

The Christensen Project: A Bridge to Prosperity

June, 2015

Cheyenne, Wyoming



Transportation Investment Generating
Economic Recovery (TIGER 2015) Application



*Prepared by: The staff of the
Cheyenne Metropolitan
Planning Organization*



*Applicant:
The City of Cheyenne*



*In cooperation with: Laramie
County and the Wyoming
Department of Transportation*



TABLE OF CONTENTS

Table of Contents.....	i
Appendices.....	iii
Tiger 2015 Discretionary Grant Summary.....	iv
Acronyms and Abbreviations.....	v
Project Summary.....	1
I. Project Description and Location.....	4
A. Overview.....	4
B. Transportation Constraints.....	5
C. Project History.....	6
D. Existing Facilities.....	8
E. Connections with Existing Transportation Infrastructure.....	8
F. Proposed Improvements.....	9
II. Project Parties.....	11
III. Grant Funds and Sources.....	12
IV. Selection Criteria.....	13
A. Primary Selection	13
i. Safety.....	13
ii. State of Good Repair.....	14
iii. Economic Competitiveness.....	15
iv. Quality of Life.....	16
v. Environmental Sustainability.....	19
B. Secondary Selection.....	20
i. Innovation.....	20
ii. Partnership.....	20
a. Jurisdiction & Stakeholder Collaboration.....	20
b. Disciplinary Integration.....	21

V. Project Readiness..... 23

- A. Technical Feasibility..... 23
- B. Financial Feasibility..... 23
- C. Project Schedule..... 26
- D. Required Approval..... 27
 - i. NEPA..... 27
 - ii. Legislative Approvals and Support..... 27
 - iii. State & Local Planning..... 27
- E. Assessment of Project Risk and Mitigation Strategies..... 28

VII. Federal Wage Rate Certification..... 29

FIGURES

- Figure 1: 80% Bridge Design Detail..... 3
- Figure 2: Map of Project Location in Laramie County, Wyoming..... 4
- Figure 3: Map of Christensen Railroad and Corridor Project..... 5
- Figure 4: Map of Cheyenne’s UPRR Crossing Locations..... 6
- Figure 5: Low Income Neighborhoods, Non-Motorized Plan and Transit Routes..... 18

TABLES

- Table 1: Project Partnerships..... 11
- Table 2: Project Funding Sources..... 12
- Table 3: Project Cost Estimate..... 24
- Table 4: Project Budget by Funding Sources..... 25
- Table 5: Project Schedule..... 26

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APPENDICES**Appendix A - Benefit-Cost Analysis Report****Appendix B - Support Letters**

1. *Governor of Wyoming, Matthew H. Mead*
2. *Secretary of State, Edward F. Murray, III*
3. *Wyoming Department of Transportation, Director John F. Cox*
4. *Governing Body of the City of Cheyenne Supporting Resolution, Mayor Richard L. Kaysen*
5. *Board of County Commissioners of Laramie County, Chairman, Amber Ash*
6. *Wyoming Business Council CEO, Shawn Reese*
7. *Cheyenne LEADS CEO, Randy Bruns*
8. *Union Pacific Railroad, Donna Kush Vice President, Public Affairs-Northern Region*
9. *Laramie County Community College President, Joe Schaffer, Ed.D.*
10. *Visit Cheyenne CEO, Darren Rudloff*
11. *Cheyenne Fire and Rescue, Chief James A. Martin*
12. *Cheyenne Police Department, Chief Brian N. Kozak*
13. *Cheyenne Public Works Director, Vicki Nemecek*
14. *Laramie County Director of Planning and Development, Dan Cooley, P.E.*
15. *Laramie County Public Works Director, Rob Geringer, P.E.*
16. *Cheyenne Transit Program Director, Joe Dougherty*
17. *Cheyenne Housing & Community Development Program Manager, Deanne Widauf*
18. *Cheyenne Trails Planner, Jeff Wiggins, AICP*
19. *Campstool Land Company, LLC, Jim Volk*

Appendix C - Federal Wage Rate Certification

CITY OF CHEYENNE - TIGER 2015 DISCRETIONARY GRANT SUMMARY

Project Title:	The Christensen Project: A Bridge to Prosperity															
Project Type:	<p>Rural Application - Figure 3 illustrates that only a small segment, approximately 6% of the project right-of-way is within the Census Urbanized boundary.</p> <p>Primary Project Type: Road - to improve motor vehicle infrastructure, including personal automobiles and commercial trucking projects.</p> <p>Secondary Project Type: Road/Rail Grade Separation - to create a road-rail grade separation. Includes Road New Capacity - for vehicles, transit and non-motorized facilities.</p>															
Applicant for this Grant:	<p>City of Cheyenne DUNS Number : 075758169 Contact: Thomas M. Mason, Director of the Cheyenne MPO 2101 O’Neil Avenue – Room 205, Cheyenne, Wyoming 82001 Phone: (307) 637-6299 FAX: (307) 637-6308 E-Mail: tmason@cheyennecity.org</p>															
Project Location:	<p>The project location is in Laramie County, Wyoming, partly within the City of Cheyenne corporate limits on the east edge of the urban area. The beginning of the Christensen Project is at the intersection of Commerce Circle and heads generally north intersecting with East Pershing Boulevard and then continues further north to an intersection with United States Highway 30 (US 30). The project is located in the statewide “at large” congressional district of Wyoming.</p>															
Funding Requested:		<table border="0"> <tr> <td>TIGER 2015 (Federal)</td> <td style="text-align: right;">\$8,831,925</td> </tr> <tr> <td>STP-Urban (Federal)</td> <td style="text-align: right;">1,500,000</td> </tr> <tr> <td>Wyoming Business Council</td> <td style="text-align: right;">3,000,000</td> </tr> <tr> <td>Local Water & Sewer</td> <td style="text-align: right;">529,100</td> </tr> <tr> <td>Local Sales Tax</td> <td style="text-align: right;">383,000</td> </tr> <tr> <td>Private In-Kind</td> <td style="text-align: right;"><u>375,000</u></td> </tr> <tr> <td>Total Project Cost</td> <td style="text-align: right;">\$14,619,025</td> </tr> </table>	TIGER 2015 (Federal)	\$8,831,925	STP-Urban (Federal)	1,500,000	Wyoming Business Council	3,000,000	Local Water & Sewer	529,100	Local Sales Tax	383,000	Private In-Kind	<u>375,000</u>	Total Project Cost	\$14,619,025
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Private In-Kind	<u>375,000</u>															
Total Project Cost	\$14,619,025															
Project Partners:	<p>By the City of Cheyenne Engineering Department in coordination with Laramie County, the Wyoming Department of Transportation and the United States Department of Transportation.</p>															
Project Time line:	<p>March, 2016 - December, 2017</p>															
Planning Documents:	<p>The Christensen Project planning documents may be found at http://www.plancheyenne.org/east-dell-rangeus-30-and-christensen-railroad-overpass-plan/</p>															
Categorical Exclusion	<p>The NEPA requirements have been completed and a copy of the approved Categorical Exclusion can be found at: http://www.plancheyenne.org/wp-content/uploads/2012/12/FinalChristensenRdCategoricalExclusion.pdf</p>															

ACRONYMS AND ABBREVIATIONS

BCA	Benefit-Cost Analysis
BCR	Benefit-Cost Ratio
BUSINESS PARK	Cheyenne LEADS Business Parkway
CITY	City of Cheyenne
COUNTY	Laramie County
EPA	Environmental Protection Agency
E. PERSHING	East Pershing Boulevard
FEMA	Federal Emergency Management Agency
FHU	Felsburg Holt & Ullevig
I-25	Interstate 25
I-80	Interstate 80
LEADS	Cheyenne-Laramie County Corporation for Economic Development Agency
MPO	Cheyenne Metropolitan Planning Organization
NPV	Net Present Value
NEPA	National Environmental Policy Act
ROW	Right-of-Way
UPRR	Union Pacific Railroad
US 30	United States Highway 30
VMT	Vehicle Miles Traveled
WBC	Wyoming Business Council
WBC-BRC	Wyoming Business Council - Business Ready Community - Community Readiness Grant
WYDOT	Wyoming Department of Transportation



Thank you for the opportunity to submit this application on behalf of the *The Christensen Project: A Bridge to Prosperity* partners for TIGER 2015 Grant funds for a rural project. Compared with our first three attempts for this project we feel that we have a competitive application since a Categorical Exclusion has been approved, design is now at the 80% level, and our local match funding is available. Completion of the design is progressing now that the Categorical Exclusion was approved on May 19, 2015. We have found other funding sources that will be made available once the TIGER grant is awarded. Therefore, we are very confident that the project will be able to go out to bid in the winter of 2015/16 after the US DOT TIGER contract is prepared. The earliest construction could start is during the summer of 2016. The project would be completed by the end of 2017.

The southern end of the project begins at Commerce Circle, which is near the Interstate 80 and Campstool Road interchange found in the center of the Cheyenne LEADS Business Parkway (Business Park). The project crosses the Union Pacific Railroad mainline, then continues north to East Pershing Boulevard, where a modern roundabout is planned. From there, new construction continues north to the Intersection of U.S. Highway 30 (US 30). The completed project will represent one of only three principal arterials that connect Interstate 80 to US 30 in the Cheyenne urban area. The project will provide a critical and logical road and bridge connection for all modes of transportation on the eastern edge of the growing community of Cheyenne, Wyoming.

Cheyenne LEADS, the Cheyenne-Laramie County Corporation for Economic Development Agency, recruits jobs and businesses to the Cheyenne area. The Cheyenne Business Parkway (Business Park) is a 900-acre heavy industrial, manufacturing, warehousing and business park managed by LEADS. Along with the privately owned Campstool Land Company and other nearby businesses, the immediate area today has over 4,000 employees. The main access to the Business Park is only to/from a westerly direction before being able to disperse to the rest of the community in different directions. The potential for additional future development and job creation is very high, as Cheyenne has been growing at a greater than historic rate. Within three miles of the project, there are 9,400 residential units.

