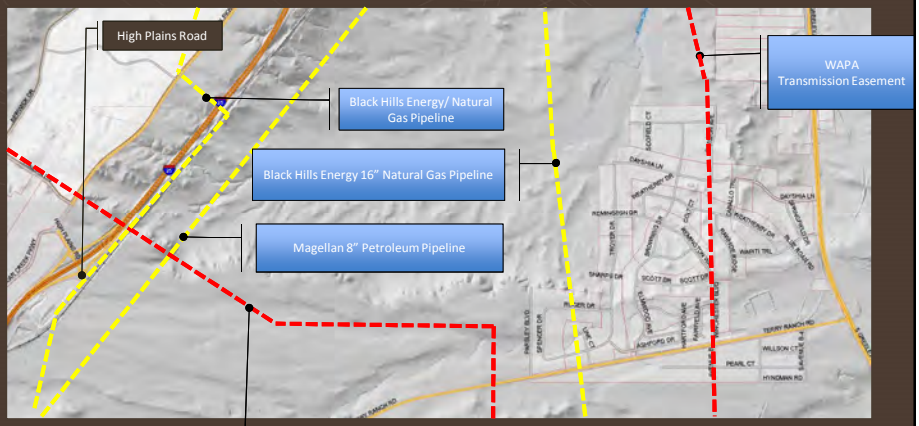
CONSTRAINTS AND OPPORTUNITIES



CONSTRAINTS AND OPPORTUNITIES

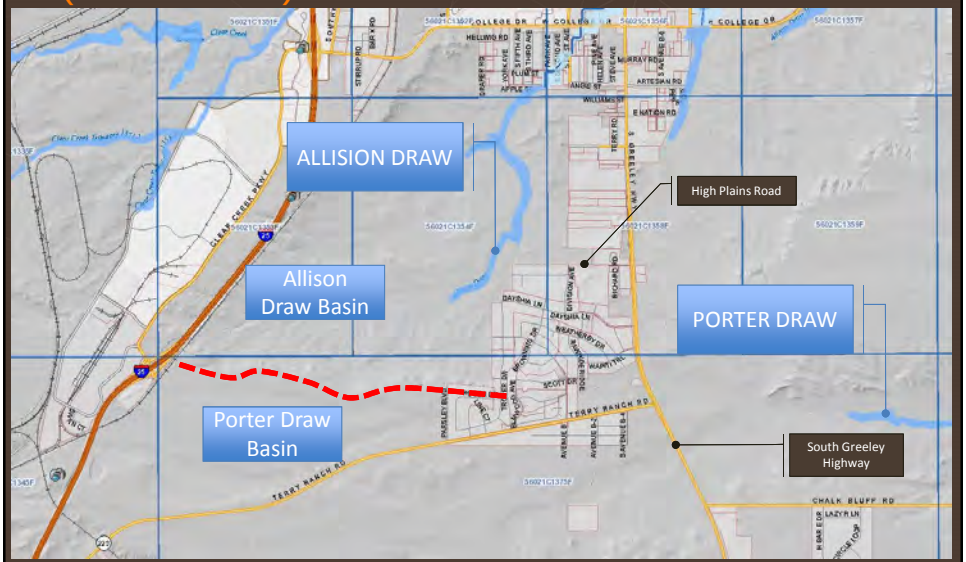


CONSTRAINTS AND OPPORTUNITIES (DRY UTILITIES)



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CONSTRAINTS AND OPPORTUNITIES (DRAINAGE)

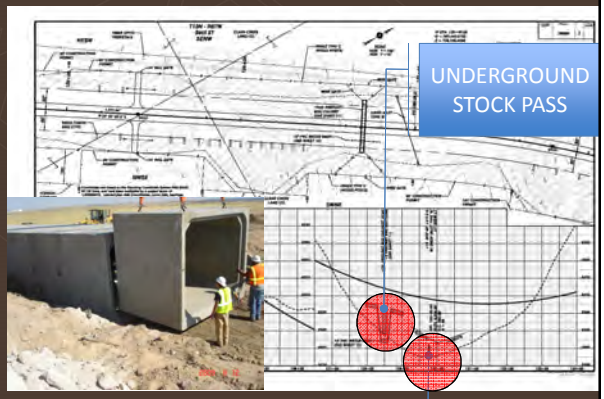


9/28/2016

CONSTRAINTS AND OPPORTUNITIES

ADDITIONAL ENHANCEMENT OPPORTUNITIES

- **DEVELOP STOCK PASS OPPORTUNITIES**
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  - Future greenway/ pedestrian use

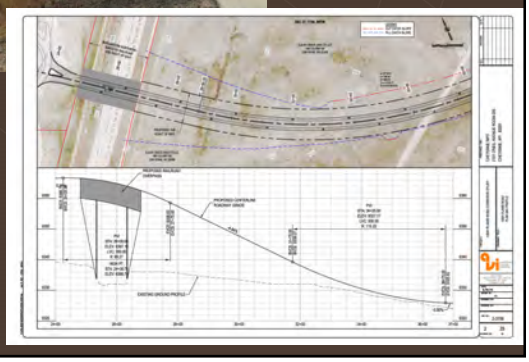


CONSTRAINTS AND OPPORTUNITIES (BNSF RAILROAD)

RAILROAD

- **BNSF RAILROAD STRUCTURE**
  - 200' Right-of-way
  - 23'-4" minimum clearance requirement
  - WYDOT preliminary profile 3 span
    - 100' maximum span
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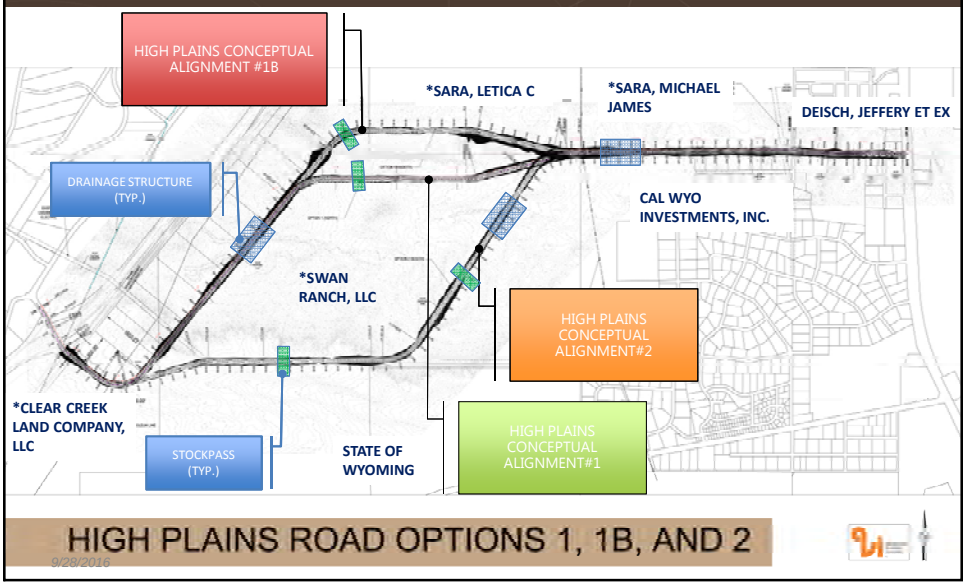




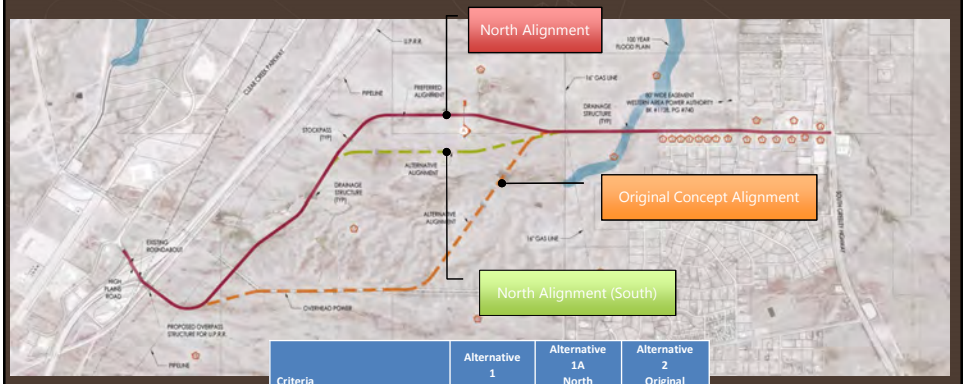
ALTERNATIVES ANALYSIS

- **GOALS AND OBJECTIVES:**
  - Facilitate inner City Connectivity
  - Encourage Economic Development
- **GOALS**
  - Is sensitive to the needs of the property owners,
  - Serves all transportation users,
  - Minimizes long term maintenance,
- **PERFORMANCE MEASURES (EVALUATION CRITERIA:**
  - Maintenance Cost
  - Public Consensus
  - Direct Property Impact
  - Adjacent Impacts
  - Environmental Impacts
  - Meets Project Purpose

REVIEW OF ALTERNATIVE ALIGNMENTS



REVIEW OF ALTERNATIVE ALIGNMENTS



Criteria	Alternative 1 North Alignment	Alternative 1A North Alignment (South)	Alternative 2 Original Concept Alignment
Public Consensus	2	3	1
Direct Property Impacts	2	3	1
Adjacent Impacts	3	2	1
Maintenance Cost	1	2	3
Meets Goals and Objectives	1	1	1
Average	1.8	2.2	1.4

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REVIEW OF ALTERNATIVE ALIGNMENTS



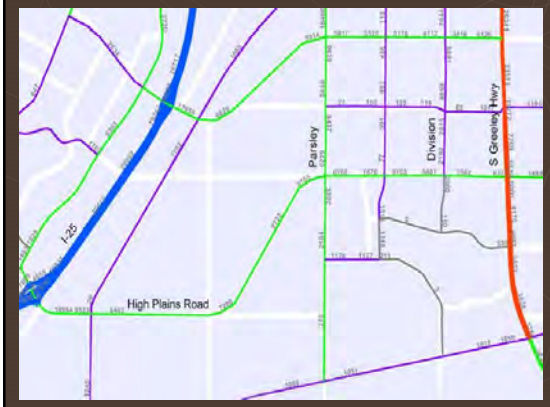
9/28/2016

CONCEPTUAL TYPICAL SECTION

Description	Laramie County (Minor Arterial) (1)	City of Cheyenne (Minor Arterial) (2)	2011 AASHTO (3)
Travel Lane**	(2) – 12′	(2-4) – 12′	10′ – 12′
Turn Lanes	12′	12′	-
Parking **	none	none	11′
Roadway Width	48′	48′	Volume
Sidewalk/ Pedestrian Area	8′	6′	-
Parkway/ Tree Lawn	8′	8′	-
Bike Lane/ Shoulder**	2-6′	2 – 6′	4′ – 8′
Volume Capacity (ADT)	3,500 – 15,000	7,500 – 32,000	Over 2,000
Footnotes:			
(#) - ##′ indicates total number of element within corridor cross section			
(1) Laramie County Land Use Regulations (County, 2011)			
(2) City of Cheyenne Unified Development Code (Cheyenne, 2013)			
(3) A Policy on Geometric Design of Highways and Streets (AASHTO, 2011)			

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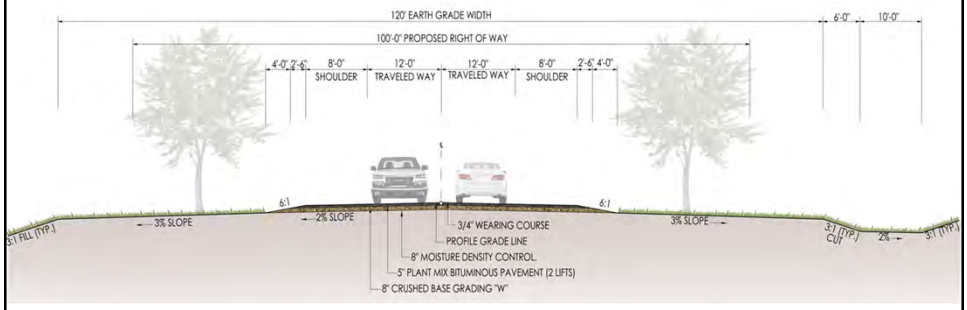
2040 TRAFFIC VOLUMES



- **MPO TRAVEL MODEL USING THE VISION SCENARIO**
- **RANGE 6,800 TO 11,000 VPD**
  - South Greeley: 8,371
  - Parsley: 9,755
  - Division: 8,461
  - I-25: 10,964
- **2 – LANE MINOR ARTERIAL LEVEL OF SERVICE “C” OR BETTER**

9/28/2016

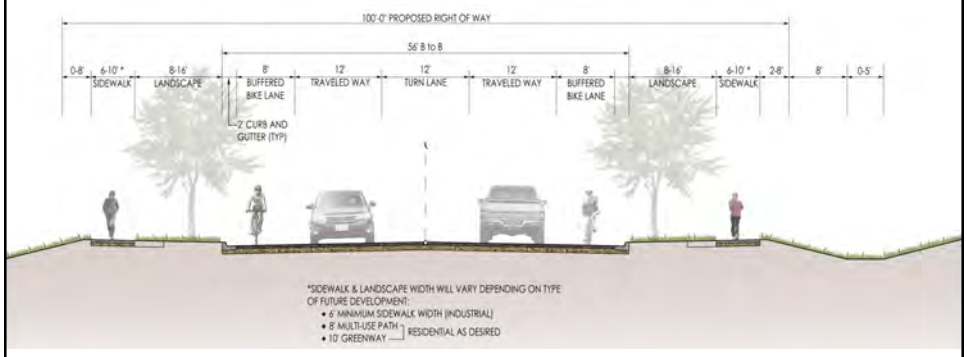
RECOMMENDED CONCEPTUAL TYPICAL SECTION



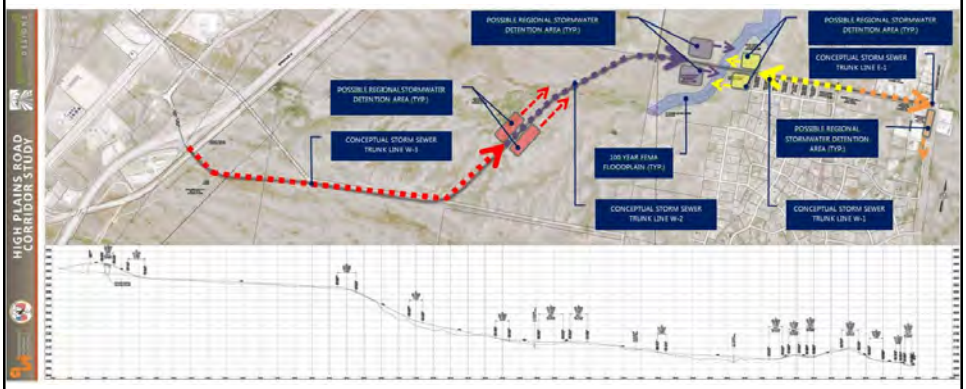
DEVELOP OPPORTUNTIES FOR FUTURE PHASING

- **EARTHWORK CONSTRUCTION TO FULL BUILD-OUT**
  - Allows for ease of future dry and wet utility installation/ expansion
  - Construction is likely to be the least expense now than in the future
  - Drainage conveyance elements must be accounted for in phased design

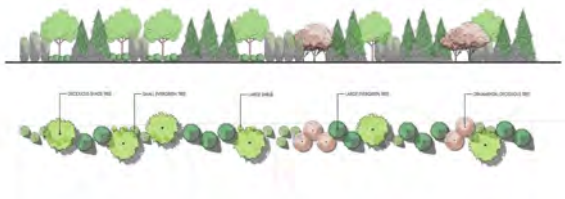
RECOMMENDED ULTIMATE CONCEPTUAL TYPICAL SECTION



SPECIAL FEATURES – PLANTING BARRIER



SPECIAL FEATURES – PLANTING BARRIER





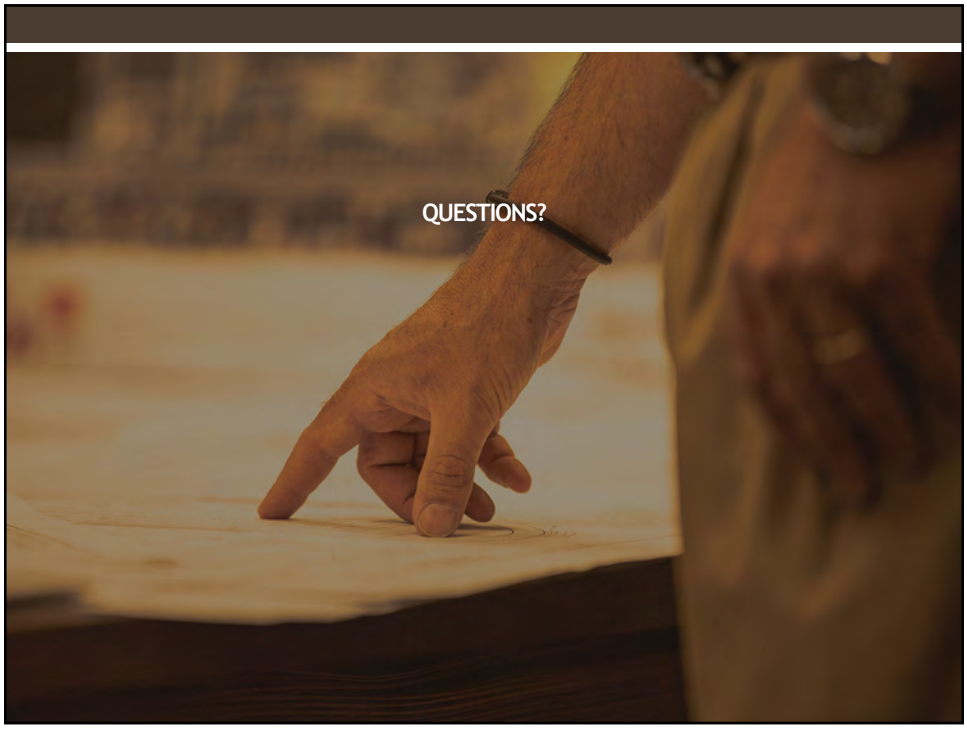
RIGHT-OF-WAY REQUIREMENTS

Parcel	Parcel No.	Property Address	Area (ACRES)	Owner	Address	Comments/ Reference
1	12670310000700	CLEAR CREEK PARKWAY	5.25	CLEAR CREEK LAND CO LLC	1961 US HWY 85 CHEYENNE, WY 82009	Figure 5.7 Parcel 1 Exhibit (Road)
2	12670220000700	I25 SERVICE ROAD	28.74	SWAN RANCH LLC	1961 US HWY 85 CHEYENNE, WY 82009	Figure 5.8 Parcel 2 Exhibit (Road)
3	13672440000200	2510 YORK AVE	1.00	LETICIA C SARA	3295 OTIS ST WHEAT RIDGE, CO 80033	Figure 5.9 Parcel 3 Exhibit (Road)
4	13661930000100	DIVISION AVE	12.47	MICHAEL JAMES SARA	6122 KEVIN AVE CHEYENNE, WY 82009	Figure 5.10 Parcel 4 Exhibit (Road)
5	13663020000400	REMINGTON DR	0.12	CAL WYO INVESTMENTS	2223 SEBRING ST SIMI VALLEY, CA 93065	Figure 5.11 Parcel 5 Exhibit (Road)
6	13662030000900	4836 S GREELEY HWY	1.49	JEFFREY DEISCH	3650 JOES RD CHEYENNE WY, 82009	Figure 5.12 Parcel 6 Exhibit (Road)
TOTAL REQUIRED RIGHT-OF-WAY:			**49.07**			

ENGINEERS OPINION OF COST

Description of Area	Construction Cost	Right-of-way Cost	Engineering (1)	Contingency (30%)	Total	For Estimate
Proposed Typical Roadway and Earthwork	$14,822,124	-	$1,482,212	$4,446,637	$20,750,974	**$20.8 M**
Proposed Ultimate Roadway	$3,424,276	-	$342,428	$1,027,283	$4,793,987	**$4.80 M**
Wet Utilities	$2,115,163	-	$211,516	$634,549	$2,961,228	**$3.0 M**
High Plains Road Total						**$28.6 M**

Footnotes:
1. Engineering estimated at 10% of Total Construction costs.
2. Cost Estimates were developed using data from the 2014 & 2015 Weighted Average Bid Prices, complied by WYDOT; Colorado Department of Transportation (CDOT) 2014 & 2015 Cost Data Book, compiled by the Engineering Estimates and Marketing Analysis Unit; Typical Costs from historical AVI project experience.
3. Quantities are based on the Conceptual Improvement Plan layouts. Please see Appendix A for additional information.


QUESTIONS?

Steering Committee #1

High Plain Road Plan

City Municipal Building

October 6, 2015 10:00 a.m. – 11:00 a.m.

•LIST OF ATTENDEES •

NAME	COMPANY	EMAIL	CELL
RANDY GRIESBACH	WYDOT	randy.griesbach	offic 745-2116 760-4108
Mark Wingate	WYDOT	mark.wingate@wyo.gov	777-4180
ROB GERINGER	LCPW	rgeringer@laramiecounty.com	
Nancy Olson	MPO	nolson@cheyennempo.org	307-638-4366
Sayoshi Okahara	MPO	sokaharaboy@cheyennempo.org	638-4384
Brandon Cammarata	City Dev/Planning	bcammarata@" "	638 4307
JOHN HALL	CITY ENGINEER'S OFFICE	jhall@cheyennecity.org	637-6268
Tom Mason	MPO	Tmason•cheyenneMPO.org	0376279
Don Bridges	wyDot	don.Bridges@wyo.gov	777-9400

AVI PROFESSIONAL CORPORATION 1103 Old Town Lane; Suite 101, Cheyenne, WY 82009 phone: 307.637.6017

Steering Committee #1

High Plain Road Plan

City Municipal Building

October 6, 2015 10:00 a.m. – 11:00 a.m.

•LIST OF ATTENDEES •

NAME	COMPANY	EMAIL	CELL
Dan Cooley	Laramie Co.	dcooley@laramiecounty.com	630-9858
Bonnie Reider	So. Chey Comm Dev Assn	b_reider@msn.com	634-3872
Jeff Wiggins	Ch. P+R		
Daryl Johnson	AVI	djohnson@avipc.com	637-6017
Tom Cobb	AVI	cobb@avipc.com	637.6017

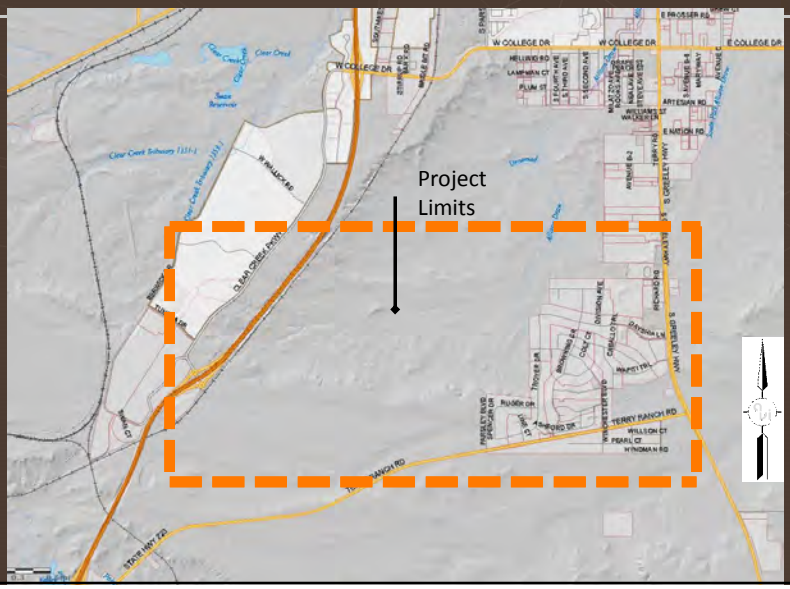
AVI PROFESSIONAL CORPORATION 1103 Old Town Lane; Suite 101, Cheyenne, WY 82009 phone: 307.637.6017



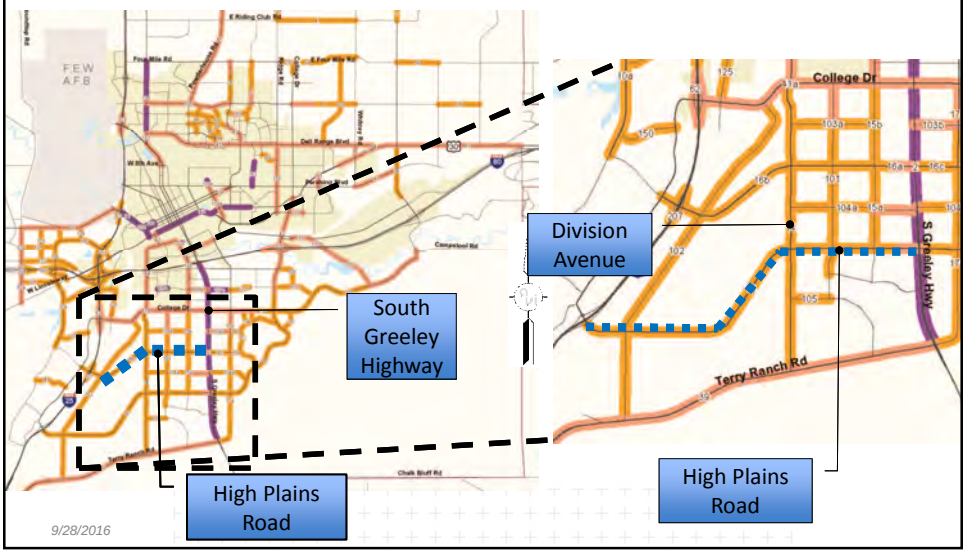
AGENDA

- INTRODUCTIONS AND SIGN-IN SHEET
- AREA OF STUDY
- PURPOSE AND GOALS
- OPPORTUNITIES AND CONSTRAINTS
- PRELIMINARY CONCEPTUAL ALIGNMENT
  - Summary of land owner meetings
- CONCEPTUAL TYPICAL SECTION
- WHERE DO WE GO FROM HERE?

AREA OF STUDY



ROADWAY VISION PLAN 2040



9/28/2016

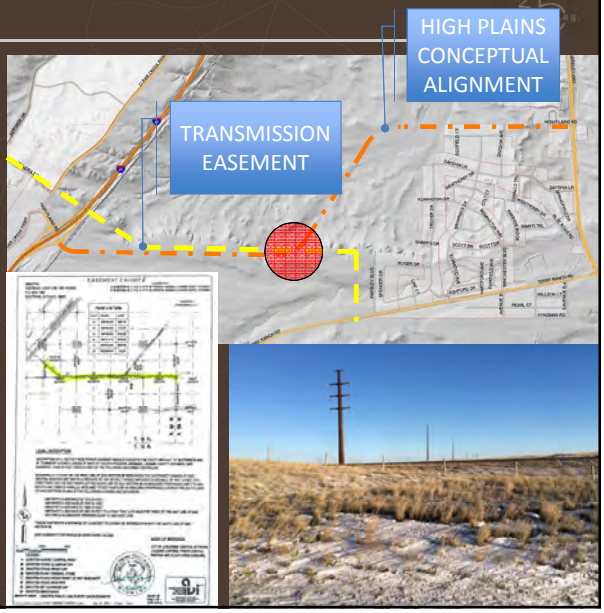
PURPOSE AND GOALS

- **PURPOSE:**
  - Create a comprehensive and practical planning document that guides and promotes future development of the corridor and surrounding area.
- **GOALS OF THE PLAN**
  - Sensitive to current function and property owners
  - Serves all transportation users,
  - Adaptable and phasable

CONSTRAINTS AND OPPORTUNITIES

CHEYENNE LIGHT, FUEL, AND POWER TRANSMISSION LINE

- 100' Wide Easement

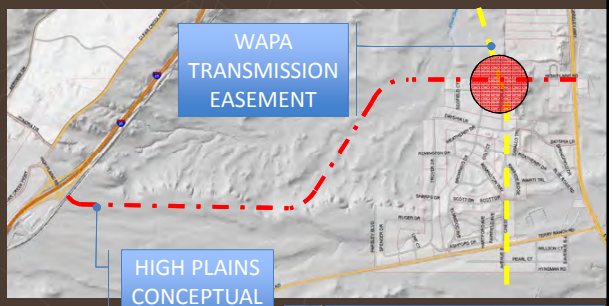


9/28/2016

CONSTRAINTS AND OPPORTUNITIES

US DEPARTMENT OF ENERGY WAPA POWER TRANSMISSION LINE

- Coordination required
- Maintain minimum vertical clearance requirements depend on line voltage (69 kV to 500 kV; 20 to 29')



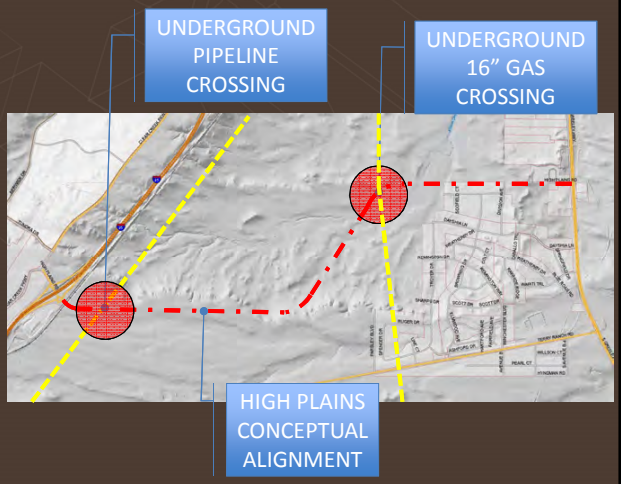


9/28/2016

CONSTRAINTS AND OPPORTUNITIES

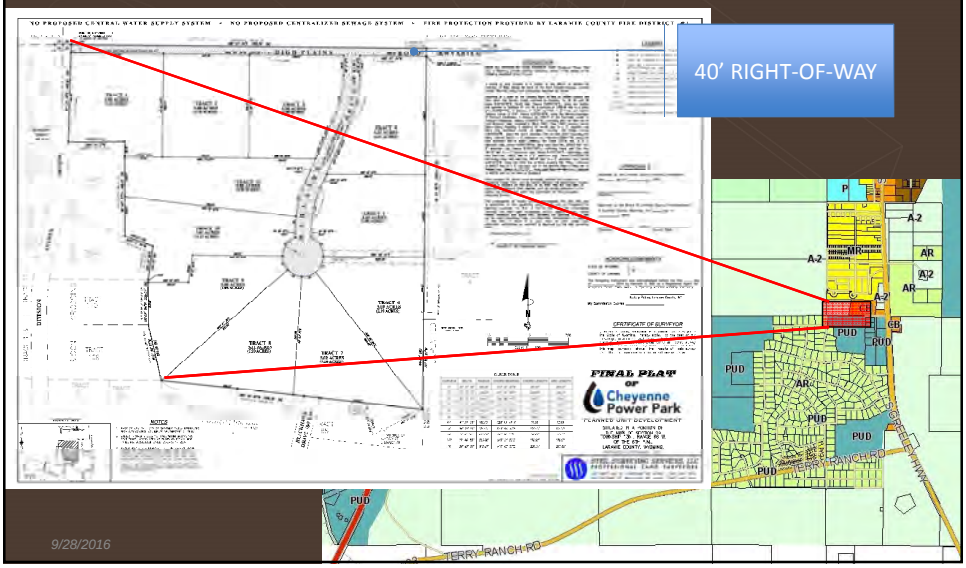
UNDERGROUND PIPELINES

- Coordination required
- Maintain cover
- Expensive relocation



9/28/2016

CONSTRAINTS AND OPPORTUNITIES



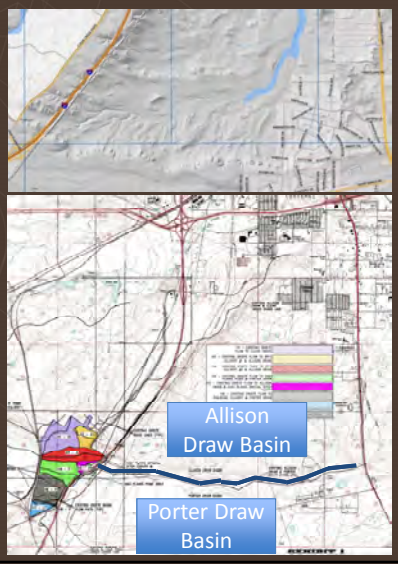
CONSTRAINTS AND OPPORTUNITIES



CONSTRAINTS AND OPPORTUNITIES

DRAINAGE

- **FLOODPLAIN ENCROACHMENT**
  - Zone A or Unshaded Zone X. Zone A is Special Flood Hazard Area (i.e. SFHA) subject in inundation by the 1% annual chance flood while Unshaded Zone X are classified to be outside the 0.2% annual chance floodplain
  - Future projects will require a Floodplain Development Permit through the Laramie County Planning Department
- **PRELIMINARY ALIGNMENT WITHIN TWO BASINS**
  - Allison Draw Basin
  - Porter Draw Basin



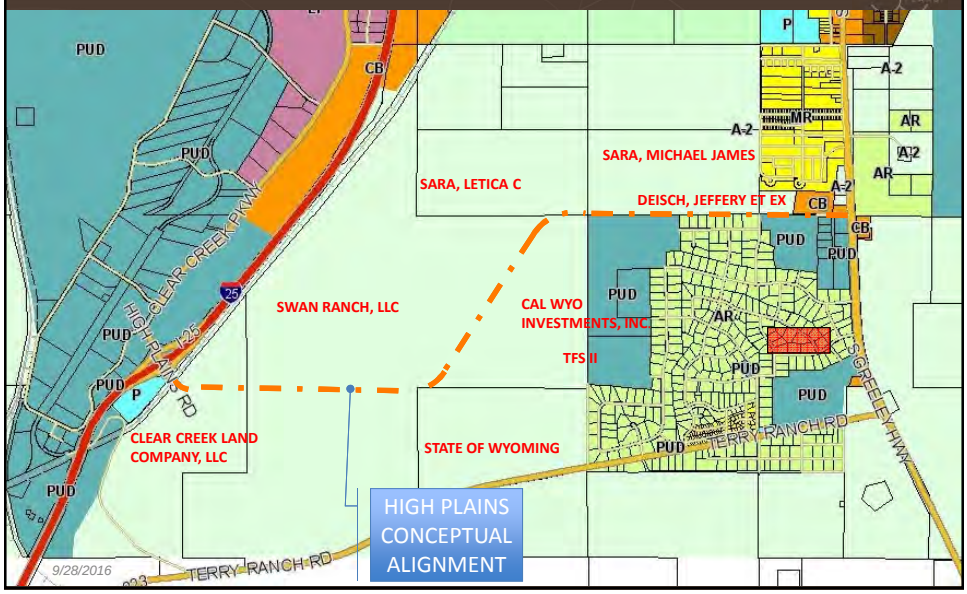
CONSTRAINTS AND OPPORTUNITIES

35 % DESIGN ALIGNMENT AND OPTIONS

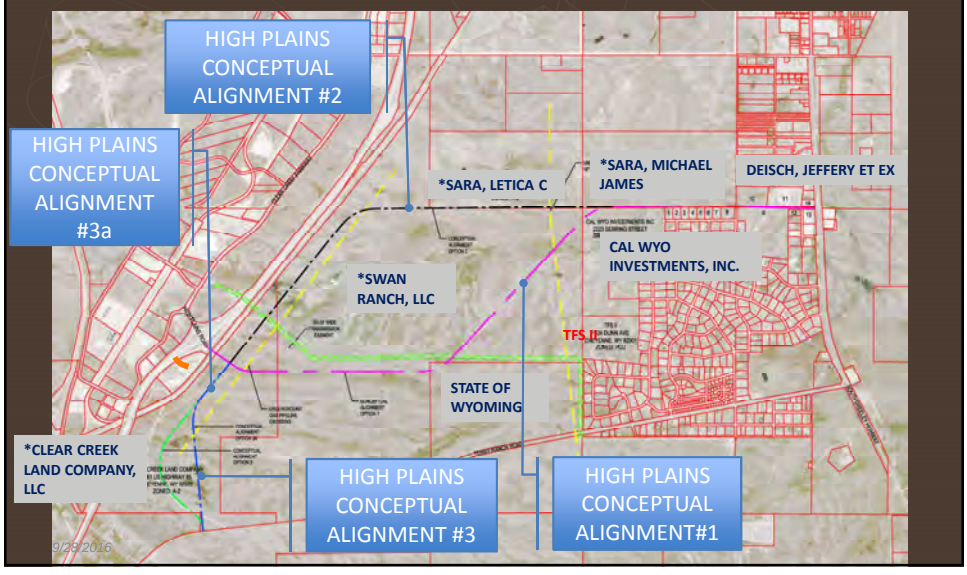
- **PRELIMINARY PLAN AND PROFILE**
  - Flexible to fit the best accommodate current landowners
  - Respectful of current land use and function
- **BNSF RAILROAD STRUCTURE**
  - 24' minimum clearance requirements
  - WYDOT preliminary profile 3 span
  - Single span or double span options
- **WATER, SEWER**



CONSTRAINTS AND OPPORTUNITIES

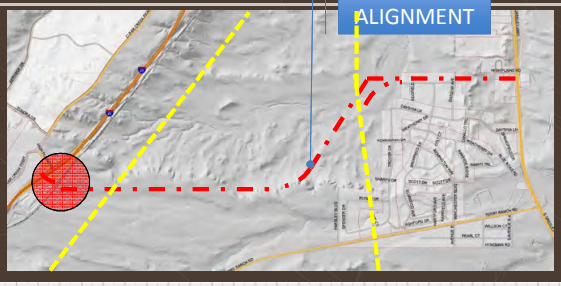


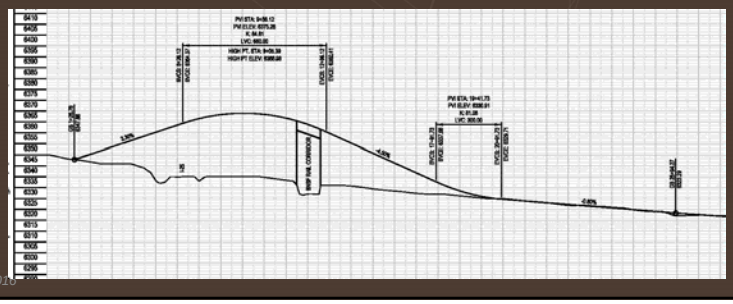
CONCEPTUAL ALIGNMENTS



CONCEPTUAL PROFILE

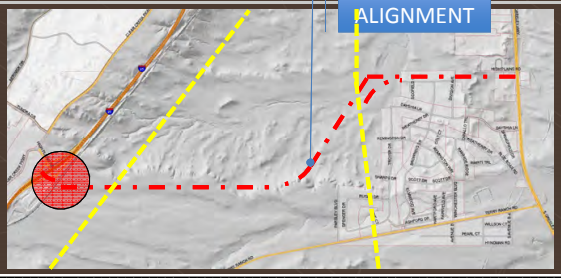
HIGH PLAINS CONCEPTUAL ALIGNMENT

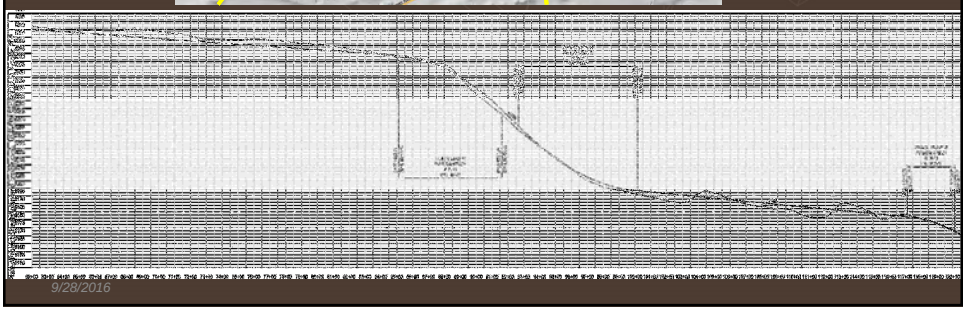




CONCEPTUAL PROFILE

HIGH PLAINS CONCEPTUAL ALIGNMENT





9/28/2016

CONCEPTUAL ALIGNMENT – FEATURES

Table 4.Dimensions of the four different types of underpasses.

