

STATE OF WYOMING  
STATE LOAN AND INVESTMENT BOARD  
INFRASTRUCTURE FINANCING

APPLICATION COVER SHEET

Applicant: Means, Carter, North Hannum I&SD

Date: August, 2013

Address: P.O. Box 4082

Contact Person: Steven M. Bruce, P.E.

e-mail address:

e-mail address: bei@vcn.com

Phone No.:

Phone No.: 307-686-2252

Fax No.:

Population: 294 est

Applicant's Tax I.D. Number:

Project Name: Road & Drainage Improvements

Project Description: Road and Drainage Improvements

- Phased Project:
- Phase One: Gold Road Improvements (2014) THIS APPLICATION
  - Phase Two: Subdivision Roads, Drainage Improvements (2015)
  - Phase Three: Subdivision Roads, Surfacing Improvements (2016)
  - Phase Three: Major Drainage Improvements (2017)

Applicant's submitting multiple applications must establish priority ranking:

Priority # 1 of 1

List all Funding Sources for the project:

Funding Source (if approved, list grant or loan number)	Amount	Status	Amount Expended on Project
		Pending Approved (approved funding expended)	
SLIB MRG	\$65,490 (50%)	This Application	\$0
SLIB JPL (District Match)	\$32,745 (25%)	This Application	\$0
Campbell County DSG	\$32,745 (25%)	Pending	\$0

Estimated total project cost: \$130,981

Balance of Project incomplete: \$130,981

Amount of grant funds requested: \$65,490 (50%)

Reimbursement Rate:  
(Each invoice will be reimbursed at the rate above)

**Office of State Lands and Investments - Government Grants and Loans  
Application Summary Form**

Date: July 17, 2013

**ADDITIONAL INFORMATION PROVIDED BY THE APPLICANT:**

**APPLICANT:** Means, Carter & North Hannum I&SD

**NAME OF PROJECT:** Road & Drainage Improvements

**APPLICANT:** Is a lawfully formed improvement and service district.

**POPULATION:** 294 est.

**PROJECT DESCRIPTION:** This project will improve overall access, surfacing and drainage within a rural subdivision and neighboring businesses in different phases over three years:

- Phase One: Gold Road Construction (2014)
- Phase Two: Subdivision Road Drainage Improvements (2015)
- Phase Three: Subdivision Road Surfacing Improvements (2016)
- Phase Four: Major Drainage Improvements (2017)
  
- The first improvement (this application) will finish a section of Gold Road that never was built by when the surrounding areas were developed. This unfinished road does not have surfacing or drainage and utility companies placed cables close to the surface where drainage ditches were needed. This road provides access to about 100 commercial lots and Hannum County Road, and US Hwy 14-16 north of Gillette near the airport to the Applicant's District. Most of the businesses are energy related.
  
- The basis of this project is to bring the existing subdivision roads up to the County Subdivision Roads Standard adopted in 2006. Please refer to the attached brief engineering study.
  
- The first parts of Gold Road were built in the 1970's boom years. In 1998, the neighboring Prairie View and Champion Ventures I&SD received grants from Campbell County (DSG), State (MRG), State (WYDOT), and loans (Federal USDA) At that time the County had no real standards for subdivision roads. The neighboring paved road invites more traffic through the proposed improvements.

**FUNDING SOURCES & STATUS:**

Funding Source	Amount	Status
SLIB MRG	\$65,490(50%)	This Application
SLIB JPL (District Match)	\$32,745 (25%)	This Application
Campbell County DSG	\$32,745 (25%)	Pending

**PRIORITY #:** 1 of 1

**LOAN SECURITY:** Special District Assessment

**SERVICE DISTRICT FORMATION & BOUNDARY INFORMATION:** The District covers the following contiguous Subdivisions: Means, Means First Extension, North Hannum, Carter and some adjacent properties. The district boundary is shown on the accompanying map. **Service Area Description:** In addition to the 84 residential lots in the subdivisions and district boundary, it will also serve nearly 100 commercial lots to the west.





July 22, 2013

Means Carter, North Hannum I&SD  
P.O. Box 4072  
Gillette, WY 82717

RE: Means-Carter-N Hannum I&SD South Roads DSG, MRG & JPL Application  
Cost Estimate

Dear Boardmembers,

The basis of this analysis is that it will estimate the costs to bring the existing subdivision roads up to the County Subdivision Roads Standard adopted in 2006.

Service Area

The District was formed recently to service 85 lots within four subdivisions and two separate lots located about one and a half miles north of the City of Gillette Corporate Limits. The total length of streets in the District is approximately 3.11 miles. In summary:

Street	Length (Ft)
North Plains Dr.	1,450
McGee Ave.	2,850
Carter Ave.	2,850
Silver St.	600
Copper St.	550
Mink Ave.	1,500
Glenn Dr.	1,600
Means St.	2,300
Gold Rd (built)	900
Gold Rd (not built)	1,800
	16,400

Since there are no sources of real “hard rock aggregate” gravel in Campbell County, the service area streets use what is locally known as “scoria” for surfacing. Scoria is technically a form of baked shale and more resembles broken pottery than any decent road gravel. It breaks down under weather and traffic very quickly and therefore has a very short life. Once it breaks down, it becomes dusty and is useless as an all weather surface.