For these employees and residents, Interstate access is at the I-80 interchange but additional access to the rest of the city is very limited. LEADS and all the major businesses in the industrial park are very supportive of the potential new access to the area by way of The Christensen Project as it will provide ladders of opportunities for job creation and access to jobs including nearby low-income neighborhoods.

The absence of the Christensen Project is a critical public safety concern. This relates, predominately, to access and response times for fire, police and emergency personnel, particularly to the eastern portion of the business park and to the I-80/Campstool developments. With access over the railroad at Christensen Road, response times could be radically improved and resources in the business park more fully integrated with the growing residential and commercial developments north of the railroad.

LONG-TERM OUTCOMES:

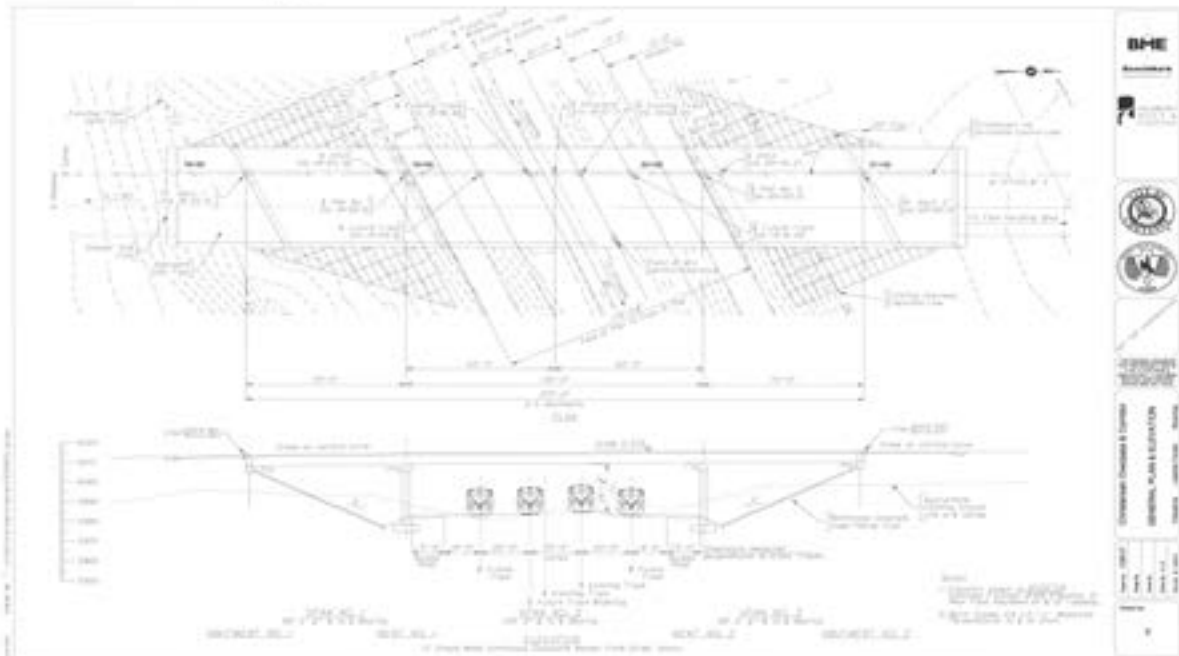
- **Safety** – Given the ratio of the Cheyenne area’s crash rates to vehicle miles traveled, the annual reduction of crash cost is estimated to be \$320,000. Over the life of the project the crash reduction savings are \$19.1 million.
- **State of Good Repair** – The cost of maintenance and operations of the project, will increase as is expected with a new road and bridge but is manageable by the city and county.
- **Economic Competitiveness** - The Christensen Project provides a strategic, logical, and much-needed connection to help create a more balanced transportation system in the Cheyenne area. A second major access to the Business Park is necessary to further facilitate economic activity, job creation and “Ladders of Opportunity.”
- **Quality of Life** – 5,400 vehicle miles traveled per day (VMT) are reduced from the current system providing an annual savings of \$1.2 million in vehicle operation costs. Over the life of the project the vehicle operations cost savings are \$70 million. The annual cost of time saved is \$930,000, while over the life of the project the cost of time savings is \$55.8 million. Transportation options are increased with the added Greenway and transit links between housing and employment.
- **Environmental Sustainability** - 5,400 VMT are reduced from the current system, providing an annual savings of \$61,000 for all emissions. Over the life of the project the emissions cost savings are \$5.2 million.

BENEFIT-COST ANALYSIS: The benefit-cost ratio for the Christensen Project is between 4.1:1 (seven percent discount rate) and 7.8:1 (three percent discount rate). See Table 1 in Appendix A for detailed calculations.

PROJECT READINESS AND NEPA STATUS:

- **Project Schedule** – The City of Cheyenne believes the project construction schedule requirement is realistic. Bidding and construction will be ready to start in the summer of 2016 and the project could be completed by December, 2017. Details are in Section V.
- **Environmental Approvals** – A categorical exclusion has been approved by the Wyoming Department of Transportation and FHWA.
- **Legislative Approvals and Support** – Laramie County voters approved funds in 2012 to begin the final design, NEPA requirements and to purchase right-of-way. City, county and state resolutions and letters of support are found in Appendix A.
- **State and Local Planning** – The Christensen Project is a high priority project and is found in the MPO Master Transportation Plan and the Transportation Improvement Program.
- **Technical Feasibility** – Planning projects and center line surveys were conducted. Design is 80% complete. (Figure 1)
- **Financial Feasibility** – With funding from TIGER 2015, Surface Transportation Program - Urban funds, a State grant from the Wyoming Business Council, and guaranteed local in-kind or cash match, the project can begin with funding secured.
- **Federal Wage Rate Certification** – Signed and included in Appendix C.

Figure 1
80% Design Drawings of the Christensen
Road Union Pacific Railroad Track Crossing