Crossing Structure Type	Dimensions (as seen by the animals)	Figure No.
Open-span bridge (underpass)	12 m (39.4 ft) wide, greeater than or equal to 5 m (16.4 ft) high	40
Large-mammal underpass	7-8 m (23-26.2 ft) wide, 4-5 m (13.1-16.4 ft) high	41,42
Medium-mammal underpass	0.8.-3 m (2.6-9.8.ft) wide, 0.5-2.5 m (1.6-8.2 ft) high	43,44
Small- or medium-mammal pipe	0.3-0.6 m (1.0-2.0 ft) in diameter	45



Figure 46. An open-span bridge over Spring Creek, along U.S. Highway 93 south of Ravalli, MT (copyright: Marcel Huijser).

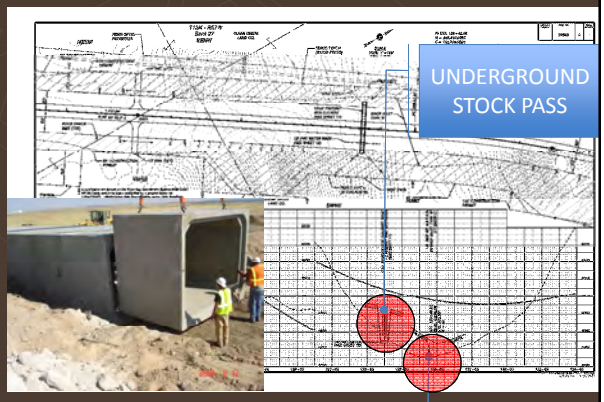


Figure 47. A large-mammal underpass (7-8 m (23-26.2 ft) wide, 4-5 m (13.1-16.4 ft) high) along U.S. Highway 93 south of Ravalli, MT (copyright: Marcel Huijser).

CONCEPTUAL ALIGNMENT – FEATURES

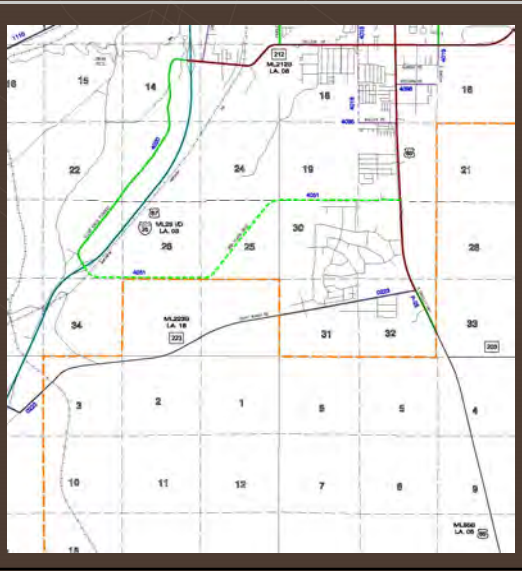
ADDITIONAL ENHANCEMENT OPPORTUNITIES

- **DEVELOP STOCK PASS OPPORTUNITIES**
  - Maintains existing agricultural use for grazing and access
  - Future greenway/ pedestrian use



CONCEPTUAL TYPICAL SECTION

- **2010 URBAN ROADWAY CLASSIFICATION MAP**
  - MINOR ARTERIAL
- **PROPOSED 2015 URBAN ROADWAY CLASSIFICATION MAP**
  - PRINCIPAL ARTERIAL?



CONCEPTUAL TYPICAL SECTION

Standard Roadway: Minor Arterial

Description: The Minor Arterial design type serves long and intermediate-distance travel. Minor Arterials provide for high regional continuity within the overall transportation network, and accommodate moderate speeds and volumes.

Context and Applicability: The Minor Arterial design type creates and supports commercial and industrial districts with access from surrounding neighborhoods. They also form the outer edges of residential neighborhoods or may create a central spine for larger neighborhoods at the lower ranges of traffic volumes and speeds.

Standard Roadway Classification: Minor Arterial

Technical Criteria	Minor Arterial
Daily Traffic Volume	[illegible]
Design Speed	[illegible]
Speed Limit	[illegible]
Design Vehicle	WB-67
Minimum Sight Distance (Driveway / Intersection)	[illegible]
Stopping Sight Distance	[illegible]
Minimum Intersection Spacing	[illegible]
Distance between Signals	[illegible]
Minimum Access separation – corner	[illegible]
Minimum Access separation – other access	[illegible]
Driveway Approach and Street Configuration	[illegible]
Required Curb & Gutter Type	[illegible]
Minimum Full Depth HPB Section	[illegible]
Minimum Composite Section Depths (HBP/ABC)	[illegible]
Grade (Max / Min)	[illegible]
Maximum Super-elevation	[illegible]
Acceleration / Deceleration Lanes	[illegible]

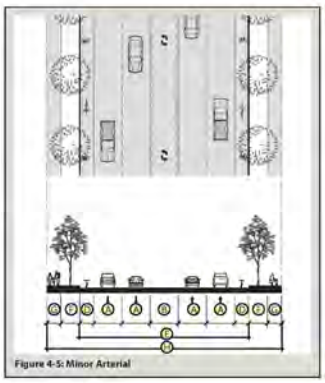


Figure 4-5: Minor Arterial

Geometric and Urban Design Standards		Minor Arterial
A	Number of Lanes (Width)	[illegible]
B	Median Type (Width)	[illegible]
C	Parking	[illegible]
D	Bicycle Lane / Shoulder	[illegible]
E	Roadway Width (BC-BC)	[illegible]
F	Tree Lawn / Landscape	[illegible]
G	Pedestrian Area	[illegible]
H	Right-of-Way Width*	[illegible]

CONCEPTUAL TYPICAL SECTION

Standard Roadway: Principal Arterial

Description: The Principal Arterial design type serves long and intermediate-distance travel. Principal Arterials provide for high regional continuity within the overall transportation network, and accommodate high speeds and volumes.

Context and Applicability: The Principal Arterial design type creates and supports major commercial and industrial districts that are regional in scale and reliant on a high degree of automobile usage. They also form the outer edges of residential neighborhoods, but need to be buffered from neighborhoods due to their intensity.

Standard Roadway Classification: Principal Arterial

Technical Criteria	Principal Arterial
Daily Traffic Volume	[illegible]
Design Speed	[illegible]
Speed Limit	[illegible]
Design Vehicle	[illegible]
Minimum Sight Distance (Driveway / Intersections)	[illegible]
Stopping Sight Distance	[illegible]
Minimum Intersection Spacing	[illegible]
Distance Between Signals	[illegible]
Minimum Access separation - corner	[illegible]
Minimum Access Separation – other access	[illegible]
Driveway Approach and Street Configuration	[illegible]
Required Curb & Gutter Type	[illegible]
Minimum Full Depth HPB Section	[illegible]
Minimum Composite Section Depth (HBP/ ABC)	[illegible]
Grade (Max / Min)	[illegible]
Maximum Super Elevation	[illegible]
Acceleration / Deceleration Lanes	[illegible]

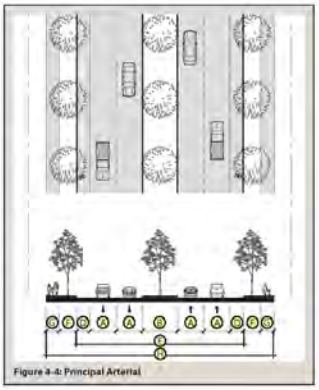


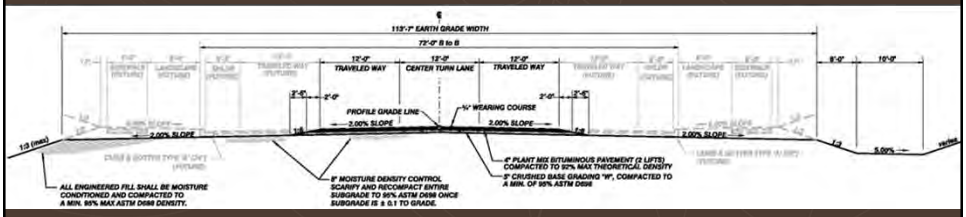
Figure 4-4: Principal Arterial

Geometric and Urban Design Standards	Principal Arterial
A Number of Lanes (Width)**	[illegible]
B Median Type (Width)	[illegible]
C Parking	[illegible]
D Shoulder	[illegible]
E Roadway Width (BC-BC)	[illegible]
F Tree Lawn / Landscape	[illegible]
G Pedestrian Area	[illegible]
H Right-of-Way Width*	[illegible]

* Added ROW allocated between additional landscape median, tree lawn or landscape area based on context, and to reconcile utility and landscape needs as per Section 4.5.5.

** Master Transportation Plan shall provide primary guidance.

CONCEPTUAL TYPICAL SECTION

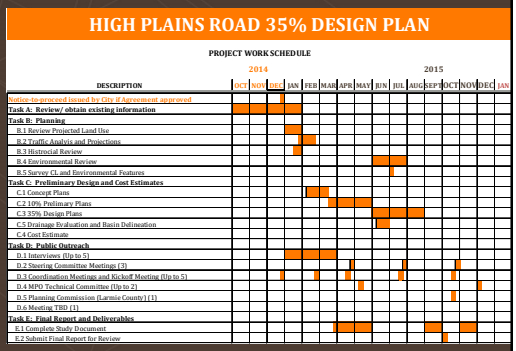


DEVELOP OPPORTUNTIES FOR FUTURE PHASING

- **EARTHWORK CONSTRUCTION TO FULL BUILD-OUT**
  - Allows for ease of future dry and wet utility installation/ expansion
  - Construction is likely to be cheaper now than in the future
  - Drainage conveyance elements must be accounted for in phased design

WHERE DO WE GO FROM HERE?

- AVI REFINE OPTIONS
- CONDUCT ENVIRONMENTAL REVIEW
- SET TENTATIVE DATE FOR STEERING COMMITTEE MEETING #2
- SET TENTATIVE DATE FOR PUBLIC MEETING (1)



HIGH PLAINS ROAD STEERING COMMITTEE MEETING

January 12, 2016 @2:00 P.M.

•*LIST OF ATTENDEES*•

PLEASE INITIAL TO RECORD ATTENDANCE	NAME	COMPANY	EMAIL	CELL/ PHONE
	Tom Cobb	AVI	cobb@avipc.com	970-214-6542 307-637-6017
	Bonnie Reider	SCCDA	b_reider@msn.com	307-630-9747
BAB	Brad Brooks	Board	bbrooks@cheyennebopu.org	307-637-6416
	Brad Emmons	AVI	emmons@avipc.com	307-631-6861 307-637-6017
BTC	Brandon Cammarata	City DEV	bcammarata@cheyennecity.org	307 638 4303
	Bruce Perryman	AVI	perryman@avipc.com	307-631-6500 307-637-6017
	Buck Holmes		bholmes@laramiecounty.com	307 630 0241
	Dan Cooley	LaramieCo	dcooley@laramiecounty.com	
	Daryl Johnson	AVI	djohnson@avipc.com	307-631-7891 307-637-6017
	Don Bridges		Don.Bridges@wyo.gov	307.777.3502
	James Sims		jsims@cheyennecity.org	
	Jeff Wiggins		JWiggins@cheyennecity.org	
	John Hall		jhall@cheyennecity.org	
	Kevin McCoy		kevin.mccoy@wyo.gov	777-4178
	Mark Wingate		mark.wingate@wyo.gov	777-4180
	Jef McMann		Jef.McMann@blackhillscorp.com	307-630-6280 778-2144
	Mike Luna		mluna@cheyennecity.org	
	Nancy Olson		NOlson@Cheyennecity.org	779-3341
	Randy Griesbach		randy.griesbach@wyo.gov	760-4108 745-2116
	Rob Geringer		rgeringer@laramiecounty.com	633-4302
	Scot Montgomery		scot.montgomery@wyo.gov	421-3736
	Sreyoshi Chakraborty		SChakraborty@Cheyennecity.org	638-4384
	Tom Mason		tmason@cheyennecity.org	637 6297
	Trey Rinne	AVI	rinne@avipc.com	307-631-6254 307-637-6017

HIGH PLAINS ROAD STEERING COMMITTEE MEETING

January 12, 2016 @2:00 P.M.

●*LIST OF ATTENDEES*●

ENGINEERING
PLANNING
SURVEYING
PC

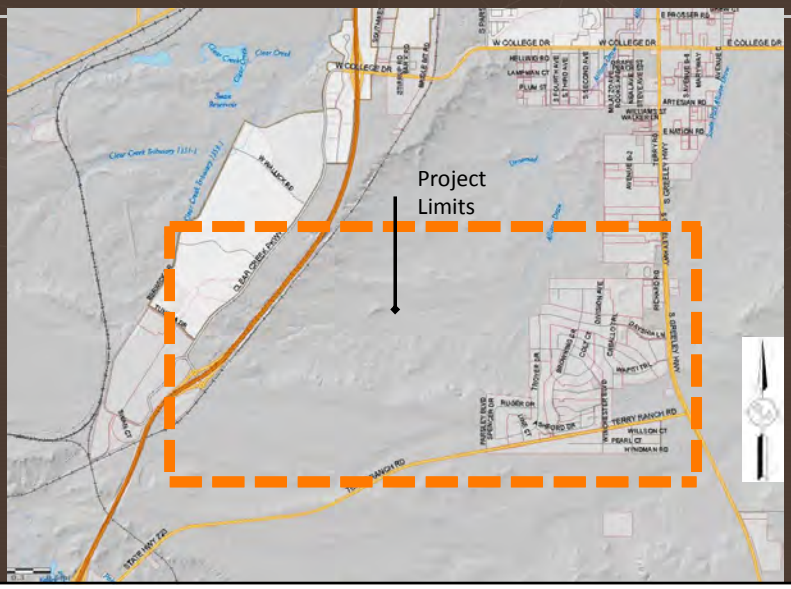
PLEASE INITIAL TO RECORD ATTENDANCE	NAME	COMPANY	EMAIL	CELL/ PHONE
	Nathan Beaudrim	City of Cheyenne	nbeaudrim@cheyennecity.org	638-4315



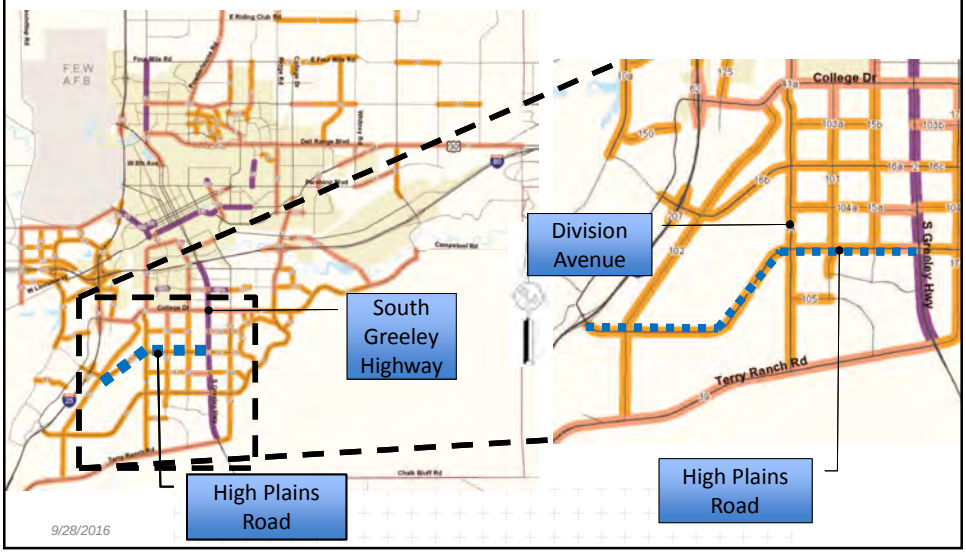
AGENDA

- INTRODUCTIONS AND SIGN-IN SHEET
- AREA OF STUDY
- PURPOSE AND GOALS
- OPPORTUNITIES AND CONSTRAINTS
- CONCEPTUAL TYPICAL SECTION
- REVISED PRELIMINARY CONCEPTUAL ALIGNMENTS
- WHERE DO WE GO FROM HERE?
- PUBLIC MEETING

AREA OF STUDY



ROADWAY VISION PLAN 2040



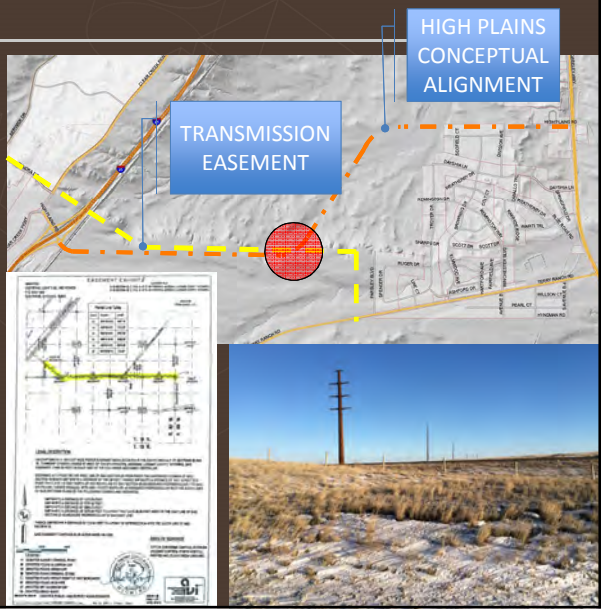
PURPOSE AND GOALS

- **PURPOSE:**
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- **GOALS OF THE PLAN**
  - Sensitive to current function and property owners,
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CONSTRAINTS AND OPPORTUNITIES

CHEYENNE LIGHT, FUEL, AND POWER TRANSMISSION LINE

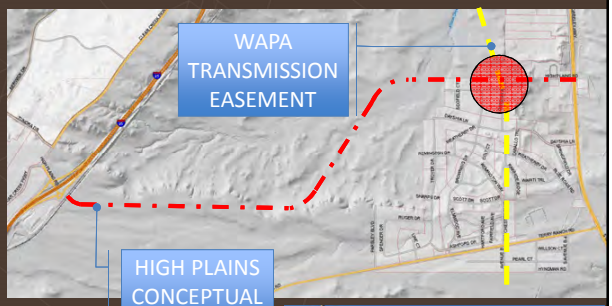
- 100' Wide Easement



CONSTRAINTS AND OPPORTUNITIES

US DEPARTMENT OF ENERGY WAPA POWER TRANSMISSION LINE

- Coordination required
- Maintain minimum vertical clearance requirements depend on line voltage (69 kV to 500 kV; 20 to 29')



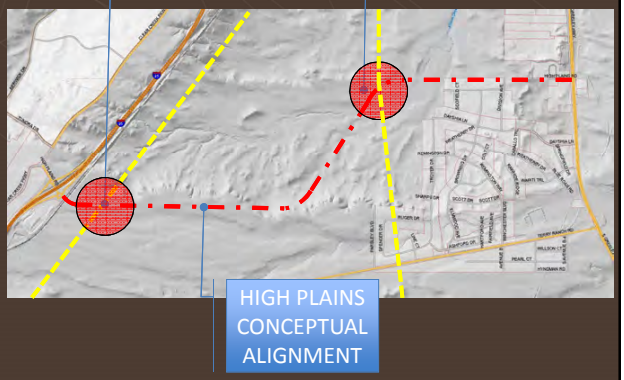


9/28/2016

CONSTRAINTS AND OPPORTUNITIES

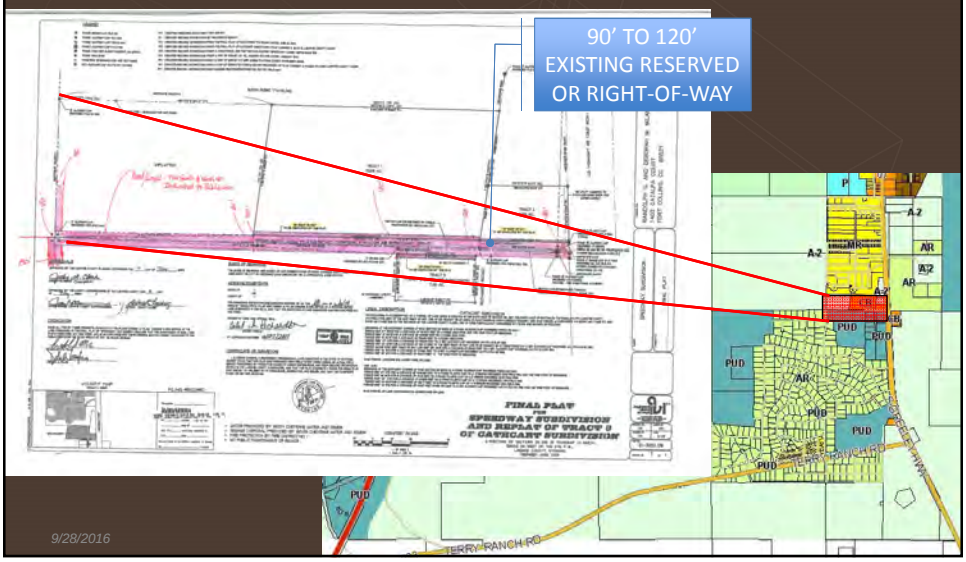
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- Coordination required
- Maintain cover
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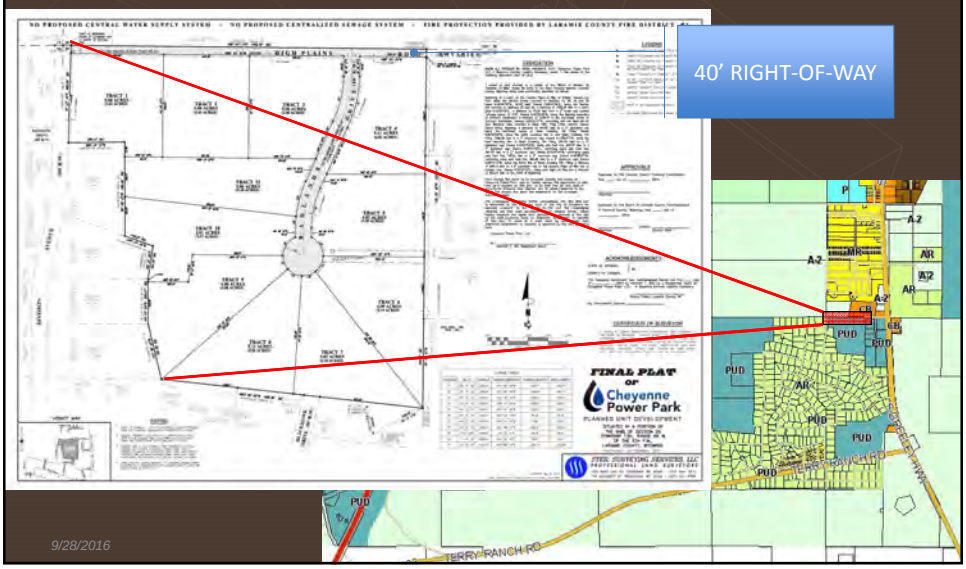
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CONSTRAINTS AND OPPORTUNITIES



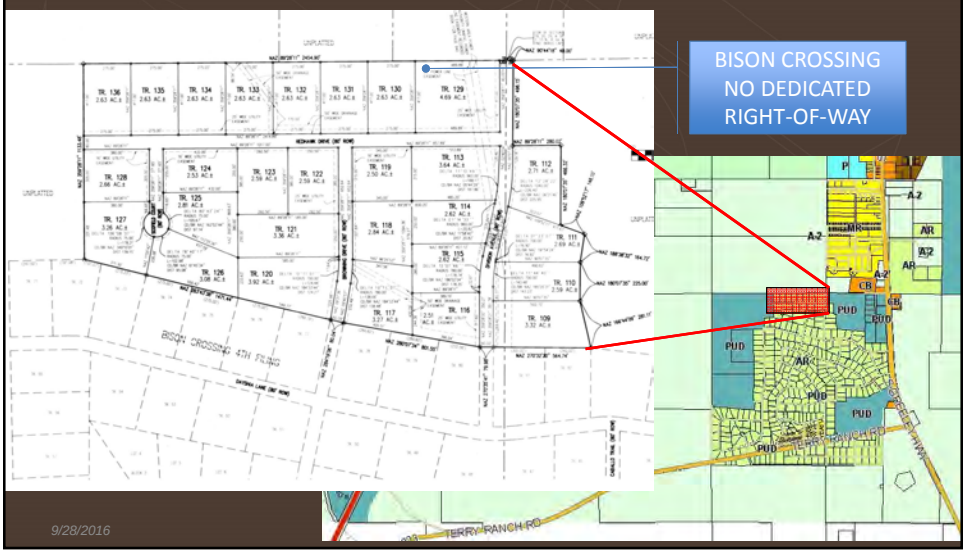
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CONSTRAINTS AND OPPORTUNITIES



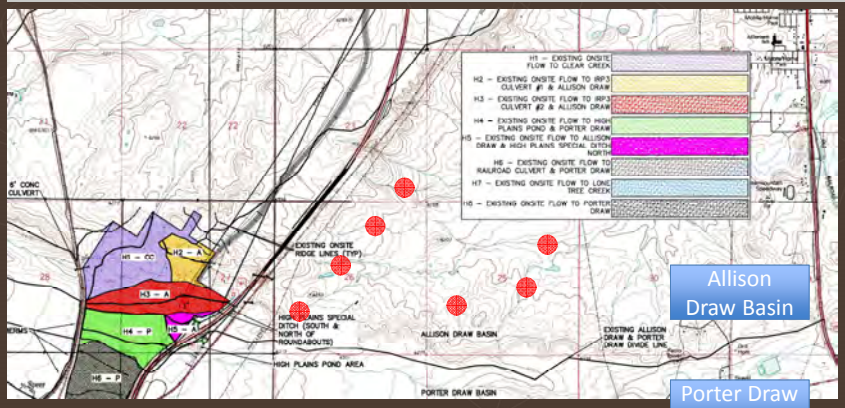
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CONSTRAINTS AND OPPORTUNITIES



9/28/2016

CONSTRAINTS AND OPPORTUNITIES



DRAINAGE

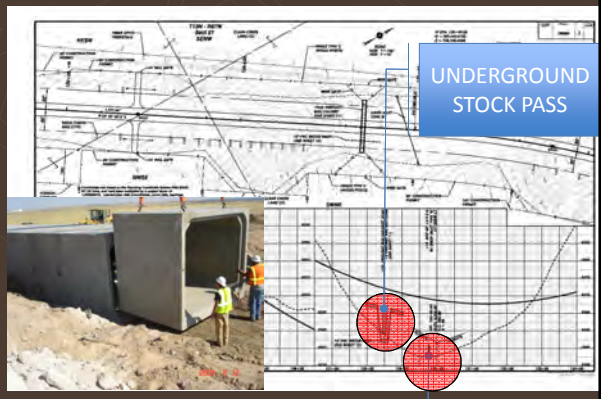
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9/28/2016

CONSTRAINTS AND OPPORTUNITIES

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- **DEVELOP STOCK PASS OPPORTUNITIES**
  - Maintains existing agricultural use for grazing and access
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CONSTRAINTS AND OPPORTUNITIES

Table 4.Dimensions of the four different types of underpasses.

Crossing Structure Type	Dimensions (as seen by the animals)	Figure No.
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Small- or medium-mammal pipe	0.3-0.6 m (1.0-2.0 ft) in diameter	45



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Figure 47. A large-mammal underpass (7-8 m (23-26.2 ft) wide, 4-5 m (13.1-16.4 ft) high) along U.S. Highway 93 south of Ravalli, MT (copyright: Marcel Huijser).

CONSTRAINTS AND OPPORTUNITIES

RAILROAD

- **BNSF RAILROAD STRUCTURE**
  - 200’ Right-of-way
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  - WYDOT preliminary profile 3 span
    - 100’ maximum span
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PAGE 15

CONCEPTUAL TYPICAL SECTION

Standard Roadway: Minor Arterial

Description: The Minor Arterial design type serves long and intermediate-distance travel. Minor Arterials provide for high regional continuity within the overall transportation network, and accommodate moderate speeds and volumes.

Context and Applicability: The Minor Arterial design type creates and supports commercial and industrial districts with access from surrounding neighborhoods. They also form the outer edges of residential neighborhoods or may create a central spine for larger neighborhoods at the lower ranges of traffic volumes and speeds.

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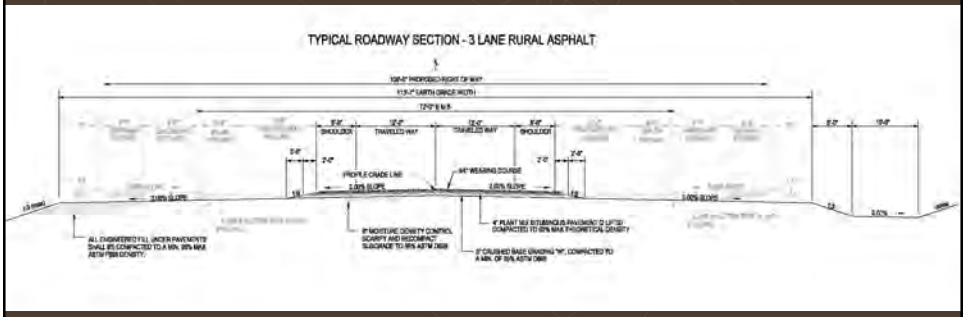


Figure 4-5: Minor Arterial

360’ AASHTO 2011

2.0%

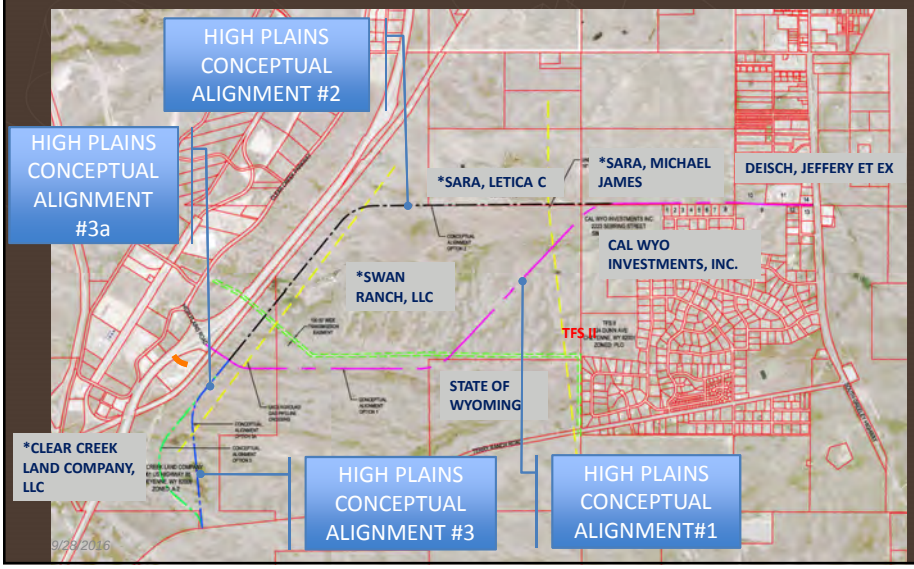
CONCEPTUAL TYPICAL SECTION



DEVELOP OPPORTUNTIES FOR FUTURE PHASING

- **EARTHWORK CONSTRUCTION TO FULL BUILD-OUT**
  - Allows for ease of future dry and wet utility installation/ expansion
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CONCEPTUAL ALIGNMENTS



WHERE TO WE GO FROM HERE?

- AVI REFINE OPTIONS
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- SCHEDULE "ONE-ON-ONE" MEETINGS AND WITH LANDOWNERS TO GO OVER OPTION ALIGNMENTS
- TRAFFIC VOLUME PROJECTIONS AND INTERSECTION DEVELOPMENT (FEHR AND PEERS)
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PUBLIC MEETING?

- SET TENATIVE DATE OF PUBLIC MEETING?
  - LOCATION (AFFLERBACH, ROSSMAN, VISITOR CENTER)
- ADVERTISEMENT
  - NEWSPAPER?
  - FLYERS ?
  - ?
- OTHER?

MEETING MINUTES

Subject:	Steering Committee Meeting #2		
Client:	Cheyenne MPO	Date:	1/13/2016
Project:	High Plains Road	Project No:	2-3706.14
Meeting Date:	1/12/2016 @ 2:00 PM	Meeting Location:	AVI Conference Room

ATTENDEES: See attached sign in sheets.

TOPICS FOR DISCUSSION:

I. INTRODUCTIONS

Meeting was hosted by:

Tom Cobb (AVI – Project Manager)

II. AREA OF STUDY:

- Project is area is bounded by:
  - I-25 to the West
  - US-85 to the East
  - Terry Ranch Road to the South
  - Sara's property to the north

III. PURPOSE AND GOALS:

- Purpose: Create a comprehensive and practical planning document that guides and promotes future development of the corridor and surrounding area.
- Goals:
  - Sensitive to current function and property owners
  - Serves all transportation users
  - Adaptable

IV. CONSTRAINTS AND OPPORTUNITIES:

- Constraints:
  - CLF&P Transmission line, WAPA Transmission Line, 8" Petroleum Pipeline, CLF&P 16" Natural gas main, and CLF&P 6" Natural gas main.
  - Existing right-of-way in developments near US-85
    - Speedway Subdivision: 90'-120' dedicated ROW.
    - Cheyenne Power Park: 40' dedicated ROW south of section line, area north of section line is unplatted.
    - Bison Crossing: No dedicated ROW

- Drainage: 3-4 drainage ways will be encountered depending on the roadway alignment.

- Additional Enhancement Opportunities:
  - Underground Stock passes, can be combined with drainage components.
  - Structure over BNSF Railroad: 200' ROW, 23'-4" minimum clearance required.

V. CONCEPTUAL TYPICAL SECTION:

- A Conceptual typical section was presented and discussed. It is proposed that a smaller interim cross section would be constructed at first and the entire cross section would be constructed at a later date. One topic of conversation was whether or not bike lanes could be constructed during the interim phase.

VI. PRELIMINARY CONCEPTUAL ALIGNMENTS

- Two conceptual alignments and their respective profiles were presented and discussed.
  - Alignment 1: Turns to the north 1600' from the BNSF ROW and then turns to the east along the section line between sections 25 & 24
  - Alignment 2: Goes east from the High Plains Road interchange for nearly two miles then turns northeast. It turns back to the east as it approaches the developed area near US-85.

VII. WHAT'S NEXT?

- AVI will refine alignment options.
- WEST is expected to finish the environmental review soon.
- One-on-One meetings with landowners
- Traffic volume projections and intersection development (Fehr and Peers)
- Tentative date for Public Meeting #1 – Middle of March, 2016
- Steering Committee Meeting #3 will be after the first public meeting.

VIII. PUBLIC MEETING

- Tentative date for Public Meeting #1 – Middle of March, 2016
- Location: Afflerbach, Rossman, or the Visitor's Center
- Advertisement options: Newspaper, Flyers, Visitor's Center Message Board, Social Media, News Channel 5?

HIGH PLAINS ROAD STEERING COMMITTEE MEETING

January 12, 2016 @2:00 P.M.

•*LIST OF ATTENDEES*•

PLEASE INITIAL TO RECORD ATTENDANCE	NAME	COMPANY	EMAIL	CELL/ PHONE
	Tom Cobb	AVI	cobb@avipc.com	970-214-6542 307-637-6017
	Bonnie Reider	SCCDA	b_reider@msn.com	307-630-9747
BAB	Brad Brooks	Board	bbrooks@cheyennebopu.org	307-637-6416
	Brad Emmons	AVI	emmons@avipc.com	307-631-6861 307-637-6017
BTC	Brandon Cammarata	City DEV	bcammarata@cheyennecity.org	307 638 4303
	Bruce Perryman	AVI	perryman@avipc.com	307-631-6500 307-637-6017
	Buck Holmes		bholmes@laramiecounty.com	307 630 0241
	Dan Cooley	LaramieCo	dcooley@laramiecounty.com	
	Daryl Johnson	AVI	djohnson@avipc.com	307-631-7891 307-637-6017
	Don Bridges		Don.Bridges@wyo.gov	307.777.3502
	James Sims		jsims@cheyennecity.org	
	Jeff Wiggins		JWiggins@cheyennecity.org	
	John Hall		jhall@cheyennecity.org	
	Kevin McCoy		kevin.mccoy@wyo.gov	777-4178
	Mark Wingate		mark.wingate@wyo.gov	777-4180
	Jef McMann		Jef.McMann@blackhillscorp.com	307-630-6280 778-2144
	Mike Luna		mluna@cheyennecity.org	
	Nancy Olson		NOlson@Cheyennecity.org	779-3341
	Randy Griesbach		randy.griesbach@wyo.gov	760-4108 745-2116
	Rob Geringer		rgeringer@laramiecounty.com	633-4302
	Scot Montgomery		scot.montgomery@wyo.gov	421-3736
	Sreyoshi Chakraborty		SChakraborty@Cheyennecity.org	638-4384
	Tom Mason		tmason@cheyennecity.org	637 6297
	Trey Rinne	AVI	rinne@avipc.com	307-631-6254 307-637-6017

HIGH PLAINS ROAD STEERING COMMITTEE MEETING

January 12, 2016 @2:00 P.M.