The existing roads are mostly 24-32 feet in width. Most of the service area streets have an adequate cross section with shoulders and ditches that drain fairly well. Some do not.

Gold Road represents a different case than the rest of the subdivision streets. The section of Gold Road between Mink and the west District Boundary was never built or formally developed. Therefore this un-built 1800' section is un-drained and has utilities close to the surface where borrow ditches would usually be built. Traffic often loses control in the section or gets stuck in the mud.

The following narrative reviews existing road conditions and logical service areas as defined on the attached map:

**PHASE 1: "Unbuilt" Gold Road Improvements (this application)**

**Gold Road was slowly developed with no real plan other than a ROW connecting Hannum Road, to Highway 14-16.**

**The first parts of Gold Road were built in the 1970s. The section west of The Carter and North Hannum Subdivisions was part of the Prairie View and Champion Ventures Subdivisions District. In 1998, the Prairie View and Champion Ventures I&SD received grants from Campbell County (DSG), State (MRG), State (WYDOT), and loans (Federal USDA) At that time the County had no real standards for subdivision roads. The paved portion was limited to the area within the Prairie View Champion Ventures District.**

**This area (not contained within the District or Study area) is west of Means-Carter-North Hannum I&SD and is not part of this project; however since it is already paved, it invites more traffic through the Applicants District that needs the most improvement.**

**One major construction issue is the depth of utilities under Gold Road. Cable, phone and power lines were placed in his ROW before any road grading was ever done; this has caused the utilities to conflict with any road improvements, mainly drainage because excavation is not possible without lowering the existing utilities. Rural Campbell County does not have franchise agreements with utility companies; therefore over the years have had no control over how utilities were installed.**

**PHASE 2 & 3: Means and Means First Extension Roads (Older Subdivision Roads)**

**Means Subdivision and Means First Extension was constructed in the 1970's. Overall, the roadway cross-sections (not surfacing) and ditches in those subdivisions are in good shape. Many of the roadways built very wide. As the center of the roadways was used, the scoria surfacing was worn off and was pushed to the sides. This caused the center of the roads to be depressed with poor drainage. For the most part, the shoulders need to be sloped and new surfacing added.**



Many of the borrow ditches and culverts have filled in over the years, and they need to be re-established. This needs to be completed before any surfacing improvements are made. Therefore, due to funding constraints, the two phases should be split up by a year; the borrow ditch grade completed in 2014 and the surfacing in 2015.

North Plains Drive has had limestone base gravel recently placed on it and the surface is in good condition. We assume this was done by direct neighbor participation. However the ditches can be cleaned out to improve drainage. The Carter and North Hannum Subdivisions were built around 2005 and was done under the Campbell County Public Works Standards as 28' wide roads with 2' deep borrow ditches. Generally these are in good condition.

PHASE 4: Little Rawhide Creek Tributary (Major Drainage Improvements)

A west tributary to the Little Rawhide Creek begins at Gold Road, and winds through North Hannum Road and Means First Extension. The section through the North Hannum subdivision is not defined within an easement. Parts of the streambed through the Means First Extension Subdivision are being encroached upon, and has been filling in with sediment. The stream should be defined with flat bottom ditch and kept clear so future problems are minimized.

Improvements & Funding Drawdown Schedule

We believe for public safety sake that the section of Gold Road have the highest priority. The project can be broken into logical parts and therefore we can facilitate funding:

- 2014 PHASE 1: Gold Road
- 2015 PHASE 2: Older Subdivision Drainage and Culvert Improvements
- 2016 PHASE 3: Older Subdivision Surfacing Improvements
- 2017 PHASE 3: Major Drainage Improvements

In planning the 2014 Gold Road Improvements, the funding drawdown schedule is expected to proceed approximately as follows:

Date:	Activity	Funds Drawn	
February 2014:	Funds Available	0%	
March – April 2014:	Project Engineering and Planning	8%	(\$10,500)
May – June 2014:	Public Bid - Contractor Selection	3%	(\$4,000)
June – August:	Construction	84%	(\$110,000)
September:	Completion/Contractor Retainage	5%	(\$6,500)
Total:		100%	(\$131,000)

### General

Without exact field surveys, earthwork is the most difficult item to estimate. We can very roughly estimate overall earthwork by estimating the difference between the existing roads and the correct road cross section. Topsoil will be rolled back to the edge of the ditches, and then brought back after the roadway is defined.