1. Project Description and Location

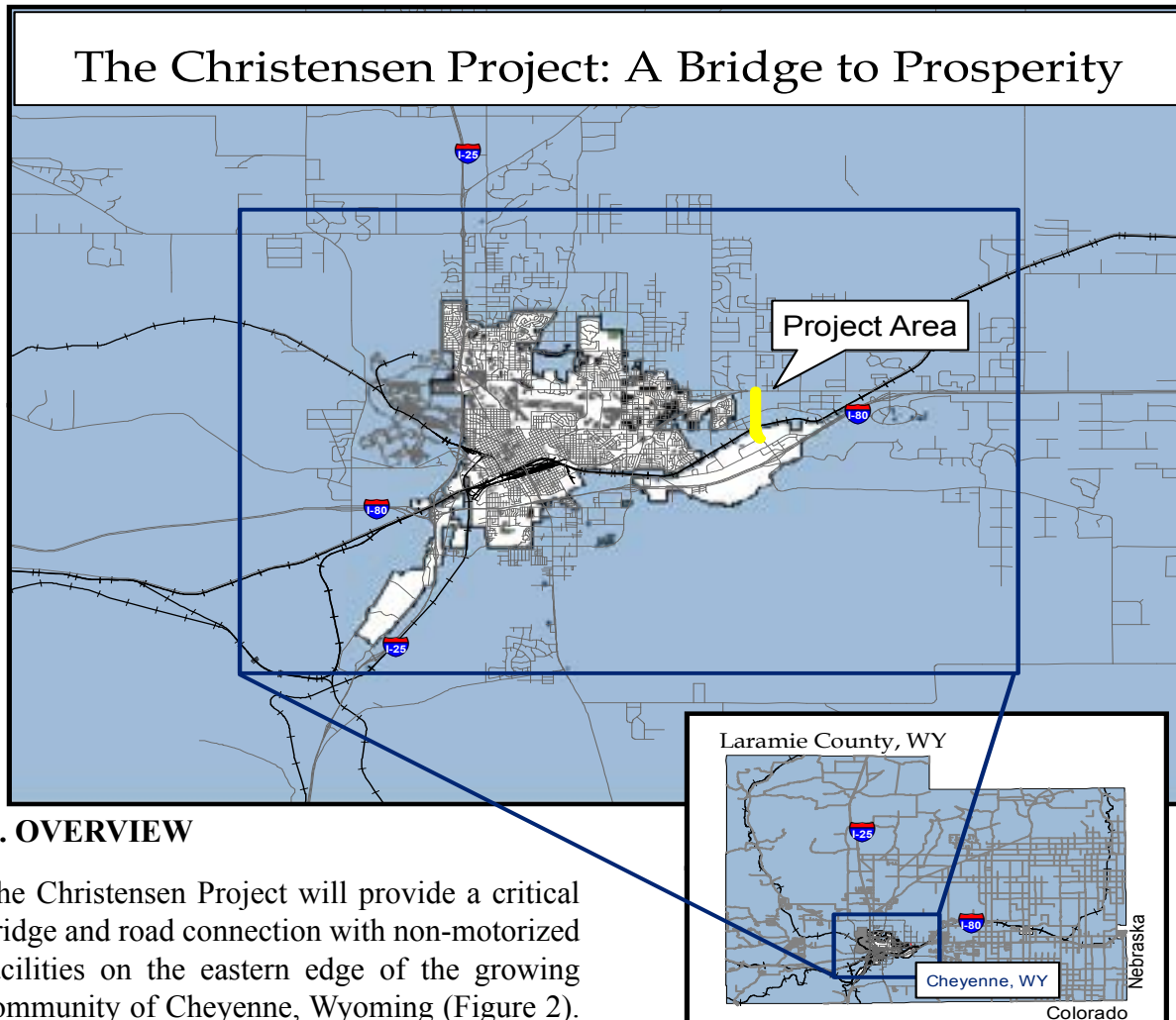


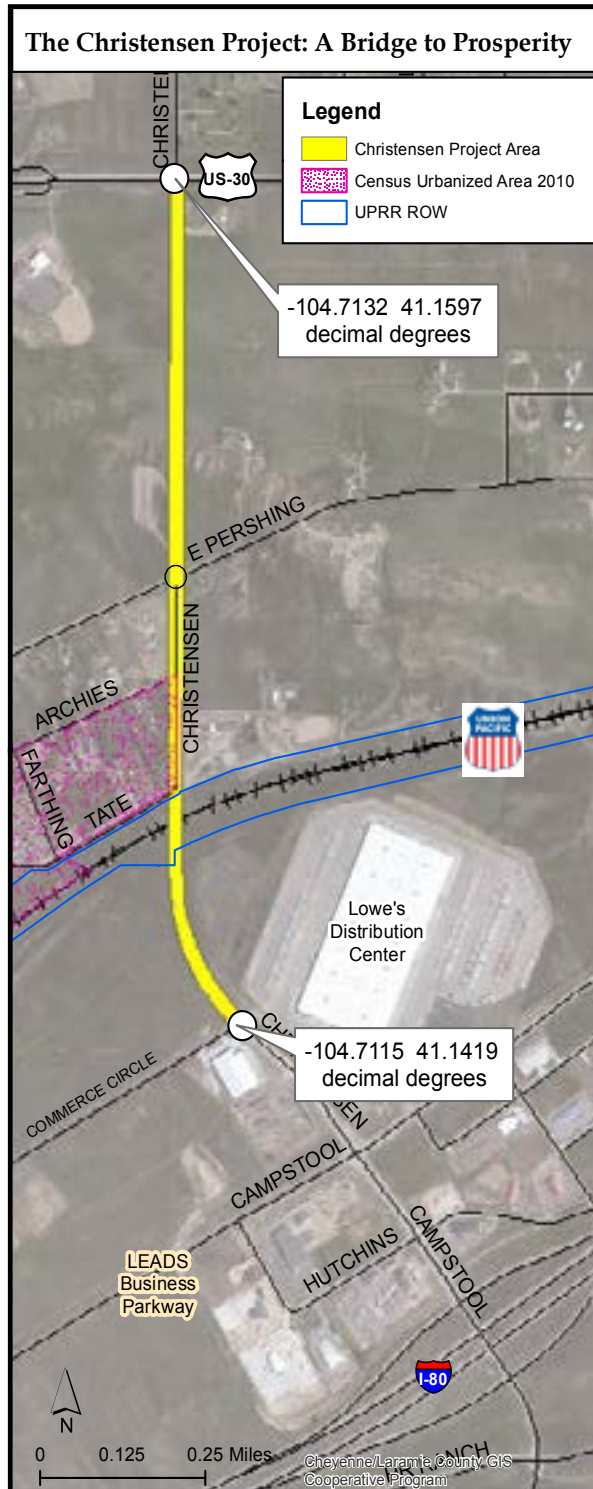
Figure 2:
Project
Location
in
Laramie
County,
Wyoming

A. OVERVIEW

The Christensen Project will provide a critical bridge and road connection with non-motorized facilities on the eastern edge of the growing community of Cheyenne, Wyoming (Figure 2). There are two main segments of the project:

1. The most critical segment begins at the intersection of Christensen Road and Commerce Circle, which is in the center of the Cheyenne LEADS Business Parkway (Business Park). This intersection is at the main freight entrance into the 1.12 million ft². Lowe's Distribution Center and is also 3,100 feet from the Interstate 80/Campstool Interchange. The new construction as shown in Figure 3 starts at Commerce Circle and heads generally north up a gradient where the Union Pacific Railroad (UPRR) mainline right-of-way (ROW) is met. Because the two existing UPRR tracks are in a cut that is lower than the proposed abutment level, the project would bridge over the cut and the railroad tracks. After bridging over the Union Pacific ROW, the proposed road would be constructed over an existing rural gravel road between Tate Road and

Figure 3: Map of Christensen Railroad and Corridor Project



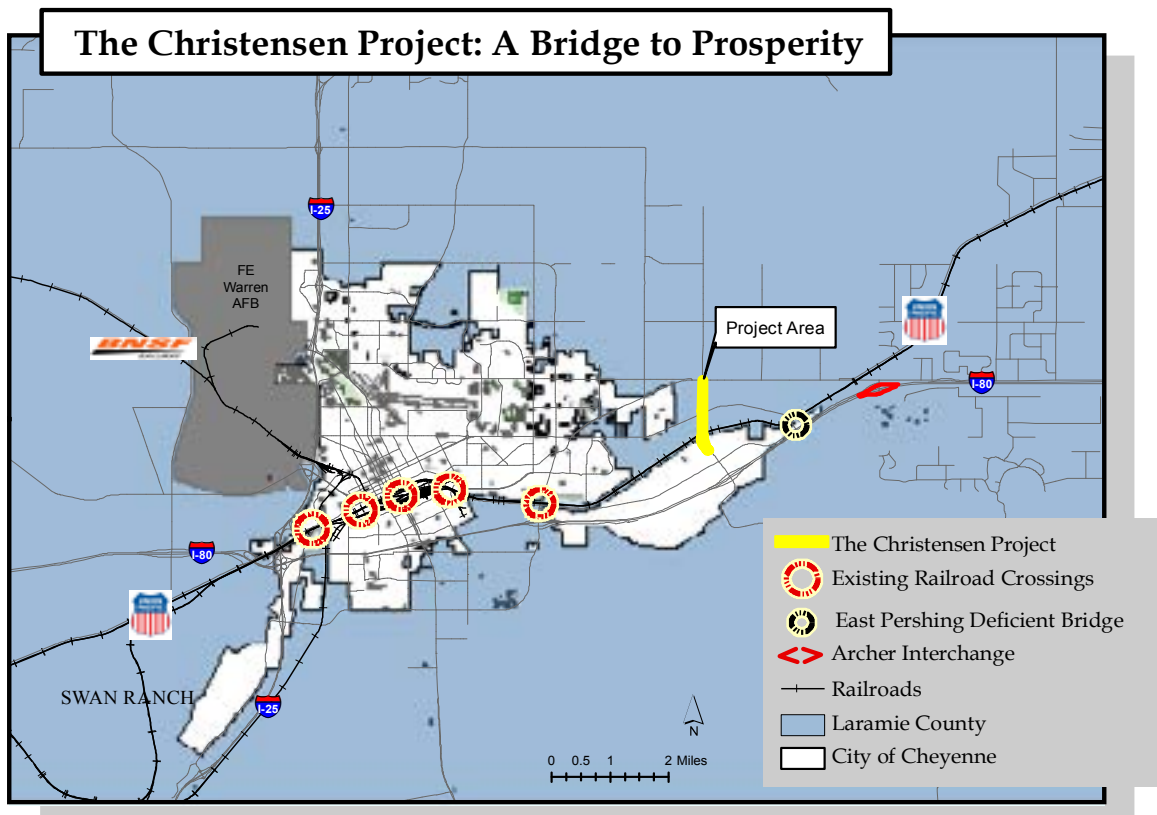
East Pershing Boulevard (E. Pershing). A modern roundabout is planned at the E. Pershing intersection.

- The second segment is a 3,050 foot section of new construction on the section line spanning between the new roundabout at E. Pershing and the intersection of US 30. The private lands on the west side of this segment is soon going to be annexed and developed with homes, an elementary school, parks and multi-use paths. The cost of this segment is approximately 18% of the entire project cost.

B. TRANSPORTATION CONSTRAINTS

In 1867, the Union Pacific arrived in the southeast corner of the Wyoming Territory. General Grenville Dodge surveyed the new town and laid out the original city with the Union Pacific Railroad dividing the town into what remains its north and south sides. Today there are only five crossings of the railroad in the urban area stretching east to west for nine miles. (Figure 4) There are approximately 60-85 trains a day that use these tracks. Interstate 25 (I-25) is on the far west edge of the community. Between I-25 and the proposed Christensen overpass, these are the following railroad crossings: Southwest Drive (at-grade two-lane rural section which is often blocked due to UPRR train movement); Ames Underpass (two-lane urban section which is closed often when there is flooding); I-180 Viaduct (four-lane divided); Norris Viaduct (four-lane urban); and College Drive/WYO 212 (five-lane rural).

Figure 4: Cheyenne's UPRR Crossing Locations



C. PROJECT HISTORY

The Cheyenne MPO, on behalf of the city, county and WYDOT, has planned for this project for several decades. Although Christensen Road has always been considered the eastern edge of an outer belt in past transportation plans, the most recent plans call for a grid system with Christensen serving as the eastern anchor connecting the community to I-80 and US 30. The Christensen Project first appeared on MPO and WYDOT functional classification maps in 1993. The following is a summary of planning efforts for this project over the past several decades:

- The MPO and WYDOT first proposed this Christensen corridor and bridge project in the 1988 *Master Transportation Plan*.
- *The Long Range Master Plan and Traffic Study for the LEADS Cheyenne Business Parkway* prepared in April 1990, recommends the construction of a railroad overpass along Christensen.
- The *Cheyenne Area Master Transportation Plan* of 1994 included the Christensen Project as a high/medium priority project with funding recommended.
- The *East Cheyenne Land Use and Transportation Plan*, which was adopted in 1998 by the city and county, was a more detailed neighborhood land use and transportation plan. The

Christensen railroad overpass and corridor was listed in this document as a high priority proposed connection. <http://www.plancheyenne.org/wp-content/uploads/2012/10/EastCheyenne.pdf>