●*LIST OF ATTENDEES*●

ENGINEERING
PLANNING
SURVEYING
PC

PLEASE INITIAL TO RECORD ATTENDANCE	NAME	COMPANY	EMAIL	CELL/ PHONE
	Nathan Beaudrim	City of Cheyenne	nbeaudrim@cheyennecity.org	638-4315



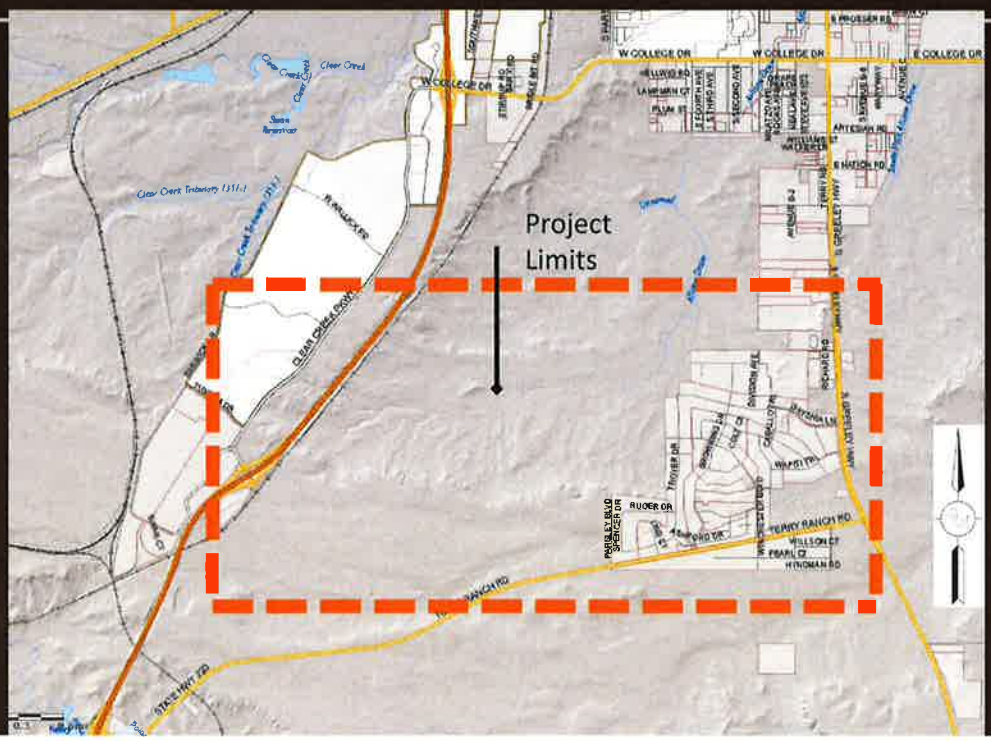
FEHR PEERS

WEST

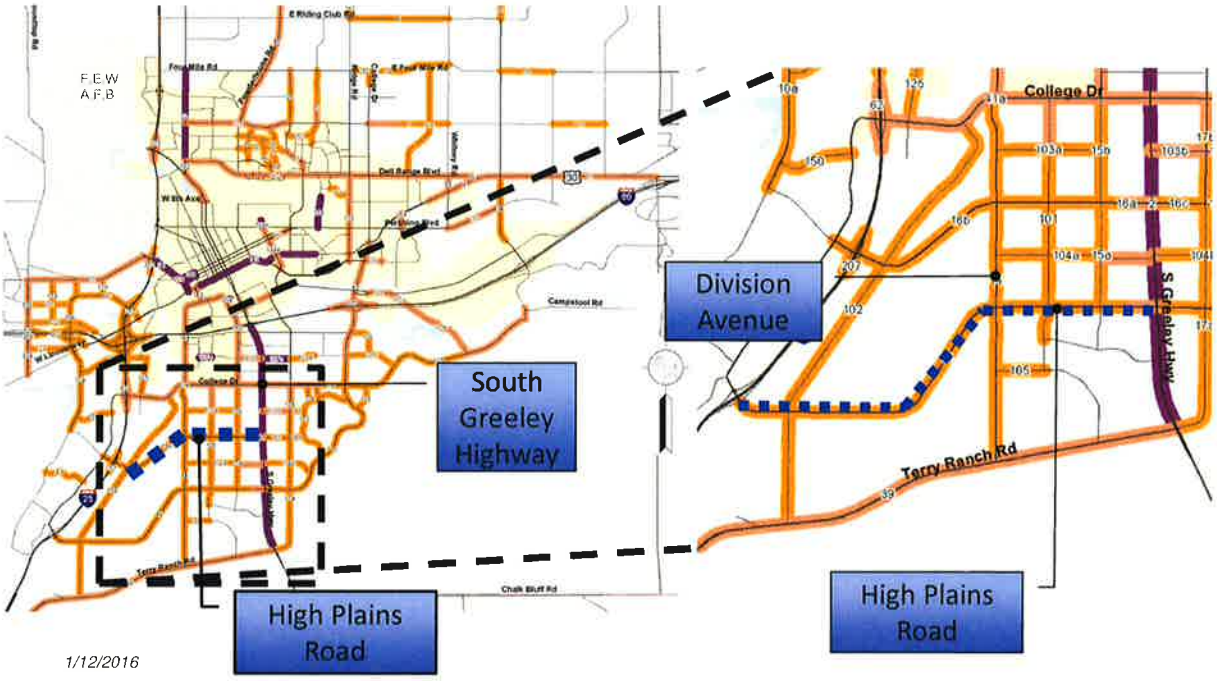
AGENDA

- INTRODUCTIONS AND SIGN-IN SHEET
- AREA OF STUDY
- PURPOSE AND GOALS
- OPPORTUNITIES AND CONSTRAINTS
- CONCEPTUAL TYPICAL SECTION
- REVISED PRELIMINARY CONCEPTUAL ALIGNMENTS
- WHERE DO WE GO FROM HERE?
- PUBLIC MEETING

AREA OF STUDY



ROADWAY VISION PLAN 2040



1/12/2016

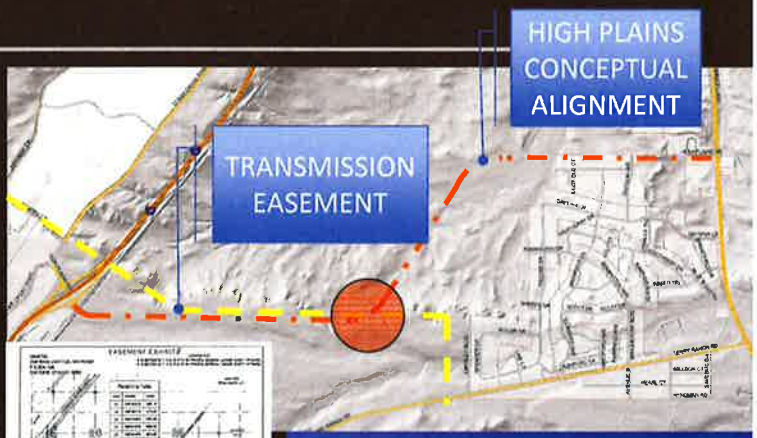
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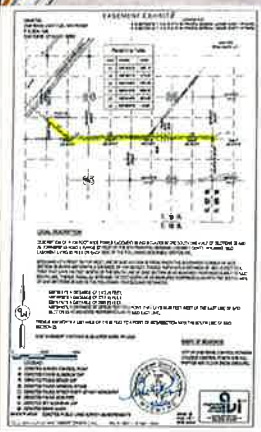
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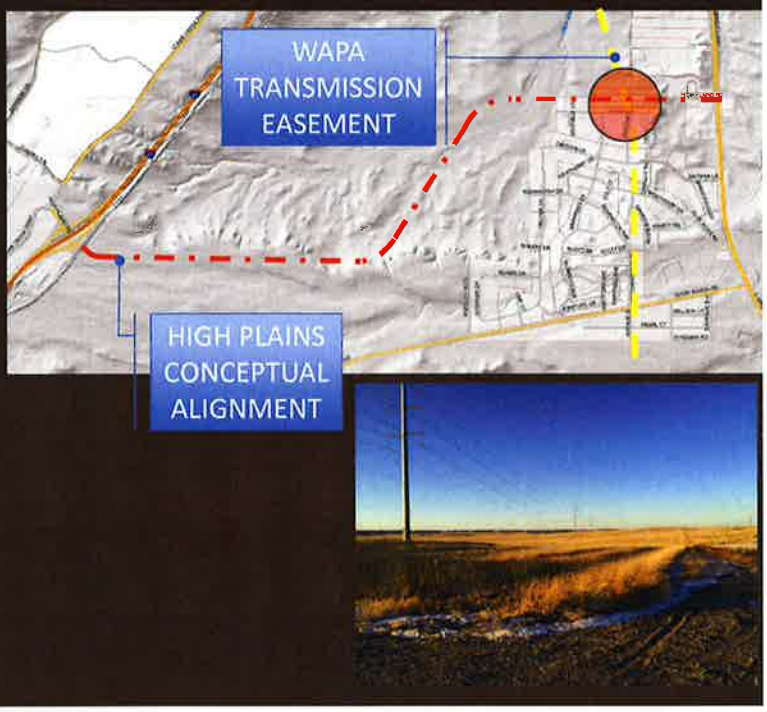




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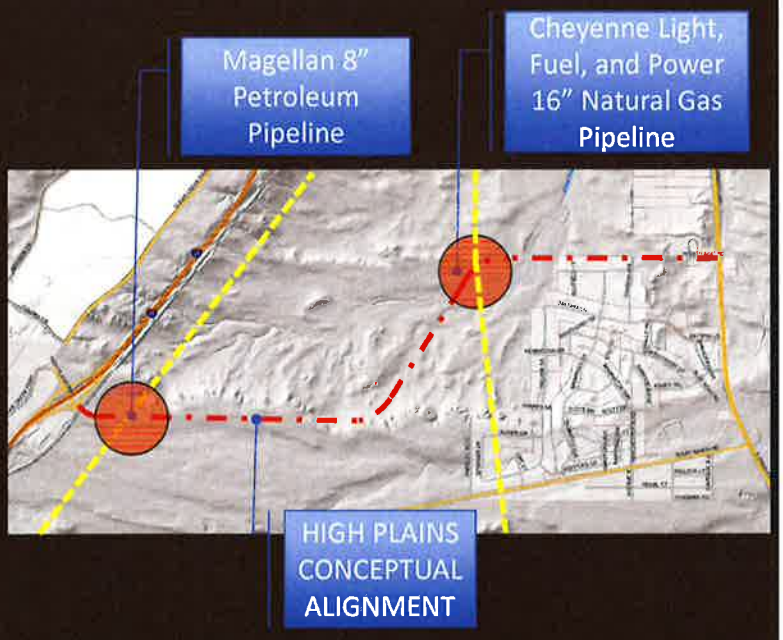


1/12/2016

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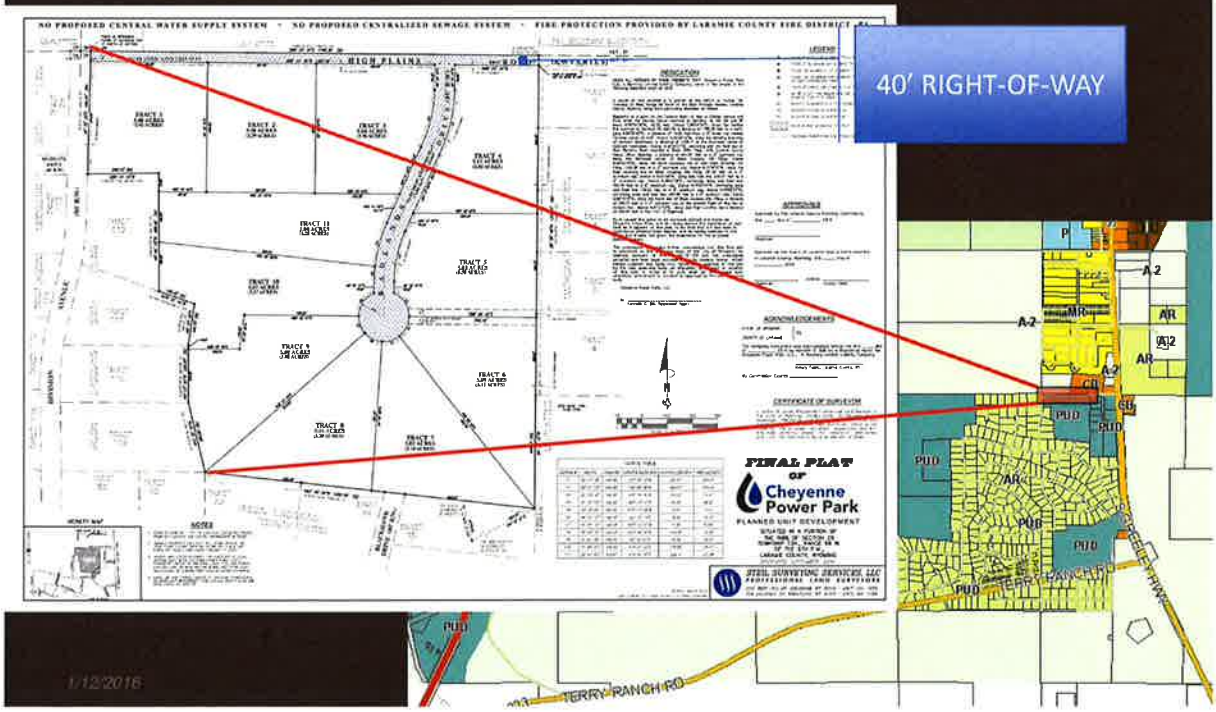
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CONSTRAINTS AND OPPORTUNITIES



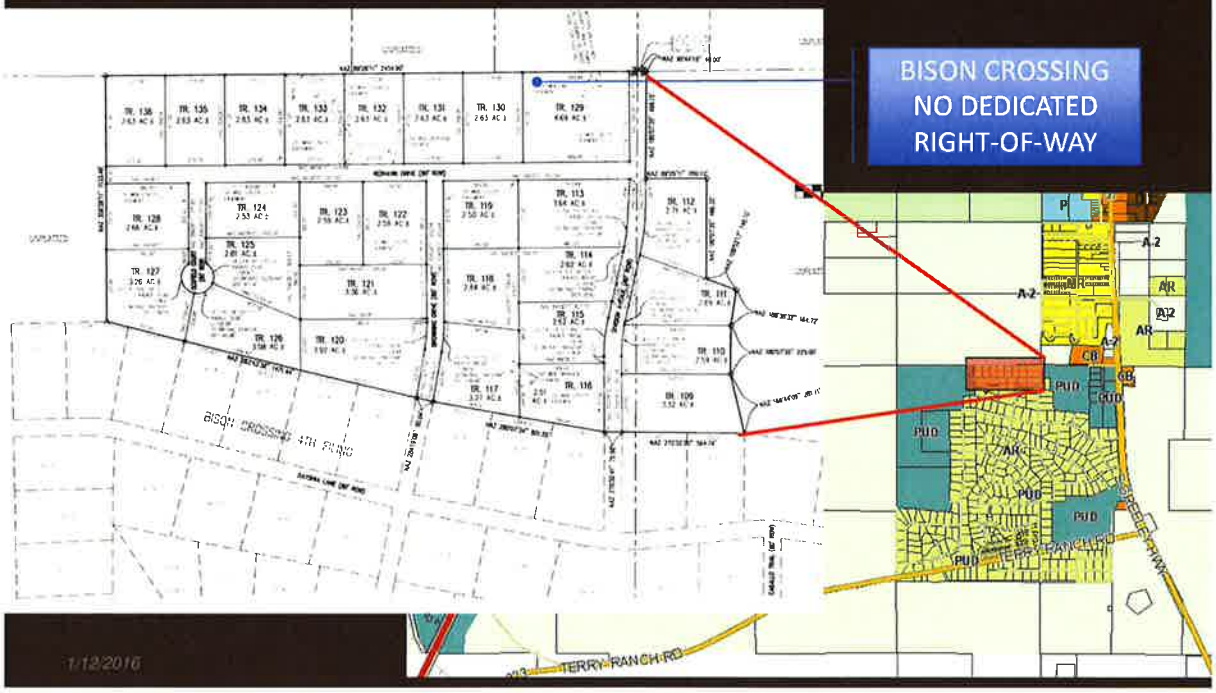
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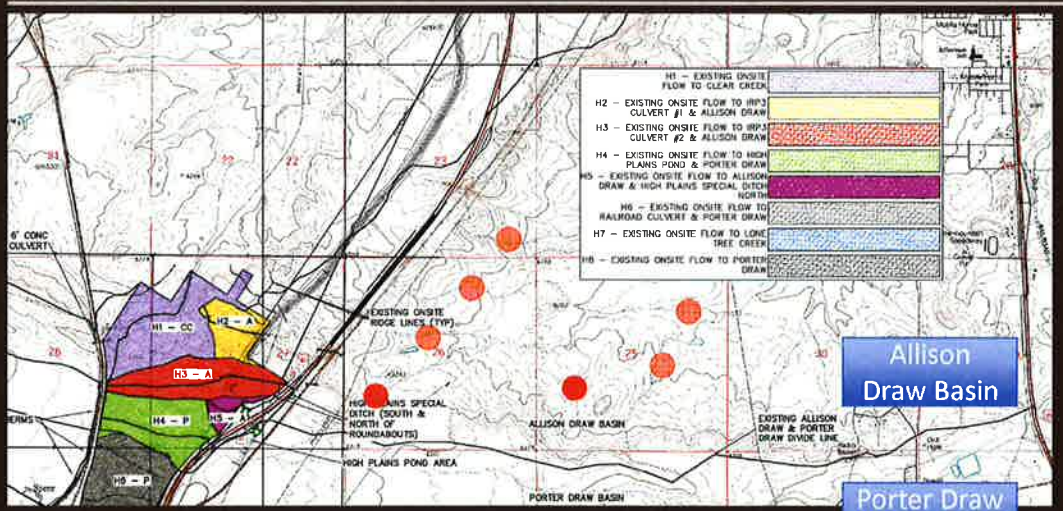
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CONSTRAINTS AND OPPORTUNITIES



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CONSTRAINTS AND OPPORTUNITIES



DRAINAGE

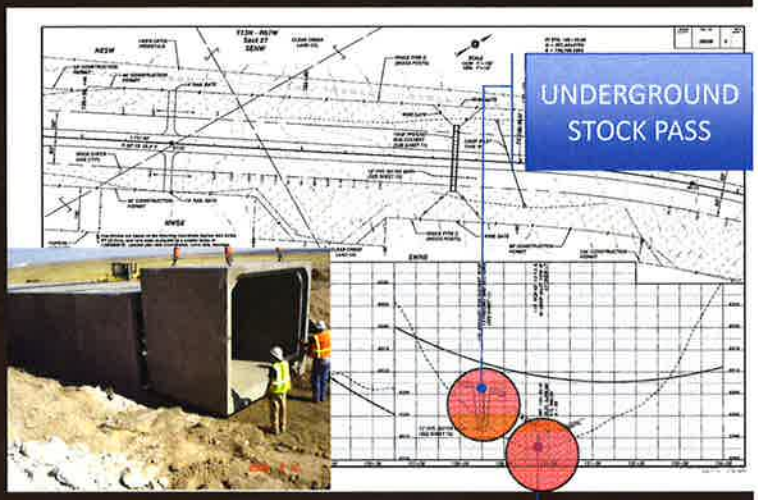
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1/12/2016

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Standard Roadway Classification: Minor Arterial

Technical Criteria	Minor Arterial
Daily Traffic Volume	15,000 – 32,000 (4 lane w/ median) 7,500 – 18,000 (2 lane w/ median)
[redacted]	
Speed Limit	35 – 40 MPH
Design Vehicle	WB-67
Minimum Sight Distance (Driveway / Intersections)	830'
[redacted]	
Minimum Intersection Spacing	660'
Distance Between Signals	1,320'
Minimum Access separation - corner	330'
Minimum Access separation – other access	330'
Driveway Approach and Street Configuration	Radial Curb Return
Required Curb & Gutter Type	6" vertical
Minimum Full Depth HPB Section	7"
Minimum Composite Section Depths (HBP/ABC)	5"/8"
Grade (Max / Min)	6% / 0.5%
[redacted]	
Acceleration / Deceleration Lanes	Per Section 4.3.7

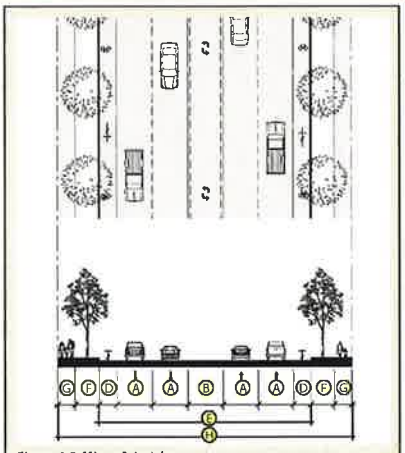


Figure 4-5: Minor Arterial

Geometric and Urban Design Standards		Minor Arterial
A	Number of Lanes (Width)	2-4 (12')
B	Median Type (Width)	Painted (17') - may be raised if 4 lane
C	Parking	none
D	Bicycle Lane / Shoulder	6'
E	Roadway Width (BC-BC)	72' minimum (4 lane w/ median) 48' minimum (2 lane w/ median)
F	Tree Lawn / Landscape	8' minimum
G	Pedestrian Area	6' minimum
H	Right-of-Way Width*	100' minimum

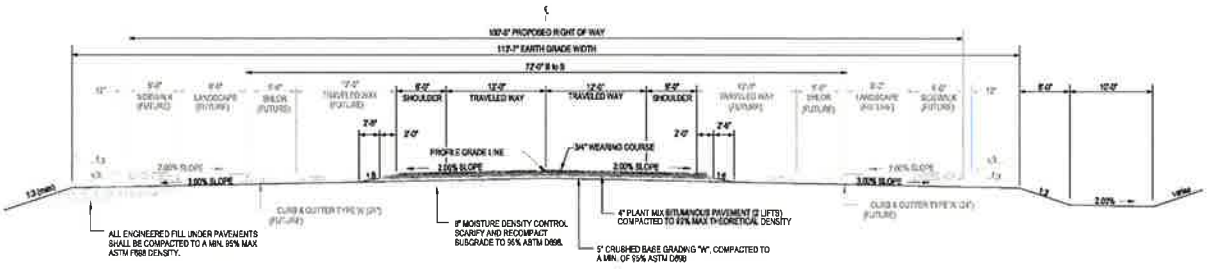
* Added ROW allocated between additional landscape median, tree lawn or landscape based on context, and to reconcile utility and landscape conflicts per Section 4.5.5.

360' AASHTO 2011

2.0%

CONCEPTUAL TYPICAL SECTION

TYPICAL ROADWAY SECTION - 3 LANE RURAL ASPHALT

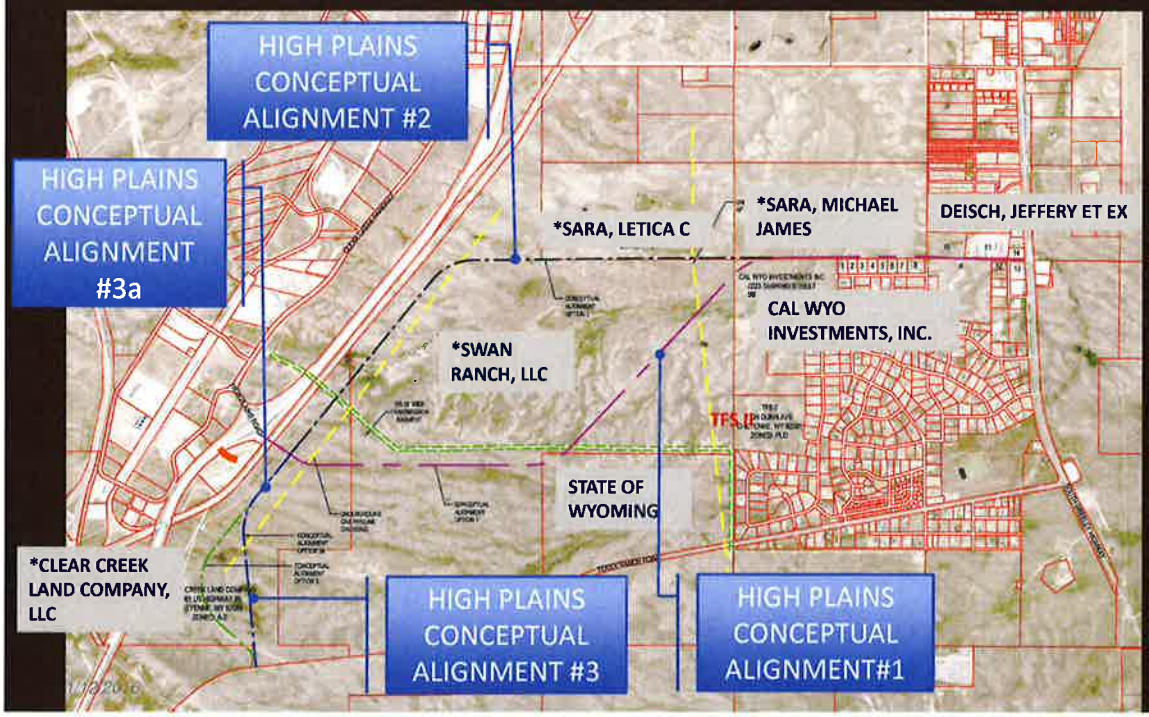


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1/12/2016

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APPENDIX D

Cost Estimates

Cost Estimate Proposed Typical Roadway and Earthwork

Cost Estimate Proposed Ultimate Roadway

Cost Estimate Wet Utilities

ENGINEERING
PLANNING
SURVEYING
PC

Project #: **3706**
Project Name: **High Plains**

HIGH PLAINS COST ANALYSIS

FUTURE ULTIMATE TYPICAL ROADWAY SECTION				Engineers Estimate	
Item	Item	Total	Unit	Unit Price	Total
1020.01	BONDS AND INSURANCE	1	LS	$ 20,000.00	$ 20,000.00
1020.02	CONTRACTOR TESTING	1	LS	$ 50,000.00	$ 50,000.00
1020.03	POTHOLING UTILITIES (NON-DESTRUCTIVE)	1	LS	$ 10,000.00	$ 10,000.00
1030.01	MOBILIZATION	1	LS	$ 75,000.00	$ 75,000.00
1563.01	STORMWATER MANAGEMENT & EROSION CONTROL	1	LS	$ 100,000.00	$ 100,000.00
2210.01	UNCLASSIFIED EXCAVATION	15,428	CY	$ 2.50	$ 38,570.00
2210.02	IMPORT BORROW MATERIAL	15,428	CY	$ 15.50	$ 239,134.00
2231.01	CRUSHED BASE - 6"	92,565	SY	$ 4.75	$ 439,683.75
2231.02	CRUSHED BASE - 4"	31,737	SY	$ 4.25	$ 134,882.00
2512.01	PLANT MIX BITUMINOUS PAVEMENT (TYPE II) GRADING 'A' - 2"	92,565	SY	$ 10.50	$ 971,932.50
2512.02	PLANT MIX BITUMINOUS PAVEMENT (TYPE II) GRADING 'D' - 2"	92,565	SY	$ 10.75	$ 995,073.75
2900.01	LANDSCAPING	1	LS	$ 350,000.00	$ 350,000.00
3330.01	CURB AND GUTTER - TYPE A	47,605	LF	$ 18.00	$ 856,890.00
3340.01	CONCRETE SIDEWALK - 4" (6'-10" WIDE)	36,141	SY	$ 43.00	$ 1,554,063.00
4000.01	PAVEMENT MARKINGS	47,600	LF	$ 2.00	$ 95,200.00
7000.01	ROADWAY/ MULTI-USE PATH LIGHTING	1	LS	$ 504,746.00	$ 504,746.00
7000.02	MAST ARM 40'	8	FT	$ 20,000.00	$ 160,000.00
7000.04	TRAFFIC SIGNAL FACE	10	EA	$ 1,500.00	$ 15,000.00
7000.05	CONDUIT	800	LF	$ 30.00	$ 24,000.00
7000.06	SERVICE POINT	2	EA	$ 5,000.00	$ 10,000.00
7000.07	INSTERSECTION DETECTION SYSTEM	2	LF	$ 6,794.00	$ 13,588.00
7000.08	PULL BOX	4	EA	$ 1,000.00	$ 4,000.00
7000.09	SIGNAL CONTROL CABINET	4	EA	$ 23,000.00	$ 92,000.00
7000.10	DRILLED SHAFT FOUNDATION	80	LF	$ 400.00	$ 32,000.00
			TOTAL CONSTRUCTION COST		$ 3,424,276.00
	CONTINGENCY (30%)	1	LS	$ 1,027,283.00	$ 1,027,283.00
	ENGINEER DESIGN (10%)	1	LS	$ 342,428.00	$ 342,428.00
	RIGHT OF WAY ACQUISTION (VACANT)	0	FT	$ 8.00	$ -
			TOTAL PROJECT COST		$ 4,793,987.00

Footnotes:

1. **COST ESTIMATE DATA FROM THE WYDOT *(WYOMING DEPARTMENT OF TRANSPORTATION) 2014 / 2015 WEIGHTED BID AVERAGES, AND* THE AVI, PC DATABASE OF PROJECT COSTS.**

2. **QUANTITIES ARE BASED ON THE CONCEPT ENGINEERING PLAN DATED AUGUST 2016**

3. **PLEASE NOTE TOTALS AND UNIT PRICES ARE CALCULATED IN PRESENT WORTH OR PRESENT VALUE DOLLARS. ADJUSTMENTS SHOULD BE MADE FOR YEARS BEYOND THE PRESENT YEAR TO BETTER ESTIMATE NEEDED CAPITAL DOLLARS FOR A FUTURE CAPITAL IMPROVEMENT PLAN(S).**

ENGINEERING
PLANNING
SURVEYING
PC

Project #: **3706**
Project Name: **High Plains**

HIGH PLAINS COST ANALYSIS

PROPOSED TYPICAL ROADWAY SECTION				Engineers Estimate	
Item	Item	Total	Unit	Unit Price	Total
1020.01	BONDS AND INSURANCE	1	LS	$ 20,000.00	$ 20,000.00
1020.02	CONTRACTOR TESTING	1	LS	$ 50,000.00	$ 50,000.00
1020.03	POTHOLING UTILITIES (NON-DESTRUCTIVE)	1	LS	$ 50,000.00	$ 50,000.00
1030.01	MOBILIZATION	1	LS	$ 75,000.00	$ 75,000.00
1563.01	STORMWATER MANAGEMENT & EROSION CONTROL	1	LS	$ 75,000.00	$ 75,000.00
2210.01	UNCLASSIFIED EXCAVATION	138,756	CY	$ 2.50	$ 346,890.00
2210.02	IMPORT BORROW MATERIAL	472,977	CY	$ 15.50	$ 7,331,143.50
2231.01	CRUSHED BASE - 6"	126,947	SY	$ 4.75	$ 602,998.25
2512.01	PLANT MIX BITUMINOUS PAVEMENT (TYPE II) GRADING 'A' - 2"	119,013	SY	$ 10.50	$ 1,249,636.50
2512.02	PLANT MIX BITUMINOUS PAVEMENT (TYPE II) GRADING 'D' - 2"	119,013	SY	$ 10.75	$ 1,279,389.75
2900.01	SEEDING	1	LS	$ 150,000.00	$ 150,000.00
3340.02	TRUNCATED DOMES (2'x5')	8	EA	$ 270.00	$ 2,160.00
3340.03	CONCRETE APPROACH - 8"	4	LS	$ 1,500.00	$ 6,000.00
3340.04	CONCRETE CURB FILLET	8	EA	$ 2,700.00	$ 21,600.00
3340.05	CONCRETE VALLEY GUTTER - 12' (8" THICK)	267	SY	$ 73.00	$ 19,491.00
4000.01	PAVEMENT MARKINGS	71,408	LF	$ 2.00	$ 142,815.00
5000.01	CONCRETE SLAB AND GIRDER BRIDGE	18,000	SF	$ 300.00	$ 5,400,000.00
		TOTAL CONSTRUCTION COST			$ 16,822,124.00
	CONTINGENCY (30%)	1	LS	$ 5,046,637.00	$ 5,046,637.00
	ENGINEER DESIGN (10%)	1	LS	$ 1,682,212.00	$ 1,682,212.00
	RIGHT OF WAY ACQUISTION (VACANT)	22,500	FT	$ -	$ -
			3340.04		$ 23,550,973.00

Footnotes:

1. **COST ESTIMATE DATA FROM THE WYDOT *(WYOMING DEPARTMENT OF TRANSPORTATION) 2014 / 2015 WEIGHTED BID AVERAGES, AND* THE AVI, PC DATABASE OF PROJECT COSTS.**

2. **QUANTITIES ARE BASED ON THE CONCEPT ENGINEERING PLAN DATED AUGUST 2016**

3. **PLEASE NOTE TOTALS AND UNIT PRICES ARE CALCULATED IN PRESENT WORTH OR PRESENT VALUE DOLLARS. ADJUSTMENTS SHOULD BE MADE FOR YEARS BEYOND THE PRESENT YEAR TO BETTER ESTIMATE NEEDED CAPITAL DOLLARS FOR A FUTURE CAPITAL IMPROVEMENT PLAN(S).**

APPENDIX E

Traffic Analysis

Fehr & Peers 2040 Preliminary Lane Configuration Recommendations

Crash History for I-25 Exit 4 High Plains Interchange East Roundabout 2011 – 2015

Crash History Intersection of South Greeley Hwy & Speedway Drive 2011 -2015

ENGINEERING
PLANNING
SURVEYING
PC

FEHR PEERS

MEMORANDUM

Date: November 29, 2016

To: Tom Cobb, AVI

From: Ann Bowers, PE, PTOE
Patrick Picard, AICP

Subject: High Plains Road – 2040 Preliminary Lane Configuration Recommendations (updated)

DN15-0492

INTRODUCTION

This memo presents preliminary lane configuration and traffic control recommendations for High Plains Road in Cheyenne, WY for the year 2040. Traffic analysis was performed for the future segment of High Plains Road between I-25 and South Greeley Highway and three future intersections with High Plains Road:

- Parsley
- Division
- South Greeley Highway (US 85)

Recommendations were made based on forecast traffic volumes derived from the Cheyenne MPO 2040 travel model, using the Vision Scenario, as well as criteria provided by Article 4.3 of the *Cheyenne Unified Development Code* (Amended January 2016), the *Plan Cheyenne Transportation Master Plan* (2014), the *WYDOT Traffic Studies Manual* (March 2011) and the *Manual on Uniform Traffic Control Devices* (MUTCD). It should be noted that this analysis was restricted exclusively to motor vehicle travel and does not account for or make design recommendations to accommodate other modes of travel.

METHODOLOGY

Traffic Volumes

The analysis utilized 2040 daily traffic volumes on High Plains Road from I-25 to South Greeley Highway as well as AM peak hour, PM peak hour, and daily turn movements at the three intersections analyzed. Based on conversations with Cheyenne MPO staff and an analysis of recent traffic counts on other existing roads in the vicinity, the peak hour volumes were adjusted from the travel model outputs to equate to 7% of daily traffic in the AM peak and 9% of daily traffic in the PM peak at all three intersections. Based on the same research it was also estimated that trucks would account for 4% of future daily traffic (and 1 truck was assumed to be the equivalent of 3 car lengths).

Roadway Classification Assumptions

Table 1 illustrates the roadway classification and assumed speed of High Plains Road and the three intersecting roads analyzed. Roadway classification is based on the *Plan Cheyenne Transportation Master Plan* (2014) and speed is based existing posted speed or criteria provided by Article 4.3 of the *Cheyenne Unified Development Code* (Amended January 2016). The posted speed of a minor arterial can range from 35-40 mph. For this analysis, High Plains Road and Parsley were assumed to have a posted speed limit of 40 mph. The existing posted speed limit of 65 mph was used for South Greeley Highway. However, it is likely the speed limit of South Greeley Highway will be reduced through the study area with full build-out. If and when that occurs, the deceleration and acceleration lane lengths should be re-examined to be shortened.

Table 1: Future Roadway Classification and Speed

Roadway	Classification	Design Speed	Speed Limit
High Plains Road	Minor Arterial	45 mph	40 mph
Parsley	Minor Arterial	45 mph	40 mph
Division (north of High Plains Rd)	Collector	35 mph	35 mph
Division (south of High Plains Rd)	Local	25 mph	25 mph
South Greeley Highway (US 85)	Divided Highway	65 mph	65 mph

Lane Configuration Criteria

Table 2 summarizes the LOS thresholds for a minor arterial roadway identified in Plan Cheyenne. The target traffic flow on major streets identified by Plan Cheyenne is LOS D. The criteria under the LOS D column in Table 2 was used to determine the number of lanes that will be needed in 2040 on High Plains Road.

Table 2: Daily Traffic LOS Thresholds for a Minor Arterial Roadway

# Lanes	LOS A	LOS B	LOS C	LOS D	LOS E
2 Lane	7,100	9,400	11,100	12,600	14,000
4 Lane	14,300	18,800	22,100	25,200	28,000

Source: Plan Cheyenne Transportation Plan Laramie County Version, pg 19

Table 3 and **Figure 1** illustrate the criteria used to determine the intersection lane configuration and stop controls. The MUTCD was used to assess intersection control, while criteria from Article 4.3 of the *Cheyenne Unified Development Code* was used to determine lane configurations on arterial/collector streets. For lane configurations on South Greeley Highway, Chapter 18 of the *WYDOT Traffic Studies Manual* (2011) was consulted, which provides similar criteria as Cheyenne for when to provide right and left turn lanes and defers to the AASHTO Green Book for guidelines on deceleration and storage lane lengths.

Table 3: Intersection Design Criteria

Design Feature	Criteria	Source
Signal	Peak hour signal warrant	MUTCD, Table 4C-4
Left turn lane	> 10 vehicles during peak hour (applies only to arterial streets)	Cheyenne Unified Development Code, Article 4.3.7
Right turn lane	> 25 vehicles during peak hour (applies only to arterial streets)	Cheyenne Unified Development Code, Article 4.3.7
Right turn acceleration lane	> posted speed of 40mph & > 50 vph (peak hr)	Cheyenne Unified Development Code, Article 4.3.7
Deceleration length	only applies to arterial streets - see Figure 1	Cheyenne Unified Development Code, Table 4-14
Left turn storage length at signalized intersections	1-foot per vehicle per hour; 25-foot increments (min 50 feet, max 350 feet per lane)	Cheyenne Unified Development Code, Article 4.3.7
Right turn acceleration length	only applies to arterial streets - see Figure 1	Cheyenne Unified Development Code, Table 4-14

Figure 1: Criteria to determine Turn Lane Deceleration and Acceleration Length (in feet)

TABLE 4-14: SPEED-CHANGE LANE LENGTHS FOR RIGHT AND LEFT TURN LANES

Design Speed	Stop Condition		15 MPH Turn		Minimum Accel Lane Taper Ratio*	Minimum Decel Lane Taper Ratio*
	Accel	Decel	Accel	Decel		
35	270′	275′	240′	235′	12.5:1	10:1
40	380′	315′	320′	295′	15:1	11.5:1
45	550′	375′	480′	350′	15:1	13:1
50	760′	435′	480′	350′	15:1	13:1
55	960′	485′	480′	350′	15:1	13:1

* Ratio of length of taper to width of lane.

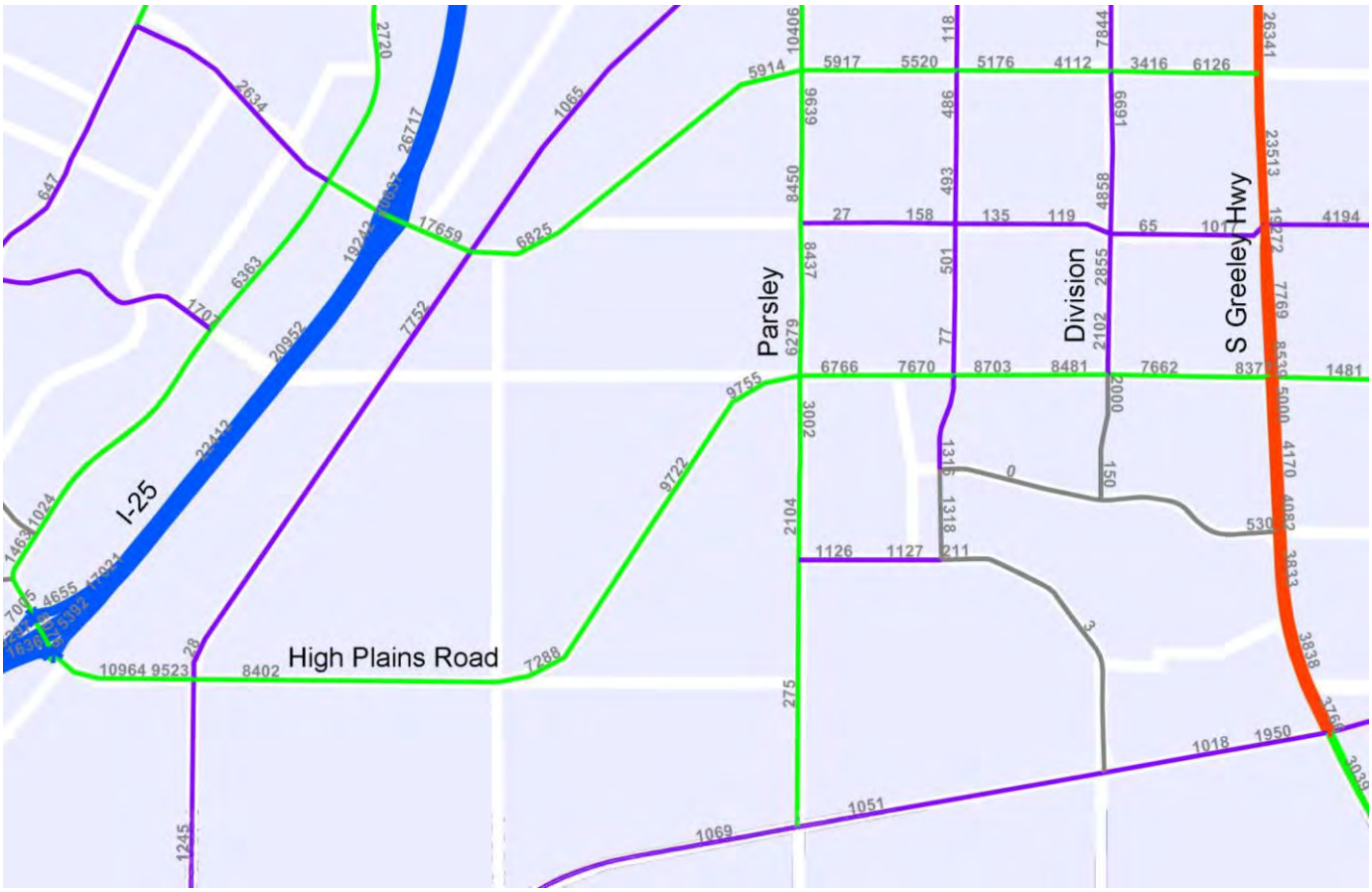
Source: Cheyenne Unified Development Code (Amended January 2016), Table 4-14.

RESULTS

High Plains Road Lane Configuration

Figure 2 illustrates 2040 traffic volumes on High Plains Road, which range between about 6,800 and 11,000 vehicles per day (vpd) depending on the segment. Based on these forecasts, if constructed as a 2-lane minor arterial between I-25 and South Greeley Highway, High Plains Road would achieve no worse than LOS C, which would meet (and even exceed) the criteria established by the Cheyenne MPO that major roads achieve LOS D or better.

Figure 2: 2040 Daily Traffic Volumes



Source: Cheyenne 2040 MPO travel model, Vision Scenario

Figure 3 illustrates a typical section from the *Cheyenne Unified Development Code* for a minor arterial. A minor arterial can range from 2-4 lanes. Based on traffic forecasts, High Plains Road would adequately meet traffic demand as a 2-lane road, with one 12' travel lane in each direction, plus a 12' median.

