

### Article 1-3

#### WARDS

##### Sections:

- 1-301 Four Wards Established.**  
**1-302 First Ward.**  
**1-303 Second Ward.**  
**1-304 Third Ward.**  
**1-305 Fourth Ward.**

##### **1-301 Four Wards Established.**

The City of Rock Springs, Sweetwater County, Wyoming, is hereby divided into four (4) wards, called: "First Ward", "Second Ward", "Third Ward", and "Fourth Ward", the boundaries of which shall be as hereinafter specified, each of said wards having at least one thousand (1,000) inhabitants. The ward boundaries shall conform to and coincide with the 2002 voter precinct boundaries as established by the office of the Sweetwater County Clerk in the Voter Precinct and Ward Map and legal descriptions, a copy of which is attached hereto and incorporated herein by this reference. In particular, First Ward shall include voter precincts 04-1, 04-2, 04-3, and 04-4; Second Ward shall include voter precincts 05-1, 05-2 and 05-3; Third Ward shall include voter precincts 06-1, 06-2, 06-3 and 06-4; Fourth Ward shall include voter precincts 03-1, 03-2, 03-3, 03-4 and 03-5. (Ord. 177, Sec. 1, 9-22-19; 2-1, Rev. Ord. 1938; 6-159, Ord. 1351, Sec. 1; Rev. Ord. 1963).

##### **1-302 First Ward.**

The First Ward shall include all that area lying within the Incorporated City of Rock Springs being more particularly described as follows:

Beginning at the intersection of C Street and Union Pacific Railroad mainline track; thence southeasterly along C Street to Reed Street; thence northeasterly and northerly along Reed Street to D Street; thence easterly along D Street to Massachusetts Avenue; thence southerly

along Massachusetts Avenue to Wyoming Street; thence easterly along Wyoming Street to Washington Avenue; thence southerly and southwesterly along Washington Avenue to Willow Street; thence westerly along Willow Street to Walnut Street; thence northerly along Walnut Street to Alder Street; thence westerly along Alder Street to Blair Avenue; thence southwesterly along Blair Avenue to the Rock Springs South Belt Route; thence westerly along said Belt Route to Dewar Drive; thence northeasterly along Dewar Drive to the Reliance spur track of the Union Pacific railroad; thence southerly along said spur track to the junction of the Union Pacific Railroad mainline track; thence northeasterly along said mainline track to the point of beginning.

Beginning at the intersection of Sweetwater Drive and the westerly boundary of the corporate limits to said city; thence northeasterly along Sweetwater Drive to Dewar Drive; thence southeasterly along Dewar Drive to Sunset Drive; thence southwesterly along Sunset Drive to the corporate boundary of said city; thence beginning northerly and continuing along said corporate boundary to the point of beginning.

Beginning at the intersection of the south boundary of Sweetwater County and Wyoming Highway 430; thence westerly along said county boundary to the east bank of the Flaming Gorge Reservoir; thence northerly along said east bank and the east bank of the Green River to the easterly boundary of the incorporated limits to the City of Green River; thence northerly along said city boundary to the Bitter Creek drainage; thence northeasterly along said drainage to US Highway 191; thence southerly along said highway to the junction of County Road 4-51; thence northeasterly along said county road to the westerly boundary of the incorporated limits to the City of Rock Springs; thence beginning westerly and continuing along said corporate boundary to Sunset Boulevard; thence easterly along Sunset Boulevard to Dewar Drive; thence easterly along Dewar Drive to

the Rock Springs South Belt Route; thence southeasterly along said belt route to the south boundary of the incorporated limits to the Town of Rock Springs; thence easterly along said south boundary to the southeast corner of said incorporated limits; thence northerly along the easterly boundary of said incorporated limits to Wyoming Highway 430; thence southeasterly along said highway to the junction of County Road 4-26; thence easterly and southeasterly along said county road to County Road 4-24; thence northeasterly along said County Road 4-24 to the junction of County Road 4-19; thence southerly and southwesterly along said County Road 4-19 to Wyoming Highway 430; thence southerly along said highway to the point of beginning;