- In order to preserve the Master Plan and the important Christensen corridor, the MPO (on behalf of the City of Cheyenne), conducted an official mapping survey of the proposed corridor center-line. Two separate center-line official mapping projects were approved and adopted by city ordinance. The first was the Christensen Corridor between the I-80/Campstool Interchange and US 30. It was adopted by the City Governing Body in May, 1996 in Ordinance #3279. The second official mapping project surveyed major roads intersecting Christensen along the corridor. It was adopted by the City Governing Body on May, 2011 in Ordinance #3922.
- In 2006, the award-winning Cheyenne Area Comprehensive Plan, *PlanCheyenne*, was adopted by both the City and County governing bodies. *PlanCheyenne*'s Transportation Plan solidly recommends the Christensen railroad overpass and corridor in its fiscally constrained transportation plan. <http://www.plancheyenne.org/PlanCheyenne2014FINAL/Original2006Plan/TransportationPlanFinal.pdf>
- Based on the 2006 Master Transportation Plan - *PlanCheyenne, The East Dell Range/US 30 Corridor Study and The Christensen Railroad Overpass Plan* was prepared by consultant Felsburg Holt & Ullevig (FHU). The planning document was dated May 2008 and it was adopted by both the City and County governing bodies along with support by WYDOT. <http://www.plancheyenne.org/wp-content/uploads/2012/12/EDellRangeUS30ChristensenRROverpassPlan.pdf> and <http://plancheyenne.org/wp-content/uploads/2012/12/FinaldesignReport.pdf>
- In Wyoming, state law provides for counties to tax themselves for specific projects and uses. The Laramie County voters approved the 6th Penny Specific Purpose Sales and Use Tax on August 21, 2012 and \$2 million was allocated towards the Christensen Project for design, NEPA requirements and ROW.
- The contract to complete the final design and NEPA requirements began on September 23, 2013. Cost estimates at the 80% design level, used for this TIGER 2015 grant application request, can be found in Table 3.
- The MPO 2014 Transportation Master Plan Update to *PlanCheyenne* was adopted by the Cheyenne MPO Policy Committee on April 7, 2014. The Christensen Project continues to be a high priority project found in the fiscally constrained master project list. <http://www.plancheyenne.org/PlanCheyenne2014FINAL/PlanCheyenneTransportationPlanCityVersionADOPTEDApril2014.pdf>
- The Christensen Project has been listed in past Cheyenne MPO Transportation Improvement Programs http://www.plancheyenne.org/wp-content/uploads/2012/10/TIPamendments1_2014-2015revise.pdf and will also be included in the next TIP with updated information which will be approved on June 24, 2015. http://www.plancheyenne.org/TIP/16-19TIP/16_19_TIP_Projects.pdf

D. EXISTING FACILITIES

Campstool Road, between the I-80/Campstool Interchange and the Campstool/Venture Road intersection and Christensen Road between the Campstool/Venture Road intersection and Commerce Circle, is a 3,010' long five-lane arterial with two 10' shoulders (note: see figure 3): the same continuous road, Campstool Road and Christensen Road, changes names at the Venture Road intersection).

The Christensen Project can be described in four sections:

1. North of Commerce Circle to the Union Pacific ROW, the Christensen ROW is in place but no road is built. The land is undisturbed prairie. New road construction would be in this segment as the elevation rises at the approach of the southern edge of the UPRR ROW.
2. Segment two is the future bridge location within UPRR ROW. The two main line railroad tracks are in a cut at the future bridge location.
3. Segment three is between the north side of the UPRR ROW (near the Tate Road intersection) and E. Pershing. This segment is 1,660' long with an 80' ROW. A two-lane rural gravel road is in place and is approximately 34' wide.
4. Segment four is between E. Pershing and the intersection with US 30. This section is 3,050' long and is barren prairie land with only electric power lines and fences along the length of the corridor. Currently there is 40 feet of ROW dedicated on the east side of the section line throughout the entire length.

Christensen Road continues north of US 30 for four miles to Iron Mountain Road. Turning west, Iron Mountain Road goes another six miles to I-25 at the northwest corner of the Cheyenne urban area.

E. CONNECTIONS WITH EXISTING TRANSPORTATION INFRASTRUCTURE

The proposed Christensen Project would complete a critical missing link in the Cheyenne transportation system. In eastern Cheyenne, UPRR crossings are few and far between. The busiest crossing is at College Drive with volumes of 27,000 ADT. Over 4.5 miles to the east of College Drive is the next crossing at a deficient and narrow bridge, built in 1928, on E. Pershing. Beyond that is the Archer Interchange which is approximately 6.5 miles from College Drive and at the east edge of the MPO Planning Area. (Figure 4)

The proposed project would build a 1.25 mile corridor between Commerce Circle and US 30 which would complete a direct connection between I-80 and US 30. Once the Christensen Project is complete, the distance between I-80 and US 30 will be 1.85 miles. Once this project is built, no other crossings of the UPRR east of I-25 are envisioned until 40+ years of additional growth has occurred (*PlanCheyenne*).

Laramie County is developing 850 acres south of the Archer and I-80 interchange. Currently, the Archer Complex houses several county services and amenities including: Emergency Management, County Planning, County Road and Bridge, County Coroner, Juvenile Detention Center, a Motor Cross Track, and Shooting Sports Park. The future Laramie County Fair Grounds, and a future business park, along with other uses are planned in the Archer Complex. The Archer Complex is located three miles east of the I-80 and Campstool Interchange.

Construction of the Christensen Project would provide convenient and safe access to the Archer Complex for county employees as well as all Laramie County citizens. Currently, many citizens have to utilize the existing E. Pershing overpass, which is listed by WYDOT as a deficient overpass; it is not up to safety standards. Currently, there are weight limits to this structure. When a new overpass at Christensen Road is constructed, Laramie County residents would have much better access to the Archer Complex and other commercial centers of the city and county. Additionally, the County also intends to close the E. Pershing structure to all traffic once Christensen is built.

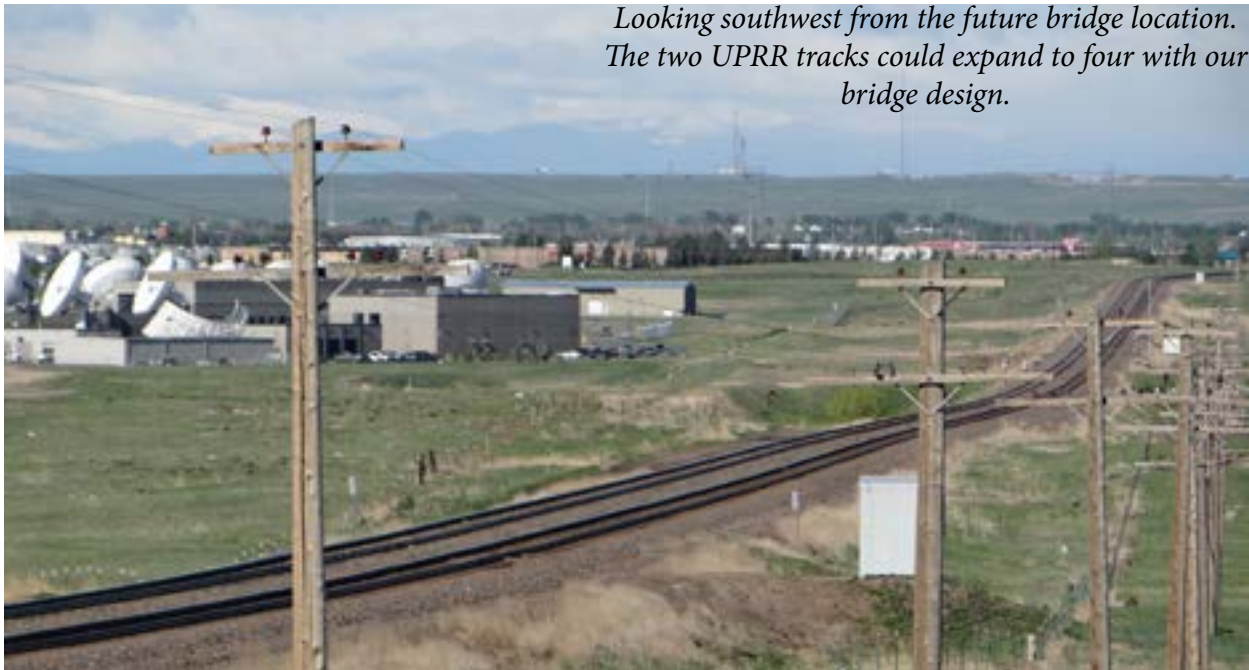
F. PROPOSED IMPROVEMENTS

The proposed project will construct a 1.25 mile stretch of roadway and bridge between Commerce Circle and US 30 in the following five segments:

1. The Christensen roadway section from Commerce Circle to the south edge of the UPRR ROW will consist of a urban three-lane minor arterial street section which transitions to a two lane section as it approaches the bridge. The roadway section will allow for a 10 foot greenway path (bike and pedestrian) on the west side, integrating non-motorized transportation into this project. This segment is 1,500 feet in length and rises 69 feet at a 4.98 percent grade. Though most of the ROW in this section is platted a little more is needed on the west side due to design requirements.
2. Within the 560 feet of UPRR ROW, the 270 linear foot bridge will be built over the two existing UPRR mainline tracks, with space provided for two additional tracks for future UPRR growth. The bridge will consist of two travel lanes with shoulders with a substructure built to handle future expansion to four lanes. A 10 foot greenway will be built on the west side of the bridge. Required safety pedestrian fences, that meet Cheyenne's enhancement standards, will be placed on the bridge to protect the tracks below. Pedestrian lighting and other bridge enhancement elements would be added.
3. North of the UPRR ROW, the urban three lane minor arterial street section would transition from the two-lanes on the bridge and continue north replacing the existing gravel rural road. Tate Road will be extended under the north end of the bridge so that access to properties east of the corridor can be maintained. Archies Road and other private driveways would be realigned for safer intersections. The length of this segment is 1,760 feet and the total rise in elevation is 15 feet. Currently, eighty feet of ROW is in place in this section, however, an additional 10 feet of ROW has/is being purchased on both sides so that 100 feet of ROW will be available for the improved road.

4. A roundabout will be installed at the E. Pershing/Christensen Road intersection, correcting the current skewed angle of the intersection as much as possible. Additional ROW will be required. Greenway around the west side of the roundabout will be built. Street lighting and other appropriate enhancements will be installed at this location.
5. The extension of Christensen Road between E. Pershing and US 30 will be built as a rural three-lane arterial roadway section. A 10 foot wide Greenway will run along the west side of Christensen Road. Forty feet of ROW is in place on the east side of the section line in this segment. An additional 60 feet of ROW on the west side of the section line for this segment is in the process of being purchased. The Christensen intersection, at US 30, would be modified to accommodate all the appropriate turn lanes and future signals when warranted.

Rights-of-way Information: Much of the required ROW for this project are in place, however, more is needed and is in the process of being acquired by the City. With the passage of the local 6th Penny Sales Tax in 2012 the City moved forward with a contract to hire BenchMark Engineering to prepare a final design, purchase necessary ROW and to complete the NEPA process. Though this work is being done with 100% local dollars, the contract with BenchMark Engineers was prepared so that the work they did was “Federalized”. Therefore, the final design was prepared as a federally funding project, all federal rules were followed for the ROW negotiations and purchase and the NEPA rules and requirements were followed for the preparation of the completed and approved Categorical Exclusion. There are eleven property owners that the City has/is negotiating with. By the time of the TIGER Grant deadline, over half of the property owners have signed the purchase contracts.