Figure 3: Typical Section Minor Arterial

ARTICLE 4 SUBDIVISION REGULATIONS — 4.3 TRANSPORTATION NETWORKS AND STREET DESIGNS

Standard Roadway: Minor Arterial

Description: The Minor Arterial design type serves long and intermediate-distance travel. Minor Arterials provide for high regional continuity within the overall transportation network, and accommodate moderate speeds and volumes.

Context and Applicability: The Minor Arterial design type creates and supports commercial and industrial districts with access from surrounding neighborhoods. They also form the outer edges of residential neighborhoods or may create a central spine for larger neighborhoods at the lower ranges of traffic volumes and speeds.

Standard Roadway Classification: Minor Arterial

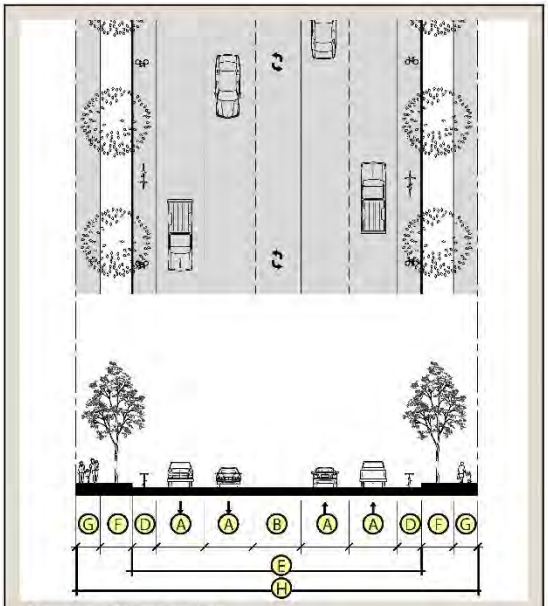


Figure 4-5: Minor Arterial

TECHNICAL CRITERIA	Minor Arterial
Daily Traffic Volume	15,000 – 32,000 (4-lane w/ median) 7,500 – 18,000 (2-lane w/ median)
Design Speed	45 MPH
Speed Limit	35 – 40 MPH
Design Vehicle	WB-67
Minimum Sight Distance (Driveway / Intersections)	830'
Stopping Sight Distance	325'
Minimum Intersection Spacing	660'
Distance Between Signals	1,320'
Minimum Access separation - corner	330'
Minimum Access separation – other access	330'
Driveway Approach and Street Configuration	Radial Curb Return
Required Curb & Gutter Type	6" vertical
Minimum Full Depth HPB Section	7"
Minimum Composite Section Depths (HBP/ABC)	5" / 8"
Grade (Max / Min)	6% / 0.5%
Maximum Super elevation	0.6
Acceleration / Deceleration Lanes	Per Section 4.3.7

GEOMETRIC AND URBAN DESIGN STANDARDS		Minor Arterial
A	Number of Lanes (Width)	2-4 (12')
B	Median Type (Width)	Painted (12') – may be raised if 4-lane
C	Parking	none
D	Bicycle Lane / Shoulder	6'
E	Roadway Width (BC-BC)	72' minimum (4-lane w/ median) 48' minimum (2-lane w/ median)
F	Tree Lawn / Landscape	8' minimum
G	Pedestrian Area	6' minimum
H	Right-of-Way Width*	100' minimum

* Added ROW allocated between additional landscape median, tree lawn or landscape area based on context, and to reconcile utility and landscape conflicts per Section 4.5.5.

Cheyenne Unified Development Code 4 - 16
Amended January 20, 2016

Source: Cheyenne Unified Development Code, page 4-16.

Intersection Control Device

A peak hour signal warrant analysis using Table 4C-4 of the MUTCD and 2040 peak hour traffic volumes was performed for each of the three intersections with High Plains Road to determine if a signal would be warranted at each intersection. The results of the analysis (shown in **Table 4**) demonstrate that forecast traffic would be high enough to meet the peak hour warrant for a traffic signal at the Parsley intersection and South Greeley Highway intersection, but not at the intersection with Division. Signal warrants based on actual traffic conditions should be met before signals are installed.

Given that Division is planned as a collector street north of High Plains Road, this does not preclude a signal from being warranted at this intersection based on other criteria. It is recommended to implement a two-way stop control at the Division intersection and monitor traffic and other signal warrant criteria. Based on a Synchro analysis (using 2040 traffic volumes and lane configurations as illustrated in Figure 4) this intersection would perform at LOS D with a two-way stop control.

Table 4: Peak Hour Signal Warrant Results (2040 volumes)

Intersection	Major Street VPH (both approaches)	Minor Street VPH (highest approach)	Minimum VPH on Minor Street to Meet Warrant	Warrant Met?
Parsley	702	392	~150	Yes
Division	735	108	~135	No
South Greeley Hwy	1,250	434	75	Yes

Intersection Lane Configuration

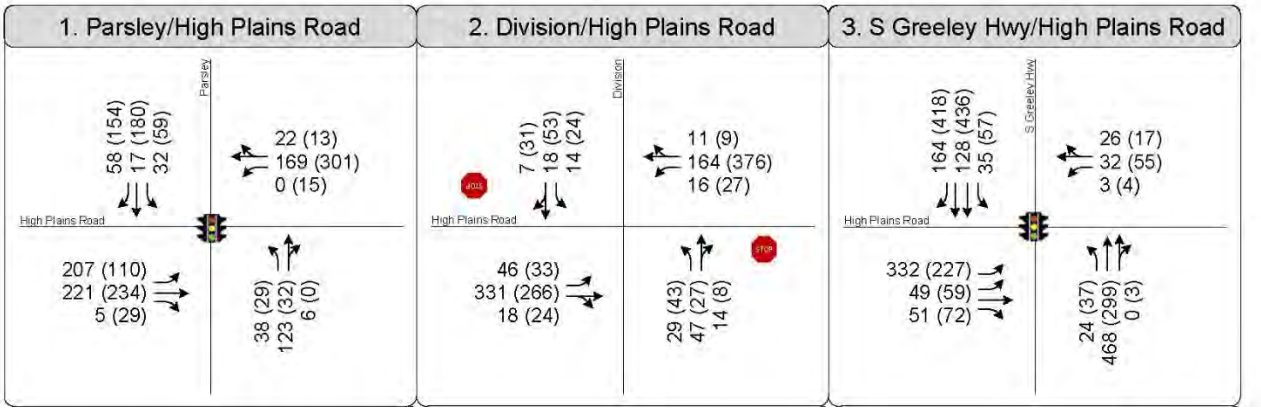
2040 peak hour turn movements were estimated based on adjusted travel model data as shown in **Table 5.** These volumes were compared to the criteria in Table 3 (set forth by Article 4.3.7 of the *Cheyenne Unified Development Code*) to determine whether auxiliary turn lanes are warranted at each intersection. Auxiliary lane configuration and lengths on South Greeley Highway at the High Plains intersection were determined based on criteria provided in Chapter 18 of the WYDOT *Traffic Studies Manual* (March 2011) and the AASHTO Green Book.

Table 5: 2040 Intersection Traffic Volumes

Time	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
High Plains and Parsley													
AM Peak	38	123	6	32	17	58	207	221	5	0	169	22	897
PM Peak	29	32	0	59	180	154	110	234	29	15	301	13	1,156
Daily	439	746	46	626	1,403	1,488	1,808	2,750	251	116	3,019	209	12,901
High Plains and Division													
AM Peak	29	47	14	14	18	7	46	331	18	16	164	11	714
PM Peak	43	27	8	24	53	31	33	266	24	27	376	9	920
Daily	462	544	103	250	497	279	544	3,371	273	258	3,552	128	10,261
High Plains and South Greeley Highway													
AM Peak	24	468	0	35	128	164	332	49	51	3	32	26	1,311
PM Peak	37	299	3	57	436	418	227	59	72	4	55	17	1,684
Daily	398	4,664	47	619	4,154	3,765	2,867	700	808	39	497	237	18,795

Based on this analyses, the recommended lane configuration to meet the guidelines of the City of Cheyenne and WYDOT are illustrated in **Figure 4**.

Figure 4: 2040 Peak Hour Intersection Volumes and Recommended Lane Configurations



Auxiliary Left Turn Lanes:

The City's design standards indicate that a center median be provided on all major and minor arterial roads, which means a left turn lane should be provided wherever there is a through cross-street (regardless of left turn volumes). Thus, the following left turn lanes are recommended and shown on Figure 4:

- Eastbound and Westbound left turn lanes on High Plains Road at each intersection
    - Dual eastbound left turn lanes at the S. Greeley Highway intersection (based on future traffic volumes[1])
- Northbound and Southbound left turn lanes on Parsley (minor arterial)
- Northbound and Southbound left turn lanes on South Greeley Highway (WYDOT divided highway)
- Northbound and Southbound left turn lanes on Division (based on forecast traffic volumes)

Auxiliary Right Turn Lanes:

Based on City of Cheyenne and WYDOT design standards, peak hour traffic volumes indicate that right turn lanes will be needed at the following intersection approaches with High Plains Road (note: per Cheyenne standards deceleration lanes are not applicable on Collector and Local Streets):

- Parsley (southbound and eastbound approaches)
- South Greeley Highway (southbound, eastbound and westbound approaches)

Based on City of Cheyenne and WYDOT design standards, peak hour traffic volumes additionally indicate that right turn acceleration lanes are warranted for the following movements:

- South Greeley Highway intersection (southbound right, eastbound right, and westbound right)

Lastly, to accommodate the high traffic volumes forecast for the southbound right turn movement at the High Plains Road/South Greeley Highway intersection the following lane configuration is recommended:

- Free right for the southbound right turn lane (if ROW available and pedestrian activity is low)
- Operate the signal so that the eastbound left and southbound right run concurrently (if ROW is not available or pedestrian activity is present)

Auxiliary Turn Lane Lengths

[1] Based on forecast AM peak traffic volumes, a truck volume of 4% and criteria identified by the Cheyenne Unified Development Code, a single left turn lane at this intersection would need to include 375 feet of storage space, which would exceed the maximum allowable length (of 350 feet of storage space) for a left turn lane per Cheyenne Unified Development Code standards.

Utilizing the City of Cheyenne's speed change lane criteria (shown in Figure 1) and the AASHTO Green Book (for WYDOT roads), the lane lengths for left turn lanes, right turn lanes and right turn acceleration lengths were determined for each intersection as shown in **Table 6**. This includes deceleration lengths, minimum storage length (for left turns only) and right turn acceleration lengths.

Deceleration and acceleration lanes do not apply to collector and local streets (such as Division). Lane lengths shown in Table 6 include the taper. Based on City of Cheyenne criteria (see Figure 1), the taper should be constructed at a 13:1 ratio (about 150') for deceleration lanes and at a 15:1 ratio (about 180') for acceleration lanes. WYDOT uses an acceleration taper of 600' for roads with speeds of 50mph or greater.

Table 6: 2040 Recommended Turn Lane Lengths (in feet)

Criteria	NBL	NBR	SBL	SBR	EBL	EBR	WBL	WBR
High Plains and Parsley								
Deceleration	375	0	375	375	375	375	375	0
Storage	50	-	75	-	225	-	50	-
Total	425	0	450	375	600	375	425	0
High Plains and Division								
Deceleration	0	0	0	0	375	0	375	0
Storage	50	-	50	-	50	-	50	-
Total	50	0	50	0	425	0	425	0
High Plains and South Greeley Highway								
Deceleration	705[1]	0	705[1]	555[2]	375	375	375	375
Storage	50	-	75	-	200[4]	-	50	-
Total	755	0	780	555	575	375	425	375
Right Turn Acceleration	0	0	0	480[3]	0	1,410[1]	0	1,410[1]

Note: deceleration length includes taper
[1]Based on AASHTO guidelines for a 65 mph roadway to/from a stop condition (note: the speed limit will likely be reduced on South Greeley Highway from 65 mph at full build-out, which would allow the deceleration and acceleration lane lengths to be reduced)
[2]Assumes a free right (at 15 mph) for this turn movement - deceleration length was calculated based on AASHTO deceleration rates (from 65 mph to 15 mph)
[3]Based on Laramie County Land Use Regulations (2011)
[4] EBL storage lane length assumes two left turn lanes

PRELIMINARY RECOMMENDATIONS

The following list summarizes the outcomes of this analysis, including preliminary recommendations for lane configuration and intersection control on High Plains Road. This includes recommendations for intersections with Parsley, Division and South Greeley Highway and is based on 2040 travel model forecasts under the Vision Scenario:

- Design High Plains Road as a two-lane minor arterial (This would meet - and even exceed - the MPO's LOS standards through year 2040)
    - Per the City's design standards, a two-lane minor arterial would include one 12' travel lane in each direction and a 12' median
- Install traffic signals at the Parsley and South Greeley Highway intersections (after signal warrants are met)
- Install side-street stop signs at the Division intersection and monitor signal warrant criteria at this intersection
- Provide left turn lanes on all approaches at all three intersections
- Provide two left turn lanes for the eastbound approach of High Plains Road at South Greeley Highway
- Provide right turn lanes for the following turn movements:
    - Parsley intersection: SBR & EBR
    - South Greeley Highway intersection: SBR, EBR & WBR
- Provide right turn acceleration lanes for the following turn movements:
    - South Greeley Highway intersection: SBR, EBR & WBR
- Provide a southbound free right turn lane from South Greeley Highway to High Plains Road (alternatively provide concurrent signal timing with the eastbound left turn movement if ROW is not available or pedestrians are anticipated to be present)
- Recommended lengths of left turn lanes, right turn lanes and right turn acceleration lanes are outlined in Table 6

CRASH HISTORY FOR I-25 EXIT 4 HIGH PLAINS INTERCHANGE
EAST ROUNDABOUT & CONNECTING RAMPS
FOR THE YEARS 2011 - 2015

DATE	TIME	REPORT NUMBER	CRASH LOCATION	MILEPOST	NUM INJ	NUM KIL	JUNCTION RELATION	MANNER_OF COLLISION	DIRECTION	ACTIVITY PRIOR	FIRST HARMFUL EVENT	LIGHT COND	ROAD COND	DRIVER ACTION
2012														
10/27/2012	1000	14304	I 25 RAMP		0	0	Ramp	Not a Collision w/2 Vehicles in Transport	North	Slowing	Delineator Post	Daylight	Dry	Failed to Keep Proper Lane
2013														
07/28/2013	1100	09858	I 25 RAMP		0	0	Thru Roadway	Not a Collision w/2 Vehicles in Transport	West	Negotiating a Curve	Sign Support Single Post	Daylight	Dry	Drove too Fast for Conditions Ran Off Road
09/22/2013	1420	12348	HIGH PLAINS RD I 25 RAMP		0	0	Intersection Related	Not a Collision w/2 Vehicles in Transport	North	Negotiating a Curve	Cargo/Equipment Loss of Shift	Daylight	Dry	Drove too Fast for Conditions

TOTAL CRASHES IN THIS REPORT 3

PDO CRASHES 3
INJURY CRASHES 0
FATAL CRASHES 0

TOTAL PERSONS INJURED 0
TOTAL PERSONS KILLED 0

CREATED BY: Ann Smith; WYDOT Highway Safety; (307) 777-4258; Ann.Smith@wyo.gov

DATE	TIME	REPORT NUMBER	CRASH LOCATION	MILEPOST	NUM INJ	NUM KIL	JUNCTION RELATION	MANNER_OF COLLISION	DIRECTION	ACTIVITY PRIOR	FIRST HARMFUL EVENT	LIGHT COND	ROAD COND	DRIVER ACTION

	NUMBER PERSONS INJURED	NUMBER PERSONS KILLED	PDO* CRASHES	INJURY CRASHES	FATAL CRASHES	TOTAL CRASHES
2012	0	0	1	0	0	1
2013	0	0	2	0	0	2
TOTAL	0	0	3	0	0	3

*PDO = Property Damage Only Crashes; No Injuries, No Fatalities

CREATED BY: Ann Smith; WYDOT Highway Safety; (307) 777-4258; Ann.Smith@wyo.gov

CRASH HISTORY IN CHEYENNE FOR THE INTERSECTION OF
US 85/S GREELEY HWY & SPEEDWAY DR
FOR THE YEARS 2011 - 2015

DATE	TIME	REPORT NUMBER	CRASH LOCATION	MILEPOST	NUM INJ	NUM KIL	JUNCTION RELATION	MANNER_OF COLLISION	DIRECTION	ACTIVITY PRIOR	FIRST HARMFUL EVENT	LIGHT COND	ROAD COND	DRIVER ACTION

TOTAL CRASHES IN THIS REPORT 0

PDO CRASHES 0
INJURY CRASHES 0
FATAL CRASHES 0

TOTAL PERSONS INJURED 0
TOTAL PERSONS KILLED 0

	NUMBER PERSONS INJURED	NUMBER PERSONS KILLED	PDO* CRASHES	INJURY CRASHES	FATAL CRASHES	TOTAL CRASHES
	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**

***PDO = Property Damage Only Crashes; No Injuries, No Fatalities**

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APPENDIX F

Environmental

Environmental Review Western EcoSystems Technology, Inc.

ENGINEERING
PLANNING
SURVEYING
PC

High Plains Road Extension
Cheyenne, Wyoming

Environmental Review



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1 Purpose and Need

1.1 Project Description

Western EcoSystems Technology, Inc. (WEST) completed this Environmental Review (ER) in support of the Cheyenne Metropolitan Planning Organization's preliminary plan for a future High Plains Road extension. For the purposes of this ER, the boundaries of the High Plains Road extension spans from Interstate 25 (I-25) to South Greeley Highway; also known as U.S. Route 85 (Figure 1). WEST considered lands between South Greeley Highway and I-25 (east to west) and between an apparent utility or pipeline corridor to Terry Ranch Road (north to south) in review of potential resources and impacts. This ER presents environmental conditions and documents any potential impacts to biological resources associated with the Preferred Alignment of the High Plains Road extension (Figure 1). The High Plains Road extension generally crosses agricultural zoned land with residential and commercial properties located near the east terminus.

1.2 Purpose and Need

The 2014 Cheyenne Area Master Transportation Plan (Master Plan, PlanCheyenne 2014), identified a need for an east – west connector between College Drive and Terry Ranch Road to aid in the potential development of the area in the future (CMPO 2014). High Plains Road, formerly called Speedway Drive, was designated by the Master Plan to eventually connect I-25 to South Greeley Highway (CMPO 2014).

2 Alignment Alternatives Proposed

PlanCheyenne identified three optional alignments for the High Plains Road extension. However, after careful consideration, public meetings, public hearings, and vetting through the Cheyenne Metropolitan Planning Organization (CMPO) a preferred alignment was identified (Figure 1).

3 Methods

Due to limited access, WEST's review of the Preferred Alignment was strictly a desktop analysis without field confirmation or independent investigation. WEST reviewed publicly available databases and submitted inquiries to public agencies in an attempt to accurately identify resources that may be present within the Preferred Alignment. It is recommended that detailed field investigations be performed after design details are completed and comprehensive access is available to the entire Preferred Alignment to confirm actual conditions prior to ground disturbing activities or significant planning activities are solidified.

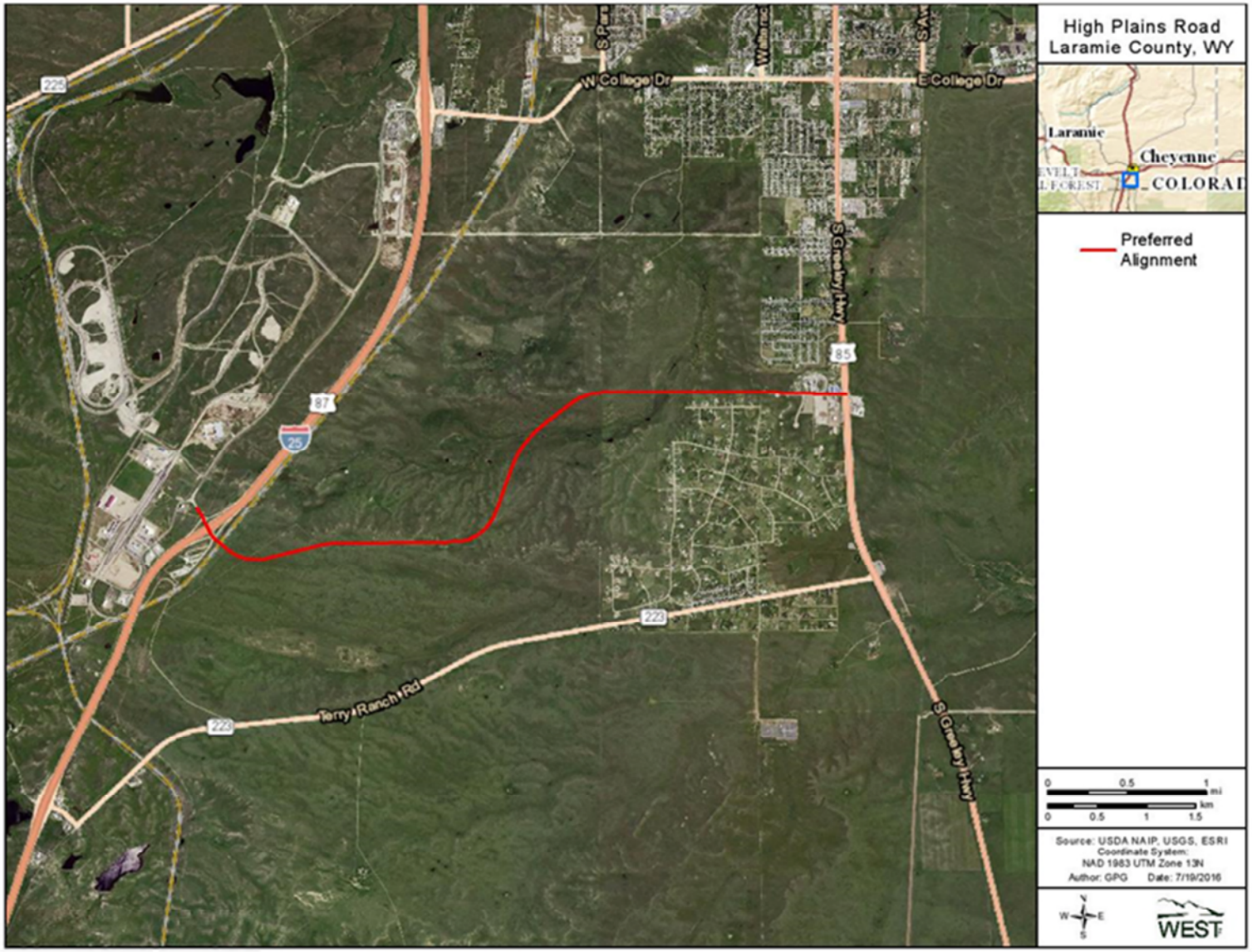


Figure 1: High Plains Road extension Preferred Alignment.

4 Affected Environment

4.1 Land Use/Important Farmland/Formally Classified Lands

4.1.1 Affected Environment

The Preferred Alignment crosses approximately 3.5 miles undeveloped pastures on the western end of the alignment. However, as the Preferred Alignment approaches western terminus of Redhawk Drive, the alignment enters in to an area of low-density residential development to the south and additional pastures to the north. The east end of the Preferred Alignment crosses through an area of undeveloped and commercial properties. According to Laramie County Zoning Map, pasture areas crossed by the Preferred Alignment are zoned A2, residential developments are zoned A1, and commercial properties are zoned CB (LCPDD 2013). Furthermore, some undeveloped properties west of the residential development and south of the commercial properties are zoned Planned Unit Development (PUD) (LCPDD 2013). A1 zoning is designated for agricultural and rural residential uses (Laramie County 2016). The appearance of obvious houses, driveways, large yards and a network of roads in aerial photos (Google Earth imagery dated 6/19/2014) suggests rural residential use of the land in these areas. Zoning designation A2 is defined as land in a natural state or in which the growing of crops, flowers, trees, or pasture or other farming or ranching activities are practiced (Laramie County 2016). The zoning of A2 in the western three-quarters of the Preferred Alignment appears to be in agreement with the pasture like appearance of the area (Google Earth imagery dated 6/19/2014). Planned Unit Development, or PUD, zoning is defined as tracts of land developed as a unit and which includes a principle use (Laramie County 2016). Aerial photos indicated PUD zoned areas as relatively undeveloped, however, WEST assumed these lands are in conformance with LCLUR (Laramie County 2016). Lastly, the Big Country Speedway and Speedway Storage and U-haul facilities located near the intersection of High Plains Road and South Greeley Highway appear to be the properties indicated to be zoned CB or Community Business. CB zoned lands are to be primarily used as retail center but does indicate CB zoned properties can be used for “entertainment and recreation facilities and uses,” and “personal storage units” (Laramie County 2016). With these qualifiers specifically identified, the Big Country Speedway and Speedway Storage and U-haul facilities are in conformance with their designated zoning. The Preferred Alignment is not likely to interfere or require modification of existing adjacent property zoning or use.

WEST accessed the United States Department of Agriculture Natural Resources Conservation Service Web Soil Survey (NRCS 2016) to identify surficial soil types within the Preferred Alignment (Attachment A). Soils identified underlying the Preferred Alignment include: Ascalon loam; Evanston loam; Poposhia-Trimad complex; Merden silty clay loam; and Urban Land-Poposhia-Trimad complex (NRCS 2016).

Ascalon soils consists of very deep, well drained soils that formed in moderate coarse textured calcareous material (USDA 2012). Ascalon soils are on upland hillslopes and tableland plains (USDA 2012). Ascalon soils within the Preferred Alignment range in slope from 0 to 6 percent

NRCS 2016). Ascalon soils are considered Prime Farmland if irrigated (USDA 2012). However, Ascalon soils were identified on the far east end of the Preferred Alignment near the intersection of High Plains Road and South Greeley Highway (NRCS 2016) where there is already a high level of development.

Evanston soil consists of very deep, well drained soils that formed in alluvium weathered from quartzite, sandstone and shale (USDA 2012). Evanston soils are on alluvial fans, hills, hillslopes, ridges, and terraces of sedimentary plains and uplands (USDA 2012). Slopes associated with Evanston soils underlying the Preferred Alignment are 0 to 6 percent (NRCS 2016). Evanston soils were identified across the majority of the alignment, especially south of Allison Draw (NRCS 2016). Evanston soils are not considered Prime Farmland (NRCS 2016 and USDA 2012).

Merden soils consists of very deep, poorly or somewhat poorly drained soils formed in loamy alluvium on low terraces and flood plains (USDA 2012). Merden soils are limited to the lower terraces that comprise Allison Draw in the area on 0 to 3 percent slope (NRCS 2016). Merden soils are not considered Prime Farmland (NRCS 2016 and USDA 2012).

The Popopshia-Trimad complex underlying the Preferred Alignment is a 50%-40% mix of the two soil series respectively (NRCS 2016). Poposhia soils consists of very deep, well drained soils formed in alluvium and slope alluvium derived from shale interbedded with sandstone (USDA 2012). Trimad soils consists of very deep, well drained soils that formed in alluvium or colluvium (USDA 2012). This soil complex, where underlying the Preferred Alignment, is identified on slopes of 3 to 15 percent (NRCS 2016). The Poposhia-Trimad comlex is not considered Prime Farmland (NRCS 2016 USDA 2012).

Urban land - Popopshia-Trimad complex identified consisted of 60% Urban lands, and 15% each Poposhia and Trimad soils (NRCS 2016). Urban land is a generic term used to describe lands covered in soils that have been substantially altered (NRCS 2016). Urban land - Popopshia-Trimad complex were identified on the far eastern ends of the Preferred Alignment in area of The Big Country Speedway (NRCS 2016). These soils are not considered Prime Farmland (NRCS, USDA 2012).

4.2 Waterbodies and Floodplains

4.2.1 Affected Environment

The Preferred Alignment crosses Allison Draw west of Redhawk Drive. Allison Draw, in the area of the Preferred Alignment, appears to be an intermittent and ephemeral drainage that flows north-northeast and eventually outflows into Crow Creek. Allison Draw is not identified as a Wild or Scenic River (Rivers 2009), a Class I water (WDEQ 2001), nor a designated blue or red ribbon stream (WGFD 2016).

According to the Federal Emergency Management Agency (FEMA) flood maps for the High Plains Road extension area (Maps #56021C1353F, 56021C1354F, 56021C1358F, and 56021C1375F FEMA 2007) this portion of Allison Draw is associated with a *Zone A* floodplain

(Figure 2, FEMA 2007). FEMA defines *Zone A* floodplains as "areas subject to inundation by the 1-percent-annual-chance flood event generally determined using approximate methodologies." FEMA further identified that *Zone A* areas lack detailed hydraulic analysis. The Preferred Alignment would cross the *Zone A* floodplain of Allison Draw west of Redhawk Drive. In addition, aerial photos (Google Earth imagery dated 6/19/2014) of the area indicates numerous areas of pooled water in what appears to be livestock watering ponds and possible natural ponds. Allison Draw and some of the pooled water features observed in aerial imagery appear to have wetlands associated with these features (NWI 2016). Correspondence with the Wyoming Game and Fish Department (WGFD, Attachment B), illustrates their concern with possible impact to Porter Creek, south of the Preferred Alignment. However, like Allison Draw, Porter Creek west of South Greeley Highway appears to be an ephemeral system, but that may have wetlands associated with it near the Preferred Alignment. Possible wetlands will be discussed in further detail in Section 4.3.

There is the potential that the Preferred Alignment may impact Allison Draw's Zone A floodplain and possible wetlands (on Swan Ranch LLC property). Detailed field investigation will be necessary to determine if a Section 401 permit would be required from U. S. Army Corps of Engineers (ACOE) and if a Water Quality Certification from the Wyoming Department of Environmental Quality – Water Quality Division would be necessary.

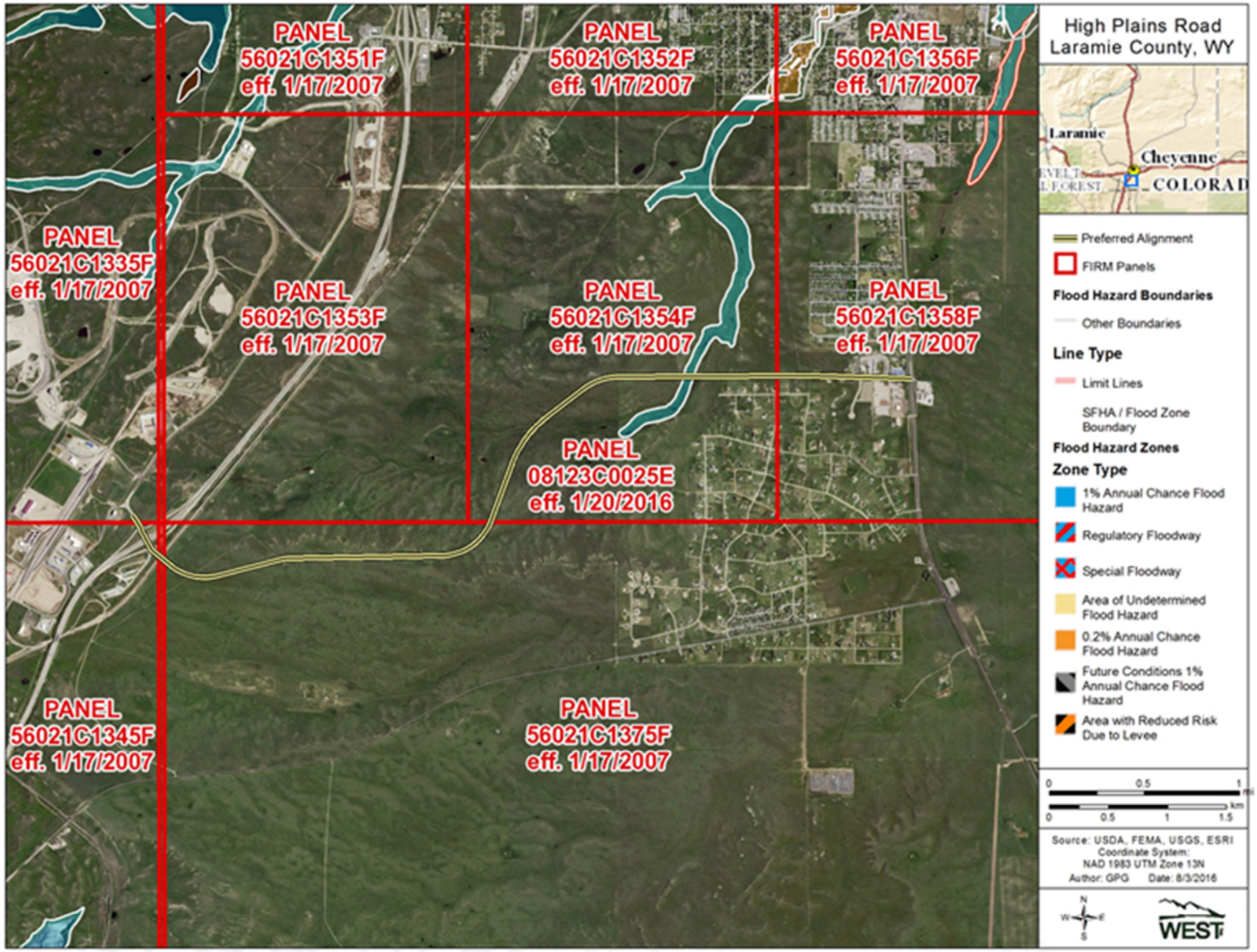


Figure 2: FEMA floodplain maps in the area of the High Plains Road extension Preferred Alignment.

4.3 Wetlands

4.3.1 Affected Environment

WEST reviewed the National Wetlands Inventory (NWI) database for documented wetlands near the Preferred Alignment (Figure 2). NWI identified numerous small freshwater emergent wetlands speckled across the landscape between South Greeley Highway and I25, east to west, and between an apparent utility or pipeline corridor and Terry Ranch Road, north to south (Figure 2). There were also a few scattered freshwater ponds indicated by the NWI that appear to coincide with livestock ponds observed in aerial photos of Preferred Alignment (Figure 2, Google Earth imagery 6/19/2014). The NWI did not indicate either Allison Draw or Porter Creek as riverine systems, supporting that these features are not perennial waterways. However, the NWI did illustrate several wetlands in an semi-linear pattern that appear to follow the path of Porter Creek south of the Preferred Alignment (Figure 2), but no such pattern appear to follow Allison Draw.

The NWI identified numerous wetlands near the Preferred Alignment, however a High Plains Road extension specific wetlands field investigation has not been performed. WEST did send a letter to the Army Corps of Engineers (Corps) requesting a review of their records in association with known or potential for jurisdictional waters, wetlands or other aquatic resources in the area of the High Plains Road extension. The Corps response (Attachment B) suggests the Preferred Alignment may have the potential to affect jurisdictional aquatic resources. However, the Corps suggested additional information would be necessary before they would able to make a jurisdictional determination of resources within the Preferred Alignment. Once final design and access are available, a jurisdictional waters delineation should be performed to verify the presence or absence of wetlands and other aquatic resources. If it is necessary to impact wetlands or jurisdictional waters, consultation with the Corps and Wyoming Department of Environmental Quality should take place and associated permits attained prior to ground disturbing activities.

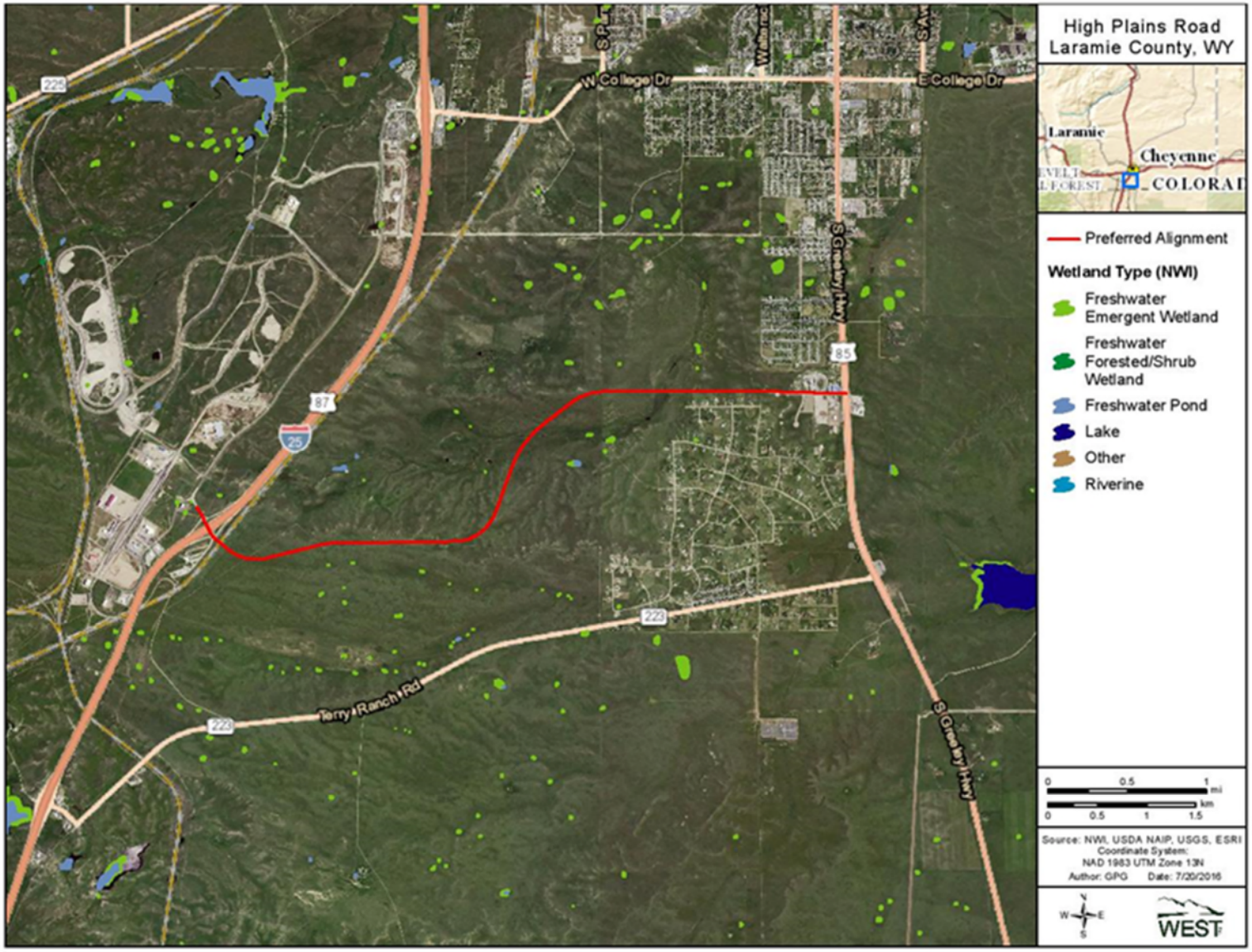


Figure 3: National Wetland Inventory identified wetlands in the area High Plains Road extension Preferred Alignment.

4.4 Historic Properties

4.4.1 Affected Environment

The Preferred Alignment is located on land currently and historically used for grazing or developed for residential or commercial use (See Section 4.1.1). Even with some development in the area, there exists the possibility that cultural resources may be present within the Preferred Alignment. WEST contacted Wyoming State Parks and Cultural Resources State Historic Preservation Office (SHPO) requesting a review of the proposed High Plains Road extension with respect to known or potential cultural or historical resources near the Preferred alignment. Wyoming SHPO, responded to WEST (Appendix B) and suggested a formal investigation including but not limited to background research, field investigation, and possible SHPO consultation prior to any ground disturbing activities. SHPO stated that cultural resources are known to be located in the area of the Preferred Alignment. Once final design and access are available, field investigation should be performed to verify the presence or absence of known or potential cultural or historical resources within the Preferred Alignment.

4.5 Vegetation

4.5.1 Affected Environment

As described previously, the eastern extent of the Preferred Alignment contains residential and commercial properties and therefore likely does not support a prevalence of native vegetation. Commercial properties are likely limited in vegetation, being mostly covered in asphalt, concrete, gravel or structures. Residential properties are presumed to have highly modified vegetation in the form of lawns and residential landscaping. Furthermore, the Preferred Alignment would connect to the existing paved High Plain Road at the intersection with South Greeley Highway. As a result of these current conditions and disturbances condition, little impacts to pristine, native vegetation are expected on the eastern extent of the Preferred Alignment.