Beginning at the junction of Wyoming Highway 430 and Marchant Street; thence southeasterly along said highway to the corporate boundary of the City of Rock Springs; thence southerly and westerly to the Southside Belt Route; thence northwesterly along said belt route to West Blair Avenue; thence northeasterly along West Blair Avenue to Alder Street; thence easterly along Alder Street to Walnut Street; thence southerly along Walnut Street to Willow Street; thence easterly along Willow Street to Thompson Street; thence continuing easterly along Thompson Street to the easterly fenceline of the Rock Springs Municipal Cemetery; thence southerly along said fenceline to Marchant Street; thence easterly along Marchant Street to Lincoln Avenue; thence southerly along Lincoln Avenue to Fancher Street; thence easterly along Fancher Street to Adams Avenue; thence northerly along Adams Avenue to Marchant Street; thence easterly and northeasterly along Marchant Street to the point of beginning. (Ord. 177, Sec. 2, 9-22-19; 2-1, Rev. Ord. 1938; 6-1-59, Ord. 1351, Sec. 2; Rev. Ord. 1963; Ord. 76-21, 6-15-76; Ord. No. 92-13, 5-5-92).

### **1-303 Second Ward.**

The Second Ward shall include all that area lying within the Incorporated City of Rock Springs being more particularly described as

follows:

Beginning at the intersection of Dewar Drive and Gateway Boulevard; thence northerly along Gateway Boulevard to Skyline Drive; thence easterly and northeasterly along Skyline Drive to College Drive; thence northerly approximately 0.4 miles along said College Drive to an overhead high-voltage power transmission line crossing; thence northeasterly along said powerline to the Reliance spur track of the Union Pacific railroad; thence southerly along said spur track to Center Street; thence southwesterly, westerly and northwesterly along Center Street and Dewar Drive to the point of beginning.

Beginning at the intersection of Sweetwater Drive and Dewar Drive; thence northeasterly along Sweetwater Drive to Reagan Avenue; thence easterly along Reagan Avenue to Foothill Boulevard; thence southerly along Foothill Boulevard to Truman Street; thence easterly along said Truman Street to Madison Drive; thence northeasterly along Madison Drive to College Drive; thence southeasterly along College Drive to Skyline Drive; thence southwesterly along Skyline Drive to Gateway Boulevard; thence southerly along Gateway Boulevard to Dewar Drive; thence northwesterly along Dewar Drive to the point of beginning.

Beginning at the intersection of Sweetwater Drive and the westerly boundary of the corporate limits to said city; thence northerly along said corporate boundary to the crossing of the buried water pipeline serving the Jim Bridger Power Plant; thence northeasterly along said buried pipeline to Foothill Boulevard; thence southerly along Foothill Boulevard to Stagecoach Boulevard; thence northeasterly along Stagecoach Boulevard to the Reliance spur track of the Union Pacific railroad; thence southerly along said track to the centerline of US Interstate 80; thence southwesterly along Interstate 80 to the College Drive junction; thence westerly along College Drive to Madison Drive; thence southwesterly along Madison Drive to Truman Street; thence westerly along

Truman Street to Foothill Boulevard; thence northerly along Foothill Boulevard to Reagan Avenue; thence westerly along Reagan Avenue to Sweetwater Drive; thence southwesterly along Sweetwater Drive to the point of beginning. (Ord. 177, Sec. 3, 9-22-19; 2-1, Rev. Ord. 1938; 6-1-59, Ord. 1351, Sec. 3, Rev. Ord. 1963; Ord. 76-21, 6-15-76; Ord. No. 92-13, 5-5-92).