Driveway drainage culverts are also estimated here, the project will likely require about 100 18" culverts to serve the project. About two thirds of these will serve individual driveways, not all drives require culverts, that is when they are on the low side of the road with no borrow ditch. Major drainage crossings will involve 24" and culverts. Unit prices on major items were derived from the informal bids you received from construction companies.

It is critical that these roads be improved to allow safer passage of all vehicles. Driving these roads often limits speeds to 10 mph in many areas. Without surfacing, dry weather generates extreme dust and wet weather generates mud deep enough to strand cars and trucks.

If there are any questions, please contact my office.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Steven M. Bruce', with a long, sweeping horizontal line extending to the right.

Steven M. Bruce, P.E.

Attached:                      Preliminary Engineers Cost Estimate  
   Area Map  
   Photo Plates



MEANS-CARTER-N HANNUM I&SD ROAD IMPROVEMENT PROJ				PHASE 1 2014		PHASE 2 2015		PHASE 3 2016		PHASE 4 2017	
PRELIMINARY ENGINEER'S COST ESTIMATE 8/28/2013 17:08				GOLD RD IMP FROM MINK TO PVC ROAD		GRAVEL & DRAINAGE IMPROVEMENTS		GRAVEL & DRAINAGE IMPROVEMENTS		LITTLE RAWHIDE CREEK IMPROVEMENTS	
#	ITEM	UNIT	\$/UNIT	QUANT	TOTAL	QUANT	TOTAL	QUANT	TOTAL	QUANT	TOTAL
1	Contractor Mobilization	LS	\$ 5,000.00	1	\$ 5,000	1	\$ 5,000	1	\$ 5,000		\$ -
2	Earthwork - Embankment	CY	\$ 3.00	3500	\$ 10,500	2500	\$ 7,500	2500	\$ 7,500		\$ -
3	Earthwork - Excavation	CY	\$ 4.00	3500	\$ 14,000	2500	\$ 10,000	2500	\$ 10,000	1000	\$ 4,000
4	Topsoil Removal (Blade)	CY	\$ 0.50	645	\$ 322	10000	\$ 5,000	10000	\$ 5,000	500	\$ 250
5	Topsoil Replacement	CY	\$ 0.50	645	\$ 323		\$ -		\$ -		\$ -
6	18" Culvert (4 GR drive/property)	LF	\$ 18.00	160	\$ 2,880	620	\$ 11,160	620	\$ 11,160		\$ -
7	24" Culvert (Drainage x-ing)	LF	\$ 28.00	240	\$ 6,720	760	\$ 21,280	760	\$ 21,280	240	\$ 6,720
8	Driveway Earthwork (in ROW)	CY	\$ 10.00	100	\$ 1,000	20	\$ 200	20	\$ 200		\$ -
9	28' wide 2" Grade W/4" Scoria Base	LF	\$ 12.50	1600.0	\$ 20,000	7500	\$ 93,750	7500	\$ 93,750		\$ -
10	Underground Facility Crossing	EA	\$ 500.00	20	\$ 10,000		\$ -		\$ -	20	\$ 10,000
11	Underground Utility Adjustment	LS	\$ 10,000.00	1	\$ 10,000						
12	Remove Culvert	LF	\$ 10.00	200	\$ 2,000		\$ -		\$ -	240	\$ 2,400
13	Install Erosion Mat	SF	\$ 3.00	4000	\$ 12,000		\$ -		\$ -		\$ -
14	Contractor Bond (\$15/\$1000 const)	EA	\$ 15.00	105	\$ 2,040		\$ 2,400		\$ 2,400		\$ 435
15	Seeding/Straw Mulch/Fertilize	AC	\$ 2,000.00	1.5	\$ 3,000	2	\$ 4,000	2	\$ 4,000	0.5	\$ 1,000
16	Force Account	LS	\$ 5,000.00	1	\$ 5,000		\$ 5,000		\$ 5,000	1	\$ 2,500
17	SUBTOTAL		TTL		\$ 104,785		\$ 165,290		\$ 165,290		\$ 27,305
18	Contingency	LS	10%		\$ 10,478		\$ 16,529		\$ 16,529		\$ 2,731
19	Engineering (Public Bid, Full Const Admin)	LS	15%		\$ 15,718		\$ 24,794		\$ 24,794		\$ 4,096
20	TOTAL				\$ 130,981		\$ 206,613		\$ 206,613		\$ 34,131