Native vegetation that may remain on the eastern end of the Preferred Alignment would likely be consistent with the grasslands present across the western portion of the alignment. As described above, the western three-quarters of the Preferred Alignment is zoned agricultural and appears to be used as pasturelands. Grasslands are Laramie County's primary vegetation community (Laramie County 2016). The majority of Laramie County's grasslands are mixed-grass or short-grass prairie (Laramie County 2016). Short-grass prairie consists primarily of blue grama (*Bouteloua gracilis*) and buffalo grass (*Buchloe dactyloides*). Mixed grass prairie is composed of needle-and-thread grass (Hesperostipa comata), western wheatgrass (Pascopyrum smithii), blue grama, Sandberg bluegrass (Poa secunda), junegrass (Koeleria macrantha), Indian ricegrass (Oryzopsis hymenoides), milkvetch (Astragalus sp.), and other grasses, forbs and herbs. According to the *Typical Roadway Section-2 Lane Rural Asphalt Typical Section* drawing (Attachment C), the Preferred Alignment would require an earth grade width of 120 ft for the length of the alignment, approximately 4.5 miles or an area of 65.5 acres. Removal of over 65 acres of grasslands may appear to be significant, however, a large area of similar grasslands would remain unaltered in the immediate area. This area, generally spanning

from an apparent 200 feet wide utility or pipeline corridor (Google Earth imagery date 6/19/2014) to Terry Ranch Road, north to south, and from existing residential development to the BNSF Railway right of way, east to west, would leave over 4,000 acres of similar grasslands undisturbed for native plant species, livestock grazing and wildlife use. Once final design and access are available, field investigation should be performed to verify the presence or absence of sensitive plants or plant communities, and possible locations of noxious weeds within the Preferred Alignment.

While implementation of the Preferred Alignment would remove vegetation, the vegetation potentially removed and/or disturbed, outside of possible wetlands, would not provide unique or critical wildlife habitat. Furthermore, the removal of the vegetation along the Preferred Alignment is unlikely to result in long-term destabilization of soils or increased erosion. Previously disturbed areas are susceptible to noxious or invasive plants establishment. The application of best management practices would minimize the establishment or spread of noxious or invasive plants.

4.6 Wildlife

4.6.1 Affected Environment

The generally disturbed and developed setting of the eastern end of the Preferred Alignment has significantly altered available wildlife habitats. As a result, wildlife composition in this area is likely comprised of species that generally are associated with human activity or are cosmopolitan in distribution. Species including American robins (*Turdus migratorius*), pigeons (*Columba livia*), European starlings (*Sturnus vulgaris*), cottontail rabbits (*Sylvigus nuttallii*), ground squirrels (*Urocitellus elegans*), kangaroo rats (*Dipodomys ordii*), bullfrogs (*Lithobates catesbeianus*) and garter snakes (*Thamnophis radix*) could be expected within the eastern limits of the Preferred Alignment. Generally, it is expected that if a species occurs in the current residential and commercial setting with the existing disturbances to native plant communities, the new disturbances associated with the Preferred Alignment would not significantly affect these species.

The western three-quarters of the Preferred Alignment is dominated by grasslands and pasturelands. Grasslands are known to support large numbers of wildlife (WGFD 2010). Species that are likely to be encountered in the mixed grass prairies of the Preferred Alignment include the pronghorn antelope (*Antilocapra Americana*), mule deer (*Odocoileus hemionus*), black-tailed prairie dogs (*Cynomys ludovicianus*), black-tailed jackrabbit (*Lepus californicus*), coyote (*Canis latrans*), thirteen-lined ground squirrel (*Ictidomys tridecemlineatus*), western meadow lark (*Sturnella neglecta*), Baird's Sparrow (*Ammodramus bairdii*), Chestnut-collared longspur (*Calcarius ornatus*), McCown's longspur (*Rhynchophanes mccownii*), Prairie racerunner (*Cnemidophorus sexlineatus viridis*), and gophersnake (*Pituophis catenifer sayi*). Although the Preferred Alignment would remove over 65 acres from use by wildlife, thousands of acres of additional mixed grass prairies would remain unaltered and available as wildlife habitat (See Section 4.5.1). While a few random individuals may be impacted as a result of the construction activites or during the operation of High Plains Road extension (crushing of individuals, vehicular accidents, nests or burrows), in general, a substantial amount of available

habitat will be left intact such that only minor impacts are expected to local wildlife populations. Once final design and access are available, field investigation should be performed to verify the presence or absence of sensitive wildlife and identify what wildlife species use the resources within the Preferred Alignment.

WEST sent letters to the WGFD and the US Fish and Wildlife Service (USFWS) requesting a review of their records in association with known or potential for agency concerns. The USFWS' response is discussed in Section 4.7.1. WGFD's response identified no terrestrial wildlife concerns but expressed concern that Porter Creek occurs within the project boundary (Attachment B). Porter Creek is a Wyoming Trout Stream Category of Yellow, a stream of regional importance to anglers. Porter Creek west of South Greeley Highway is an intermittent and ephemeral system, much like Allison Draw. Porter Creek is located south of the Preferred Alignment and is not likely to experience any direct impacts. However, WGFD did recommend several actions to protect aquatic resources that may be found in Porter Creek, either within the area of the Preferred Alignment or downstream. Aquatic protections recommended by WGDF included best management practices to ensure sediments and pollutants are confined and disturbed soils are re-vegetated to maintain water quality. WGFD recommended servicing and fueling of vehicles and equipment during construction be at least 300 feet from riparian areas. Lastly, WGFD identified several practices required under state statutes and Wyoming Game and Fish Commission Regulation to prevent the spread of aquatic invasive species (Attachment B). Furthermore, publically available data from WGFD suggest no known wildlife migration corridors in alignment alternatives (WGFD 2015).

4.7 Special Status Species

4.7.1 Affected Environment

WEST sent a letter to the USFWS requesting a review of their records in association with known or potential for agency concerns near the Preferred Alignment. USFWS's response suggests an initial review of the project through the Information for Planning and Conservation (IPaC) system, associated wetlands and birds protected under the Migratory Bird Treaty Act (Attachment B). WEST performed an IPaC review, including migratory birds, and reviewed the NWI for wetlands (see Section 4.3) associated with the Preferred Alignment Area.

WEST performed an IPaC review and generated an IPaC Trust Resources Report (IPaC Report) through the Environmental Conservation Online System of the USFWS for potential federally listed species in the High Plains Road extension Preferred Alignment. The IPaC Report (2016) suggested the potential for eight species protected under the Endangered Species Act (ESA 1973) within the Preferred Alignment. Of the identified endangered or threaten species, one may have suitable habitat present, the western prairie fringe orchid. Once final design and access are available, field investigation should be performed to verify the presence or absence of threatened or endangered species within the Preferred Alignment.

Table 1. Endangered and Threatened Species with a Potential to Occur in the Preferred Alignment.

Species	Scientific Name	Status	Habitat	Availability of Habitat
black-footed ferret	*Mustela nigripes*	Endangered	Prairie dog towns	No prairie dog towns are located in the area.
Colorado butterfly plant	*Gaura neomexicana var. coloradensis*	Threatened	Wetlands along meandering stream channels of high plains. Generally grows in undisturbed areas amongst native grasses.	No streams or wetlands are located in the preferred alignment.
least tern	*Sterna antillarum*	Endangered	Sandy and gravelly river and lake banks	No sandy riverbanks are located in the area.
pallid sturgeon	*Scaphirhynchus albus*	Endangered	Large murky river systems within the Mississippi and Missouri River basins	No rivers are located in the area.
piping plover	*Charadrius melodus*	Threatened	Sandy beaches and occasionally on sandy riverbanks, normally above the timberline.	No sandy riverbanks are located in the area.
Preble's meadow jumping mouse	*Zapus hundsonius preblei*	Threatened	Relatively undisturbed grasslands near a consistent water source with a woody plant community component.	No woody plants community or consistent water supply are located in the area.
western prairie fringed orchid	*Platanthera praeclara*	Threatened	Mesic to wet unplowed tallgrass prairie and meadows. Sometimes found in roadside ditched.	Preferred Alignment is within mixed grass prairie; potential for suitable habitat to be present.
whooping crane	*Grus americana*	Endangered	Breed in shallow grassy wetlands. Migrate stop-over in wide shallow river flats.	No wetlands or rivers are located in the High Plains Road preferred alignment.

The IPaC Report also provided information regarding 21 birds (Table 2) protected under the Migratory Bird Treaty Act (MBTA 1918) and Bald and Golden Eagle Protection Act (BGEPA 1940). Of the bird species identified by the IPaC Report, American bittern (*Botaurus lentiginosus*), burrowing owl (*Athene cunicularia*), dickcissel (*Spiza americana*), lark bunting (*Calamospiza melanocorys*), long billed curlew (Numenius americanus), McCown's longspur (*Rhynchophanes mccownii*), mountain plover (*Charadrius montanus*), and short eared owl (Asio flammeus) may have suitable habitat present within the Preferred Alignment. Suitable habitat or conditions are not present for the remaining 12 bird species identified in the IPaC Report (Table 2).

Table 2. Migratory Birds with a Potential to Occur in Preferred Alignment.

Species	Scientific Name	Habitat	Availability of Habitat
American bittern	*Botaurus lentiginosus*	Freshwater marshes and wetlands of tall but typically less dense vegetation. Commonly builds nest on cattails, bulrushes and sedges on shallow waters.	Suitable habitat within Allison Draw or Porter Creek is unlikely in the area of the Preferred Alignment (See Section 4.2).
Bald eagle	*Haliaeetus leucocephalus*	Typically nest in forested areas adjacent to large bodies of water, and generally avoids heavily developed area.	No suitable forested areas or large waterbodies present within alignment alternatives. Area likely too developed for eagle's preferences.
Black Rosy-finch	*Leucosticte atrata*	Breeds in alpine areas above the timberline usually near rock piles or cliffs. Winters in open areas of mountain meadows, high desert, plains and valleys.	No suitable alpine areas, high desert, mountain plains or valley s present.
Brewer's sparrow	*Spizella breweri*	Sagebrush obligate. Nest in tall and densely branched shrubs, often big sagebrush.	No sagebrush nor dense shrub stands present in alignment alternatives.
Burrowing owl	*Athene cunicularia*	Open treeless areas with low sparse vegetation, usually on gently sloping ground. Generally associated with high densities of burrowing mammals.	Preferred Alignment may contain prairie dogs; potential for suitable habitat to be present.
Dickcissel	*Spiza americana*	Tall grasslands, including prairies, hayfields, lightly grazed pastures, and roadsides.	Preferred Alignment is within mixed grass prairie; potential for suitable habitat to be present.

Table 2. Migratory Birds with a Potential to Occur in Preferred Alignment.

Species	Scientific Name	Habitat	Availability of Habitat
Ferruginous hawk	*Buteo regalis*	Nest on cliffs and rock outcropping or within groves of tress. Generally found in open country grasslands with abundant prairie dog or ground squirrel populations.	No suitable nesting locations are present in Preferred Alignment.
Golden eagle	*Aquila chrysaetos*	Found in open and semi-open areas, generally associated with canyonlands, rimrock terrain, and riverside cliffs and bluffs. This is eagle avoids developed areas.	No suitable cliffs, bluffs, rimrock or other preferred nesting habitat present in the Preferred Alignment.
Greater sage-grouse	*Centrocercus urophasianus*	Sagebrush obligate. Usually nest in areas with relatively dense cover of big sagebrush. Growing chicks and hens can be found in areas with good forage, including irrigated pastures and alfalfa fields.	No sagebrush present in the Preferred Alignment. No high quality chick forage available.
Lark bunting	*Calamospiza melanocorys*	Plains, prairies, meadows, and sagebrush. Winters in cultivated lands.	Preferred Alignment is within mixed grass prairie; potential for suitable habitat to be present.
Loggerhead shrike	*Lanius ludovicianus*	Inhabits open country with short vegetation and scattered trees and shrubs, nests in dense trees or shrubs particularly with spines or thorns. Found in agricultural fields, pastures, old orchards, riparian areas, prairies, and mowed roadsides.	No dense stands of trees or shrubs with thorns or spines suitable for nesting are present within the Preferred Alignment.
Long-billed curlew	*Numenius americanus*	During breeding, found in native dry grasslands and sagebrush prairies on a mostly featureless terrain with damp to wet areas to provide foraging areas.	The Preferred Alignment located in mixed grass prairie with possible wet low terraces within Allison Draw; potential for suitable habitat to be present.
McCown's longspur	*Calcarius mccownii*	Wide open sparse short grass plains, plowed and stubble fields, and bare or nearly bare ground.	The Preferred Alignment located in mixed grass prairie; potential for suitable habitat to be present.

Table 2. Migratory Birds with a Potential to Occur in Preferred Alignment.

Species	Scientific Name	Habitat	Availability of Habitat
Mountain plover	*Charadrius montanus*	Semi-arid plains, grasslands plateaus with very short grass or even bare ground and typically miles from water. Nest on barren ground in large prairie dog towns.	The Preferred Alignment located in mixed grass prairie with possible prairie dogs; potential for suitable habitat to be present.
Prairie Falcon	*Falco mexicanus*	Prairie Falcons breed in open country wherever they can find bluffs and cliffs to nest. Breeding habitats include grasslands, shrubsteppe desert, areas of mixed shrubs and grasslands, that supports an abundant prey base.	No bluffs or cliffs near or within the Preferred Alignment.
Red-headed woodpecker	*Melanerpes erythrocephalus*	Forest obligate breeding bird that may use dead and partially dead trees with available cavities for nesting. Often found in woodlands of oak and beech river bottoms.	No woodlands within the Preferred Alignment.
Sage thrasher	*Oreoscoptes montanus*	Sagebrush obligate breeding exclusively in shrubsteppe communities dominated by big sagebrush. Requires dense ground cover for concealment.	No sagebrush or dense ground cover present within alignment alternatives.
Short-eared owl	*Asio flammeus*	Found in large open areas with low vegetation including prairies, meadows, shrubsteppe, savannas, tundras, marshes, and agricultural fields.	The Preferred Alignment located in mixed grass prairie; potential for suitable habitat to be present.
Swainson's hawk	*Buteo swainsoni*	Forages in native prairies and grasslands as well as agricultural fields such as alfalfa fields, row crops, pastures and grain fields. Relies on stands of trees adjacent to grasslands and agricultural fields for nesting.	Preferred Alignment does not contain suitable nesting structure.
Western grebe	*Aechmophorus occidentalis*	Breeds on freshwater lakes and marshes with extensive open water bordered by emergent vegetation. Feed mainly on fish, crustaceans and worms.	Preferred Alignment does not contain large water bodies likely to be used by grebes.

Table 2. Migratory Birds with a Potential to Occur in Preferred Alignment.

Species	Scientific Name	Habitat	Availability of Habitat
Willow flycatcher	*Empidonax traillii*	Nests in moist dense shrubby areas usually over or close to water.	No dense shrub cover near water within alignment alternatives.

Once final design and access are available, field investigation should be performed to verify the presence of habitat and species within the High Plains Road extension Preferred Alignment.

5 References

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Wyoming Game and Fish Department (WGFD). 2016. Blue and Red Ribbon Streams available at https://wgfd.wyo.gov/WGFD/media/content/PDF/Fishing/Stream%20Class/WYSTREAM_BLUEREDRIBBON_LIST.pdf, Accessed March 11, 2016.

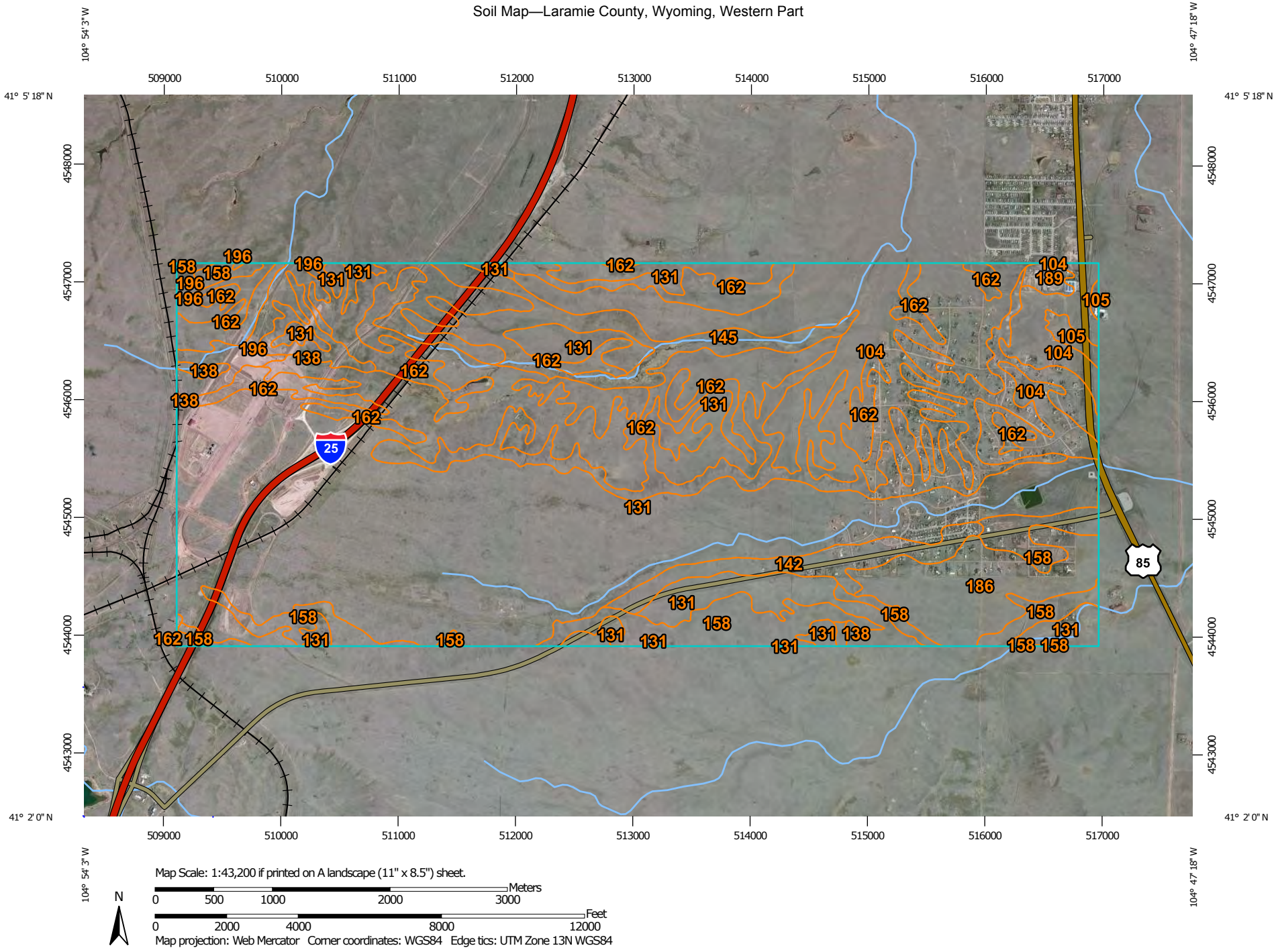
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6 List of Preparers

Gretchen Norman, Project Manager
David Taylor, Biologist, Report Preparation
Grant Gardner, GIS Specialist

Attachment A: Web Soil Survey Data

Soil Map—Laramie County, Wyoming, Western Part



MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Laramie County, Wyoming, Western Part
Survey Area Data: Version 8, Sep 22, 2015

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: May 10, 2011—Aug 27, 2011

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Laramie County, Wyoming, Western Part (WY721)			
Map Unit Symbol	**Map Unit Name**	**Acres in AOI**	**Percent of AOI**
104	Ascalon loam, 0 to 6 percent slopes	891.4	14.1%
105	Bayard fine sandy loam, 0 to 15 percent slopes	25.1	0.4%
131	Evanston loam, 0 to 6 percent slopes	3,022.3	47.7%
138	Ipson-Evanston complex, 6 to 30 percent slopes	67.5	1.1%
142	Manter sandy loam, 0 to 6 percent slopes	138.4	2.2%
145	Merden silty clay loam, 0 to 3 percent slopes	229.3	3.6%
158	Poposhia silt loam, 0 to 6 percent slopes	381.3	6.0%
162	Poposhia-Trimad complex, 3 to 15 percent slopes	1,140.8	18.0%
186	Urban land-Evanston complex, 0 to 6 percent slopes	277.9	4.4%
189	Urban land-Poposhia-Trimad complex, 3 to 15 percent slopes	22.9	0.4%
196	Weed loam, 0 to 6 percent slopes	142.4	2.2%
Totals for Area of Interest		**6,339.4**	**100.0%**

Attachment B: Agency Correspondence

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
WYOMING REGULATORY OFFICE
2232 DELL RANGE BOULEVARD, SUITE 210
CHEYENNE WY 82009-4942

REPLY TO
ATTENTION OF

October 8, 2015

Wyoming Regulatory Office

Gretchen Norman
WEST, Inc.
415 West 17th Street, Suite 200
Cheyenne, Wyoming 82001

Dear Ms. Norman:

This letter is in response to a request for comment we received from your office on October 6, 2015, concerning an environmental and compliance review for the proposed High Plains Road project in southern Cheyenne Wyoming.

The U.S. Army Corps of Engineers (Corps) regulates the placement of dredged and fill material into wetlands and other waters of the United States as authorized by Section 404 of the Clean Water Act (33 U.S.C. 1344). The term "waters of the United States" has been broadly defined by statute, regulation, and judicial interpretation to include all waters that were, are, or could be used in interstate commerce such as streams, reservoirs, lakes and adjacent wetlands. The Corps regulations are published in the *Code of Federal Regulations* as 33 CFR Parts 320 through 332. Information on Section 404 program requirements in Wyoming can be obtained from our website http://www.nwo.usace.army.mil/Missions/RegulatoryProgram/Wyoming.aspx.

Based on the preliminary information provided, the Cheyenne Metropolitan Planning Organization seeks to establish an east west connector in south Cheyenne between South Greeley Highway and Terry Bison Road and/or High Plans Road. The options identified in the Ownership Exhibit appear to cross tributaries / headwater drainages to Crow Creek and Porter Draw. There is not enough specific information to determine whether or not the project will impact wetlands or other waters of the U.S., or if the project area contains jurisdictional waters. The project *may* have the potential to affect jurisdictional aquatic resources which would require a Department of the Army permit under Section 404 of the Clean Water Act. These types of projects generally fall under a Nationwide Permit 14 for Linear Transportation Projects. When more information is available regarding the project and potential aquatic resources, you or the proponent may contact our office to either request an approved jurisdictional determination for the project area, or submit a pre-construction notification when a final plan is available.

Please contact us should you have additional questions regarding aquatic resources or compliance with Section 404 of the Clean Water Act (33 U.S.C. 1344). You may contact me at (307) 772-2300 or paige.m.wolken@usace.army.mil concerning future project review and

reference file number NWO-2015-01921. Thank you for your interest in cooperating with requirements of the U.S. Army Corps of Engineers' regulatory program.

Sincerely,

Paige M. Wolken
Project Manager
Wyoming Regulatory Office

ARTS. PARKS. HISTORY.
Wyoming State Parks & Cultural Resources

State Historic Preservation Office
Barrett Building, 3rd Floor
2301 Central Avenue
Cheyenne, WY 82002
Phone: (307) 777-7697
Fax: (307) 777-6421
http://wyoshpo.state.wy.us

October 16, 2015

Gretchen Norman, Project Manager
West, Inc.
415 W. 17th Street, Suite 200
Cheyenne, WY 82001

re: West. Inc., High Plains Road Project (SHPO File # 1015RLC006)

Dear Ms. Norman:

Thank you for consulting with the Wyoming State Historic Preservation Office (SHPO) regarding the above referenced undertaking.

A search of our records shows that a cultural resource survey has not been conducted in the area of potential effect. However, previously known cultural resources are located in the area. We recommend that prior to any ground disturbing activities, the City of Cheyenne carry out appropriate efforts necessary for identification of historic properties, which may include a file search, background research, consultation, consideration of visual effects, sample field investigations or field survey. The identification efforts must be conducted by a consultant meeting the Secretary of the Interior's Professional Qualification Standards (48 FR 22716, Sept. 1983). A report detailing the results of these efforts must be provided to SHPO staff for our review and comment.

We have enclosed a copy of a cultural resource consultants list for your use. Please refer to SHPO project control number #1015RLC006 on any future correspondence dealing with this undertaking. If you have any questions, please contact me at 307-777-5497.

Sincerely,

Richard L. Currit
Senior Archaeologist

WYOMING GAME AND FISH DEPARTMENT

5400 Bishop Blvd. Cheyenne, WY 82006

Phone: (307) 777-4600 Fax: (307) 777-4699

wgfd.wyo.gov

GOVERNOR
MATTHEW H. MEAD

DIRECTOR
SCOTT TALBOTT

COMMISSIONERS
CHARLES PRICE – President
T. CARRIE LITTLE– Vice President
MARK ANSELMI
PATRICK CRANK
KEITH CULVER
RICHARD KLOUDA
DAVID RAEL

October 8, 2015

WER 13739.00
WEST Inc.
Cheyenne Metropolitan Planning Organization
High Plains Road
Identification of Natural Resources
Laramie County

Gretchen Norman
Project Manager
WEST, Inc.
415 W. 17th St, Suite 200
Cheyenne, WY 82001

Dear Ms. Norman:

The staff of the Wyoming Game and Fish Department (WGFD) has reviewed the Identification of Natural Resources at High Plains Road. We offer the following comments for your consideration.

Terrestrial Concerns:

We have no terrestrial wildlife concerns with the alignment alternatives or construction of the proposed east-west connector road south of Cheyenne. However, we recommend no construction of right-of-way fence occurs along the road to allow continued movement of big game in this area. If right-of-way fence must be built, we recommend it is constructed according to wildlife-friendly specifications: 4-strand fence with a smooth bottom wire at 16", top wire at 42", and 12" between the top two wires to prevent entanglement. Use of WYDOT Type E fence specifications is also acceptable.

Aquatic Concerns:

Porter Creek occurs within the project boundary of this project. Porter Creek has a Wyoming Trout Stream Category of Yellow, meaning it is a stream of regional importance to anglers and contains 50-300 pounds of trout production/mile. Fish species that inhabit Porter Creek include brook trout and green sunfish.

To minimize impacts to the aquatic resources of Porter Creek, we recommend the following:

- Accepted best management practices be implemented to ensure that all sediments and other pollutants are contained within the boundaries of the work area. Disturbed areas that are contributing sediment to surface waters as a result of project activities should be promptly re-vegetated to maintain water quality.

- Equipment should be serviced and fueled away from streams and riparian areas. Equipment staging areas should be at least 300 feet from riparian areas.

- Preventing the spread of aquatic invasive species (AIS) is a priority for the State of Wyoming, and in many cases, the intentional or unintentional spread of organisms from one body of water to another would be considered a violation of State statute and Wyoming Game and Fish Commission Regulation. To prevent the spread of AIS, the following is required:
  1. If equipment has been used in a high risk infested water [a water known to contain Dreissenid mussels (zebra/quagga mussels)], the equipment must be inspected by an authorized aquatic invasive species inspector recognized by the state of Wyoming prior to its use in any Wyoming water during all times of year.

  2. Any equipment entering the state by land from March through November (regardless of where it was last used), must be inspected by an authorized aquatic invasive species inspector prior to its use in any Wyoming water.

  3. If aquatic invasive species are found, the equipment will need to be decontaminated by an authorized aquatic invasive species decontaminator.

  4. Any time equipment is moved from one 4th level (8-digit Hydrological Unit Code) watershed to another within Wyoming, the following guidelines are recommended:
     DRAIN: Drain all water from watercraft, gear, equipment, and tanks. Leave wet compartments open to dry.
     CLEAN: Clean all plants, mud, and debris from vehicle, tanks, watercraft, and equipment.
     DRY: Dry everything thoroughly. In Wyoming, we recommend drying for 5 days in summer (June - August); 18 days in Spring (March - May) and Fall (September - November); or 3 days in Winter (December - February) when temperatures are at or below freezing.

  5. Any equipment used in a Wyoming water that contains AIS, must be inspected before use in another water. Species currently found in Wyoming waters include New Zealand mudsnail, Asian clam, and curly pondweed. Information on currently affected waters can be found at:
     http://wgfd.wyo.gov/web2011/Departments/Fishing/pdfs/AIS_WYWATER_MONITOR130005236.pdf.

*A list of high risk infested waters and locations in Wyoming to obtain an AIS inspection can be found at: wgfd.wyo.gov/AIS.

Thank you for the opportunity to comment. If you have any questions or concerns, please contact Martin Hicks, Wheatland Wildlife Biologist, at (307) 322-3821.

Sincerely,

John Kennedy
Deputy Director

JK/mf/ns

cc: USFWS
Martin Hicks, WGFD, Laramie Region
Corey Class, WGFD, Laramie Region
Chris Wichmann, Wyoming Department of Agriculture, Cheyenne

United States Department of the Interior

FISH AND WILDLIFE SERVICE

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

OCT 28 2015

In Reply Refer To:
06E13000-2016-CPA-0005

Gretchen Norman, Project Leader
WEST, Inc.
415 W. 17th Street, Suite 200
Cheyenne, Wyoming 82001

Dear Ms. Norman:

Thank you for your letter of October 2, 2015, received in our office on October 5, regarding the proposed High Plains Road Project (Project). The Project involves the construction of a road south of Cheyenne, east of Interstate 25, and north of Terry Bison Ranch Road that will serve as an east-west connector between College Drive and Terry Bison Road in Laramie County, Wyoming.

We are writing in response to your inquiry related to species listed under Endangered Species Act (ESA; 16 U.S.C. 1531 *et seq.*), species of special concern, or migratory birds. We have indicated our response below, which we believe best meets your request.

☒ You requested a list of endangered, threatened, proposed, and/or candidate species, and designated or proposed critical habitat that may occur in the area of your Project. In an effort to expedite information sharing, we created an Information, Planning, and Conservation System (IPAC), available on-line at http://ecos.fws.gov/ipac/. IPAC can be used to identify any potential federally listed species or critical habitat in your project area by using the "Initial Project Scoping" tool. For species identified by IPAC, you should review the recommendations and measures at http://www.fws.gov/wyominges/species_endangered.php.

☐ Based on information from your request, our understanding of the nature of the project, local conditions, and current information of federally listed species:

- ☐ We have not identified any issues that give us concern relative to species or critical habitat listed under the ESA.
  - ☐ Contact the WGFD to identify measures to minimize impacts to greater sage-grouse (see http://www.fws.gov/wyominges/Species/GRSG.phphttp://www.fws.gov/wyominges/Pages/Species/Species_Listed/GSG.html).
- ☐ The ESA does not require the U.S. Fish and Wildlife Service to concur with "no effect" determinations; however, we appreciate receiving the information used to support your conclusion.

☐ We concur with your "may affect, not likely to adversely affect" determination for federally listed species and designated critical habitat.

☐ Your Project should be re-analyzed if Project plans change, or if new information on the distribution of listed or proposed species or critical habitat becomes available, or if new information reveals effects to listed or proposed species or critical habitat not previously considered.

☒ Based on information from your request, we also recommend you:

- ☒ Review your Project relative to responsibilities under the Migratory Bird Treaty Act (see http://www.fws.gov/mountain-prairie/es/wyoming/species_Migratory.php)http://www.fws.gov/utahfieldoffice/migbirds.html.
- ☐ Review Avian Power Line Interaction Committee (APLIC) guidelines to avoid and minimize electrocutions and collisions (see http://www.aplic.org).
- ☐ Review your Project relative to guidelines regarding placement of cell towers (see. http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html).
- ☒ Review your Project relative to responsibilities for wetland protection (see http://www.fws.gov/wyominges/landscapeConservation.php)http://www.fws.gov/utahfieldoffice/migbirds.html.
- ☐ Take steps to conserve and protect Species of Greatest Conservation Need (see http://www.fws.gov/mountain-prairie/es/wyoming/species_concern.php)http://www.fws.gov/utahfieldoffice/migbirds.html.

We appreciate your efforts to conserve endangered, threatened, and candidate species and migratory birds. If you have any questions regarding this letter or your responsibilities under the ESA or other authorities, please contact Alex Schubert of my office at the letterhead address or phone (307) 772-2374, extension 238.

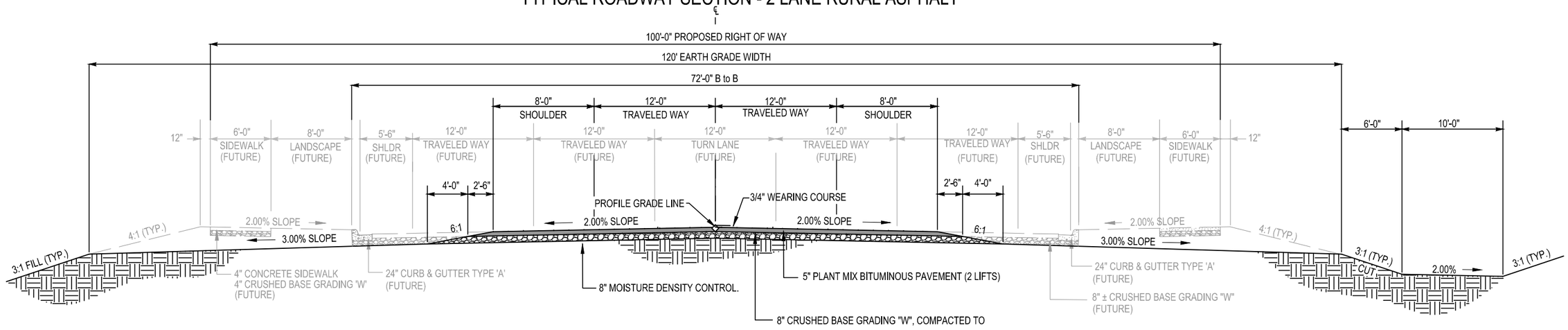
Sincerely,

for R. Mark Sattelberg
Field Supervisor
Wyoming Field Office

cc: WGFD, Statewide Nongame Bird and Mammal Program Supervisor, Lander, WY (Z. Walker) (zack.walker@wyo.gov)
WGFD, Statewide Habitat Protection Coordinator, Cheyenne, WY (M. Flanderka) (mary.flanderka@wyo.gov)
WGFD, Habitat Protection Secretary, Cheyenne, WY (N. Stange) (nancy.stange@wyo.gov)

Attachment C: Typical Roadway Section-2 Lane Rural Asphalt Typical Section drawing

TYPICAL ROADWAY SECTION - 2 LANE RURAL ASPHALT



H:\3706_HIGHPLANS\DESIGN\3706_101.dwg Feb 23, 2016 - 2:32pm cpeterman

NO. | REVISION | DATE

PREPARED FOR:
(MPO) CHEYENNE METROPOLITAN ORGANIZTION
2101 O'NEIL AVENUE
CHEYENNE, WY 82001

PROJECT: HIGH PLAINS ROAD

DRAWING TITLE: TYPICAL SECTION

ENGINEERING PLANNING SURVEYING
307.637.6017
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009
AVI@AVIPC.COM

DATE: JANUARY 2016
DRAWN BY:
DESIGNED BY:
CHECKED BY:
JOB NO.: 3706.14

DRAWING NO. 1 OF 1

APPENDIX G

Western Area Power Administration

Western Area Power Vicinity Map

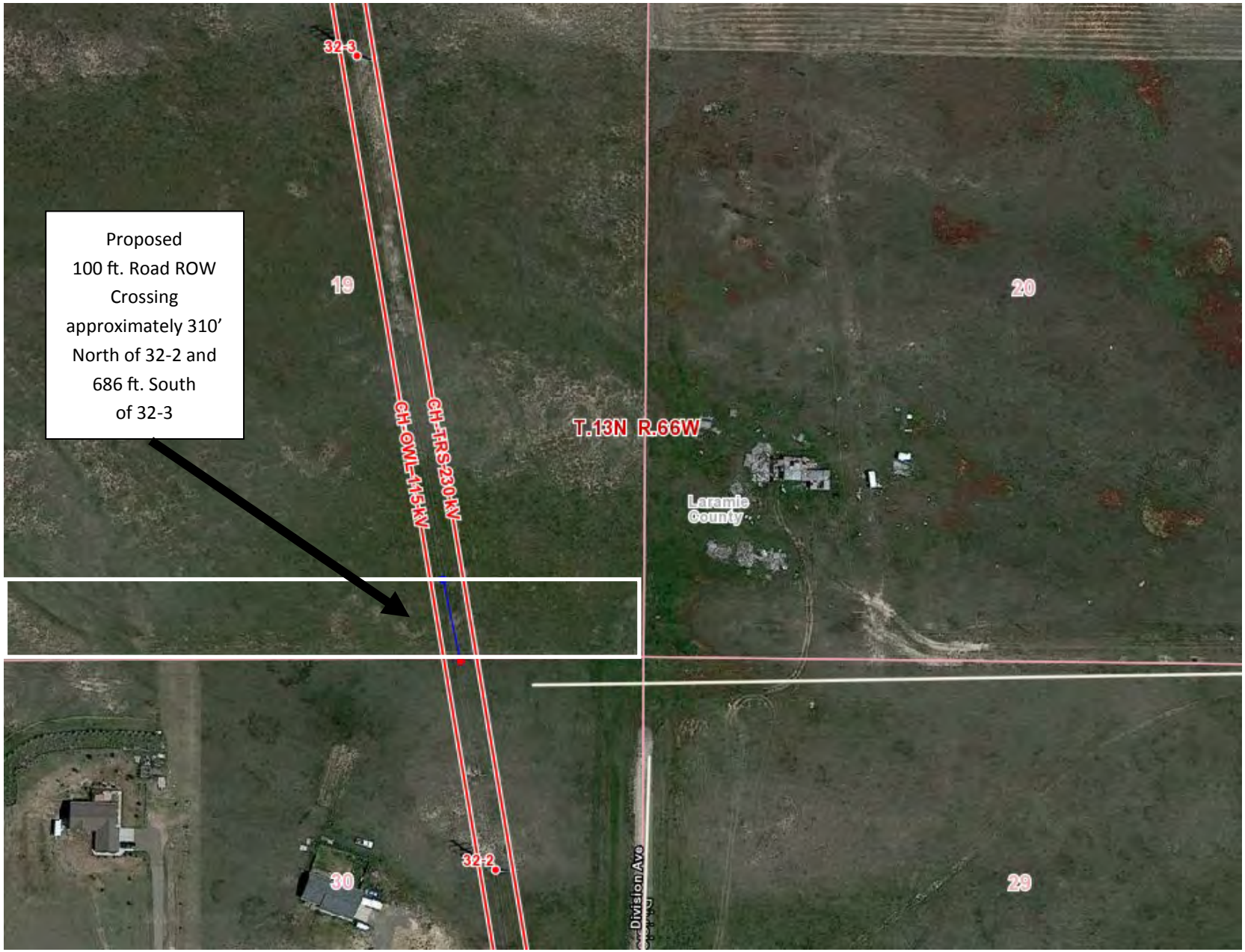
Transmission Line Plan and Profile

Right-of-way Use Application

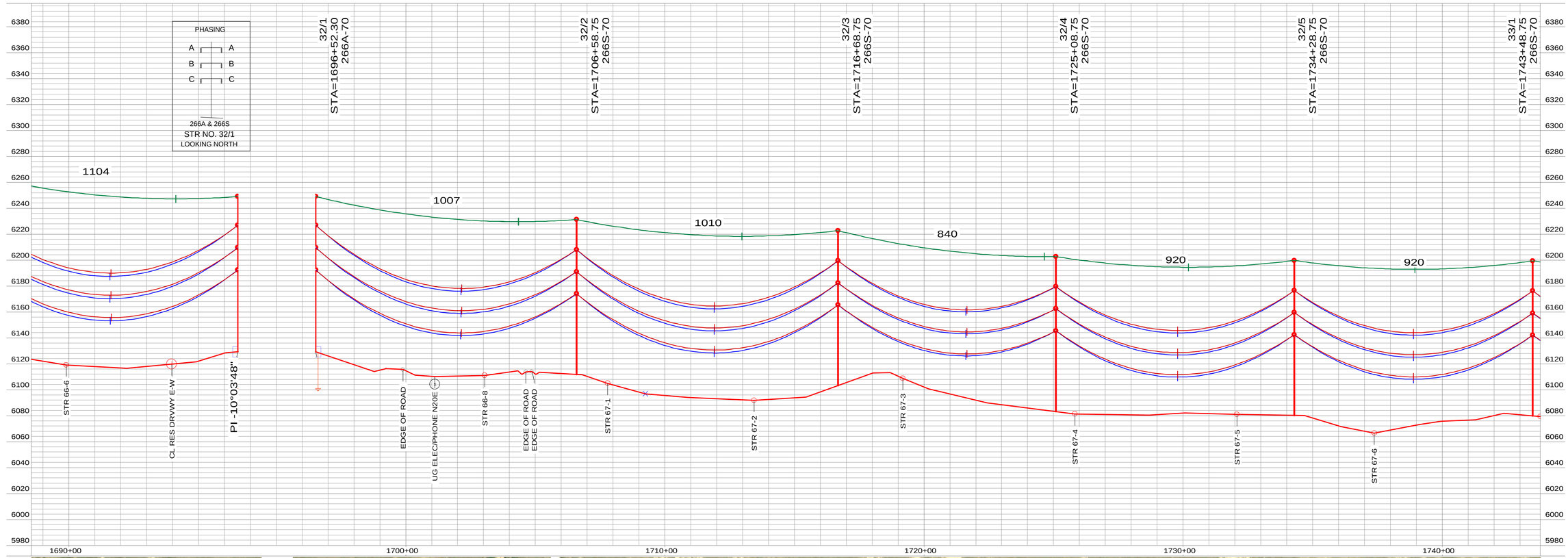
ENGINEERING
PLANNING
SURVEYING
PC

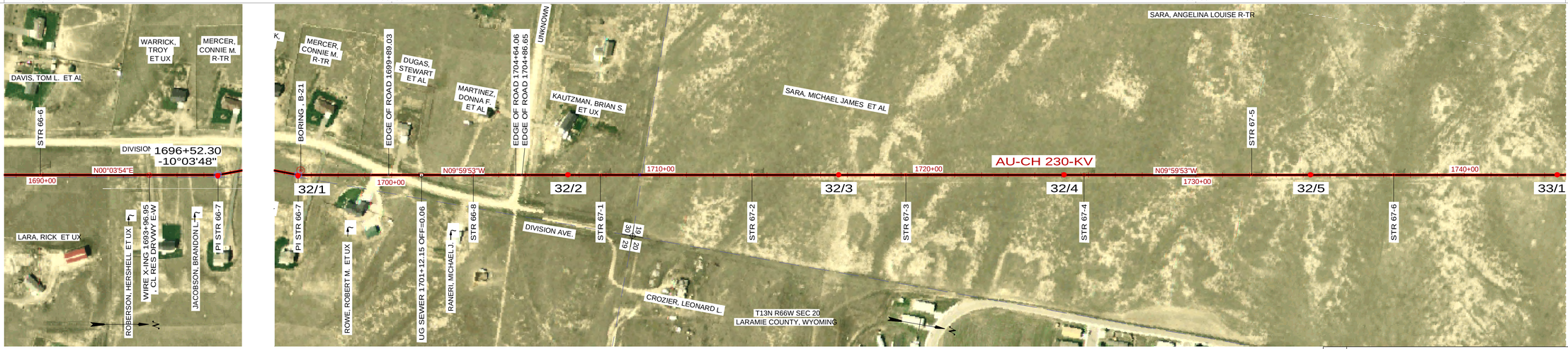
CH-OWL 115-kV
CH-TRS 230-kV

SE4SE4, Sec. 19, 13N-66W., 6th PM., Laramie County, Wyoming



8/19/2013 - S:\PROJECTS\TRANSMISSIONLINES\AULT_CHEYENNE.2006\PLSCADD\XYZ_AULT_CHEYENNE\ - AU_CH_9500





"THE AULT-CHEYENNE (AU-CH) 115-KV TRANSMISSION LINE, ALSO REFERRED TO AS CHEYENNE-RICHARDS LAKE (CH-RLK) WAS REMOVED IN 2009 TO MAKE ROOM FOR THE AULT-CHEYENNE 230-KV, AULT-OWL 115-KV AND CHEYENNE-OWL 115-KV DOUBLE CIRCUIT CONSTRUCTION".