*Looking southwest from the future bridge location.
The two UPRR tracks could expand to four with our
bridge design.*



99. Project Parties

Lowe's Distribution Center is one of 65 businesses operating in the Cheyenne LEADS Business Parkway area which has, in total, over 4,000 employees. This dead end would continue north over the UPRR.

Table 1 shows the project partners and their project roles and responsibilities.

TABLE 1: PROJECT PARTNERSHIPS

Project Party	Responsibility/Role
Cheyenne MPO	Prepare TIGER Grant application; coordinate with local agencies; help write Request for Proposals for design; facilitate agreements; and prepared Master Transportation Plan and Transportation Improvement Program. The MPO is the Title VI Agent for the city.
City of Cheyenne	Lead agency for the project; contractual, environmental, engineering, construction bidding and oversight; apply for State Grants; maintenance of built facility.
Laramie County	Facilitated the 6 th Penny Election; apply for possible new local/state/federal grants for funding if necessary; maintenance of built facility.
WYDOT	Oversight of contractual, environmental, engineering, acquisition and construction activities.
Wyoming Business Council	WBC assists public and private efforts to build a strong job creation base while strengthening existing business and industry. Their “last-in” State grant will provide additional match.
Union Pacific Railroad	Review and approval of design.
Private Citizens	Donation of dirt fill or storage needed for project construction.
Cheyenne LEADS	Economic Development Agency who recruits jobs in the immediate area.



The City of Cheyenne is requesting \$8,831,925 in TIGER 2015 Discretionary Grant funding out of a total project cost of approximately \$14,619,025 for The Christensen Project. The TIGER funding will be entirely for construction purposes, and represents **60.41% of the funds** needed to build the project. The rules for the State Wyoming Business Council Grant is that it is “**last-in**” money. The State of Wyoming top elected official will formally act of the WBC Grant at their October 1, 2015 meeting. Please see letters of support from the Governor, Secretary of State and the WBC CEO.

As a rural project, 100% funding is allowed by the US DOT. However, since we submitted our first three TIGER applications, we have now developed a funding package which has added substantial funds from other sources. Based on an answer received at the TIGER Summit, it is our understanding that since this is a rural project, other federal funds can be included as a match and as a portion of the funding package. Figure 2 shows that approximately 6% of the project is within the Census Urbanized Area. Therefore, approximately \$880,000 would be spent in the urbanized area.

TABLE 2
Project Funding Sources

Funding Source	Funding Amount	Funding Type	Match Requirement	Percent by Type
TIGER	\$8,831,925	Federal	0%	70.67%
STP-Urban	\$1,500,000	Federal	90.49 Fed	
Wyoming Business Council (Business Ready Community-Community Readiness) Grant	\$3,000,000	State	1st 1.5 M at 10% is In-Kind 2nd 1.5 M at 30% 50% of match is cash 50% of match is In-Kind	20.52%
City/County 5th or 6th Penny	\$158,000	Local	9.51% for STP-Urban	6.24%
City/County 5th or 6th Penny	\$225,000	Local	Match for WBC State Grant	
Board of Public Utilities	\$529,100	Local	0%	
Private	\$375,000	In-Kind/ Private	Match for WBC State Grant	2.57%
TOTAL	\$14,619,025			



This photo looks east on US 30 from Christensen Road.

A. PRIMARY SELECTION CRITERIA

Building the Christensen Project would complete a missing link in the Cheyenne area street and transportation system, remove some traffic from the congesting College Drive UPRR overpass, decrease crashes by dispersing traffic, safely accommodate current and projected multi-modal use, shorten emergency vehicles response times, improve Cheyenne Transit route options, and shorten travel times for many users as they commute to work or other destinations. The proposed project would greatly benefit the entire urban area of Cheyenne, especially the 30,000 residents of the eastern side of the county. The total population of the Cheyenne area is approximately 86,750 which is 90% of the 96,389 population of Laramie County.

In 2012 the U.S. Census Bureau ranked Cheyenne as the 20th fastest-growing metropolitan area in the country. People are continuing to move to Cheyenne to find jobs in the city's transformation into a budding technology hub, including the National Center for Atmospheric Research Wyoming Super Computing Center and an expanding Microsoft data storage center. In addition, the region around Cheyenne is experiencing growth due to oil and gas extraction from the Niobrara Formation. Besides the two Cheyenne LEADS Business Parks, there is a new 7,200 acre freight (rail and truck) industrial park known as The Swan Ranch Logistics Park which is on the southwest corner of the community. It is drawing many companies and employees to the community; mostly rail and truck freight related.

i. Safety

The new road and bridge would be built to current City and WYDOT construction specifications and standards, therefore meeting all safety standards. The 1928 E. Pershing bridge located east of the Christensen Project is structurally deficient and is a major safety concern. Once built, the Christensen Project will allow traffic to have a better alternative than utilizing the deteriorating E. Pershing Bridge.

The project would address all existing safety hazards and provide a road that safely accommodates a variety of users and vehicle types including freight. The new road will be sufficiently wide and smooth, with separation of vehicles and non-motorized users when design allows. A decorative safety fence will be built on the bridge to protect non-motorized users from falling onto the railroad tracks. The road sections will be built with the greenway separated from the curb as much as design allowed and the roadway will have wide shoulders for emergency turn-outs.

Since the Christensen Project will connect the business park to growing residential sites to the north, traffic on the congesting College Drive railroad overpass will be reduced. Currently, Campstool Road, by way of College Drive, is the primary entrance into the business park. Adding to the College Drive access and traffic complications is a new Walmart Super Center which is being built at College and Campstool Road at the College and I-80 interchange. It will be opening in the summer of 2015.

A modern roundabout has been designed for the major intersection of E. Pershing and Christensen. A roundabout was designed as it is known that crash rates, serious injuries and deaths are greatly reduced. The railroad bridge structure was designed with an underpass for the Tate Road on the north side of the structure. This allows for an existing intersection to remain for property access to the east side of Christensen but built as a separated crossing.

As described in the Letters of Support from the City Police and Fire, the response time for emergency calls is very high due to the circuitous route to get from stations to responses in the middle of the Business Park. The Christensen Project will greatly reduce EMS travel time therefore increasing safety in the Business Park where there are multi-million dollar buildings and infrastructure and 4,000 current employees. The ability to reach full economic potential in the Business Park may be stymied due to the lack of a fire station within the business park. A fire station would not be built unless the Christensen connection is in place which would allow shorter access to increasing residential development north of the UPRR tracks. (See letters from City Fire and Police in Appendix B)

The reduction of VMT in the system, once the project is opened, also contributes to a potential reduction in crashes in the Cheyenne area. Cheyenne MPO has a robust Transportation Safety Management Program with very good data. With a reduction of VMT, the projected annual savings are \$320,000.

ii. State of Good Repair

The city and county both view the Christensen Project as a regional transportation and economic benefit. Twenty-two percent of the project is in the city corporate limits. That number will be increasing as adjacent land is developed. The ROW of the Christensen Project would be annexed as adjacent land is platted. The City Public Works Department and the Laramie County Road and Bridge Department have agreed to maintain the road and bridge in a state of good repair once

construction has been finalized. Their letters of support can be found in Appendix B.

The City of Cheyenne has a Pavement Management System utilizing Lucity's software. Funding to the City and County for all pavement maintenance comes from the local 5th Penny Sales Tax and is programmed annually to keep the area's road system in good repair. This road tax has been in place since 1977. Overall assessment for this project includes:

- Vehicle Miles Traveled (VMT) are expected to decrease throughout the entire network, leading to reduced wear and tear on area roadways. However, as jobs increase traffic will increase.
- The Christensen Project roadway and bridge segments will represent new maintenance costs estimated at \$50,000 a year.
- Longer-term maintenance such as pavement overlays and bridge deck maintenance is expected.
- Concerning the 1928 E. Pershing UPRR bridge; once the Christensen Project is built, Laramie County Road and Bridge intends to block off traffic to the old bridge as they will no longer maintain it.

Current road maintenance costs after project completion are expected to remain relatively stable, with only a small increase due to the 1.25 mile added.

The Christensen Project has been planned since 1988. The longer it is postponed, the communities transportation efficiency, mobility of goods and people will continue to be hindered. As described earlier, there are very few crossings of the UPRR tracks in the Cheyenne area. If, for instance, the College Drive UPRR overpass were to lose service, the displacement of 27,000 ADT to the remaining railroad crossings would be horrendous.

The local governments, citizens and economic development agencies all agree that the Christensen Project would be a transformative multi-modal transportation improvement for Cheyenne and the greater region; helping to construct a "bridge to prosperity" or in other words a "ladder to opportunity."

iii. Economic Competitiveness

The Christensen Project provides a strategic, logical, and much needed connection to help create a more balanced transportation system in the Cheyenne area. Currently, the majority of traffic enters the Cheyenne LEADS Business Park from the west, at College Drive or by I-80. Without a second access point from a different direction (the north), as employment increases, congestion and traffic conflict are also expected to increase on the existing access to the Business Park. By reducing commuting miles and time for workers, the long-term efficiency in the movement of workers will reduce their costs of transportation. Eventually, businesses may choose to locate in other areas or communities due to limited access and local/regional roadway congestion.

Besides the Business Park, there is private land on the north and south side of the I-80 and Campstool interchange that is a developing highway and community business center. Services in

this area will be able to expand as jobs in the industrial and manufacturing area grow. The addition of the Christensen Project is extremely important to these developers so that access to housing on the north side of the UPRR tracks for the workers and lower income neighborhood in this area is provided.

Located 1.5 miles from the southern edge of the Project, Black Hills Power Corp., completed a \$237 million, 132 megawatt, natural gas-fired electric Cheyenne Prairie Generation facility on October 1, 2014. The plant is the first to receive a greenhouse gas air permit from the EPA. This generation facility provides cost-effective, safe, reliable service to Cheyenne area customers while balancing changing environmental regulatory demands, economic development needs and an increasing demand for energy. The Christensen Project is also important to provide an additional route for workers to this facility and the other sites around it.