MEANS-CARTER-N HANNUM I&SD ROAD IMPROVEMENT PROJECT PRELIMINARY ENGINEER'S COST ESTIMATE - FUNDING SUMMARY 8/22/2013 14:45											
2014			2015			2016			2017		
Funding/Phase Summary			Funding/Phase Summary			Funding/Phase Summary			Funding/Phase Summary		
PHASE 1		\$ 130,981	PHASE 2		\$ 206,613	PHASE 3		\$ 206,613	PHASE 4		\$ 34,131
DSG	\$ 32,745	25%	DSG	\$ 17,996	9%	DSG	\$ 1,599	1%	DSG	\$ -	0%
MRG	\$ 65,491	50%	MRG	\$ 103,306	50%	MRG	\$ 103,306	50%	MRG	\$ 17,066	50%
JPL	\$ 32,745	25%	JPL	\$ 85,310	41%	JPL	\$ 101,707	49%	JPL	\$ 17,066	50%
DISTRICT	\$ -	0%									
TTL	\$ 130,981	100%	TTL	\$ 206,613	100%	TTL	\$ 206,612	100%	TTL	\$ 34,131	100%
Principal	\$ 32,745	Annual/Yr	Principal	\$ 85,310	Annual/Yr	Principal	\$ 101,707	Annual/Yr	Principal	\$ 17,066	Annual/Yr
Term	30		Term	30		Term	30		Term	30	
Int	5.17%	\$2,171.58	Int	5.17%	\$5,657.56	Int	5.17%	\$6,744.95	Int	5.17%	\$1,131.75



Photo #1: Gold Road, 4-11-13.



Photo #2: Copper Road, 4-11-13.



Photo #3: Means Street, 4-11-13

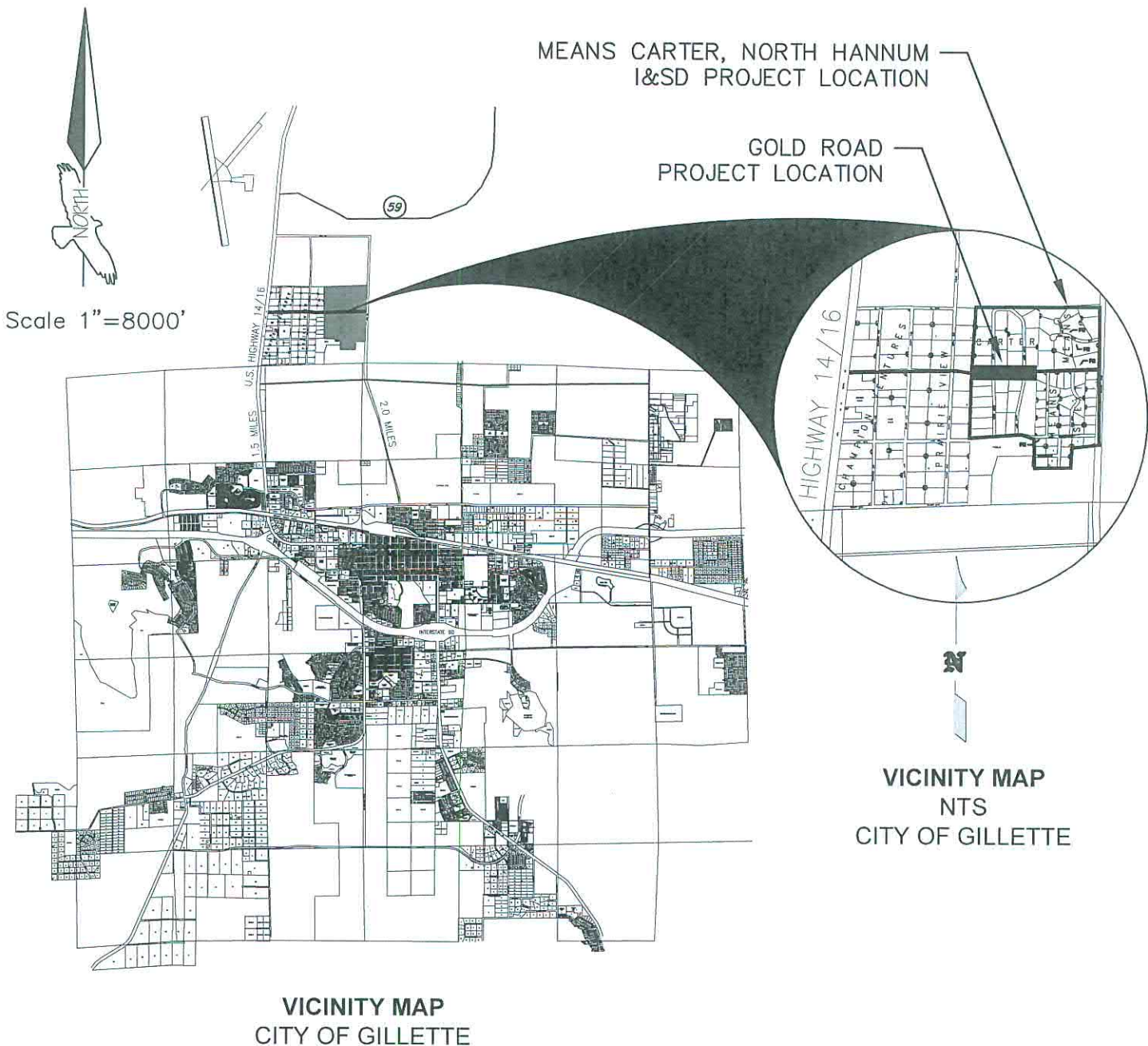


Photo #4; Glenn Road, 4-11-13





# MEANS CARTER, NORTH HANNUM I&SD



PREPARED FOR:

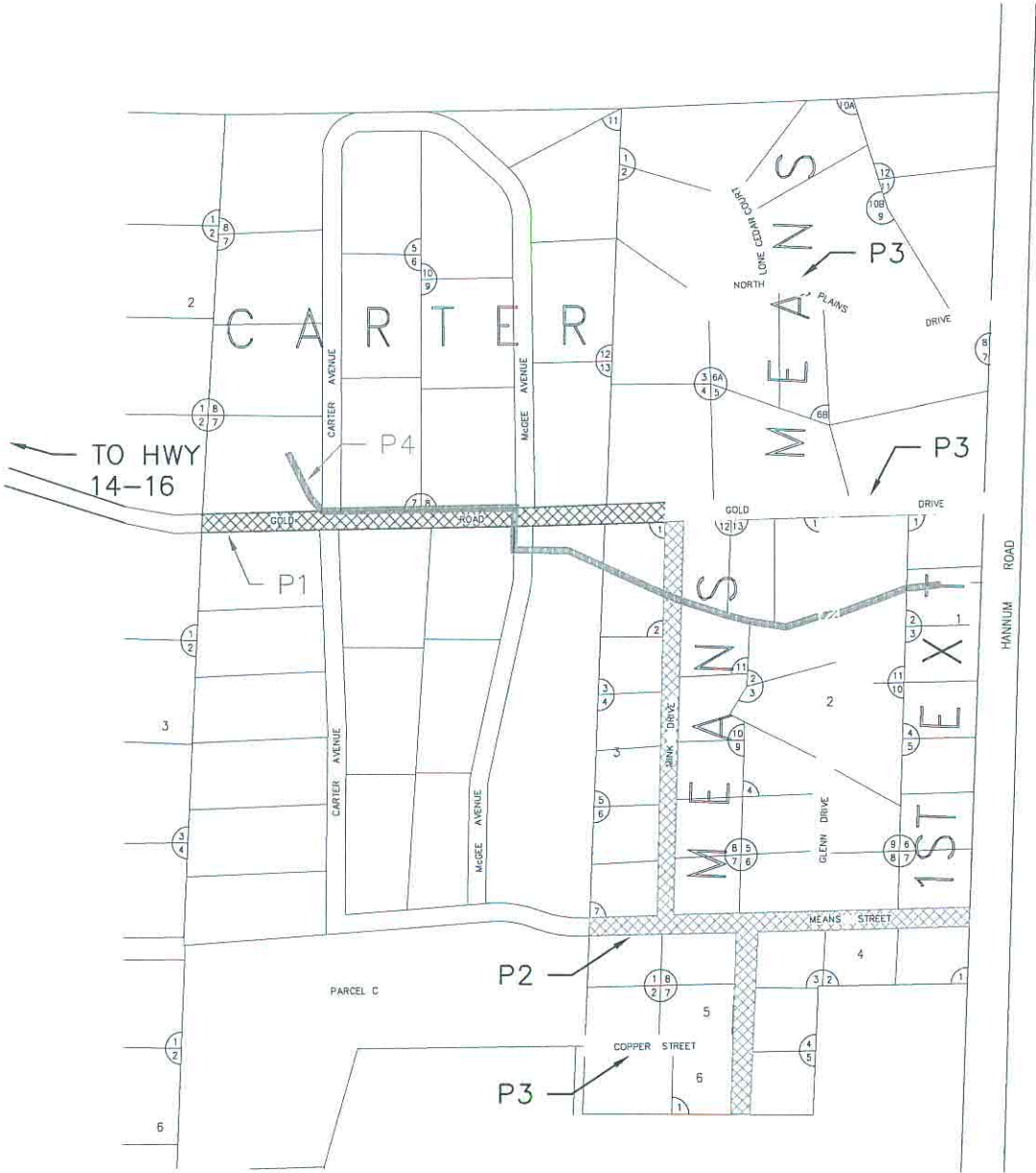
MEANS CARTER, NORTH HANNUM I&SD  
P.O. BOX 4072  
GILLETTE, WYOMING 82717

**BRUCE**  
ENGINEERING, INC.  
118 South Gillette Ave.  
Gillette, WY 82716  
(307) 688-2352





DRAWN BY:	DH	CHECKED BY:	SMB
DATE:	7/14/2013	DATE:	
JOB No:	12-095	AutoCAD File:	12-095

1/3

MEANS CARTER, NORTH HANNUM I&SD



Scale 1"=600'

-  PHASE 1 GOLD ROAD 2014
-  PHASE 2 SURFACING 2015
-  PHASE 3 SURFACING 2016
-  PHASE 4 DRAINAGE 2017

PREPARED FOR:

MEANS CARTER, NORTH HANNUM I&SD  
P.O. BOX 4072  
GILLETTE, WYOMING 82717

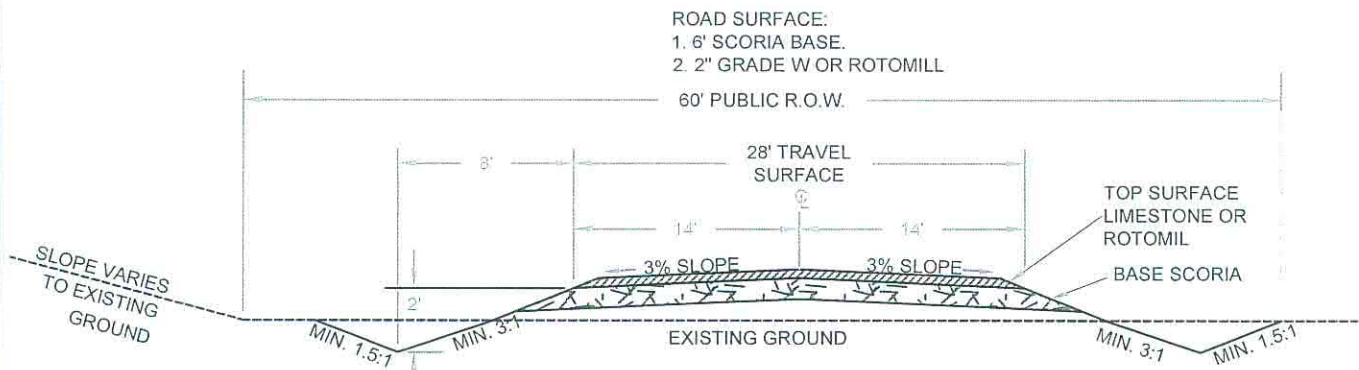
**BRUCE**  
ENGINEERING, INC.  
118 South Gillette Ave.  
Gillette, WY 82716  
(307) 686-2252

DRAWN BY: DH	CHECKED BY: SMB	2/3
DATE: 7/14/2013	DATE:	
JOB No: 12-095	AutoCAD File: 12-095	



MEANS CARTER, NORTH HANNUM I&SD

MEANS CARTER, NORTH HANNUM I&SD  
Basic Subdivision Road Cross Section



- NOTES:
1. 3:1 SLOPE ON BACK SLOPES OF BORROW DITCHES MAY REQUIRE ADDITIONAL SLOPE OR CONSTRUCTION EASEMENT TO MATCH EXISTING GROUND.
  2. DURABLE CRUSHED MATERIAL WILL BE GRADED AND COMPACTED IN PLACE.
  3. SUB-GRADE TO BE GRADED TO DRAIN AND COMPACTED TO AT LEAST ONE FOOT OF DEPTH.
  4. CULVERTS SHOULD BE AT LEAST 12" BUT MUST BE LARGE ENOUGH TO ACCOMMODATE THE TWENTY FIVE YEAR DESIGN STORM. WITH A MINIMUM COVER OF 12" OR ONE-HALF TIMES THE SIZE OF THE CULVERT DIAMETER.
  5. A MINIMUM OF 12" OF COVER OVER ALL CULVERTS (OR MANUFACTURERS SPECIFICATION)

PREPARED FOR:

MEANS CARTER, NORTH HANNUM I&SD  
P.O. BOX 4072  
GILLETTE, WYOMING 82717

**BRUCE**  
ENGINEERING, INC.  
118 South Gillette Ave.  
Gillette, WY 82716  
(207) 835-2252

DRAWN BY:	DH	CHECKED BY:	SMB	3/3
DATE:	7/14/2013	DATE:		
JOB No:	12-095	AutoCAD File:	12-095	

Entitled: A RESOLUTION AUTHORIZING SUBMISSION OF A FEDERAL MINERAL ROYALTY CAPITAL CONSTRUCTION ACCOUNT GRANT APPLICATION TO THE STATE LOAN AND INVESTMENT BOARD ON BEHALF OF THE GOVERNING BODY FOR THE:

**MEANS, CARTER & NORTH HANNUM IMPROVEMENT & SERVICE DISTRICT**

FOR THE PURPOSE OF: ROAD AND DRAINAGE IMPROVEMENTS

WITNESSETH  
**WHEREAS**, the Governing Body for the **MEANS, CARTER & NORTH HANNUM I&SD** desires to participate in the FEDERAL MINERAL ROYALTY CAPITAL CONSTRUCTION ACCOUNT GRANT program to assist in financing this project; and

**WHEREAS**, the Governing Body of the **MEANS, CARTER & NORTH HANNUM I&SD** recognizes the need for the project; and

**WHEREAS**, the Federal Mineral Royalty Capital Construction Account Grant program requires that certain criteria be met, as described in the State Loan and Investment Board's Rules and Regulations governing the program, and to the best of our knowledge this application meets those criteria; and