AULT-CHEYENNE CENTERLINE

SCALE:
1"=200' HORIZONTAL
1"=40' VERTICAL

CONSTRUCTED FOR OPERATION AT 230-KV

COORDINATES AND BEARINGS ARE BASED ON THE COLORADO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD83 DATUM.
UNITS ARE US SURVEY FEET.

NESC HEAVY LOADING
COND. - 1,272 KCM, 45/7, "BITTERN"
CURVE SHOWN AT 176°F, FINAL CONDITIONS
OPGW - 0.461-INCH, 24-FIBER, CC/55/461
CURVE SHOWN AT -40°F, INITIAL CONDITIONS
OGW - 0.375-INCH, 7-STRAND EHS STEEL
CURVE SHOWN AT -40°F, INITIAL CONDITIONS
DESIGN RULING SPAN VARIES
GROUND CLEARANCE = 24 FT. MINIMUM
MAXIMUM DESIGN OPERATING TEMP. = 176°F
STRUCTURE SPOTTING BY PLS-CADD

RULING SPAN	STRUCTURE NUMBER FROM	STRUCTURE NUMBER TO	CONDUCTOR NESC TMAX	OPGW NESC TMAX
917	30/1	34/7	13429	6902

A	8-08-13 A7-KKR	CHANGED OPGW SIZE.

DESIGN REF: FILE = AU_CH_9500.XYZ

PLS

UNITED STATES DEPARTMENT OF ENERGY
WESTERN AREA POWER ADMINISTRATION
CORPORATE SERVICES OFFICE - LAKEWOOD, COLORADO

AULT-CHEYENNE
115/230-KV TRANSMISSION LINE
WYOMING
PLAN AND PROFILE
STA 1688+55 TO STA 1743+79

DESIGNED KAREN ROWE
APPROVED ROSS CLARK
ELECTRICAL ENGINEERING MANAGER

CAE	MAY 26, 2010	AU-CH	4075

Western Area Power Administration
Rocky Mountain Customer Service Region
ATTN: Carey Ashton, A7400.LV
P.O. Box 3700
Loveland, CO 80539-3003

EXHIBIT A
Page ____ of ____

NOTE: A minimum overhead clearance of at least ____ feet from the conductors must be maintained at all times.

RIGHT-OF-WAY USE APPLICATION

Date: _____ Transmission Line: _____

Description of Proposal (Narrative): _____

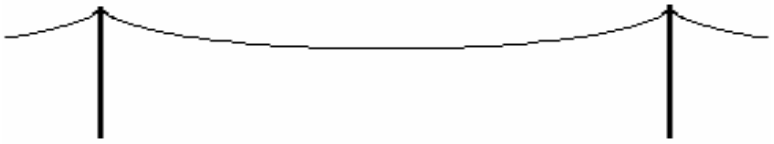
_____

Location: Section _____, Township _____, Range _____, _____ (Meridian)

County: _____, State: _____

Complete if applicable: Subdivision _____, Lot _____,
Block _____, City _____

PROFILE: Show the location, height (feet), and distance (feet) from the nearest transmission line structure.



WAPA Structure No. _____ ----->

<----- WAPA Structure No. _____

Ground Surface Ground Surface

PLAN: Show the location and dimensions (in feet) of the proposed facility in relation to the center conductor of the transmission line.

EDGE OF ROW----------EDGE OF ROW
Transmission Line Centerline
WAPA Structure No. _____ ----->
<----- WAPA Structure No. _____
Transmission Line Centerline
EDGE OF ROW----------EDGE OF ROW

North
-----+-----

Show NORTH by arrow at (+) in block at left and show approximate location in Section at right.

NW1/4	NE1/4
SW1/4	SE1/4

Attach other drawings and information as appropriate.

NOTE: Induced voltages and currents may occur on facilities constructed or placed under or near high voltage transmission lines, therefore, the Licensee shall be responsible for the protection of personnel and equipment in their design, construction, operation and maintenance of the facilities described in this application.

_____
Name: (Please Print)

_____
Signature

Company: _____
Address: _____
_____
_____
Telephone No: ( ) _____

APPENDIX H

Other

Future Land Use Plan

Black Hills Power Easements

Tract 2, Speedway Subdivision Site Plan and Agreements

Available Plats: Speedway Subdivision, Cathcart Subdivision, Bison Crossing Sixth Filing, Cheyenne Power Park

ENGINEERING
PLANNING
SURVEYING
PC

PlanCheyenne
Reflections and Progress

Future Land Use

Legend

- Planning Area Boundary
- City Boundary
- Urban Service Boundary
- StateLands
- Floodplain
- Natural/Cultural Resource Area
- Highway Corridor/Gateway

Future Land Use

- Agriculture/Rural
- Rural Residential
- Urban Transition Residential
- Urban Residential
- Mixed-use Residential
- Mixed-use Commercial
- Mixed-use Employment
- Industrial
- Central Business District
- Community Business
- Public and Quasi-Public
- Military/Federal
- Open Space and Parks
- Mixed-Use Commercial Activity Center
- Community/Regional Activity Center
- Community Park Site

Future Roadways

- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Ramp/Local Road

N

1 0.5 0 1 2 Mi.

FUTURE LAND USE

Cheyenne Area Master Plan

Laramie County Version

March 2014

CLARION - FEHR & PEERS - EPS - AVI - URBAN INTERACTIVE

RECORDED JUN 19 1947 AT 10:38 O'CLOCK A.M.

RECEPTION No. 463685 LESTER R. GOPP, Recorder

D-C-49

Right of Way Contract.

For and in consideration of the sum of $ Two Hundred fifty (250) Dollars to us in hand paid, receipt of which is hereby acknowledged, Mike Sara, ~~and~~ Angelina Sara does hereby grant to Colorado-Wyoming Gas Company its successors and assigns, the non use of a right-of-way to lay, maintain, alter, repair, operate, remove, and relay paralleled Pipe Lines for the transportation of oil and gas, and, if necessary, erect, maintain, and operate Telegraph and Telephone Lines. Said sum is acknowledged as full consideration for right-of-way, and also for damages occasioned by installing the first Line. Grantee to be responsible for damages to growing crops, occasioned by making future repairs to said line, and the laying and maintaining other lines, covering certain lands in Laramie County, State of Wyoming described as follows, to-wit:

Approximately six hundred forty (640) rods, more or less, across the East half (E.1/2) of Section twenty four (24), and the East half (E.1/2) of Section thirteen (13) to the Northeast corner of Section thirteen (13), Township thirteen (13) North; Range sixty seven (67) West of the sixth (6th) P.M. Also one hundred ninety seven (197) rods, more or less, Eastward along the North line of Section thirteen (13) beginning at the Northwest corner of said Section thirteen (13); Township thirteen (13) North; Range sixth seven (67) West of the sixth (6th) P.M.

IN WITNESS WHEREOF: The Grantor has hereunto set ~~his~~ hand and seal this 16th day of April 1947

Witness as to marks
Robert R. Lang & Co

Mike Sara (SEAL)

By his mark (SEAL)

Angelina Sara

By + her Mark

STATE OF Wyoming } ss
County of Laramie }

On this 16th day of April 1947 before me, the undersigned a Notary Public, in and for the County and State aforsaid personally appeared Mike Sara and Angelina Sara, to me known to be the identical person who executed the within and foregoing instrument, and acknowledged to me that they executed the same as their free and voluntary act and deed for the uses and purposes therein set forth.

WITNESS MY HAND and seal this 16th day of April 1947

My commission expires May 1, 1950

Robert R. Lang & Co
Notary Public.

Recorded at 2:21 o'clock P.M. JUL 2 1964

180 Reception No. 42747 Gertrude Fisk Recorder BOOK 790

THIS DEED, Made this 1st day of July in the year of our Lord one thousand nine hundred and sixty-four, between

COLORADO-WYOMING GAS COMPANY

a corporation duly organized and existing under and by virtue of the laws of the State of Delaware, of the first part, and CHEYENNE LIGHT, FUEL and POWER COMPANY, a corporation duly organized and existing under and by virtue of the laws of the State of Wyoming of the second part,

WITNESSETH, That the said party of the first part, for and in consideration of the sum of Ten Dollars and other good and valuable consideration

to the said party of the first part in hand paid by the said party of the second part, the receipt whereof is hereby confessed and acknowledged, hath remised, released, sold, conveyed and QUIT CLAIMED, and by these presents doth remise, release, sell, convey and QUIT CLAIM unto the said party of the second part, its heirs and assigns forever, all the right, title, interest, claim and demand which the said party of the first part hath in and to the following described rights of way situate, lying and being in the County of Laramie and State of Wyoming to-wit

The right of way described in that certain RIGHT OF WAY CONTRACT dated April 15, 1947 and recorded June 19, 1947 in Book 425, Page 127 of the Laramie County, Wyoming records over and across the following described property, to-wit:

Approximately one thousand one hundred fifty five rods, more or less, across all of Section seventeen (17), Section (7), the East half (E½) of Section six (6) in Township twelve (12) North; and the South half (S½) of Section thirty one (31) of Township thirteen (13) North, Range sixty six West of the sixth (6th) P.M. Also six (6) rods more or less, across the Northeast quarter (NE¼) of the Northeast Quarter (NE¼) of Section fourteen (14) of Township thirteen (13) North, Range sixty seven (67) West of the sixth (6th) P.M.

The right of way described in that certain RIGHT OF WAY CONTRACT dated April 25, 1947 and recorded June 19, 1947 in Book 425, Page 125 of the Laramie County, Wyoming records over and across the following described property, to-wit:

Approximately twenty five (25) rods, more or less, across that portion of the North half (N½) of Section thirty one (31) of Township Thirteen (13) North; Range sixty six (66) West of the sixth (6th) P.M., which lies south of the Wyoming-U.S.Highway #87 as it is currently laid out in Laramie County, Wyoming

The right of way described in that certain RIGHT OF WAY CONTRACT dated April 16, 1947 and recorded June 19, 1947 in Book 425 at page 125 of the Laramie County, Wyoming records over and across the following described property, to-wit:

Approximately five hundred (500) rods, more or less, across the North half (N½) of Section thirty one (31) and all of Section thirty (30), Township thirteen (13) North; Range sixty six (66) West of the sixth (6th) P.M.

The right of way described in that certain RIGHT OF WAY CONTRACT dated April 16, 1947 and recorded June 19, 1947 in Book 425, Page

126 of the Laramie County, Wyoming records over and across the following described property, to-wit:

Approximately six hundred forty (640) rods, more or less, across the East half (E½) of Section twenty four (24), and the East half (E½) of Section thirteen (13), to the Northeast corner of Section thirteen (13), Township thirteen (13) North, Range sixty seven (67) West of the sixth (6th) P.M. Also one hundred ninety seven (197) rods, more or less, Eastward along the North line of Section thirteen (13) beginning at the Northwest corner of said Section thirteen (13), Township thirteen (13) North, Range sixty seven (67) West of the sixth (6th) P.M.

The right of way described in that certain RIGHT OF WAY CONTRACT dated March 6, 1953 and recorded March 25, 1953 in Book 534, Page 123 of the Laramie County, Wyoming records over and across the following described property, to-wit:

Beginning at the Southeast corner of the SW¼ on the South line of Section 12, Township 13 North, Range 67 West, Laramie County, Wyoming; thence West 3 rods; thence North 320 rods; thence East 3 rods; thence South 320 rods to point of beginning.

The right of way described in that certain RIGHT OF WAY CONTRACT dated March 31, 1953 and recorded July 11, 1956 in Book 596, Page 585 of the Laramie County, Wyoming records over and across the following described property, to-wit:

Beginning at a point which is six hundred seventy (670) feet, more or less, south and twenty-five (25) feet, more or less, west of the center of section one (1), Township Thirteen (13) north, Range sixty-seven (67) west, thence South a distance of one thousand nine hundred and seventy (1,970) feet more or less across the Southwest quarter (SW¼) of Section One (1) Township Thirteen (13) North, Range Sixty-seven (67) west where the pipeline leaves the said land owned by the County of Laramie, State of Wyoming. Said right of way to be two feet (2') in width, granting also the right to grantee of ingress and egress over an area 3 rods in width, 1 1/2 rods on each side of said right of way.

The right of way described in that certain RIGHT OF WAY CONTRACT dated May 9, 1951 and recorded May 16, 1951 in Book 500, Page 180 of the Laramie County, Wyoming records over and across the following described property, to-wit:

Beginning at a point which is six hundred seventy (670) feet, more or less, south and twenty-five (25) feet, more or less, west of the center of section one (1), Township Thirteen (13) north, Range sixty-seven (67) west, thence northwesterly a distance of one hundred fifty (150) feet, more or less, where the pipeline leaves the land owned by the County of Laramie, State of Wyoming. Said right-of-way to be three (3) rods in width.

The right of way described in that certain AGREEMENT dated July 13, 1951 and recorded November 7, 1951 in Book 502, Page 435 of the Laramie County, Wyoming records over and across the following described property, to-wit:

Across the right of way and under the tracks of the Union Pacific Railroad Company at a point 47.6 feet distant (when measured along the center line of the Railroad Company's westbound main track) westerly of the north and south line of Section 1, Township 13 North, Range 67 West of the 6th P.M., near Cheyenne, Laramie County, Wyoming.

TO HAVE AND TO HOLD the same, together with all and singular the appurtenances and privileges thereunto belonging, or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever, of the said party of the first part, either in law or equity, to the only proper use, benefit and behoof of the said party of the second part, its heirs and assigns forever.

IN WITNESS WHEREOF, The said party of the first part hath caused its corporate name to be hereunto subscribed by its Vice President, and its corporate seal to be hereunto affixed, attested by its Secretary, the day and year first above written.

COLORADO-WYOMING GAS COMPANY

By Donald J. Miller Vice President

Attest:

L. A. Laudel Secretary

STATE OF COLORADO,
City and County of Denver } ss.

The foregoing instrument was acknowledged before me this 1st day of July 19 64 by Donald J. Miller as Vice President and L. A. Laudel as Secretary of Colorado-Wyoming Gas Company a corporation.

My notarial commission expires February 13, 1965

Witness my hand and official seal.

E. J. Lanahan Notary Public

APPROVED FOR EXECUTION
LEE, BRYANS, KELLY & STANSFIELD
ATTORNEYS
By 7/1/64

BOOK 790 RECORDED JUL 2 1964 AT 2:21 P.M. O'CLOCK 183

RECEPTION NO. 42718 LESTER R. GOPP, Recorder

WARRANTY DEED

THIS INDENTURE, made the 1st day of July, 1964, by and between COLORADO-WYOMING GAS COMPANY, a corporation duly organized and existing under and by virtue of the laws of the State of Delaware, the "Grantor", and CHEYENNE LIGHT, FUEL and POWER COMPANY, a corporation duly organized and existing under and by virtue of the laws of the State of Wyoming, the "Grantee";

W I T N E S S E T H:

That the Grantor, for and in consideration of the sum of Ten Dollars and other good and valuable consideration in hand paid, the receipt whereof is hereby acknowledged, does, by these presents, grant, bargain, sell convey and warrant unto the said Grantee, all that certain tract, lot, piece, and parcel of land situated in the County of Laramie, State of Wyoming, and described as follows, to-wit:

That portion of the Northeast Quarter of Section 13, Township 13 North, Range 67 West of the 6th P.M. in Laramie County, Wyoming, bounded as follows: Beginning at a point at the Northeast corner of said Section 13, running thence West along the North line of said Section 13, a distance of 125 feet; thence south at right angles to the said North line of section 13, a distance of 350 feet; thence east and parallel to said North line of Section 13, a distance of 125 feet; thence north and at right angles to said North line of Section 13, a distance of 350 feet to the point of beginning.



A part of Tract "A", Block 6, Beverly Hills Subdivision, Filing No. 1, being a part of Section 31, Township 13 North, Range 66 West of the 6th P.M., Laramie County, Wyoming, described as follows: Beginning at the Southwest corner of said Tract "A", thence Easterly, along the Southerly line of said Tract "A", a distance of 50.0 feet; thence on an angle to the left of 90 degrees and parallel to the West line of said Tract "A" a distance of 50.0 feet; thence on an angle to the left of 90 degrees and parallel to the South line of said Tract "A" a distance of 50.0 feet to a point on the West line of said Tract "A"; thence Southerly along the West line of said Tract "A" a distance of 50.0 feet to the true point of beginning, said parcel of land being 50.0 feet wide and 50.0 feet long.

Except easements, restrictions and covenants of record and all mineral rights previously reserved.

IN WITNESS WHEREOF, the Grantor has caused its corporate seal to be hereunto affixed, and these presents to be signed by its duly authorized officer, the day and year first above written.

COLORADO-WYOMING GAS COMPANY

By _____
Vice President

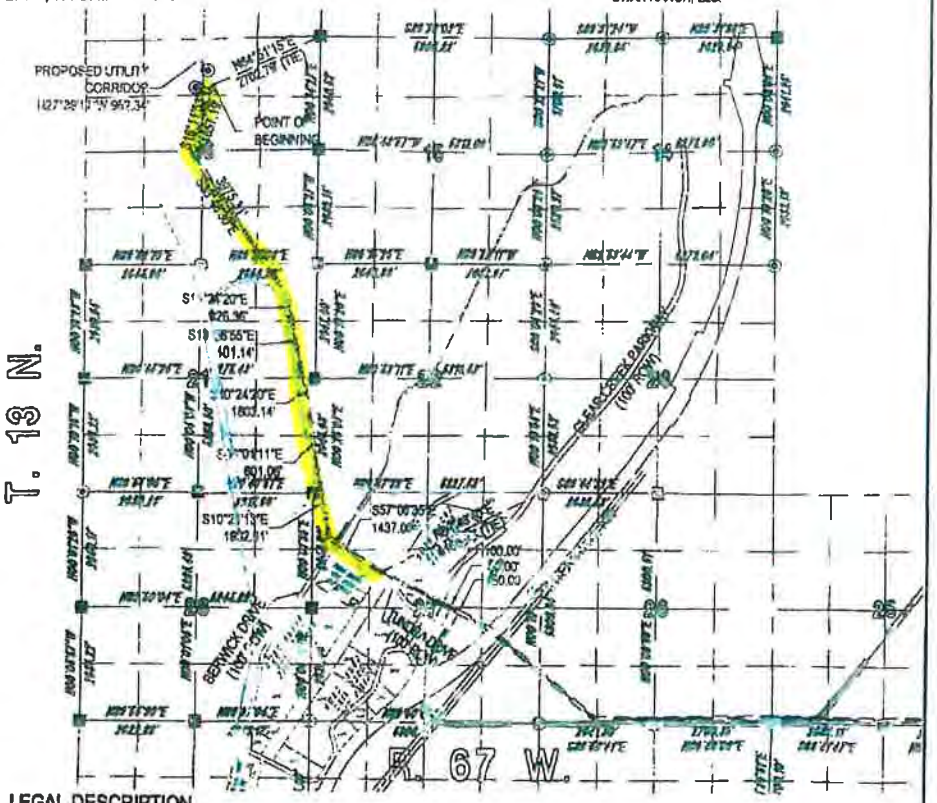
ATTEST:

12,734.01' = 771.76 rods

EASEMENT EXHIBIT A

GRANTEE:
CHEYENNE LIGHT FUEL AND POWER
P.O. BOX 1409
CHEYENNE, WYOMING 82003

LOCATION PLAT
SECTIONS 16, 21, 22 & 27, T. 13 N., R. 67 W. 6th PRINCIPAL MERIDIAN,
LARAMIE COUNTY, WYOMING.
GRANTOR:
SWAN RANCH, LLC.



LEGAL DESCRIPTION

DESCRIPTION OF A 100 FOOT WIDE POWER AND GAS LINE EASEMENT BEING SITUATED IN SECTIONS 16, 21, 22, AND 27 TOWNSHIP 13 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN, LARAMIE COUNTY, WYOMING, SAID EASEMENT LYING 50 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE;

BEGINNING AT A POINT FROM WHICH THE NORTHEAST CORNER OF SAID SECTION 16 BEARS N64°51'15"E A DISTANCE OF 2702.79 FEET AND BEING ON THE SOUTHERLY RIGHT OF WAY OF THE UNION PACIFIC RAILROAD; THENCE S16°11'53"E A DISTANCE OF 1657.19 FEET TO A POINT; THENCE S33°48'30"E A DISTANCE OF 3975.31 FEET TO A POINT; THENCE S10°24'20"E A DISTANCE OF 926.36 FEET TO A POINT; THENCE S13°56'55"E A DISTANCE OF 401.14 FEET TO A POINT; THENCE S10°24'20"E A DISTANCE OF 1803.14 FEET TO A POINT; THENCE S08°01'11"E A DISTANCE OF 601.06 FEET TO A POINT; THENCE S10°24'13"E A DISTANCE OF 1932.81 FEET TO A POINT; THENCE S57°06'35"E A DISTANCE OF 1437.00 FEET TO A POINT IN COMMON WITH THE WEST BOUNDARY OF LOT 2, BLOCK 1, SWAN RANCH 1ST FILING, FROM WHICH THE NORTHEAST CORNER OF SAID SECTION 27 BEARS N63°48'40"E A DISTANCE OF 4158.92 FEET.

SAID EASEMENT CONTAINS 29.23 ACRES MORE OR LESS.

0 3000' 6000'

BASIS OF BEARINGS

CITY OF CHEYENNE CONTROL NETWORK UTILIZING CONTROL POINTS NOB HILL, PHIPPEN AND CLEAR CREEK (GROUND).

Professional Engineer (Civil) & Land Surveyor
BRUCE H. PERRIMAN
5488
Date
5/11/12
WYOMING

LEGEND
- △ DENOTES SURVEY CONTROL POINT
- ◉ DENOTES FOUND ALUMINUM CAP
- ⊛ DENOTES FOUND BRASS CAP
- ■ DENOTES FOUND ORIGINAL STONE
- ⊡ DENOTES FOUND WYDOT RIGHT OF WAY MONUMENT
- ⊘ DENOTES FOUND IRON PIPE
- ○ DENOTES SET ALUMINUM CAP
- ⊕ DENOTES BENCH MARK
- DENOTES PUBLIC LAND SURVEY MEASUREMENTS

EXHIBIT 'A'
PAGE 1 OF 1
DATE: 3-28-12

vi p.c. engineering planning surveying
PHONE (307) 637-4007
604 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009

P:\3322\planning\Easements\EASEMENT EXHIBITS-3.dwg May 15, 2012 - 9:47am Steve

1356.13' = 82.19 Rods ✓

EASEMENT EXHIBIT B

GRANTEE:
CHEYENNE LIGHT FUEL AND POWER
P.O. BOX 1408
CHEYENNE, WYOMING 82003

LOCATION PLAT
E 1/2 SECTION 27, T. 13 N., R. 67 W. 6th PRINCIPAL MERIDIAN, LARAMIE COUNTY, WYOMING

GRANTOR:
CLEAR CREEK LAND CO. LLC



LEGAL DESCRIPTION

DESCRIPTION OF A 100 FOOT WIDE POWER EASEMENT BEING SITUATED IN THE EAST ONE-HALF OF SECTION 27, TOWNSHIP 13 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN, LARAMIE COUNTY, WYOMING, SAID EASEMENT LYING 50 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE;

BEGINNING AT A POINT ON THE EAST RIGHT OF WAY LINE OF CLEAR CREEK PARKWAY FROM WHICH THE NORTHEAST CORNER OF SAID SECTION 27 BEARS N44°16'10"E A DISTANCE OF 3485.14 FEET; THENCE S83°22'44"E A DISTANCE OF 1356.13 FEET TO A POINT OF INTERSECTION WITH THE WEST RIGHT OF WAY LINE OF INTERSTATE HIGHWAY 25 SAID POINT LAYS S21°28'04"W A DISTANCE OF 3334.58 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 27.

SAID EASEMENT CONTAINS 3.11 ACRES MORE OR LESS.

BASIS OF BEARINGS

CITY OF CHEYENNE CONTROL NETWORK UTILIZING CONTROL POINTS NOB HILL, PHIPPEN AND CLEAR CREEK (GROUND).

0 1000' 2000'

LEGEND
- △ DENOTES SURVEY CONTROL POINT
- ● DENOTES FOUND ALUMINUM CAP
- ⊕ DENOTES FOUND BRASS CAP
- ■ DENOTES FOUND ORIGINAL STONE
- ⊡ DENOTES FOUND WYDOT RIGHT OF WAY MONUMENT
- ⊖ DENOTES FOUND IRON PIPE
- ○ DENOTES SET ALUMINUM CAP
- ⊕ DENOTES BENCH MARK

Professional Engineer (Civil) & Land Surveyor
BRUCE H. PERRYMAN
5488
Date
WYOMING

EXHIBIT B
PAGE 1 OF 1
DATE: 2/3/12

engineering planning surveying

1040.99' = 63.09 Rods ✓

EASEMENT EXHIBIT A

GRANTEE:
CHEYENNE LIGHT FUEL AND POWER
P.O. BOX 1409
CHEYENNE, WYOMING 82003

LOCATION PLAT
N 1/2 SECTION 27, T. 13 N., R. 67 W. 6th PRINCIPAL MERIDIAN, LARAMIE COUNTY, WYOMING.

GRANTOR:
CLEAR CREEK LAND CO., LLC.



LEGAL DESCRIPTION

DESCRIPTION OF A 100 FOOT WIDE POWER AND GAS LINE EASEMENT BEING SITUATED IN LOT 2, BLOCK 1, SWAN RANCH RAIL PARK FOURTH FILING A SUBDIVISION IN THE NORTH ONE-HALF OF SECTION 27, TOWNSHIP 13 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN, LARAMIE COUNTY, WYOMING, SAID EASEMENT LYING 50 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE;

BEGINNING AT A POINT FROM WHICH THE NORTHEAST CORNER OF SAID SECTION 27 BEARS N60°21'45"E A DISTANCE OF 3993.86 FEET AND LAYS ON THE WEST LINE OF SAID LOT 2, BLOCK 1, SWAN RANCH FOURTH FILING ; THENCE S63°22'44"E A DISTANCE OF 1040.99 FEET TO A POINT OF INTERSECTION WITH THE WEST RIGHT OF WAY LINE OF CLEAR CREEK PARKWAY AND THE WEST LINE OF SAID LOT 2, BLOCK 1, SWAN RANCH FOURTH FILING SAID POINT LAYS S48°08'26"W A DISTANCE OF 3523.63 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 27.

SAID EASEMENT CONTAINS 2.39 ACRES MORE OR LESS.

0 1000' 2000'

BASIS OF BEARINGS

CITY OF CHEYENNE CONTROL NETWORK UTILIZING CONTROL POINTS NOB HILL, PHIPPEN AND CLEAR CREEK (GROUND).

Professional Engineer (Civil) & Land Surveyor
BRUCE H. PERRYMAN
5488
WYOMING
Date 5/21/12

LEGEND
- △ DENOTES SURVEY CONTROL POINT
- ● DENOTES FOUND ALUMINUM CAP
- ⊕ DENOTES FOUND BRASS CAP
- ■ DENOTES FOUND ORIGINAL STONE
- □ DENOTES FOUND WYDOT RIGHT OF WAY MONUMENT
- ⊘ DENOTES FOUND IRON PIPE
- ○ DENOTES SET ALUMINUM CAP
- ⊕ DENOTES BENCH MARK

EXHIBIT 'A'
PAGE 1 OF 1
DATE: 2/3/12

engineering planning surveying p.c.
PHONE (307) 637-6337
1908 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009

H:\339\planning\Easements\EASEMENT EXHIBITS.dwg May 15, 2012 - 9:54am Steve

301.59' = 18.28 RODS ✓

EASEMENT EXHIBIT A

GRANTEE:
CHEYENNE LIGHT FUEL AND POWER
P.O. BOX 1409
CHEYENNE, WYOMING 82003

LOCATION PLAT
NW 1/4 SECTION 27, T. 13 N., R. 67 W. 6th PRINCIPAL MERIDIAN, LARAMIE COUNTY, WYOMING

GRANTOR:
CLH, LLC



LEGAL DESCRIPTION

DESCRIPTION OF A 100 FOOT WIDE POWER AND GAS LINE EASEMENT BEING SITUATED IN LOT 1, BLOCK 2, SWAN RANCH RAIL PARK FIRST FILING A SUBDIVISION IN THE NORTHWEST ONE-QUARTER OF SECTION 27, TOWNSHIP 13 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN, LARAMIE COUNTY, WYOMING, SAID EASEMENT LYING 50 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE;

BEGINNING AT A POINT FROM WHICH THE NORTHWEST CORNER OF SAID SECTION 27 BEARS N41°04'03"W A DISTANCE OF 2414.96 FEET SAID POINT ALSO BEING ON THE WESTERLY LINE OF SAID LOT 1, BLOCK 2, SWAN RANCH RAIL PARK FIRST FILING AND IS 70.00 FEET NORTHEASTERLY OF THE NORTHERLY RIGHT OF WAY LINE OF TUNDRA DRIVE AS MEASURED PERPENDICULAR WITH SAID NORTHERLY RIGHT OF WAY LINE; THENCE S63°22'44"W A DISTANCE OF 301.59 FEET TO A POINT OF INTERSECTION WITH THE EAST LINE OF SAID LOT 1, BLOCK 2, SWAN RANCH RAIL PARK FIRST FILING SAID POINT LAYS S60°21'45"W A DISTANCE OF 3993.86 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 27.

SAID EASEMENT CONTAINS 0.69 ACRES MORE OR LESS.

Professional Engineer (Civil) & Land Surveyor
BRUCE H. PERRIN
5486
WYOMING
5/21/12

0 1000' 2000'

BASIS OF BEARINGS

CITY OF CHEYENNE CONTROL NETWORK UTILIZING CONTROL POINTS NOB HILL, PHIPPEN AND CLEAR CREEK (GROUND).

LEGEND
- △ DENOTES SURVEY CONTROL POINT
- ● DENOTES FOUND ALUMINUM CAP
- ⊕ DENOTES FOUND BRASS CAP
- ■ DENOTES FOUND ORIGINAL STONE
- ⊡ DENOTES FOUND WYDOT RIGHT OF WAY MONUMENT
- ⊘ DENOTES FOUND IRON PIPE
- ⊙ DENOTES SET ALUMINUM CAP
- ⊕ DENOTES BENCH MARK

EXHIBIT 'A'
PAGE 1 OF 1
DATE: 2/3/12

engineering planning surveying p.c.

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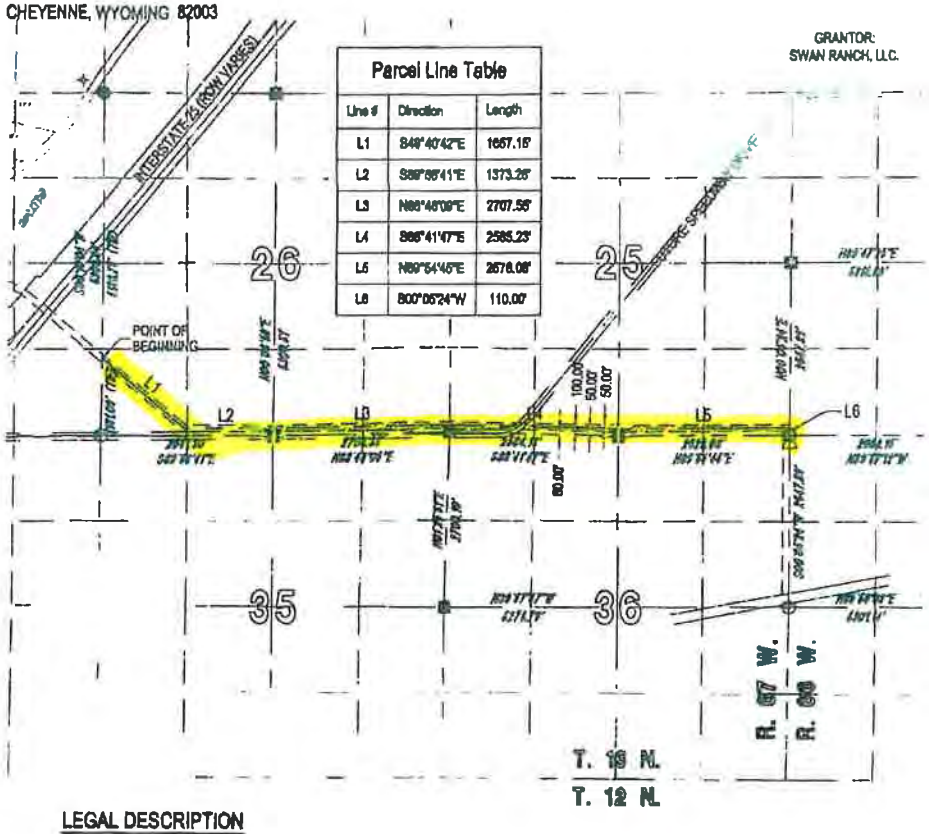
11011.27 FT = 667.35 RODS ✓

EASEMENT EXHIBIT B

GRANTEE:
CHEYENNE LIGHT FUEL AND POWER
P.O. BOX 1409
CHEYENNE, WYOMING 82003

LOCATION PLAT
S 1/2 SECTION 25, T. 13 N., R. 67 W. 6th PRINCIPAL MERIDIAN, LARAMIE COUNTY, WYOMING.
S 1/2 SECTION 26, T. 13 N., R. 67 W. 6th PRINCIPAL MERIDIAN, LARAMIE COUNTY, WYOMING.

GRANTOR:
SWAN RANCH, LLC.



Parcel Line Table		
Line #	Direction	Length
L1	S49°40'42"E	1657.15'
L2	S89°56'41"E	1373.26'
L3	N88°46'09"E	2707.55'
L4	S88°41'47"E	2585.23'
L5	N89°54'45"E	2578.08'
L6	S00°05'24"W	110.00'

LEGAL DESCRIPTION

DESCRIPTION OF A 100 FOOT WIDE POWER EASEMENT BEING SITUATED IN THE SOUTH ONE-HALF OF SECTIONS 25 AND 26, TOWNSHIP 13 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN, LARAMIE COUNTY, WYOMING, SAID EASEMENT LYING 50 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE;

BEGINNING AT A POINT ON THE WEST LINE OF SAID SECTION 26 FROM WHICH THE SOUTHWEST CORNER OF SAID SECTION 26 BEARS S00°10'04"W A DISTANCE OF 1181.09 FEET; THENCE S49°40'42"E A DISTANCE OF 1657.15 FEET TO A POINT THAT LAYS 110 FEET NORTH OF THE SOUTH LINE OF SAID SECTION 26 AS MEASURED PERPENDICULARLY TO SAID SOUTH LINE; THENCE PARALLEL WITH AND 110 FEET NORTH OF AS MEASURED PERPENDICULAR WITH THE SOUTH LINES OF SAID SECTIONS 26 AND 25 THE FOLLOWING COURSES AND DISTANCES;

S89°56'41"E A DISTANCE OF 1373.26 FEET;
N88°46'09"E A DISTANCE OF 2707.55 FEET;
S88°41'47"E A DISTANCE OF 2585.23 FEET;
N89°54'45"E A DISTANCE OF 2578.08 FEET TO A POINT THAT LAYS 50.00 FEET WEST OF THE EAST LINE OF SAID SECTION 25 AS MEASURE PERPENDICULAR TO SAID EAST LINE;

THENCE S00°05'24"W A DISTANCE OF 110.00 FEET TO A POINT OF INTERSECTION WITH THE SOUTH LINE OF SAID SECTION 25.

SAID EASEMENT CONTAINS 25.28 ACRES MORE OR LESS.

BASIS OF BEARINGS

CITY OF CHEYENNE CONTROL NETWORK UTILIZING CONTROL POINTS NOB HILL, PHIPPEN AND CLEAR CREEK (GROUND).