**1-304 Third Ward.**

The Third Ward shall include all that area lying within the Incorporated City of Rock Springs being more particularly described as follows:

Beginning at the intersection of the centerline of US Interstate 80 and the Reliance spur track of the Union Pacific railroad; thence northeasterly along said Interstate centerline to the corporate boundary to the City of Rock Springs; thence southerly and easterly along said corporate boundary to the centerline of US Interstate 80; thence southeasterly along said interstate centerline to the crossing of Swanson Drive; thence southwesterly along Swanson Drive to Ninth Street; thence northwesterly along Ninth Street to the Rock Springs Belt Route; thence southerly along said Belt Route to the westbound track of the Union Pacific railroad mainline; thence southwesterly along said track to the Pearl Street Diversion Canal crossing; thence northeasterly and northerly along said diversion canal to the confluence of Bitter Creek; thence easterly along Bitter Creek to Pilot Butte Avenue; thence southwesterly along Pilot Butte Avenue, Bridger Avenue, and Center Street to the Reliance spur track of the Union Pacific railroad; thence northwesterly along said track to the point of beginning.

Together with and including all that area lying within the corporate boundaries of the Rock Springs Municipal Airport.

Beginning at the intersection of the Reliance spur track of the Union Pacific railroad and the centerline of US Interstate 80; thence northerly along said spur track to the corporate boundary to the City of Rock Springs; thence easterly and southerly along

said city boundary to the centerline of US Interstate 80; thence southwesterly along said Interstate centerline to the point of beginning.

Beginning at the intersection of College Drive and the centerline of US Interstate 80; thence northeasterly along said Interstate centerline to the Reliance spur track of the Union Pacific railroad; thence southerly approximately 0.9 miles along said spur track to an overhead high-voltage powerline; thence southwesterly along said powerline to College Drive; thence northwesterly along College Drive to the point of beginning.

Beginning at the intersection of the Reliance spur track of the Union Pacific railroad and the corporate boundary of the City of Rock Springs; thence southerly along said track to Stagecoach Boulevard; thence southwesterly along Stagecoach Boulevard to Foothill Boulevard; thence northerly along Foothill Boulevard to the crossing of the buried water pipeline serving the Jim Bridger Power Plant; thence southwesterly along said buried pipeline to the westerly boundary of the corporate limits to the City of Rock Springs; thence beginning northerly and continuing along said corporate boundary to the point of beginning. (Ord. 177, Sec. 4, 9-22-19; 2-1, Rev. Ord. 1938; 6-1-59, Ord. 1351, Sec. 4; Rev. Ord. 1963; Ord. 76-21, 6-15-76; Ord. No. 92-13, 5-5-92).

**1-305 Fourth Ward.**

The Fourth Ward shall include all of that all that area lying within the Incorporated City of Rock Springs being more particularly described as follows:

Beginning at the intersection of C Street and Union Pacific railroad mainline track; thence northeasterly along said mainline track to the Broadway Street underpass; thence southwesterly along said Broadway Street to F Street; thence southeasterly along F Street to 2<sup>nd</sup> Street; thence northeasterly along 2<sup>nd</sup> Street to Edgar Street; thence easterly along Edgar Street to Gale Street; thence southerly along Gale Street to Lee Street; thence easterly

along Lee Street to Angle Street; thence southeasterly along Angle Street to Q Street; thence southerly along Q Street to Thorpe Street; thence Westerly along Thorpe Street to G Street; thence southeasterly and southerly along G Street and Connecticut Avenue to D Street; thence westerly along D Street to Reed Street; thence southerly and southwesterly along Reed Street to C Street; thence northwesterly along C Street to the point of beginning.