**WHEREAS**, the Governing Body of the **MEANS, CARTER & NORTH HANNUM I&SD** plans to match the requested Federal Mineral Royalty Capital Construction Account Grant from the following source(s): (describe the source and status of all matching funds):

<b>Campbell County District Support Grant (25%)</b>	<b>\$32,745</b>
<b>SLIB Joint Powers Act Loan (\$25%) or District Funds</b>	<b>\$32,745</b>

**NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE MEANS, CARTER & NORTH HANNUM I&SD**, that a grant application in the amount of **\$65,491** be submitted to the State Loan and Investment Board for consideration

at the \_\_\_\_\_ to assist in funding the \_\_\_\_\_

**BE IT FURTHER RESOLVED**, that Anthony Knofczynski, President; Sven Lunberg, Vice President; and Wayne Strozzi, Secretary/Treasurer are hereby designated as the authorized representatives of the **MEANS, CARTER & NORTH HANNUM I&SD** to act on behalf of the Governing Body on all matters relating to this grant application.

PASSED, APPROVED AND ADOPTED THIS \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_\_\_

_____ (Signature)	_____ (Name and Title)
_____ (Signature)	_____ (Name and Title)
_____ (Signature)	_____ (Name and Title)

STATE OF WYOMING    )  
                                  )  
County of Campbell    )

Anthony Knofczynski, President; Sven Lunberg, Vice President; and Wayne Strozzi, Secretary/Treasurer, of Means, Carter & North Hannum Improvement & Service District, personally appeared before me on this \_\_\_\_\_ day of \_\_\_\_\_, 2013. Witness my hand and official seal.

\_\_\_\_\_  
Signature of Notarial Officer  
  
\_\_\_\_\_  
Title and Rank  
  
My commission expires: \_\_\_\_\_



**Means, Carter North Hannum Improvement & Service District**  
**BUDGET - 7/1/13 - 6/30/14**

		ACTUAL 7/1/11 - 6/30/12	BUDGET 7/1/12 - 6/30/13	ACTUAL 7/1/12 - 6/30/13	BUDGET 7/1/13 - 6/30/14	Notes
Cash On Hand 6/30/13					22,269.66	Cash on Hand 6/30/13
Operating Revenue						
	Assessments / Fees (2012 Assessment)		48,000.00	50,400.00	46,800.00	78 lots at \$600 ea.
					1,800.00	6 lots at \$300 ea.
	Assessments / Fees - not received yet			-19,400.00	19,400.00	Outstanding receivables balance
	Assessments 2013					\$31,000 paid to date
Total Operating Revenue		0.00	48,000.00	31,000.00	68,000.00	
Non-Operating Revenue						
	Interest			12.26		
	Grants					
	Campbell County District Sup Gr (Formation)	4,500.00				
	CC District Support Grant - To apply to other sources				11,000.00	100% of cost to apply for funding
	CC District Sup Gr (Gold Road/MajorWk)				12,000.00	25% of Major Road Upgrades
	CC District Sup Gr		0.00		3,750.00	25% of Road Upgrades / Repairs
Total Non-Operating Revenue		4,500.00	0.00	12.26	26,750.00	
Total Revenue		4,500.00	48,000.00	31,012.26	94,750.00	
Total Revenue Plus Cash on Hand 6/30/13					117,019.66	
Expense						
	Administration					
	Advertising and Promotion	43.50	150.00	52.13	250.00	
	Bookkeeping / Administrative		4,320.00	5,854.00	7,200.00	\$600 / month
	District Set Up (Legal & Elections)	2,813.77	0.00	200.00	0.00	
	Grant / Loan Research / Project Development					
	Legal Fees		500.00	855.00	4,404.00	
	Office Supplies	0.00	50.00	256.57	300.00	
	Other Expenses					
	Postage and Delivery	50.00	90.00	367.64	370.00	
	Printing and Reproduction		100.00	42.49	100.00	
	Travel				1,500.00	
Total Administration		2,907.27	5,210.00	7,627.83	14,124.00	
Indirect Expenses						
	Insurance					