0 2000' 4000'

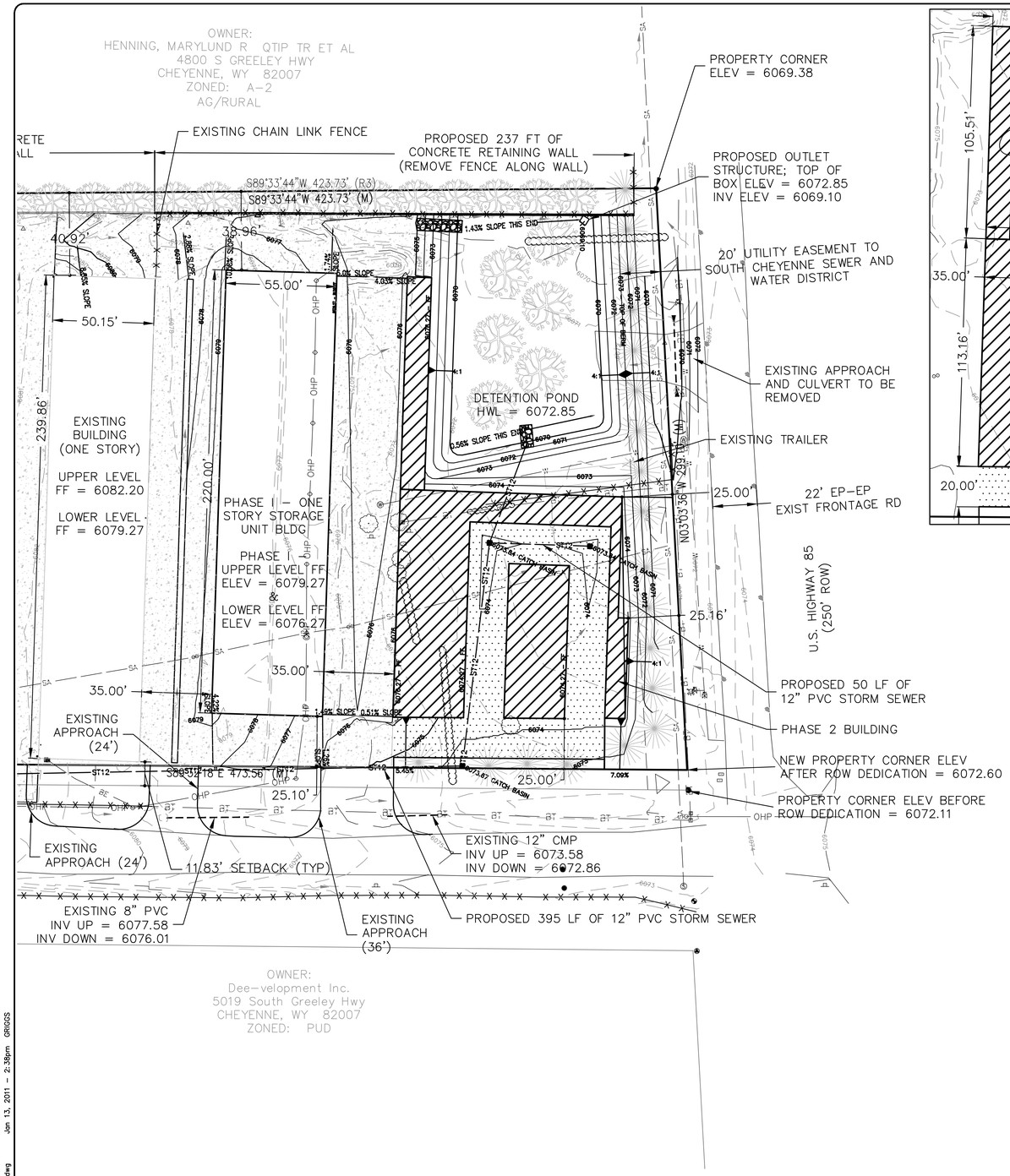
LEGEND
- △ DENOTES SURVEY CONTROL POINT
- ● DENOTES FOUND ALUMINUM CAP
- ⊙ DENOTES FOUND BRASS CAP
- ■ DENOTES FOUND ORIGINAL STONE
- ⊡ DENOTES FOUND WYDOT RIGHT OF WAY MONUMENT
- ⊕ DENOTES FOUND IRON PIPE
- ○ DENOTES SET ALUMINUM CAP
- ⊕ DENOTES BENCH MARK
- DENOTES PUBLIC LAND SURVEY MEASUREMENTS

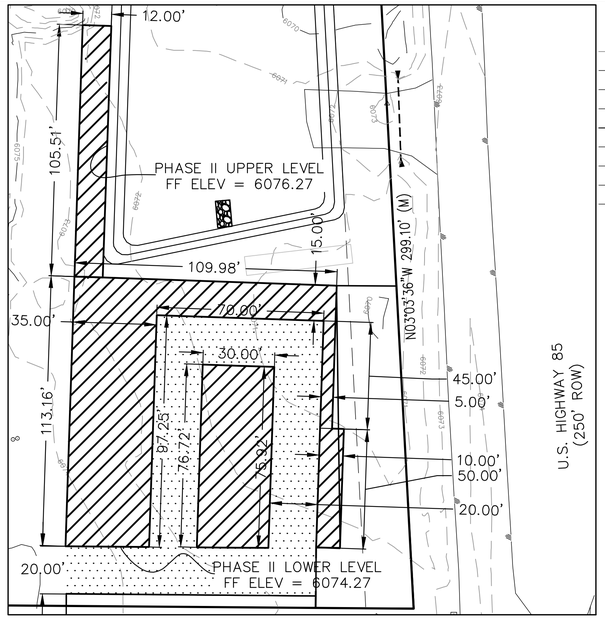
Professional Engineer (Civil) & Land Surveyor
BRUCE H. PERRYMAN
5488
WYOMING
5/21/12

EXHIBIT 'B'
PAGE 1 OF 1
DATE: 2/16/12

avi p.c. engineering planning surveying
PHONE (307) 632-4007
1101 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009

P:\2011\planning\Easements\EASEMENT EXHIBITS-1.dwg May 21, 2012 - 3:14pm Steve





PHASE II BUILDING DIMENSIONS DETAIL
(1" = 30')

LEGEND

- EXISTING CONTOURS (1 FT INTERVALS)
- EXISTING INDEX CONTOURS (5 FT INTERVALS)
- EDGE OF PAVEMENT
- EDGE OF DIRT ROAD
- FENCE LINE (CHAINLINK)
- EXISTING SANITARY SEWER LINE
- EXISTING WATER MAIN
- EXISTING BURIED TELEPHONE LINE
- EXISTING OVERHEAD POWER LINE
- EXISTING CULVERTS
- EXISTING SHRUB LINE
- EXISTING TREES
- EXISTING SHRUB
- EXISTING INLET
- EXISTING WATER MANHOLE
- EXISTING SAN SEW CLEANOUTS
- EXISTING POWER POLE
- EXISTING GUY WIRE
- EXISTING TELEPHONE / TV PEDESTALS
- FOUND IRON PIPE
- FOUND ALUMINUM CAP PLS 555
- SURVEY CONTROL POINT
- FOUND BRASS CAP PLS 519
- FOUND DMH PEPLS 558
- SET ALUMINUM CAP AVI PC WY PLS 555
- EXISTING ELECTRIC BOX
- EXISTING ELECTRIC METER
- EXISTING MAILBOX
- EXISTING SINGLE POST SIGN
- EXISTING FIRE HYDRANT ASSEMBLY
- EXISTING GUARDPOSTS
- EXISTING SANITARY SEWER MANHOLE
- EXISTING CONCRETE
- EXISTING DRAINAGE ARROWS / FLOW DIRECTION
- PROPOSED STREET TREES
- PROPOSED INTERIOR TREES
- PROPOSED NEW CONCRETE
- PROPOSED RIPRAP (D50 = 12")

DETENTION POND & LANDSCAPE NOTE:

- THE DETENTION POND WAS SIZED WITH THE FACT THAT THE ENTIRE SITE (PHASE I & II COMBINED - 2.93 AC) WOULD CONSIST OF 85% IMPERVIOUS AREA AND 15% LANDSCAPE AREA, WHEN IN ACTUALITY THE SITES FULL BUILDOUT WILL CONSIST OF 75% IMPERVIOUS AREA AND 25% LANDSCAPE AREA.
- LANDSCAPING CALCULATIONS WERE DESIGNED FOR FULL BUILDOUT IN PHASE I.

COMPUTATION TABLE

TOTAL SITE AREA - 127,686.5 SF = 2.931 AC. *
EXISTING BUILDING AREA - 24,030.04 SF = 0.552 AC.
PHASE I BUILDING AREA - 12,100 SF = 0.278 AC
PROPOSED PHASE II BUILDING AREA - 9,347.5 SF = 0.215 AC
PROPOSED PHASE II TOTAL IMPERVIOUS AREA - 15,906 SF = 0.365 AC
PARKING SPACES - N/A
HANDICAP SPACES - N/A
TRIPS PER DAY - 10
CURRENT ZONING - CB
PROPOSED ZONING - CB

* - AREA AFTER 10 FT ROW DEDICATION

LANDSCAPE CALCULATIONS:

TOTAL SITE AREA = 2.931 AC = 127,686.5 SF x 15% = 19,153 / 500 = 38.3

= 39 INTERIOR TREES REQUIRED

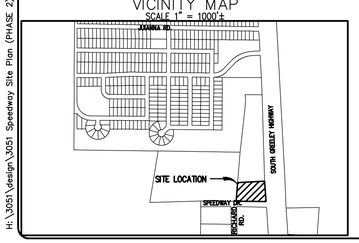
-19 STREET TREES PROVIDED
-1 TREE PER 20 FT ALONG S GREELEY HWY = 14 STREET TREES.
-1 TREE PER 20 FT ALONG HIGH PLAINS RD = 4 STREET TREES.

1.5" DIAMETER STREET TREES SHALL CONSIST OF:
(MAPLE AMUR: 20' HEIGHT, 20' CROWN SPREAD, 5' GROUND DIAMETER; MAPLE TATARIAN: 25' HEIGHT, 20' CROWN SPREAD, 5' GROUND DIA.; PEAR 'PRAIRIE GEM': 25' HEIGHT, 20' CROWN SPREAD, 5' GROUND DIA; AND PRINCESS KAY PLUM: 15' HEIGHT, 15' CROWN SPREAD, 5' GROUND DIA.)

INTERIOR TREES
-INTERIOR TREES MAY BE ANY OF THE STREET TREES PLUS:
(PEAR 'USSURIAN': 25' HEIGHT, 25' CROWN SPREAD;
HAWTHORN, DOWNY: 25' HEIGHT, 25' CROWN SPREAD)
= 40 INTERIOR TREES PROVIDED
*ANY EXISTING TREES SAVED WILL COUNT TOWARDS INTERIOR TREES.
*NO MORE THAN 14 OF ANY TREE ON THE SITE.
*TREES ARE GENERALLY LOCATED.

GROUND COVER
-GROUNDCOVER GRASSES TO BE SEEDING WITHIN SITE

VICINITY MAP
SCALE 1" = 1000'±



NOTES:

-LANDSCAPING ELEMENTS WERE SELECTED WITH THE INTENTION OF NO IRRIGATION SYSTEM BEING USED.
-SIGN DETAILS TO BE SUBMITTED BY OTHERS (WITH BUILDING PERMIT).
-SURVEYOR SHALL VERIFY PROPERTY CORNER ELEVATIONS BEFORE CONSTRUCTION BEGINS.
-ALL CONSTRUCTION SHALL CONFORM WITH AMERICAN PUBLIC WORKS ASSOCIATION (AWPA) STANDARDS AND SPECIFICATIONS AND AMENDMENTS TO DATE.
-UTILITY INFORMATION INDICATED IS BASED ON INFORMATION PROVIDED BY OTHERS AND REPRESENTS APPROXIMATE LOCATIONS. THE CONTRACTOR SHALL BE REQUIRED TO POTHOLE UTILITIES FOR ELEVATION VERIFICATION AT DESIGNATED LOCATIONS AS DIRECTED BY THE ENGINEER PRIOR TO START OF CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REQUESTING UTILITY LOCATES AND ARRANGE FOR A REPRESENTATIVE OF THE UTILITY TO BE PRESENT IF THE CONTRACTOR'S OPERATIONS ARE IN CLOSE PROXIMITY TO ANY LINES IN THEIR EXISTING OR RELOCATED POSITION WHICH COULD CREATE A HAZARDOUS CONDITION.
-NO SITE "SCREENING" IS PROPOSED FOR THIS SITE.

GRAPHIC SCALE

30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

PHASE II SITE PLAN & LANDSCAPE PLAN FOR SPEEDWAY SUBDIVISION

TRACT 2 OF THE SPEEDWAY SUBDIVISION
A PORTION OF SECTION 20, TOWNSHIP 13 NORTH,
RANGE 66 WEST, OF THE 6TH P.M.
LARAMIE COUNTY, WYOMING
PREPARED SEPTEMBER 2009

NO.	REVISION	DATE

PREPARED FOR:
RANDOLPH S. AND DEBORAH M. MILAN
1402 CATALPA COURT
FORT COLLINS, CO 80521

PROJECT:
SPEEDWAY SUBDIVISION (TRACT 2)

DRAWING TITLE:
PHASE II SITE PLAN & LANDSCAPE PLAN

PRELIMINARY PLAN
NOT FOR CONSTRUCTION
these plans are for review only and not to be used for the construction of any improvements either public or private.
AVI pc accepts no liability for any unauthorized use of these plans

avi p.c.
engineering planning surveying
PHONE (307) 637-9097
1103 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009

DESIGNED BY:	DRAWN BY:
BE/JJG	CRJ/JJG
CHECKED BY:	DATE:
BE	DEC 2010

JOB NO.: 2-3051.09

DRAWING NO. 1 OF 1

H:\3051\design\3051 Speedway Site Plan (PHASE 2).dwg Jan 13, 2011 - 2:38pm GRIGGS

Historic County Courthouse



LARAMIE COUNTY
PLANNING AND DEVELOPMENT OFFICE

Planning • Zoning • Building Permit • Mapping

As owner off Tract 2, Speedway Subdivision, Laramie County, WY I agree to the terms and conditions of approval for the Speedway Subdivision Site Plan listed below.

1. A Certificate of Compliance from this office must be issued prior to opening for operation.
2. Drainage/Detention Improvements must be completed in Phase I.
3. Prior to issuance of a Certificate of Compliance, certification by a Wyoming-licensed engineer that drainage improvements have been installed in accordance with approved plans must be submitted to the Planning and Development Office.
4. All storage uses on the property must be conducted entirely within the existing and proposed buildings shown on the site plan.
5. Access as shown on the site plan does not meet County standards. Due to the limited traffic on High Plains Road at the time of site plan approval, access as shown will be temporarily approved. The owner is responsible for closing access/bringing the site access into conformance with County standards at such time as the County determines that a change is required due to safety issues or when the County plans to construct High Plains Road.
6. An amended site plan showing screened trash containment shall be submitted prior to issuance of a Certificate of Completion.

Date: 10/26/09

X _____

Randy Milan, Owner, Tract 2, Speedway Subdivision, Laramie County, WY.

LARAMIE COUNTY
OCT 27 2009
PLANNING & DEVELOPMENT OFFICE

310 West 19th Street • Suite 400 • Cheyenne, Wyoming 82001
(307) 633-4303 Fax (307) 633-4519
planning@laramiecounty.com

LARAMIE COUNTY PLANNING & DEVELOPMENT OFFICE
310 W 19TH ST, SUITE 400 CHEYENNE WY 82001
PHONE: 307-633-4303 FAX: 307-633-4519

Comment Request

To: Planning Office

Request	Review and Comment	Case # PZ-09-01079
Purpose	Site Plan	
Project Name	Speedway Subdivision	
Due Date	**October 9, 2009**	

Applicant Name	AVI, PC
Phone	(307) 637-6017
Address	1103 Old Town Lane, #101, Cheyenne, WY 82009

Project Location	A portion of Section 20, T. 13 N., R. 66 W. located at 4810 S. Greeley Highway, Laramie County, WY.

This development action is forwarded for your review. Please submit comments before the "Due Date" noted above. COMMENTS NOT RECEIVED BY THE "DUE DATE" WILL NOT BE PUT FORWARD AS PART OF THIS DEVELOPMENT ACTION. Please send any comments you may have directly to our office as addressed at the top of this sheet and to the applicant as appropriate (listed above).

Comments: (please cite applicable regulation source with comments)
do the 4 different approaches all of what is expected to become a busy thoroughfare reasonable in this space?

( ) No Comments ( ) Comments Above ( ) Comments Attached

Reviewer: _____ Signature: _____

Phone: _____ Date: _____

Scheduled Meeting and Dates:

County Commissioners: _____ County Planning Commission: _____

BenchMark
ENGINEERS, PC
Quality minded, community spirited.

October 9, 2009

Mr. Gary Kranse
Laramie County Planner
310 West 19th Street
Cheyenne, WY 82001

Re: Speedway Subdivision
Site Plan & Drainage Study Review

Dear Gary,

We have reviewed the documents submitted for the above referenced project, as prepared by AVI, P.C. and offer the following comments:

1. The number of approaches and close proximity of the approaches does not meet County Standards. Although there may not be enough traffic that currently uses the High Plains Road, in the future the roadway could have increased volumes that would conflict with all the approaches into this site. I would recommend limiting the approaches or having some written agreement that states approaches shall be eliminated in the future at the County's discretion based on potential conflicts with users of the County road.
2. The Drainage Study outlines a detention system that will over detain stormwater runoff from the developed site. If the constructed system functions as described, it will be a benefit to the overall drainage basin. The Drainage Study submitted, with its recommendations, is adequate for the proposed development.

If you have any questions or require additional information, please feel free to contact me.

Sincerely,

Scott D. Larson, P.E.
President

cc: Project File No.: 0952.07

BenchMark
ENGINEERS, PC
Quality minded, community spirited.

FAX TRANSMITTAL

DATE: October 9th 2009 **PROJECT NO.:** 0952.07

TO: Laramie County Planner
ATTN: Mr. Gary Kranse
FAX NO.: 633-4519
FROM: Scott Larson

TOTAL PAGES (including cover): _____

☐ Original to follow by Mail ☐ Copy to follow by Mail ☒ No mailing to follow

MESSAGE:

Speedway Subdivision Site Plan & Drainage Study Review

CONFIDENTIALITY NOTICE
This facsimile transmission and any accompanying documents contain information belonging to the sender which may be confidential and legally privileged. This information is intended only for the use of the individual or entity to whom this facsimile transmission was sent as indicated above. If you are not the intended recipient, any disclosure, copying, distribution, or action taken in reliance on the contents of the information contained in this facsimile transmission is strictly prohibited. If you have received this transmission in error, please call us collect to arrange for the return of the documents to us at our expense. Thank you.

If you do not receive the full transmittal, please call as soon as possible and we will retransmit.

1920 Thomes Avenue, Suite 620 / Cheyenne, Wyoming 82001 / t: 307.634.9064 / f: 307.778.8010 / BenchMarkEngineers.com

MEMO

TO: **Gary Kranse, Development Director**

FROM: **Tom Mason, MPO Director**

SUBJECT: **Case # PZ-09-01079- (Speedway Subdivision, Site Plan)**

DATE: **October 9, 2009**

1. **The current accesses to existing buildings are within the High Plains Road ROW.**
2. **The existing building are very close to the property line and do not meet the 25' setback requirement. Laramie County Zoning ordinance 1988, 42.230.**
3. **When High Plains road is further platted or constructed, these accesses will need to be closed to conform to arterial access standards. Please refer to Basic Driveway Approach Dimensions in the Table 4-5 in County Road Standards.**
4. **The retaining wall extends into the High Plains Road ROW 22' (approx.) and violates the County Road Standards Chapter 4, Section 4c.**
5. **Conditions should be placed on this plat so that the County is not responsible for these road and access improvements/corrections in the future.**

Note: The MPO is cognizant that the owner is aware of these concerns and they will be addressed when High Plains Road is further platted and construction of the road moves forward.

2101 O'Neil Ave., Suite 309 · Cheyenne · Wyoming
Phone 307.637.4385 · Fax 307.637.6308
www.plancheyenne.org

LARAMIE COUNTY PLANNING & DEVELOPMENT OFFICE
310 W 19TH ST, SUITE 400 CHEYENNE WY 82001
PHONE: 307-633-4303 FAX: 307-633-4519

Comment Request

To: Combined Communications Center

Request	Review and Comment	Case # PZ-09-01079
Purpose	Site Plan	
Project Name	Speedway Subdivision	
Due Date	**October 9, 2009**	

Applicant Name	AVI, PC
Phone	(307) 637-6017
Address	1103 Old Town Lane, #101, Cheyenne, WY 82009

Project Location	A portion of Section 20, T. 13 N., R. 66 W. located at 4810 S. Greeley Highway, Laramie County, WY.

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Comments: (please cite applicable regulation source with comments)

(X) No Comments ( ) Comments Above ( ) Comments Attached

Reviewer: Glen Crumpton Signature: [signature]

Phone: 633-4330 Date: 10-5-09

Scheduled Meeting and Dates:

County Commissioners: _____ County Planning Commission: _____

LARAMIE COUNTY PLANNING & DEVELOPMENT OFFICE
310 W 19TH ST, SUITE 400 CHEYENNE WY 82001
PHONE: 307-633-4303 FAX: 307-633-4519

Comment Request

To: WYDOT

Request	Review and Comment Case # PZ-09-01079
Purpose	Site Plan
Project Name	Speedway Subdivision
Due Date	**October 9, 2009**

Applicant Name	AVI, PC
Phone	(307) 637-6017
Address	1103 Old Town Lane, #101, Cheyenne, WY 82009

Project Location	A portion of Section 20, T. 13 N., R. 66 W. located at 4810 S. Greeley Highway, Laramie County, WY.

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Comments: (please cite applicable regulation source with comments)

No traffic impact study required when Speedway (Hwy Plains becomes an arterial the # of accesses does not fit into the category. The service road will either need to be relocated or removed

( ) No Comments (X) Comments Above ( ) Comments Attached

Reviewer: Jay Gould Signature:

Phone: 745-3100 Date: 10/7/09

Scheduled Meeting and Dates:

County Commissioners: _____ County Planning Commission: _____

BUILDING & DEVELOPMENT OFFICE
2101 O'NEIL AVENUE Suite 202 Cheyenne, WY 82001
(Phone) 307-637-6282 (Fax) 307-637-6366

A COMMUNITY OF CHOICE

RE: Comments for Speedway Subdivision, PZ-09-01079

1. The 2008 aerial photo for this parcel does not show the existing buildings, when were they built?

2. The existing buildings were built on unplatted property?

3. Require building and landscape setback variances for existing buildings.

4. Right-of-way landscaping should be required for High Plains Rd (Speedway Dr.)

5. 15 trees are required along South Greeley Hwy.

6. A level 2 landscape buffer of 25' is required between the CB and A-2 zone. Require buffer or variance.

7. Restroom facilities shall be provided on site per 54.025

8. Provide trash containment per 55.070

9. The plat should be recorded prior to approval of the site plan per 30.040C

Lisa Pafford/Jeanie Anderson
637/6310/638-4342
October 7, 2009

LARAMIE COUNTY PLANNING & DEVELOPMENT OFFICE
310 W 19TH ST, SUITE 400 CHEYENNE WY 82001
PHONE: 307-633-4303 FAX: 307-633-4519

Comment Request

To: Sheriff's Office

Request	Review and Comment	Case # PZ-09-01079
Purpose	Site Plan	
Project Name	Speedway Subdivision	
Due Date	**October 9, 2009**	

Applicant Name	AVI, PC
Phone	(307) 637-6017
Address	1103 Old Town Lane, #101, Cheyenne, WY 82009

Project Location	A portion of Section 20, T. 13 N., R. 66 W. located at 4810 S. Greeley Highway, Laramie County, WY.

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Comments: (please cite applicable regulation source with comments)

(x) No Comments ( ) Comments Above ( ) Comments Attached

Reviewer: Danny Glick Signature: *Sheriff Danny Glick*

Phone: 633-4715 Date: 10/6/2009

Scheduled Meeting and Dates:

County Commissioners: _____ County Planning Commission: _____

From: Abby Yenco
Sent: Tuesday, October 06, 2009 10:07 AM
To: Nancy Trimble
Subject: FW: Speedway Site Plan
More comments

Abby S. Yenco
Senior Planner
Laramie County Planning and Development Office
310 West 19th Street, Suite 400
Cheyenne, WY 82001

Phone: (307) 633-4523
Fax: (307) 633-4519
ayenco@laramiecounty.com

From: Cathy Heatherington
Sent: Monday, October 05, 2009 4:13 PM
To: Abby Yenco
Subject: Speedway Site Plan

The proposed access does not appear to meet table 4-5 of the Road, Street & design Standards.

I did not see a screened area for trash containment as required by Section 55.070 (b).

Where is the office and customer parking?

What is the intent of the existing trailer?

The site can not be opened for business until a Certificate of Completion is issued for the site plan. Certification by the engineer of record that the site was completed per the drainage report and the landscaping is required to be completed prior to a Certificate of Completion can be issued.

Please re-word as you see fit!

LARAMIE COUNTY PLANNING & DEVELOPMENT OFFICE
310 W 19TH ST, SUITE 400 CHEYENNE WY 82001
PHONE: 307-633-4303 FAX: 307-633-4519

Comment Request

To: Environmental Health

Request	Review and Comment	Case # PZ-09-01079
Purpose	Site Plan	
Project Name	Speedway Subdivision	
Due Date	**October 9, 2009**	

Applicant Name	AVI, PC
Phone	(307) 637-6017
Address	1103 Old Town Lane, #101, Cheyenne, WY 82009

Project Location	A portion of Section 20, T. 13 N., R. 66 W. located at 4810 S. Greeley Highway, Laramie County, WY.

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Comments: (please cite applicable regulation source with comments)
Regulations:
Comments:

(X) No Comments ( ) Comments Above ( ) Comments Attached

Reviewer: Roy Kroeger Signature: Roy Kroeger

Phone: 307-633-4090 Date: 10/06/2009

Scheduled Meeting and Dates:
County Commissioners: _____ County Planning Commission: _____

LARAMIE COUNTY PLANNING & DEVELOPMENT OFFICE
310 W 19TH ST, SUITE 400 CHEYENNE WY 82001
PHONE: 307-633-4303 FAX: 307-633-4519

Comment Request

To: County Assessor

Request	Review and Comment Case # PZ-09-01079
Purpose	Site Plan
Project Name	Speedway Subdivision
Due Date	**October 9, 2009**

Applicant Name	AVI, PC
Phone	(307) 637-6017
Address	1103 Old Town Lane, #101, Cheyenne, WY 82009

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Comments: (please cite applicable regulation source with comments)

X No Comments ( ) Comments Above ( ) Comments Attached

Reviewer: __Clarice Blanton_____ Signature: _____

Phone: ___307-633-4413_____ Date: __5 October 2009_____

Scheduled Meeting and Dates:

County Commissioners: _____ County Planning Commission: _____

LARAMIE COUNTY PLANNING & DEVELOPMENT OFFICE
310 W 19TH ST, SUITE 400 CHEYENNE WY 82001
PHONE: 307-633-4303 FAX: 307-633-4519

Comment Request

To: Qwest

Request	Review and Comment	Case # PZ-09-01079
Purpose	Site Plan	
Project Name	Speedway Subdivision	
Due Date	**October 9, 2009**	

Applicant Name	AVI, PC
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Comments: (please cite applicable regulation source with comments)

(X) No Comments ( ) Comments Above ( ) Comments Attached

Reviewer: ___Bob Bates_____ Signature: _____

Phone: _____307-432-0326_____ Date: ___10/05/2009_____

Scheduled Meeting and Dates:

County Commissioners: _____ County Planning Commission: _____

OUTSIDE AGENCY DEVELOPMENT APPLICATION REVIEWS

Received Date: 9/28/09 Case #: PZ-09-01079 File Code: _____

☐ Notice Mailing ☐ Legal Ad Typed ☒ No Ad Required

Meeting Dates: N/A
Planning Comm.: _____ City Council: _____ County Comm.: _____

☐ Preliminary Plat	☐ Site Plan: Wind	☐ Admin. Approval	☐ Temporary Use
☐ Final Plat	☐ Site Plan: Fireworks	☐ Board Approval	☐ Variance
☐ Subdivision Permit	☐ Site Plan: Wireless	☐ Family Child Center	
☒ Site Plan: General	☐ Zone Change: General	☐ Family Child Home	
☐ Site Plan: Child Center	☐ Zone Change: PUD	☐ Home Occupation	

out 10/2 ✓
back 10/9

Distribution List

Government: Municipal

- ☐ Airport Manager
  - o (Wireless and Wind Turbine)
- ☐ Board of Public Utilities
- ☒ Cheyenne MPO
  - o Traffic Study
  - o Road Maintenance Plan
- ☐ Cheyenne Urban Planning Office
- ☐ City Development Office
- ☐ Greater Cheyenne Greenway

Government: County

- ☒ County Assessor
- ☐ County Attorney
- ☐ County Clerk
- ☒ County Engineer
  - o Road Form
  - o Drainage
  - o E.I.A.
  - o Traffic Study
  - o Road Maintenance Plan
- ☒ County Public Works Department
  - o Road Form
  - o Drainage Study/Analysis
  - o Traffic Study
  - o Road Maintenance Plan
- ☐ County Treasurer
- ☐ County Conservation Dist.
  - o Drainage
- ☐ School District #_____
  - o School Transportation District
- ☒ Environmental Health
  - o E.I.A.
  - o Drainage

Government: State

- ☐ Department of Energy (WAPA)
- ☐ State Engineer
- ☐ State Historic Preservation
- ☒ WYDOT
  - o Drainage
  - o Traffic Study
  - o Road Maintenance Plan
- ☐ Wyoming DEQ
  - o Water Study
- ☐ Wyoming Game & Fish

Government: Federal

- ☐ U.S. Post Office (all final plats)

Emergency Services

- ☒ Combined Communications Center
- ☒ Emergency Management
- ☒ Fire District # 1
  - o Road Maintenance Plan
- ☒ Sheriff's Office

Utility

- ☐ Bresnan Communications
- ☒ Cheyenne Light, Fuel & Power
- ☐ High West Energy
- ☒ Qwest
- ☐ RT Communications
- ☒ South Cheyenne Water & Sewer
- ☐ Pipeline _____

Other

- ☒ Planning Office (route hard copy)

LARAMIE COUNTY PLANNING & DEVELOPMENT OFFICE
310 W 19TH ST, SUITE 400 CHEYENNE WY 82001
PHONE: 307-633-4303 FAX: 307-633-4519

Comment Request

To:

Request	Review and Comment	Case # PZ-09-01079
Purpose	Site Plan	
Project Name	Speedway Subdivision	
Due Date	**October 9, 2009**	

Applicant Name	AVI, PC
Phone	(307) 637-6017
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Comments: (please cite applicable regulation source with comments)

( ) No Comments ( ) Comments Above ( ) Comments Attached

Reviewer: _____ Signature: _____

Phone: _____ Date: _____

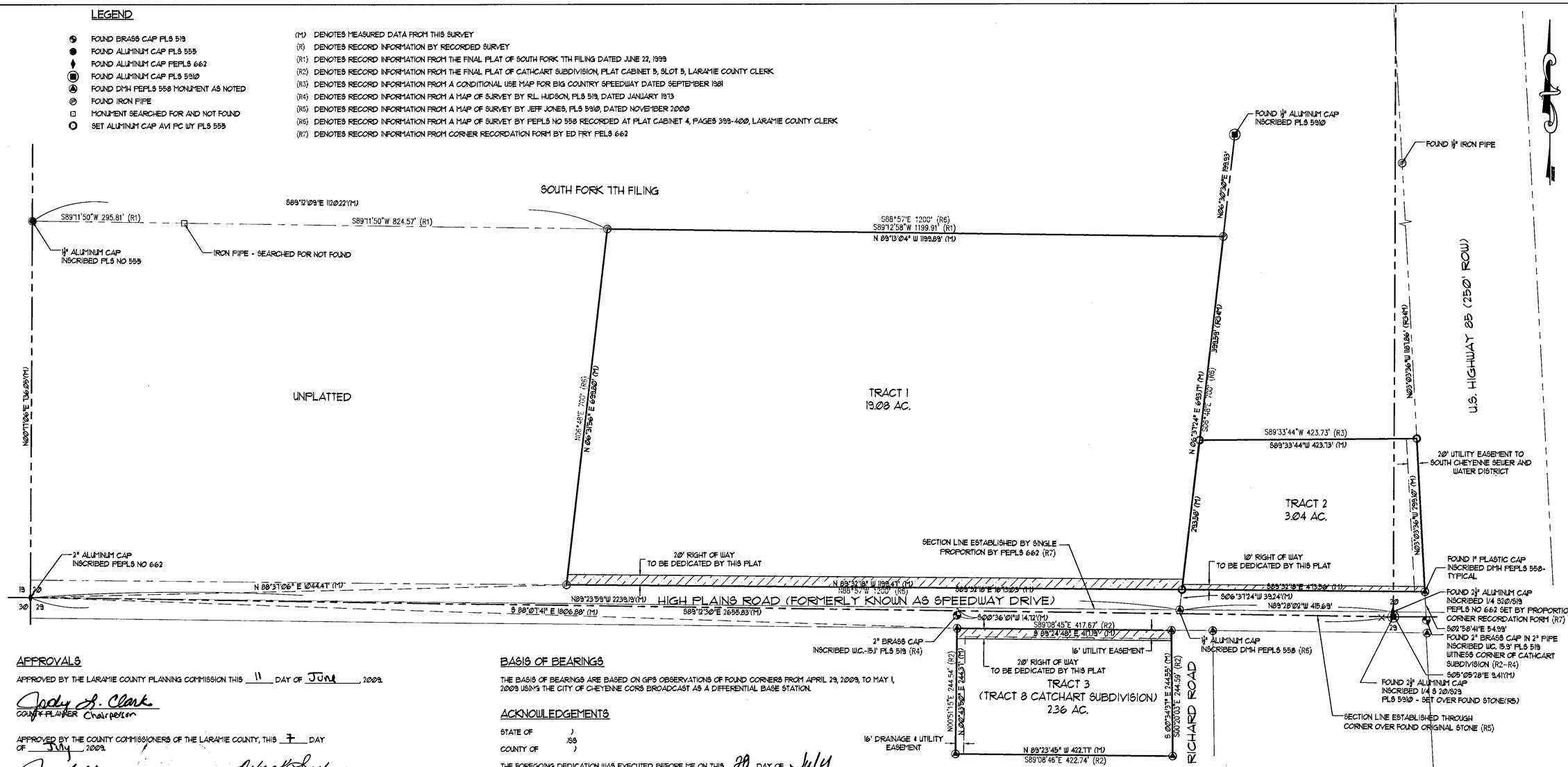
Scheduled Meeting and Dates:

County Commissioners: _____ County Planning Commission: _____

LEGEND

- FOUND BRASS CAP PLS 513
- FOUND ALUMINUM CAP PLS 555
- FOUND ALUMINUM CAP PEPLS 662
- FOUND ALUMINUM CAP PLS 5910
- FOUND DMH PEPLS 558 MONUMENT AS NOTED
- FOUND IRON PIPE
- MONUMENT SEARCHED FOR AND NOT FOUND
- SET ALUMINUM CAP AVI PC LIY PLS 555

(M) DENOTES MEASURED DATA FROM THIS SURVEY
(R) DENOTES RECORD INFORMATION BY RECORDED SURVEY
(R1) DENOTES RECORD INFORMATION FROM THE FINAL PLAT OF SOUTH FORK 7TH FILING DATED JUNE 22, 1999
(R2) DENOTES RECORD INFORMATION FROM THE FINAL PLAT OF CATHCART SUBDIVISION, PLAT CABINET B, SLOT B, LARAMIE COUNTY CLERK
(R3) DENOTES RECORD INFORMATION FROM A CONDITIONAL USE MAP FOR BIG COUNTRY SPEEDWAY DATED SEPTEMBER 1981
(R4) DENOTES RECORD INFORMATION FROM A MAP OF SURVEY BY R.L. HUDSON, PLS 513, DATED JANUARY 1973
(R5) DENOTES RECORD INFORMATION FROM A MAP OF SURVEY BY JEFF JONES, PLS 5910, DATED NOVEMBER 2000
(R6) DENOTES RECORD INFORMATION FROM A MAP OF SURVEY BY PEPLS NO 558 RECORDED AT PLAT CABINET 4, PAGES 399-400, LARAMIE COUNTY CLERK
(R7) DENOTES RECORD INFORMATION FROM CORNER RECORDATION FORM BY ED FRY PELS 662



APPROVALS

APPROVED BY THE LARAMIE COUNTY PLANNING COMMISSION THIS 11 DAY OF June, 2009.

Jody L. Clark
COUNTY PLANNER Chairperson

APPROVED BY THE COUNTY COMMISSIONERS OF THE LARAMIE COUNTY, THIS 7 DAY OF July, 2009.

CHAIRPERSON, LARAMIE COUNTY COMMISSIONERS

ATTEST: COUNTY CLERK

DEDICATION

KNOW ALL MEN BY THESE PRESENTS: RANDLOPH S. MILAN AND DEBRA A. MILAN, OWNERS IN FEE SIMPLE OF THE LAND EMBRACED IN THIS FINAL PLAT OF "SPEEDWAY", DO HEREBY DECLARE THAT THE SUBDIVISION OF SAID LAND IS WITH THEIR FREE ACT AND DEED AND IN ACCORDANCE WITH THEIR DESIRES, AND DO HEREBY DEDICATE TO THE PUBLIC FOR EVER THE ROAD RIGHTS OF WAY AS SHOWN HEREON.

RANDLOPH S. MILAN

DEBRA A. MILAN

BASIS OF BEARINGS

THE BASIS OF BEARINGS ARE BASED ON GPS OBSERVATIONS OF FOUND CORNERS FROM APRIL 29, 2009, TO MAY 1, 2009 USING THE CITY OF CHEYENNE CORS BROADCAST AS A DIFFERENTIAL BASE STATION.

ACKNOWLEDGEMENTS

STATE OF)
SS
COUNTY OF)

THE FOREGOING DEDICATION WAS EXECUTED BEFORE ME ON THIS 28 DAY OF July 2009, BY RANDLOPH S. MILAN AND DEBRA A. MILAN, OWNERS IN FEE SIMPLE OF A PORTION OF THE LAND EMBRACED IN THIS PLAT, AND THAT THE EXECUTION OF SAID INSTRUMENT WAS HER OWN FREE ACT AND DEED.

WITNESS MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC

MY COMMISSION EXPIRES: 4/27/2011

CERTIFICATE OF SURVEYOR

I, S. DENNIS DAWSON, A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF WYOMING, HEREBY STATE THAT THIS PLAT WAS PREPARED FROM FIELD NOTES TAKEN DURING AN ACTUAL FIELD SURVEY PERFORMED BY MYSELF OR UNDER MY DIRECT SUPERVISION, AND FROM RECORD INFORMATION ON FILE IN THE LARAMIE COUNTY COURTHOUSE, AND THAT THIS PLAT CORRECTLY SHOWS THE RESULTS OF SAID SURVEY TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, AND THAT THE MONUMENTS FOUND OR SET ARE AS SHOWN.

Professional Land Surveyor S. D. DAWSON 555 WYOMING Date 4-27-09

LEGAL DESCRIPTION

CATHCART SUBDIVISION

THE FOLLOWING IS A DESCRIPTION OF A PARCEL OF LAND WHICH IS SITUATED IN THE SOUTH HALF OF SECTION 20, AND THE NORTH HALF OF SECTION 29, T13N R66W, 6TH PM, LARAMIE COUNTY, WYOMING LYING WEST OF THE WEST RIGHT OF WAY LINE OF U.S. HIGHWAY 85-87, WHICH IS ALSO KNOWN AS SOUTH GREELEY HIGHWAY, AND SAID PARCEL IS DESCRIBED AT: BOOK 1467 PAGE 517, AND BOOK 1467 PAGE 520 OF THE RECORDS OF THE LARAMIE COUNTY CLERK, AND IS MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION 20 WHICH IS A FOUND ALUMINUM CAP INSCRIBED PEPLS NO 662:
THENCE N88° 37' 06"E FOR A DISTANCE OF 1044.12 FEET TO A FOUND IRON PIPE, AND THE TRUE POINT OF BEGINNING;
THENCE N06° 31' 56"E FOR A DISTANCE OF 699.80 FEET TO A FOUND IRON PIPE;
THENCE S89° 13' 04"E FOR A DISTANCE OF 1199.89 FEET TO A FOUND IRON PIPE;
THENCE S06° 37' 24"W FOR A DISTANCE OF 399.59 FEET TO A SET ALUMINUM CAP INSCRIBED AVI PC-PLS NO 555;
THENCE N89° 33' 44"E FOR A DISTANCE OF 423.73 FEET TO THE WEST RIGHT OF WAY LINE OF US HIGHWAY 85-87 MONUMENTED BY A SET ALUMINUM CAP INSCRIBED AVI PC-PLS NO 555;
THENCE ALONG SAID WEST RIGHT OF WAY LINE S03° 03' 36"E FOR A DISTANCE OF 299.10 FEET TO A SET ALUMINUM CAP INSCRIBED AVI PC PLS NO 555;
THENCE N89° 32' 18"W FOR A DISTANCE OF 413.56 FEET TO A SET ALUMINUM CAP INSCRIBED AVI PC-PLS NO 555;
THENCE N89° 32' 18"W FOR A DISTANCE OF 1199.41 FEET TO THE TRUE POINT OF BEGINNING,

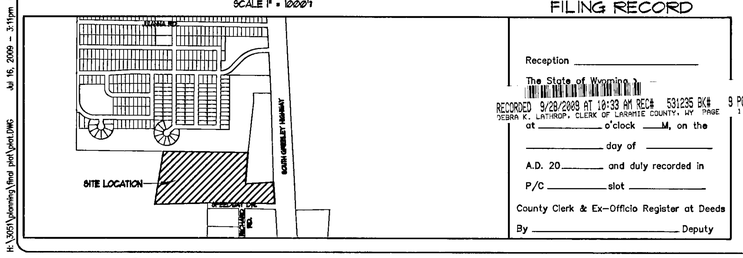
SAID PARCEL CONTAINS 22.12 ACRES MORE OR LESS.