Transportation costs for all who enter the Business Park whether for work, shopping, services, job training, or firemen training at the City's Fire Training Facility will be reduced as the overall VMT decreases by adding the new access to the north over the UPRR tracks. More direct connections and options of circular routes for transit riders and bicycle users will be available. (Figure 5) With the new transportation connection the vacant land within the Cheyenne Business Park and the other privately owned commercial property will become more appealing for development. The construction of the Christensen Project will fulfil the long-term economic development plans for the Business Park plus the communities land use and transportation plan.

iv. Quality of Life

The city, as the applicant, takes livability seriously. In 2006, the Cheyenne Area Comprehensive Plan (*PlanCheyenne*) was awarded for its progressive livability and sustainable planning. Past awards include:

1. *2006 Transportation Planning Excellence Award from Federal Highway Administration/ Federal Transit Authority, cosponsored by the American Planning Association*
2. *American Planning Association – 2007 Daniel Burnham Award for a Comprehensive Plan*

On June 16, 2009, a Senate Hearing was held where the secretaries of the HUD, EPA and DOT introduced a joint support of livable communities, comprehensive planning and sustainable development. Secretary of Transportation, Ray LaHood, specifically mentioned in his written testimony the work of *PlanCheyenne*. Secretary LaHood is quoted:

“For example, in Cheyenne, Wyoming, the City, County and Metropolitan Planning Organizations (MPOs) developed *PlanCheyenne* which is an integrated community master plan that defines the Cheyenne area future growth. The plan places specific emphasis on integrating three major elements of the community's planning efforts: land use, transportation, and parks and recreation and open space. The transportation component of the plan promotes developing mixed-use and activity centers along a network of principal arterials. Incidentally, EPA worked with Cheyenne to engage residents in developing policy options to implement *PlanCheyenne's* vision.”

In 2014, *Plan Cheyenne* was updated. The following section describes how the project would positively affect additional quality of life measures throughout the community: <http://www.plancheyenne.org/PlanCheyenne2014FINAL/PlanCheyenneCityVersionApril2014FinalClean.pdf>

Provide more transportation choices – The city, county and MPO have recognized for many years that this critical transportation connection will greatly increase affordable and convenient transportation choices for all modes including vehicles, transit, bikes and pedestrians, as citizens of the area commute between home and work. The new bridge and road would provide a safe, reliable and economical transportation choice, decreasing household transportation costs, reducing fuel usage, improving air quality, reducing greenhouse gas emissions, and promoting public health. Currently, non-motorized access to this large employment center is also lacking. The city and county have built 37 miles of greenway trails throughout the Cheyenne; however, no bike or pedestrian facilities exist at this time in the East Business Park. Cheyenne LEADS has completed and the City adopted a trails, park, and signage plan called “ReVision” for the East Business Park which Christensen runs through. This plan will develop multi-uses trails which will connect to the proposed Christensen Greenway path that runs along the west side of the Christensen Project. LEADS has deeded over to the Laramie County Conservation District 140 acre of wetlands in the middle of the business park for a future Conservation District Headquarters, public outdoor education and recreation area along with Greenway trails. This area is a mile from the Christensen Corridor and will be connected by a multi-use trail.

The Christensen project will build a greenway path along the corridor (Figure 5), reaching into the heart of the employment center, thus increasing the span and viability of the non-motorized transportation system. The new project will also open up opportunities for additional transit bus routes, which will pass by housing, lower income neighborhoods, as well as the major employment center.

The Cheyenne MPO updated the Cheyenne Transit Program Transit Development Plan in 2013. During public meetings it was identified that there is a high demand for transit to expand service to the Business Park. Currently, with only one way in and out, an efficient route does not exist. However, with the Christensen Projects completion, a loop route would be implemented. (Figure 5)

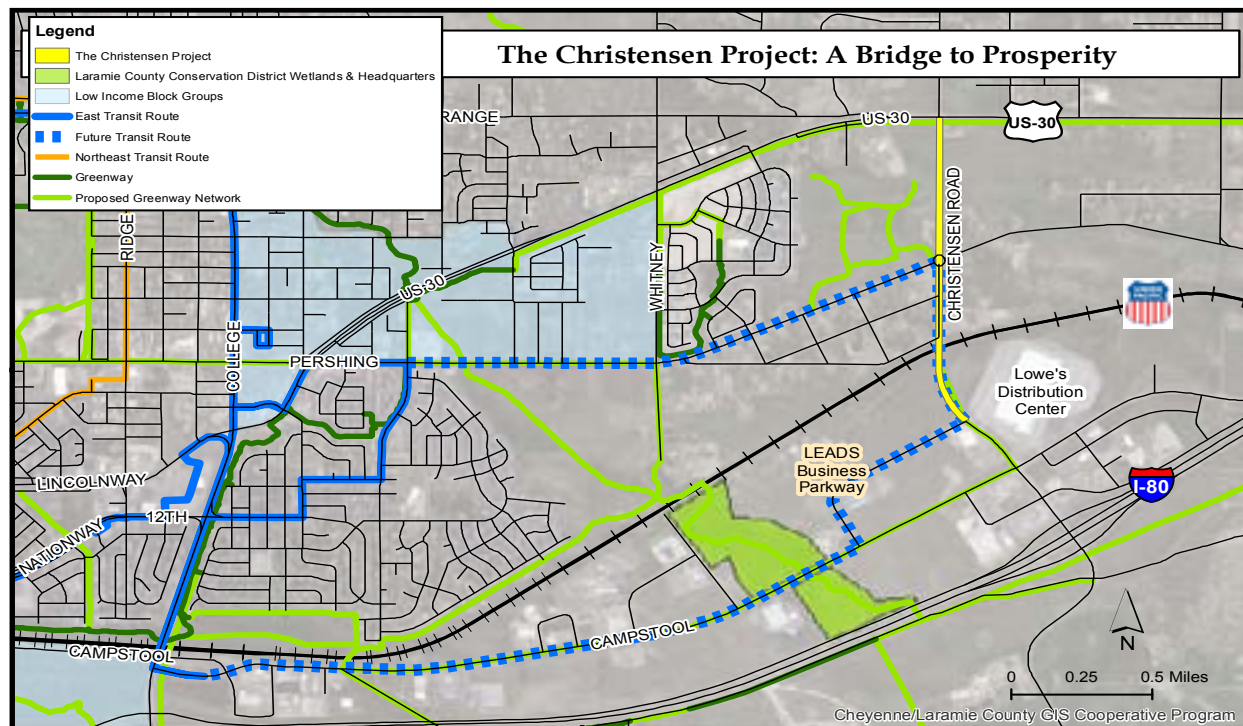
Promote equitable, affordable housing – The new corridor will open up more land north of the UPRR for new housing of all types and price points, and make housing closer to a major economic/jobs center in the region.

Enhance economic competitiveness – The project will improve economic competitiveness through reliable and timely access to employment centers, services and other basic needs by workers. It will also expand business access to markets.

Support existing communities – The City and County have targeted TIGER 2015 funds to invest in the existing communities. The transportation investment will revitalize the eastern edge of Cheyenne, maintain and expand transit, improve the efficiency of public works investments, and

safeguard rural landscapes - a particularly important consideration in the Rocky Mountain West.

**Figure 5: Low Income Neighborhoods,
Non-Motorized Plan and Transit Routes**



Coordinate policies and leverage investment – The policies of the U.S. DOT are in alignment with all planning work done by the MPO on behalf of the City and County. Plans and their implementation are accountable and effective.

Value communities and neighborhoods – Three years ago, the City of Cheyenne codified the visions and plans of *PlanCheyenne* by adopting a *Unified Development Code (UDC)*. This document ensures that both redevelopment efforts and new neighborhoods help create healthy, safe and walkable places. The UDC also codified road design standards so that they are multi-modal with appropriate enhancements. The Cheyenne MPO *PlanCheyenne Update* included defining goals and objectives of the region’s rural, urban or suburban character, and future development patterns. Performance measures were also developed.

The City of Cheyenne has also proven that it can work with Federal Partners to implement plans that are transformative and will have a positive and long-lasting quality of life changes at the regional level. As the Christensen Project will be a transformative project, Cheyenne’s *West Edge* project has taken \$4.8 million of local funds and leverage them into a much broader impact benefiting the revitalization of Downtown. <http://www.cheyennewestedge.com/>

To date, the City of Cheyenne's West Edge has benefited from awards including:

• FEMA	- \$3.0 million
• EPA Broomfield Assessment Grant	- \$1.0 million
• EPA Broomfield Revolving Loan Cleanup Grant	- \$1.2 million
• Economic Development Administration	- \$1.7 million
• State Revolving Loan Fund	- \$1.0 million
• Wyoming DEQ 319 Grant	- \$418,600
• State Loan and Investment Board Consensus Funds	- \$1.4 million
• Community Development Block Grant	- \$135,000
• EPA Planning Grant	- \$260,000
• FEMA Grant	- <u>\$3.0 million</u>
TOTAL =	- \$10.1 million

Together these awards will help to create flood protection for the Lower Capital Basin by the downtown and help start the three anchor projects initially envisioned for the West Edge.

The success of the West Edge projects are largely due to the unique approach it has taken to date, employing a silo-busting, multidisciplinary approach. The project has captured the imagination of funding agencies by knitting together objectives that as separate projects, wouldn't stand out from the crowd of nationwide competitors. Packaged together, Cheyenne has been able to successfully demonstrate how coordinating flood control with public amenities can become a motivator for Downtown development. We mention the West Edge project in this TIGER application because we believe that this demonstrates that the City has the ability to handle complex projects that have the same goals as the USDOT TIGER program.

v. Environmental Sustainability

Based on the MPO Travel Demand Forecasting Model, the vehicle miles traveled per day in the entire Cheyenne road and highway system is reduced by approximately 5,400 with the Christensen Project in place. The reduction of VMT for the drivers going to work in the Business Park would be much higher, with even greater potential benefits. System-wide, this transfers into an annual travel time savings of \$930,000 and \$1.2 million of annual vehicle operating cost (which includes fuel saved), in 2015.