Beginning at the intersection of the mainline track of the Union Pacific railroad and the Southside Belt Route; thence southeasterly along said belt route to the easterly projection of Edgar Street; thence westerly along said projection and Edgar Street to Collins Street; thence southerly along Collins Street to the northerly projection of Garnet Street; thence southerly along said projection and southwesterly along Garnet Street to Agate Street; thence southeasterly along Agate Street to Sapphire Street; thence southwesterly along Sapphire Street to Carson Street; thence northwesterly along Carson Street to Emerald Street; thence southwesterly and westerly along Emerald Street to Fremont Street; thence southwesterly along Fremont Street and the projection thereof to the former Mountain Fuel railroad spur grade; thence southeasterly along said railroad grade to the Southside Belt Route; thence southwesterly along said belt route to New Hampshire Street; thence northwesterly along New Hampshire Street to Pennsylvania Avenue; thence northerly and westerly along Pennsylvania Avenue to Connecticut Avenue; thence northerly along Connecticut Avenue and northwesterly along G Street to Thorpe Street; thence easterly along Thorpe Street to Q Street; thence northerly along Q Street to Angle Street; thence northwesterly along Angle Street to Lee Street; thence westerly along Lee Street to Gale Street; thence northerly along Gale Street to Edgar Street; thence northwesterly along Edgar Street to 2<sup>nd</sup> Street; thence southwesterly along 2<sup>nd</sup> Street to F Street; thence northwesterly along F Street to Broadway Street; thence northeasterly and northerly

along Broadway Street to the M Street underpass and the mainline track Union Pacific railroad; thence northeasterly and easterly along said mainline track to the point of beginning.

Beginning at the intersection of Wyoming Highway 430 and the corporate boundary of the City of Rock Springs; thence northwesterly along said highway to the Southside Belt Route underpass; thence northeasterly approximately 500 feet along said belt route to the former Mountain Fuel railroad spur grade; thence northwesterly along said railroad grade to the southwesterly projection of Fremont Avenue; thence northeasterly along said projection and Fremont Avenue to Emerald Street; thence easterly and northeasterly along Emerald Street to Carson Street; thence southeasterly along Carson Street to Sapphire Street; thence northeasterly along Sapphire Street to Agate Street; thence northwesterly along Agate Street to Garnet Street; thence northeasterly along Garnet Street and the northerly projection thereof to Collins Street; thence northerly along Collins Street to Edgar Street; thence easterly along Edgar Street and the easterly projection thereof to the Southside Belt Route; thence northwesterly and northerly along said belt route to Ninth Street; thence southeasterly along Ninth Street to Swanson Drive; thence northeasterly along Swanson Drive to the centerline of US Interstate 80; thence northwesterly along said interstate centerline to the corporate boundary of the City of Rock Springs; thence beginning easterly and continuing along said corporate boundary to the point of beginning.

Beginning at the intersection of Center Street and the Reliance spur track of the Union Pacific railroad; thence easterly and northeasterly along Center Street, Bridger Avenue and Pilot Butte Avenue to the crossing of Bitter Creek; thence easterly along Bitter Creek to the confluence with the Pearl Street Diversion Canal; southerly and southwesterly along said diversion canal to the Union Pacific Railroad mainline track; thence southwesterly along said mainline track to the junction of the Reliance spur

track of said railroad; thence northerly along said spur track to the point of beginning.

Beginning at the junction of the Wyoming Highway 430 and Marchant Street; thence southwesterly and westerly along Marchant Street to Adams Avenue; thence southerly along Adams Avenue to Fancher Street; thence westerly along Fancher Street to Lincoln Avenue; thence northerly along Lincoln Avenue to Marchant Street; thence westerly along Marchant Street to the easterly fenceline of the Rock Springs Municipal Cemetery; thence northerly along said fenceline to Thompson Street; thence westerly along Thompson Street to Washington Avenue; thence northeasterly and northerly along Washington Avenue to Wyoming Street; thence westerly along Wyoming Street to Massachusetts Avenue; thence northerly along Massachusetts Avenue to D Street; thence easterly along D Street to Pennsylvania Avenue; thence southerly along Pennsylvania Avenue to New Hampshire Street; thence southeasterly along New Hampshire Street and Wyoming Highway 430 to the point of beginning. (Ord. 1351, 6-1-59; Rev. Ord. 1963; Ord. 76-21,6-15-76; Ord. No. 92-13, 5-5-92).