AND ALSO
BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION 20 WHICH IS A FOUND ALUMINUM CAP INSCRIBED PEPLS NO 662;
THENCE S88° 01' 41"E FOR A DISTANCE OF 1806.88 FEET TO A FOUND PLASTIC CAP ON A ½" REBAR INSCRIBED DMH PELS 558; AND THE TRUE POINT OF BEGINNING;
THENCE S89° 24' 48"E FOR A DISTANCE OF 417.18 FEET TO A FOUND PLASTIC CAP ON A ½" REBAR INSCRIBED DMH PELS 558;
THENCE S00° 34' 31"E FOR A DISTANCE OF 244.55 FEET TO A FOUND PLASTIC CAP ON A ½" REBAR INSCRIBED DMH PELS 558;
THENCE N89° 23' 45"W FOR A DISTANCE OF 422.71 FEET TO A FOUND PLASTIC CAP ON A ½" REBAR INSCRIBED DMH PELS 558;
THENCE N00° 43' 50"E FOR A DISTANCE OF 244.31 FEET MORE OR LESS TO A SET ALUMINUM CAP INSCRIBED AVI PC PLS NO. 555 AND THE TRUE POINT OF BEGINNING.

SAID PARCEL OF LAND CONTAINING 2.36 ACRES MORE OR LESS.

VICINITY MAP

SCALE 1" = 1000'



FILING RECORD

Reception _____

The State of Wyoming
RECORDED 9/28/2009 AT 10:33 AM REC# 591235 BK# 9 PG# 114
DEBRA K. LATHROP, CLERK OF LARAMIE COUNTY, WY PAGE 1 OF 1

at _____ o'clock ___M, on the
_____ day of _____
A.D. 20____ and duly recorded in
P/C _____ slot _____
County Clerk & Ex-Officio Register of Deeds
By _____ Deputy

- WATER PROVIDED BY SOUTH CHEYENNE WATER AND SEWER
- SEWAGE DISPOSAL PROVIDED BY SOUTH CHEYENNE WATER AND SEWER
- FIRE PROTECTION BY FIRE DISTRICT NO. 1
- NO PUBLIC MAINTENANCE OF ROADS

GRAPHIC SCALE

100 0 50 100 200 400
(IN FEET)
1 inch = 100 ft.

FINAL PLAT FOR SPEEDWAY SUBDIVISION AND REPLAT OF TRACT 8 OF CATHCART SUBDIVISION

A PORTIONS OF SECTIONS 20 AND 29 TOWNSHIP 13 NORTH, RANGE 66 WEST OF THE 6TH P.M., LARAMIE COUNTY, WYOMING
PREPARED JUNE 2009

NO.	REVISION	DATE

PREPARED FOR:
RANDOLPH S. AND DEBORAH M. MILAN
1402 CATALPA COURT
FORT COLLINS, CO 80521

PROJECT: SPEEDWAY SUBDIVISION

DRAWING TITLE: FINAL PLAT

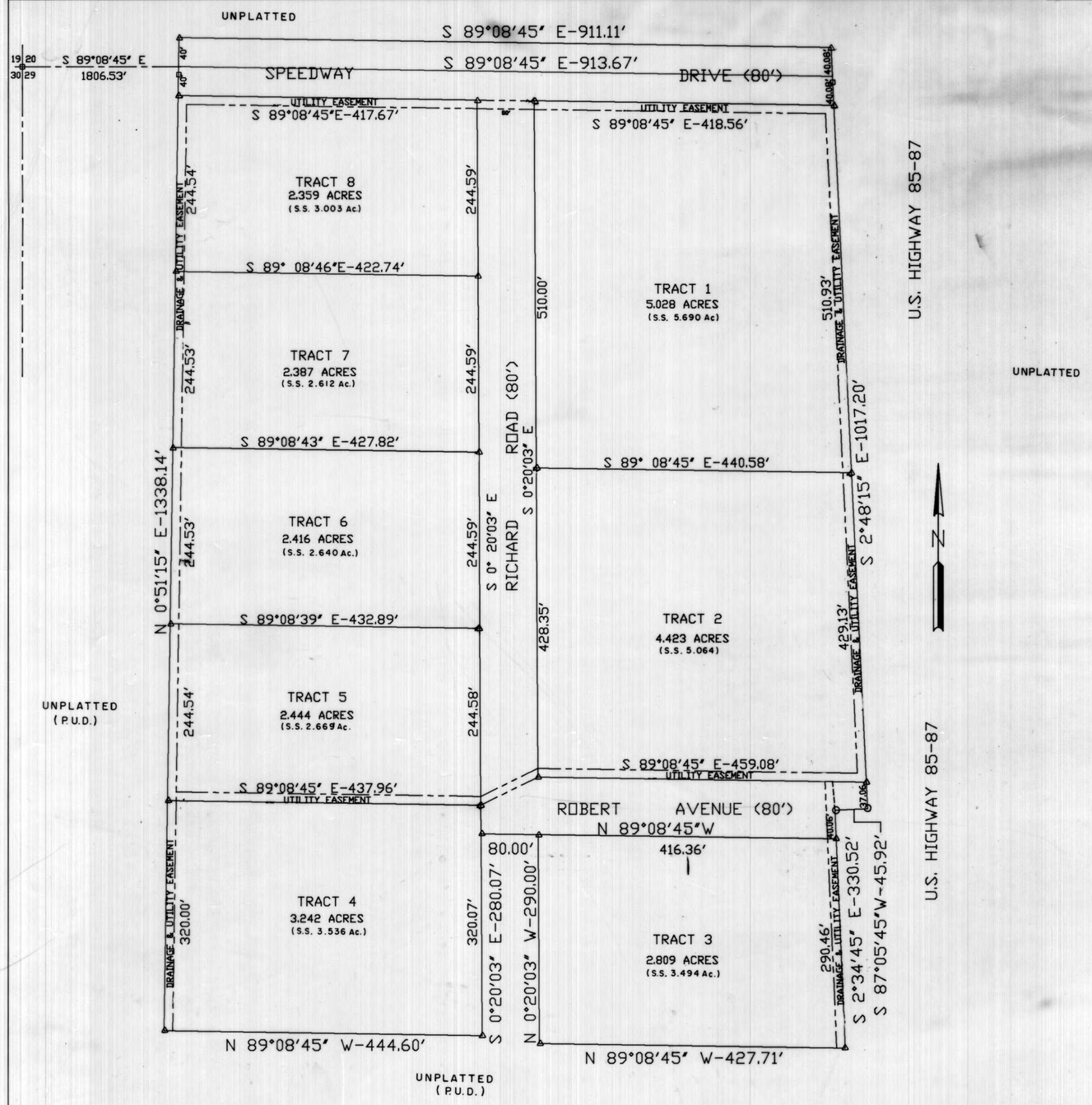
engineering planning surveying p.c.
PHONE (307) 637-6017
1108 OLD TOWN LANE, SUITE 101
CHEYENNE, WY 82009

DESIGNED BY:	DRAWN BY:
DD	CRJ
CHECKED BY:	DATE:
DD	5-09

JOB NO.: 2-3051.09

DRAWING NO. 1 OF 1

H:\3051\plotting\final plat\plat.DWG Jul 16, 2009 - 3:11pm Colton



NO PUBLIC WATER SYSTEM
NO PUBLIC SEWER SYSTEM
FIRE PROTECTION BY FIRE DISTRICT No. 1

NOTE: ALL EASEMENTS SHOWN ARE 16 FEET WIDE.

LEGEND

FOUND POINTS
○ HIGHWAY R/W MARKER
□ SURVEY POINT

SET POINTS
△ 5/8" REBAR & CAP

(S.S. 3.536 Ac.) = GROSS AREA FOR SEPTIC SYSTEM.

BASIS OF BEARING-PREVIOUS SURVEY & WARRANTY DEED

dm hopkins & associates
216 east 17th street
cheyenne, wyoming
632-4763 82001

SURVEYED FOR:
RICHARD & ROBERT CATHCART
1046 RANGE LINE ROAD
CHEYENNE, WYOMING

LSE 1156

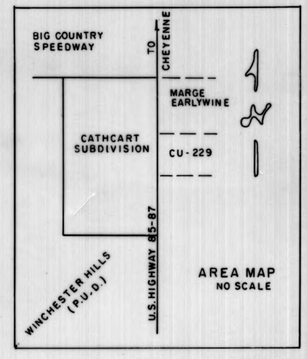
CERTIFICATE OF SURVEYOR

STATE OF WYOMING
COUNTY OF LARAMIE

I, Donald M. Hopkins, a Professional Engineer and Land Surveyor, registered in the State of Wyoming, hereby certify that this plat was made from notes of a survey made under my direction and completed on the 20th day of FEBRUARY, 1987, and that said survey is accurately represented on this plat as staked in the field.

DONALD M. HOPKINS 558 STATE OF WYOMING

WYOMING REGISTRATION NO. 558



LAND DESCRIPTION

A Subdivision of land in Sections 20 and 29, T. 13 N., R. 66 W., 6th P.M., Laramie County, Wyoming, described as follows: Beginning at a point S 89°08'45" E a distance of 1806.53' from the northwest corner of Section 29; Thence N 89°08'45" E a distance of 913.67 feet, along the north line of Section 29; Thence S 2°48'15" E a distance of 1017.20 feet, along the Highway right of way; Thence S 87°05'45" W a distance of 45.92 feet; Thence S 2°34'45" E a distance of 330.52 feet; Thence N 89°08'45" W a distance of 427.71 feet; Thence N 0°20'03" W a distance of 290.00 feet; Thence N 89°08'45" W a distance of 80.00 feet; Thence S 0°20'03" E a distance of 280.07 feet; Thence N 89°08'45" W a distance of 444.60 feet; Thence N 0°51'15" E a distance of 1338.14 feet, to the point of beginning; and: Beginning at a point S 89°08'45"E a distance of 1806.53 feet from the Northwest corner of Section 29; Thence N 0°51'15" E a distance of 40.00 feet; Thence S 89°08'45" E a distance of 911.11 feet; Thence S 2°48'15" E a distance of 40.08 feet; Thence N 89°08'45" W a distance of 913.67 feet to the point of beginning. Said Subdivision containing 29.458 acres, more or less.

DEDICATION

Know all men by these presents that the undersigned owners in fee simple of the land embraced in this plat do hereby declare that the Subdivision of the described land is with their free consent and knowledge, and in accordance with their desires; and do hereby dedicate to the public forever the roads shown hereon, and do also grant the easements shown for the use of public utilities.

Richard L. Cathcart — RICHARD L. CATHCART
Robert C. Cathcart — ROBERT C. CATHCART
Ernest S. Henning — ERNEST S. HENNING
Marylund R. Henning — MARYLUND R. HENNING

ACKNOWLEDGEMENT

STATE OF WYOMING
COUNTY OF WYOMING

The foregoing dedication was acknowledged before me by the above signed persons who affirm they are the owners of the above described land, and that the execution of said dedication was their own free act and deed and in accordance with their desires.

Dated this _____ day of _____ 1987.

Sallie G. Keener — NOTARY PUBLIC — My Commission expires Nov. 7, 1990

Cheyenne, Wy — RESIDING AT

SALLIE G. KEENER - NOTARY PUBLIC COUNTY OF LARAMIE STATE OF WYOMING My Commission Expires November 7, 1990

APPROVALS

APPROVED BY THE CHEYENNE-LARAMIE COUNTY PLANNING COMMISSION ON THIS 20th DAY OF April, 1987.

James I Boyda — PLANNING DIRECTOR

APPROVED BY THE BOARD OF COUNTY COMMISSIONERS ON THIS 5th DAY OF May, 1987.

CHAIRMAN — COUNTY CLERK

FILING RECORD

The State of Wyoming } ss
County of Laramie }

Recp # 035340

This instrument was filed for record at 2:21 o'clock P.M. on the 5th day of August A.D. 1987 and duly recorded in book P.C.S. in slot 105 on page _____

County Clerk & Ex-Officio Register of Deeds
By Peggy L. Canning Deputy

FINAL PLAT
CATHCART SUBDIVISION

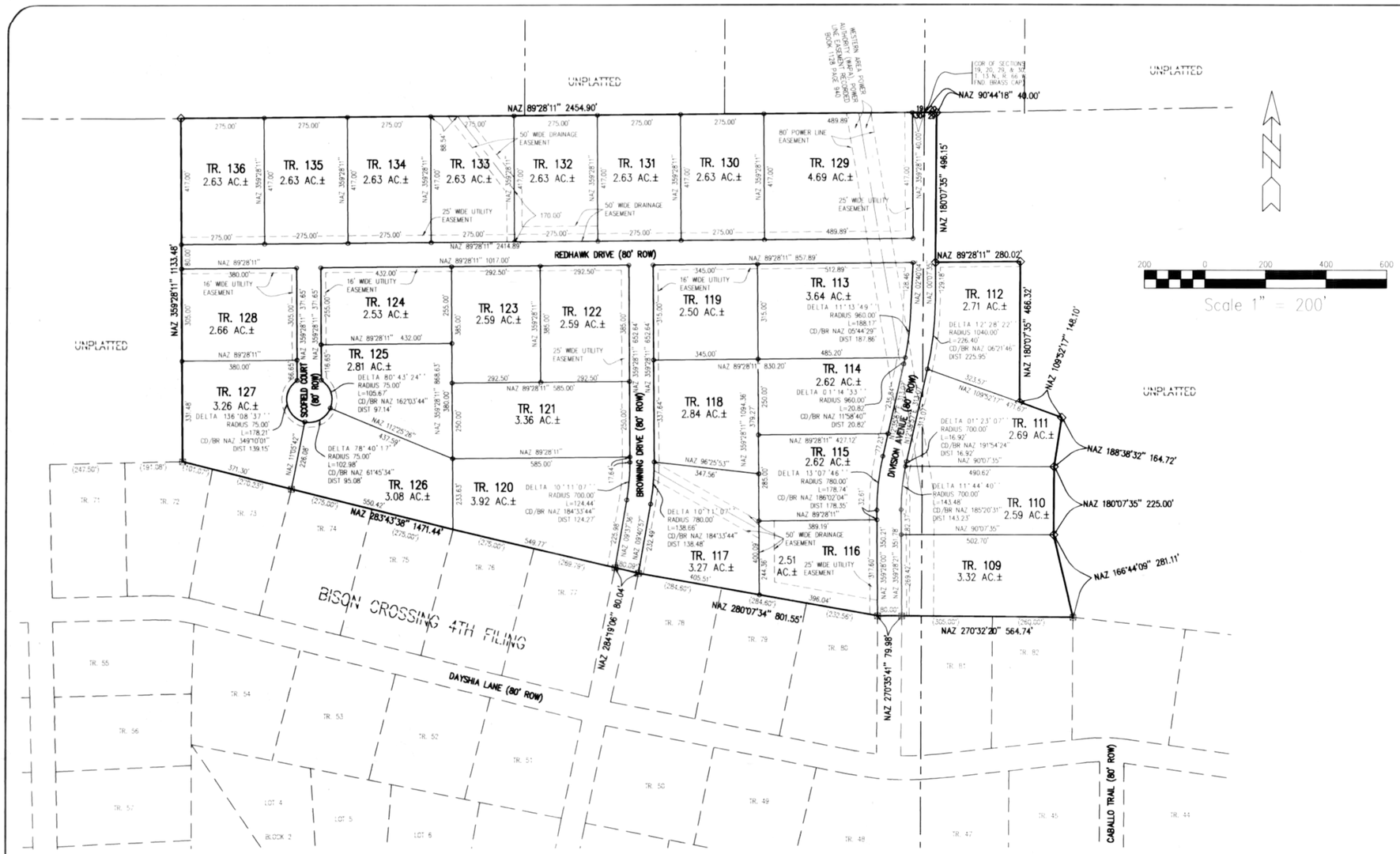
A PARCEL IN THE NORTH ONE-HALF OF SECTION 29
A PARCEL IN THE SOUTH ONE-HALF OF SECTION 20
T. 13 N., R. 66 W., 6TH P.M.

LARAMIE COUNTY, WYOMING

SCALE 1" = 100' 0 50' 100' 150' 200'

JANUARY 5, 1987

G-59



LEGAL DESCRIPTION

LEGAL DESCRIPTION OF PARCEL OF LAND BEING A PORTION OF THE NORTHWEST ONE-QUARTER OF SECTION 29 AND THE NORTHEAST ONE-QUARTER OF SECTION 30, TOWNSHIP 13 NORTH, RANGE 66 WEST OF THE 6TH PM, LARAMIE COUNTY, WYOMING, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A THE NORTHWEST CORNER OF SAID SECTION 29 AND THE NORTHEAST CORNER OF SAID SECTION 30;

THENCE NAZ 90°44'18" ALONG THE NORTH LINE OF SAID SECTION 29 A DISTANCE OF 40.00 FEET TO A POINT; THENCE NAZ 180°07'35" ALONG A LINE 40.00 EASTERLY OF AND PARALLEL WITH THE WEST LINE OF SAID SECTION 29 A DISTANCE OF 496.15 FEET TO A POINT; THENCE NAZ 89°28'11" A DISTANCE OF 280.02 FEET TO A POINT; THENCE NAZ 180°07'35" A DISTANCE OF 466.32 FEET TO A POINT; THENCE NAZ 109°52'17" A DISTANCE OF 148.10 FEET TO A POINT; THENCE NAZ 188°38'32" A DISTANCE OF 164.72 FEET TO A POINT; THENCE NAZ 180°07'35" A DISTANCE OF 225.00 FEET TO A POINT; THENCE NAZ 166°44'09" A DISTANCE OF 281.11 FEET TO THE NORTHEAST CORNER OF TRACT 82, BISON CROSSING FOURTH FILING;

THENCE ALONG THE NORTHERLY LINE OF SAID "BISON CROSSING FOURTH FILING" THE FOLLOWING COURSES AND DISTANCES:

THENCE NAZ 270°32'20" A DISTANCE OF 564.74 FEET TO A POINT; THENCE NAZ 270°35'41" A DISTANCE OF 79.98 FEET TO A POINT; THENCE NAZ 280°07'34" A DISTANCE OF 801.55 FEET TO A POINT; THENCE NAZ 284°19'06" A DISTANCE OF 80.04 FEET TO A POINT; THENCE NAZ 283°43'38" A DISTANCE OF 1471.44 FEET TO A POINT;

THENCE DEPARTING FROM SAID NORTHERLY LINE OF "BISON CROSSING FOURTH FILING" NAZ 359°28'11" A DISTANCE OF 1133.48 FEET TO A POINT OF INTERSECTION WITH THE NORTH LINE OF SAID SECTION 30; THENCE NAZ 89°28'11" ALONG SAID NORTH LINE A DISTANCE OF 2454.90 FEET TO THE POINT OF BEGINNING

SAID PARCEL OF LAND CONTAINS 91.61 ACRES MORE OR LESS.

DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT, T.F.S. II , L.L.C., A LIMITED LIABILITY COMPANY OWNER IN FEE SIMPLE OF THE LAND EMBRACED IN THIS PLAT OF "BISON CROSSING SIXTH FILING", DO HEREBY DECLARE THE SUBDIVISION OF SAID LAND TO BE THEIR FREE ACT AND DEED AND IN ACCORDANCE WITH THEIR DESIRES AND DO HEREBY DEDICATE TO THE PUBLIC FOREVER THE RIGHTS OF WAY, AND GRANT EASEMENTS AS SHOWN HEREON.

Brett A. Vizina

BRETT VIZINA, MANAGING MEMBER
T.F.S. II , L.L.C. A LIMITED LIABILITY CO.

ACKNOWLEDGMENTS

STATE OF WYOMING)

COUNTY OF LARAMIE)

THE DEDICATION INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY BRETT VIZINA, MANAGING MEMBER T.F.S. II, L.L.C. A LIMITED LIABILITY COMPANY; THIS 10TH DAY OF December , 2003

NOTARY PUBLIC Shannon Johnson

MY COMMISSION EXPIRES 6-11-07

SHANNON JOHNSON – NOTARY PUBLIC – COUNTY OF LARAMIE – STATE OF WYOMING – MY COMMISSION EXPIRES

SURVEYOR'S STATEMENT

I, JON L. ANDERSON, A REGISTERED PROFESSIONAL ENGINEER AND PROFESSIONAL LAND SURVEYOR IN THE STATE OF WYOMING, STATE THAT THIS PLAT REPRESENTS A FIELD SURVEY PERFORMED BY ME, OR OTHERS UNDER MY DIRECT SUPERVISION FOR WHOM I REMAIN PERSONALLY RESPONSIBLE, DURING APRIL, 2003. BASED UPON MY INFORMATION, KNOWLEDGE AND BELIEF, THIS PLAT CORRECTLY EXHIBITS THE RESULTS OF SAID SURVEY AND THE MONUMENTS FOUND OR SET AS SHOWN HEREON.

Registered Professional Engineer & Professional Land Surveyor – JON L. ANDERSON – 2331 – DATE – WYOMING

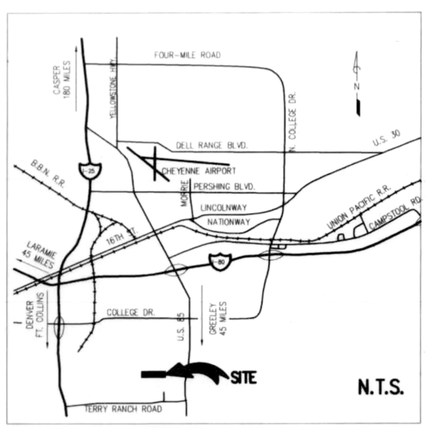
APPROVALS

APPROVED BY THE CHEYENNE-LARAMIE COUNTY REGIONAL PLANNING COMMISSION THIS 2nd DAY OF June , 2003

DEVELOPMENT DIRECTOR

APPROVED BY THE BOARD OF COUNTY COMMISSIONERS OF LARAMIE COUNTY, WYOMING THIS 17th DAY OF June , 2003.

COUNTY CLERK CHAIRMAN



VICINITY MAP

SOILS NOTES:

1. SOILS ON SOME LOTS MAY BE EXCESSIVELY PERMEABLE AND MAY REQUIRE SPECIAL ENGINEERING IN THE DESIGN AND CONSTRUCTION OF SEPTIC SYSTEMS.

2. AREAS WITHIN THE SUBDIVISION CONTAIN IMPERMEABLE LAYERS WITHIN 6 FEET OF GROUND SURFACE AND/OR EXCESSIVELY PERMEABLE SOILS. ADDITIONAL SITE-SPECIFIC INVESTIGATIONS MUST BE COMPLETED ON EACH LOT PRIOR TO THE DESIGN AND CONSTRUCTION OF TYPICAL SEPTIC SYSTEMS TO ENSURE THAT SUBSURFACE CONDITIONS ARE SUCH THAT REGULATORY DESIGN STANDARDS INCLUDING SEPARATION DISTANCES CAN BE MET. WHERE REGULATORY DESIGN STANDARDS AND SEPARATION DISTANCES CANNOT BE MET DUE TO SUBSURFACE CONDITION, AN ALTERNATIVE SEPTIC DISPOSAL SYSTEM DESIGNED TO MEET REGULATORY STANDARDS AND CERTIFIED BY A WYOMING LICENSED PROFESSIONAL ENGINEER IS REQUIRED.

DRAINAGE NOTES:

1. FOUNDATION AND FOUNDATION OPENING ELEVATIONS SHALL BE REVIEWED BY A REGISTERED PROFESSIONAL ENGINEER FOR ANY TRACTS TRAVERSED BY, OR CONTAINING, A THROUGH DRAINAGE OR DRAINAGE EASEMENT.

BASIS OF BEARINGS

BEARINGS ARE BASED UPON "WINCHESTER HILLS FIRST FILING" SUBDIVISION PLAT

LEGEND & NOTES

- ○ DENOTES SET NO. 5/8" REBAR W/ 1-1/2" ALUM. CAP STAMPED "P.E. & P.L.S. 2331"
- ◇ DENOTES SET NO. 5/8" REBAR W/ 2-1/2" ALUM. CAP STAMPED "P.E. & P.L.S. 2331"
- ⊠ DENOTES FOUND MONUMENT
- ( ) DENOTES RECORD DATA

FIRE PROTECTION TO BE PROVIDED BY FIRE DISTRICT #1

WATER WILL BE PROVIDED BY A COMMUNITY WATER SYSTEM

NO PUBLIC SEWAGE TREATMENT SYSTEM PROPOSED

FILING RECORD

Reception 374064

The State of Wyoming ss
County of Laramie

This instrument was filed for record at 1:57 O'clock P M. on the 18 day of December A.D. 2003 and duly recorded in book ____ on page ____

P/C 8 slot 81

County Clerk & Ex-Officio Register of Deeds by ____ Deputy

RECORDED 12/18/2003 AT 1:57 PM REC# 374064 BK# B PG# 81
DEBRA K. LATHROP, CLERK OF LARAMIE COUNTY, WY PAGE 1 OF 1

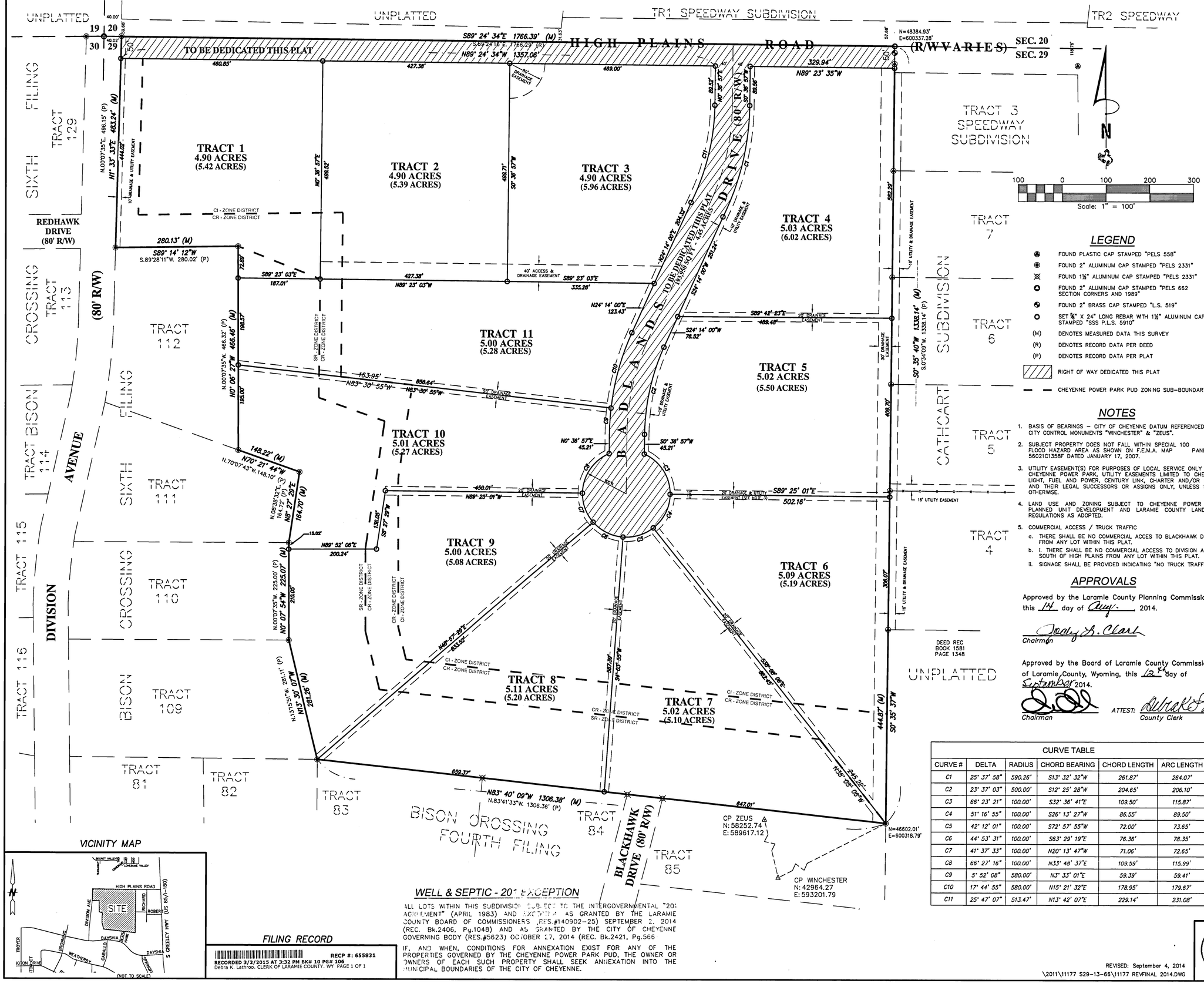
JON L. ANDERSON PE/PLS P.O. BOX 595 SARATOGA WY 82331

DRAWN BY: BIG DOG GRAPHICS – S.R.L.	DATE: 11/25/03
DESIGNED BY: J.A.	DRAWING NAME: C:\work\bison4\prelim.dwg

FINAL PLAT OF BISON CROSSING SIXTH FILING

A SUBDIVISION OF PORTIONS OF THE NW 1/4 OF SECTION 29 AND THE NE 1/4 OF SECTION 30, TOWNSHIP 13 NORTH, RANGE 66 WEST OF THE 6th PM, LARAMIE COUNTY, WYOMING

NO PROPOSED CENTRAL WATER SUPPLY SYSTEM ▫ NO PROPOSED CENTRALIZED SEWAGE SYSTEM ▫ FIRE PROTECTION PROVIDED BY LARAMIE COUNTY FIRE DISTRICT #1



LEGEND

- FOUND PLASTIC CAP STAMPED "PELS 558"
- FOUND 2" ALUMINUM CAP STAMPED "PELS 2331"
- FOUND 1½" ALUMINUM CAP STAMPED "PELS 2331"
- FOUND 2" ALUMINUM CAP STAMPED "PELS 662 SECTION CORNERS AND 1989"
- FOUND 2" BRASS CAP STAMPED "L.S. 519"
- SET ⅝" X 24" LONG REBAR WITH 1½" ALUMINUM CAP STAMPED "SSS P.L.S. 5910"
- (M) DENOTES MEASURED DATA THIS SURVEY
- (R) DENOTES RECORD DATA PER DEED
- (P) DENOTES RECORD DATA PER PLAT
- RIGHT OF WAY DEDICATED THIS PLAT
- CHEYENNE POWER PARK PUD ZONING SUB-BOUNDARY

NOTES

1. BASIS OF BEARINGS – CITY OF CHEYENNE DATUM REFERENCED FROM CITY CONTROL MONUMENTS "WINCHESTER" & "ZEUS".
2. SUBJECT PROPERTY DOES NOT FALL WITHIN SPECIAL 100 YEAR FLOOD HAZARD AREA AS SHOWN ON F.E.M.A. MAP PANEL NO. 56021C1335F DATED JANUARY 17, 2007.
3. UTILITY EASEMENT(S) FOR PURPOSES OF LOCAL SERVICE ONLY WITHIN CHEYENNE POWER PARK, UTILITY EASEMENTS LIMITED TO CHEYENNE LIGHT, FUEL AND POWER, CENTURY LINK, CHARTER AND/OR SCWSD AND THEIR LEGAL SUCCESSORS OR ASSIGNS ONLY, UNLESS SHOWN OTHERWISE.
4. LAND USE AND ZONING SUBJECT TO CHEYENNE POWER PARK PLANNED UNIT DEVELOPMENT AND LARAMIE COUNTY LAND USE REGULATIONS AS ADOPTED.
5. COMMERCIAL ACCESS / TRUCK TRAFFIC
   a. THERE SHALL BE NO COMMERCIAL ACCES TO BLACKHAWK DRIVE FROM ANY LOT WITHIN THIS PLAT.
   b. I. THERE SHALL BE NO COMMERCIAL ACCESS TO DIVISION AVENUE SOUTH OF HIGH PLAINS FROM ANY LOT WITHIN THIS PLAT.
      II. SIGNAGE SHALL BE PROVIDED INDICATING "NO TRUCK TRAFFIC"

APPROVALS

Approved by the Laramie County Planning Commission, this 14 day of Aug. 2014.

Chairman

Approved by the Board of Laramie County Commissioners of Laramie County, Wyoming, this 22nd day of September 2014.

Chairman ATTEST: County Clerk

DEDICATION

KNOW ALL PERSONS BY THESE PRESENTS THAT: Cheyenne Power Park LLC, a Wyoming Limited Liability Company, owner in fee simple of the following described tract of land:

A parcel of land situated in a portion of the NW1/4 of Section 29, Township 13 West, Range 66 North of the Sixth Principal Meridian, Laramie County, Wyoming, being more particularly described as follows:

Beginning at a point on the Easterly Right-of-Way of Division Avenue and from which the Section Corner common to Sections 19, 20, 29 and 30 bears N.89°24'34"W., 40.05 feet; thence S.89°24'34"E., along the Section line common to Sections 20 and 29, a distance of 1766.39 feet to a point, lying N.00°35'40"E., a distance of 15.00 feet from a 2" brass cap marked "witness corner LS 519"; thence S.00°35'40"W., along the Westerly boundary of Cathcart Subdivision, a distance of 1338.14 to the Southwest corner of Cathcart Subdivision; thence, S.00°35'37"W., coinciding with the West line of that Warranty Deed recorded in Book 1581, Page 1348, Laramie County Clerks Office, Wyoming, a distance of 444.87 feet to a 2" aluminum cap being the Northeast corner of Bison Crossing, 4th Filing; thence N.83°40'09"W., along the North boundary line of said Bison Crossing, 4th Filing, 1306.38 feet to a 2" aluminum cap; thence N.13°30'07"W., along the East boundary line of Bison Crossing, 6th Filing, 281.26 feet to a 2" aluminum cap; thence N.00°07'54"W., along said East line, 225.07 feet to a 2" aluminum cap; thence N.08°27'29"E., continuing along said East line, 164.70 feet to a 2" aluminum cap; thence N.70°21'44"W., continuing along said East line, 148.22 feet to a 2" aluminum cap; thence N.00°06'27"W., continuing along said east line, 466.46 feet to a 2" aluminum cap; thence S.89°14'12"W., along the North line of Bison Crossing 6th. Filing, a distance of 280.13 feet to a 2" aluminum cap on the easterly Right-of-Way line of Division Ave.; thence N.01°33'33"E., along said Right-of-Way line a distance of 483.24 feet to the Point of Beginning.

Have caused the same to be surveyed, platted and known as Cheyenne Power Park, and do hereby declare the subdivision of said land as it appears on this plat, to be their free act and deed in accordance withence their desires, and do hereby dedicate to the public the streets and grant the easements for the purposes indicated hereon.

Cheyenne Power Park, LLC

by: _____

Name: Ken Ball Title: Managing Partner

ACKNOWLEDGEMENT

STATE OF WYOMING } SS
COUNTY OF LARAMIE }

The foregoing instrument was acknowledged before me this 21st day of OCTOBER 2014 by KEN BALL MANAGING PARTNER for Cheyenne Power Park, LLC., A Wyoming Limited Liability Company

JOHN A. BOMELY - NOTARY PUBLIC COUNTY OF LARAMIE STATE OF WYOMING MY COMMISSION EXPIRES JAN 20, 2016

Notary Public, Laramie County, WY

My Commission Expires: APR 20 2018

CERTIFICATE OF SURVEYOR

I, Jeffrey B. Jones, Registered Professional Land Surveyor in the State of Wyoming, hereby state, to the best of my knowledge, information and belief, that this map was prepared from field notes taken during an actual survey made by me or under my direct supervision; and that this map correctly shows the results of said survey and that the monuments found or set are as shown.

Professional Land Surveyor JEFFREY B. JONES 12177 WYOMING

CURVE TABLE					
CURVE #	DELTA	RADIUS	CHORD BEARING	CHORD LENGTH	ARC LENGTH
C1	25° 37' 58"	590.26'	S13° 32' 32"W	261.87'	264.07'
C2	23° 37' 03"	500.00'	S12° 25' 28"W	204.65'	206.10'
C3	66° 23' 21"	100.00'	S32° 36' 41"E	109.50'	115.87'
C4	51° 16' 55"	100.00'	S26° 13' 27"W	86.55'	89.50'
C5	42° 12' 01"	100.00'	S72° 57' 55"W	72.00'	73.65'
C6	44° 53' 31"	100.00'	S63° 29' 19"E	76.36'	78.35'
C7	41° 37' 33"	100.00'	N20° 13' 47"W	71.06'	72.65'
C8	66° 27' 16"	100.00'	N33° 48' 37"E	109.59'	115.99'
C9	5° 52' 08"	580.00'	N3° 33' 01"E	59.39'	59.41'
C10	17° 44' 55"	580.00'	N15° 21' 32"E	178.95'	179.67'
C11	25° 47' 07"	513.47'	N13° 42' 07"E	229.14'	231.08'

VICINITY MAP

BIGHORN MOUNTAINS
LARAMIE VALLEY
LIVESTOCK
LIVESTOCK
LIVESTOCK

RESOLUTION NO. 111206-15

ENTITLED:
A RESOLUTION ADOPTING THE HIGH PLAINS ROAD CORRIDOR STUDY

WHEREAS, the 2040 Roadway Vision Plan from *PlanCheyenne*, included a future minor arterial (High Plains Road) that extends from I-25, at the High Plains Interchange, east to U.S. 85 (South Greeley Highway); and

WHEREAS, the primary purpose of this planning project was to develop a thirty-five percent multi-modal corridor plan that solidifies the alignment of the future High Plains Road; and

WHEREAS the goals of the project were to address the needs of the property owners, while promoting regional roadway connectivity for all transportation users, and accommodate future development; and

WHEREAS, the Cheyenne Metropolitan Planning Organization (MPO) retained AVI p.c. on January 13, 2015 to develop the *High Plains Road Corridor Plan;* and

WHEREAS, the planning project was reviewed with oversight by a steering committee comprised with members from the following agencies or organizations: Cheyenne MPO, Laramie County Planning, Laramie County Public Works, City Urban Planning, City Engineering, Black Hills Energy, Cheyenne Board of Public Utilities, the Cheyenne Greenway and Trails Coordinator, WYDOT District 1 Engineer, and WYDOT Planning; and

WHEREAS, public input was obtained through the MPO website with one survey on the High Plains Road page, one public Open House, and four one-on-one meeting opportunities with area landowners; and

WHEREAS, the *High Plains Road Corridor Plan Study* provides design criteria and recommendations for road cross sections, proposed right-of-way acquisitions, pedestrian and bicycle facilities; and

WHEREAS, the *High Plains Road Corridor Plan Study* provides a cursory Environmental Review of the prairie lands that the future corridor will traverse; and

WHEREAS, the *High Plains Road Corridor Plan Study* provides design criteria and recommendations for opportunities to provide storm water conveyance facilities along and through the roadway alignment; and

WHEREAS, the Cheyenne MPO Technical and Citizen's Advisory Committees reviewed the Plan and recommended adoption by the MPO Policy Committee on November 16 and 17 respectively; and

WHEREAS, the Laramie County Planning Commission held a Public Hearing on November 10, 2016, accepted public comments, and accepted the plan, recommending that the Laramie County Board of Commissioners approve the *High Plains Road Corridor Plan.*

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF LARAMIE COUNTY, WYOMING, that the Board of Commissioners adopts the *High Plains Road Corridor Plan* and agrees to use the Plan as guidance for the future development of High Plains Road.

PRESENTED, READ AND ADOPTED this 6th day of December, 2016.

BOARD OF LARAMIE COUNTY COMMISSIONERS

K. N Buck Holmes
, Chairperson

ATTEST:

Debra K. Lee
Debra Lee, Laramie County Clerk

12/7/2016
Date

Approved as to form:

Mark T. Voss, Laramie County Attorney

11/28/16
Date