Finally, emissions reduction was also calculated based on VMT reductions. The annual total emissions savings totaled \$61,000. This analysis included CO₂ (carbon dioxide), VOCs (volatile organic compounds), NO_x (nitrogen oxides), and PM (particle matter). The total dollar value of all the above annual benefits for time, fuel/vehicle expense, crashes and emissions is \$2.5 million for the first year of the project.

The Christensen Project improves energy efficiency by reducing daily vehicle miles traveled (VMT) by approximately 5,400 and by 14,200 VMT by the year 2040. The savings come from the reduced trip length from Christensen Road being built in a logical and strategic location. In contrast, access to the Business Park is now from only one direction, as all traffic must approach the park from College Drive due to the barrier of the UPRR tracks located on the north edge of the

entire property. Carbon dioxide (CO₂) emissions are consequently reduced by 837 metric tons per year at a present cost reduction of \$3.9 million over the expected life of the project. Based on past planning work and knowledge of this area, there are no known environmental issues, concerns, or adverse impacts as described in the Categorical Exclusion. The project crosses dry prairie and an existing rural county roadway. During construction, the city will re-vegetate the area, adding enhancements and landscaping as appropriate. A Categorical Exclusion for the Christensen Project has been approved. Appendix A summarizes the expected project benefits from time savings and reduced crashes, emissions, and vehicle operations cost.

B. SECONDARY SELECTION CRITERIA

i. Innovation

The original plans for this project called for the realignment of E. Pershing at Christensen Road as a standard four legged intersection to improve intersection geometry and flow. However, the final design has been updated to reflect contemporary best practices, and calls for the installation of a modern roundabout. This will be the Cheyenne area's twelfth roundabout. Roundabouts bring three major benefits over traditional intersections:

- Roundabouts are safer than traditional stop sign or signal-controlled intersections, largely due to their traffic calming effects and directional simplification (i.e. eliminating left turns). Roundabout installation should help mitigate concerns expressed by citizens west of this intersection about speeding. Crashes will be greatly reduced.
- Although they have similar construction costs, roundabouts cost less than traditional intersections over the long term due to reduced hardware, maintenance, and electrical costs.
- Roundabouts are more efficient at moving traffic through an intersection, resulting in significantly fewer stops and reduced overall delay and air and noise pollution.

The Cheyenne application has broadened our funding innovation by bringing in economic development funds from the State of Wyoming Business Council. The Business Ready Community-Community Readiness grant aligns perfectly with the goals and purpose of TIGER which is building "Ladders of Opportunity." Even though the WBC grant must be "last-in" funds based on their rules, we are confident that this grant will be made available to the City for the Christensen Project based on the support letter and discussions with Shawn Reese, the CEO of the WBC and the Letters of Support found in Appendix B from the Governor, Secretary of State.

ii. Partnership

a. Jurisdiction and Stakeholder Collaboration

The strong collaboration among the broad range of stakeholders including public and private organizations will continue. The project partners and stakeholders include, but are not limited to:

- City of Cheyenne
- Laramie County
- WYDOT
- FHWA
- Wyoming Business Council
- Cheyenne Chamber of Commerce
- Cheyenne Area Businesses in the LEADS Business Park
- Cheyenne LEADS
- Adjacent Land Owners
- Cheyenne and Laramie County Citizens

Detailed Christensen Project planning has been done by the City, County and MPO for about a decade. In this, our fourth attempt at applying for a TIGER Grant, we believe we are more competitive as we have identified other federal, state, local and private funds to help fund the project. Our TIGER request decreased from \$10 million two years ago to \$8.832 with this application.

An adjacent landowner is getting ready to plat, annex and develop his land within the next year. Mr. William Edwards owns 129 acres west of Christensen north of E. Pershing. He has expressed interest to work with the Christensen Project by allowing use of his land and dirt if necessary for the benefit of the project and his development. This could translate to a cost savings for project construction.

b. Disciplinary Integration

The Christensen Project has and will continue to involve many city, county, state and private agencies as the completion of this project is highly important to the entire community.

- The construction of this project would complete an important goal of Cheyenne LEADS, the county's economic development agency by providing job access to low income and other residential neighborhoods from the north side of the UPRR tracks. (Figure 5)
- This project helps to meet the goals of the local Housing and Community Development (H&CD) Office by providing better access to jobs. The H&CD Office manages the City of Cheyenne Community Development Block Grant (CDBG) funding from the U.S. Department of Housing & Urban Development (HUD). HUD requires the H&CD Office to provide a Comprehensive Consolidated 5 Year Plan. This plan was adopted by the City on May 11, 2015. It lists goals and objectives that have been identified by residents, non-profit agencies, and city, county and state employees. Census Tract 15.02 Block 3 is northwest of the proposed project and has 54% low/moderate income residents and is one of Cheyenne's vulnerable populations neighborhoods. This is the eastern most low income census tract and is approximately 1 mile from the Christensen Project. Transportation for low income residents is an issue in Cheyenne and having an overpass on Christiansen Road will shorten the commute for all residents who work south of the railroad tracts. There are 6 goals identified within the 2015 Comprehensive Consolidated Plan, three of the identified goals below would be impacted by this project.
 - *Goal 1 - Preserve and improve low income neighborhoods. This goal will assist homeless, non-homeless residents, special needs residents, and community development. Neighborhood improvements are an identified need in Cheyenne. This goal will approximately assist 5,100 residents with public facility or infrastructure activities.*
 - *Goal 4 - Promote job training and opportunities. This goal will assist with community development.*

Job training and opportunities are an identified need in Cheyenne. This goal will assist approximately 28 people.

- *Goal 5 – Public Facilities or Infrastructure activities. This goal will assist homeless, non-homeless residents, special needs residents, and community development. Public facilities or infrastructure improvements are an identified need in Cheyenne. This goal will assist approximately 5,035 residents.*
- The creation of the overpass will draw additional businesses to the LEADS Business Parkway which will create new jobs for Cheyenne and bring more quality jobs into the community.
- With the construction of the Christensen Project, the Board of Public Utilities, the City’s water and sewer department plans to extend a 12” PVC water main from Commerce Circle to US 30.
- The City Fire Department plans call for the existing Fire Training Facility located a half mile from the southern terminus of the project to eventually be a manned fire station. The assessed value of the buildings and personal property in the Business Park is approximately \$19.0 million but this does not include inventory. Once the Christensen Project is built, the City Fire Department could begin to man and equip the Fire Training facility as a Fire Station, therefore adding to the protection of and greatly reducing the emergency response time to the properties in the Business Park and the current and future homes north of the UPRR tracks.
- The evolution of this project from community land use and transportation plans (*PlanCheyenne*) have been described previously.

On East Pershing Boulevard, looking southwest towards the Christensen Road intersection where the modern roundabout will be built.





A. TECHNICAL FEASIBILITY

Planning and preliminary engineering work was completed to a 35 percent level through *The East Dell Range/US 30 Corridor Study and The Christensen Railroad Overpass Plan* prepared by consultant Felsburg Holt & Ullevig (FHU). The planning document, dated May 2008, was adopted by both the City and County governing bodies with support by WYDOT.

<http://www.plancheyenne.org/east-dell-rangeus-30-and-christensen-railroad-overpass-plan/>

In August 2012, \$2 million of local funds were approved by the voters of Laramie County to move forward with the design, environmental assessment and right-of-way purchase for the Christensen Project. The contract for this work, along with construction administration, was approved by the City of Cheyenne in September, 2013 with BenchMark Engineers with FHU as a subcontractor. To date the NEPA requirements are fulfilled as a Categorical Exclusion is approved and was signed on May 19, 2015, right-of-way is being negotiated and purchased and the design has been completed to the 80% plus level. Table 3 provides the cost estimate at the 80% design level.

The City of Cheyenne, with cooperation from WYDOT, has the staff on hand with experience in design and construction management for a project of this size. The City and WYDOT have a history of working cooperatively on federal projects.

B. FINANCIAL FEASIBILITY

With the award of the TIGER 2015 Discretionary Grant, the viability and project financing package for this project is assured. The City of Cheyenne is requesting \$8,831,925 from the TIGER 2015 grant for the Christensen Project. The estimated cost of the project is \$14.619 million. On June 1, 2015 the City of Cheyenne will turn in a \$3.0 million application to the *Wyoming Business Council for a Business Ready Community - Community Readiness Grant(WBC-BRC)*. The grant is for infrastructure to prepare a community for future business development. The WBC-BRC grant must be “last-in” funds based on the WBC rules. The State top five elected officials will finalize the WBC recommendations at their October 1, 2015 meeting. See letters of support from the WBC CEO.