# Means, Carter North Hannum Improvement & Service District

## BUDGET - 7/1/13 - 6/30/14

		ACTUAL 7/1/11 - 6/30/12	BUDGET 7/1/12 - 6/30/13	ACTUAL 7/1/12 - 6/30/13	BUDGET 7/1/13 - 6/30/14	Notes
	Bond - board		105.00	126.00	126.00	
	Insurance - Other		500.00	834.00	500.00	
	Total Indirect Expenses	0.00	605.00	960.00	626.00	
	Operations					
	Engineering / Mapping	1,500.00		247.50	11,000.00	\$11,000 estimate
	Dust Suppression				3,000.00	
	Road Blading				3,000.00	
	Road - Snow Plowing				3,000.00	
	Road Upgrades / Repairs / Maint.	0.00	18,665.00	0.00	12,000.00	(Grant for 25%)
	Major Road Upgrades - Gold Road / Other	0.00		0.00	48,000.00	(Grant for 25%)
	Total Operations	1,500.00	18,665.00	247.50	80,000.00	
	Total Expense	4,407.27	24,480.00	8,835.33	94,750.00	
	Miscellaneous Expenses As Needed / Capital Improvements				22,269.66	Cash on Hand 6/30/13
	NET (FOR CAPITAL IMPROVEMENTS)	92.73	23,520.00	22,176.93	0.00	
		6/30/2012	6/30/2013		84,000.00	County Grant Eligibility / History:
	Bank Account Balance:	\$0.00	\$22,269.66		\$4,500.00	approved July 9, 2011
					\$11,000.00	approved April 2, 2013
					\$1,386.00	approved April 16, 2013
					\$16,886.00	Total
					\$67,114.00	Remaining Eligibility until 7/2016
	Road Improvements	Total	County Grant (25%)	MRG	JPL (or Distr. Funds)	District
	Phase I (Gold Rd. Imp from Mink to PVC Road)	118,481.00	29,620.25	44,430.38	44,430.38	0.00
	Phase 2 (Drainage Improvements / Culverts)	131,081.00	32,770.25	49,155.38	49,155.38	0.00
	Phase 3 (Gravel old subdivision Roads - Means & 1st)	279,075.00	50,000.00	114,537.50	114,537.50	0.00
	Phase 4 (Little Rawhide Creek Improvements)	34,131.00	8,532.75	12,799.13	12,799.13	0.00
		562,768.00	120,923.25	220,922.38	220,922.38	0.00
	Phase 3 = \$50,000 maximum in any year					



## Office of State Lands and Investments

*Funding Wyoming Public Education*

122 West 25<sup>th</sup> Street  
Cheyenne, WY 82002  
Phone: (307) 777-7331  
Fax: (307) 777-5400  
[slfmail@wyo.gov](mailto:slfmail@wyo.gov)



Mathew H. Mead  
Governor

Ed Grant  
Director

### Instructions to Complete Street Questionnaire

Background: W.S. 9-4-604 (a) requires a written review by an appropriate state agency of all Mineral Royalty Grant requests. The Wyoming Department of Transportation (WYDOT) reviews street and road projects. WYDOT has developed this questionnaire to assist in its review of these applications. **Applicants are to submit this questionnaire as part of your application for Mineral Royalty Grant funds.**

Please complete the following items to the best of your ability. Provide preliminary project

Information used to develop your cost estimate. Provide a sketch or drawing similar to the

cross section examples in the back of this questionnaire, or use the urban/rural cross section samples provided and edit accordingly.

### PROJECT INFORMATION

1. Provide a typical cross section(s) showing thickness, pavement widths, roadway lengths and surfacing materials. See example attached.
2. Briefly, describe below the number and types of drainage facilities such as culverts, storm sewer or sanitary sewer including the number of barrels, size, length, culvert type and outlet protection.

Water lines serving the neighborhood have been constructed. Gold Road crosses a major drainage path, preliminary estimates show that at least three crossings using 2-24" culverts need to be placed at each crossing point. Water velocities are not expected to be high, therefore outlet protection is not likely needed. Corrugated steel pipe will be utilized.

3. If a bridge is part of this project, briefly describe below the structures in this project including back to back abutment length, bridge roadway width, total bridge width, and structure type, including material of construction.

No bridges are part of this project

4. If a retaining wall is part of this project, please summarize below information concerning this project item including height, length, width, type of wall and material of construction.

No retaining walls will be part of this project.

5. Please describe below miscellaneous items including mobilization, bonding, traffic control, seeding and reclamation items.

All these items will become bid items and part of the project manual and it will be publicly bid..

6. Please, provide the following requested information involving right of way and utilities

- A. Is there any involvement with existing right of way or utilities? Have the existing right of way and utilities been cleared?

These right-of ways have been platted. Shallow utilities are expected; past drainage work has not been done mainly because of the existing utilities. This discussion is covered in the Engineer's feasibility document.

- B. Is there any additional right of way needed.

No

- C. Is the existing right of way under public domain?

Yes.

- D. If the existing right of way is under the public domain, was it legally taken onto a public road system? (Documentation of this action may be requested)

Campbell County has designated Gold Road to be a public "Subdivision Road" and not a County Road. These roads maintenance is left to the subdivisions directly. The County grades them and removes snow but does not supplement gravel or drainage.

- E. Is there any utility relocation involved with this project?

Yes, there will likely be some phone lines, power lines and possibly communication lines that the project may need to accommodate. The project will make every attempt to work around them, or fill the road section high enough to not deal with utilities. We are not certain of the extent until final design. In the past, in the same situations it was possible to trench deeper along side of the wire utilities and simply push the wire over to a deeper depth. Funds have been addressed into the costs, which can be used to either raise the road, or moves some utilities.