Table 3**CHRISTENSEN RAILROAD OVERPASS AND CORRIDOR**

April 2015

Cost Estimate 80% TIGER Grant Application

ITEM	DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	COST	% OF TOTAL COST
REMOVALS / RELOCATIONS						
1	Clearing and Grubbing	LS	1	\$12,000.00	\$12,000.00	0.1%
2	Remove Asphalt Pavement	SY	9,080	\$2.30	\$20,884.00	0.1%
3	Remove Concrete Pavement	SY	293	\$18.00	\$5,274.00	0.0%
4	Relocate Existing Utilities	LS	1	\$287,975.00	\$287,975.00	2.0%
ROADWAY CONSTRUCTION						
5	Asphalt Pavement	TON	9,250	\$80.00	\$740,000.00	5.1%
6	Crushed Base, Grading W	TON	22,200	\$65.00	\$1,443,000.00	9.9%
7	Concrete Sidewalk, 6"	SF	65,142	\$7.50	\$488,565.00	3.3%
8	Curb and Gutter, Type A, 30"	LF	12,170	\$26.00	\$316,420.00	2.2%
9	Concrete Pavement, 11.5"	SY	5,930	\$70.00	\$415,100.00	2.8%
10	Other Misc. Concrete Pavement	LS	1	\$30,000.00	\$30,000.00	0.2%
11	Signage	EA	61	\$260.00	\$15,860.00	0.1%
12	Remove and Reset Mailboxes	EA	14	\$350.00	\$4,900.00	0.0%
13	Striping and Pavement Markings	LS	1	\$15,000.00	\$15,000.00	0.1%
EARTHWORK						
14	Unclassified Excavation	CY	237,870	\$5.00	\$1,189,350.00	8.1%
15	Embankment Compaction	CY	253,600	\$5.50	\$1,394,800.00	9.5%
BRIDGES / STRUCTURES / WALLS						
16	3-Span Over UPRR	LS	1	\$2,170,490.00	\$2,170,490.00	14.8%
17	Underpass Culvert and Walls	LS	1	\$1,469,575.00	\$1,469,575.00	10.1%
18	MSE Site Walls	SF	240	\$28.00	\$6,720.00	0.0%
UTILITIES						
19	12-inch Water Main	LF	5,025	\$70.00	\$351,750.00	2.4%
20	Misc. Fittings and Appurtenances	LS	1	\$51,850.00	\$51,850.00	0.4%
21	Fire Hydrant Assembly	EA	4	\$6,000.00	\$24,000.00	0.2%
22	Boring and Casing of Water Main	LF	406	\$250.00	\$101,500.00	0.7%
23	Storm Sewer System	LS	1	\$1,127,612.00	\$1,127,612.00	7.7%
LANDSCAPING / FENCING / LIGHTING						
24	Lighting and Electrical	LS	1	\$96,500.00	\$96,500.00	0.7%
25	Reseeding	AC	29	\$4,000.00	\$116,000.00	0.8%
26	Remove and Reset Ex. Fencing	LF	11,400	\$12.00	\$136,800.00	0.9%
TOTAL CONSTRUCTION BID ITEMS (CBI)					\$12,031,925.00	82.3%
ADDITIONAL CONTRACT ITEMS						
27	Mobilization	5%	of CBI	\$601,600.00	\$601,600.00	4.1%
28	Bonds and Insurance	2.5%	of CBI	\$300,800.00	\$300,800.00	2.1%
29	Construction Surveying	1.5%	of CBI	\$180,500.00	\$180,500.00	1.2%
30	Temporary Construction Fence	0.5%	of CBI	\$60,200.00	\$60,200.00	0.4%
31	Traffic Control	1%	of CBI	\$120,400.00	\$120,400.00	0.8%
32	Contractor Stormwater Control	1%	of CBI	\$120,400.00	\$120,400.00	0.8%
33	Contingencies	~10%	of CBI	\$1,203,200.00	\$1,203,200.00	8.2%

Construction Total: \$14,619,025.00

Subtotal Water Line Items 19, 20, 21 and 22: \$529,100.00

Construction Total, Less Water Line: \$14,089,925.00

NOTES

Does not include Engineering Design, Environmental Clearance, Construction Management or Right-of-Way Acquisition

If there is a cost over run once bids are received, the City and County can rely on the local 5th Penny sales tax revenue to make up any difference. Additionally, if necessary, the City of Cheyenne has available contingency reserves. The Cheyenne Governing Body requires that there be a minimum of \$7.76 million maintained in the reserves, however the city currently holds \$12.3 million in unrestricted reserves. The city financial condition is very good and could provide additional funds if bids are more that the engineers estimate. Table 4 provides details of the program budget broken down by funding sources.

TABLE 4

TIGER 2015 - PROGRAM BUDGET FOR THE CHRISTENSEN RAILROAD OVERPASS AND CORRIDOR

ITEM #	DESCRIPTION	TIGER FUNDING REQUESTED	OTHER FEDERAL (STP-URBAN)	STATE OF WYOMING (WBC)	LOCAL FUNDING	TOTAL
1	REMOVALS / RELOCATIONS	\$204,400	\$34,700	\$69,400	\$17,500	\$326,133
2	ROADWAY CONSTRUCTION	\$2,174,400	\$369,300	\$738,600	\$186,600	\$3,468,845
3	EARTHWORK	\$1,619,800	\$275,100	\$550,200	\$139,000	\$2,584,150
4	BRIDGES / STRUCTURES / WALLS	\$2,285,900	\$388,200	\$776,500	\$196,200	\$3,646,785
5	UTILITIES - WATER / SEWER	----	----	----	\$529,100	\$529,100
6	UTILITIES - STORM SEWER	\$706,800	\$120,000	\$240,100	\$60,700	\$1,127,612
7	LANDSCAPING / FENCING / LIGHTING	\$219,000	\$37,200	\$74,400	\$18,800	\$349,300
8	ADDITIONAL CONTRACT ITEMS	\$1,621,700	\$275,400	\$550,800	\$139,200	\$2,587,100
COMBINED TOTALS		\$8,831,925	\$1,500,000	\$3,000,000	\$1,287,100	\$14,619,025
COMBINED PERCENTAGE		60%	10%	21%	9%	100%

NOTES: Does not include Engineering Design, Environmental Clearance, Construction Management or Right-of-Way Acquisition

In regards to operating revenue for the proposed project, the City Public Works and Laramie County Road and Bridge Departments maintain the roads and bridges. Once constructed, this project will be added to the City and/or County road maintenance schedule. New funds will not be needed as a result of adding this project to the City or County's maintenance schedule. The section of corridor between Commerce Circle and the south UPRR ROW is within the City corporate limits, north of that, to US 30 it is currently in the County. However, the land west of Christensen between Pershing and US 30 will soon be annexed. The two agencies have a cooperative agreement for road maintenance and it would be determined at a later date if the City or County would singly or jointly maintain this new project.

In its 148 years of existence, the City of Cheyenne has established strong financial stability. Over the past several decades, the city has sought, and been awarded numerous federal and state grants for a variety of purposes. The city has skillfully and efficiently carried out the grant projects and capably completed required paperwork, retained files and successfully executed the necessary reporting. Cheyenne has remained in good standing with grantors by successfully implementing projects, as promised. (See *Value communities and neighborhoods*) The City of Cheyenne has never been disbarred or suspended from competing for or receiving federal grants.

The City of Cheyenne is very capable of managing the TIGER 2015 grant, once awarded. The Treasurers/Accounting Office is staffed with exceptionally competent employees who regularly

monitor federal funds. The Planning Office, including the MPO Office, plans the transportation projects, partnering with other jurisdictions and agencies as necessary and appropriate. During the bidding and construction phases of a project, the City Engineering Department reviews and monitors project plans and progress. Further, the city has hired BenchMark Engineers to fully design the project and manage the construction as a federal project. The City Engineering Department will oversee these contractors. The TIGER 2015 grant will be managed competently and effectively by experienced City of Cheyenne staff, in keeping with an excellent tradition of successful grant management.

C. PROJECT SCHEDULE

TABLE 5, below shows the proposed and very feasible schedule proposed to construct the Christensen project by calendar year. Since design is at the 80% level, ROW purchase is underway and partly complete, and NEPA requirements through a Categorical Exclusion are complete, the City will be able to proceed with bid preparation and advertisements once the TIGER Grant is awarded and a TIGER agreement is prepared between the City and USDOT. By that time, the final design will be completed. Due to the funding package in place and advancement of the NEPA requirements and design, the City of Cheyenne believes that this project can start by the summer of 2016. A full year of construction is expected.

TABLE 5
Project Schedule

Project and Phase	Pre-	2015			2016				2017			
	May 2015	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Planning												
Environmental Requirements												
Design and Engineering												
Right-of-way Acquisition												
Wyoming Business Council Grant												
TIGER Agreement Preparation												
Construction Bidding & Approval												
Construction												

Right-of-Way Note: As of June 3, 2015 six of the eleven parcels of private property necessary for this project has been acquired by local dollars. Other agreements are in the works and it is expected to have all necessary ROW and construction permits completed by the end of 2015. Since the City has always intended to built this project with federal funds; all design, ROW and NEPA work were/are being done with federal rules and regulations.

D. REQUIRED APPROVAL

i. NEPA

On April 10, 2014 the design and environmental consultants for the Christensen Project submitted the first draft of the categorical exclusion (CE) to WYDOT. Since then, the final edits and improvements were made to the document. On May 19, 2015 the CE was signed and approved. The CE can be found at <http://www.plancheyenne.org/wp-content/uploads/2012/12/FinalChristensenRd-CategoricalExclusion.pdf>. The purpose and need for this project listed below has been established over the past 20 years through various planning studies.

The purpose of this project is to provide a transportation system that enhances roadway network connectivity in eastern Cheyenne and improves vehicular and pedestrian safety while addressing the future transportation demands due to expanding residential and commercial development.

The project is needed to:

- Accommodate the projected growth and subsequent strain on transportation resources in eastern Cheyenne
- Provide an improved connection between I-80 and US 30 to better manage traffic flow
- Provide pedestrian access where none currently exists and accommodate future enhancements in accordance with several City and County plans
- Shorten emergency response times to eastern Cheyenne by creating more direct routes

The Christensen Project will have all required steps completed by the end of calendar year 2015, and therefore will be ready for obligation by the summer of 2016, well ahead of the statutory deadline of September, 2017.

ii. Legislative Approvals and Support

The City and County Governing Bodies placed \$2 million for design, ROW acquisition and NEPA work on a tax election ballot that was approved April 21, 2012. All planning efforts described in the Project History Section of this proposal included numerous public meetings and hearings at the City and County levels. Resolution of support from the Cheyenne Governing Body and Laramie County Board of Commissioners along with other local and state elected officials can be found in Appendix B.

iii. State and Local Planning

The project is currently listed in the Cheyenne MPO *FY '14 - '17 Transportation Improvement Program (TIP)*, which was approved by the MPO Policy Committee on June 25, 2013 and amended on April 7 and June 25, 2014.

http://www.plancheyenne.org/wp-content/uploads/2013/03/13_17_TIP_Projects.pdf.

The project has also been provided to WYDOT for inclusion in the State Transportation Improvement Program.

<http://www.plancheyenne.org/wp-content/uploads/2012/10/TIP-14-171-amendment.pdf>

A new TIP will be approved by the Cheyenne MPO Policy Committee on June 24, 2015 and will include The Christensen Project with the latest funding package as described in this application.

http://www.plancheyenne.org/TIP/16-19TIP/16_19_TIP_Projects.pdf

PlanCheyenne, the current Master Land Use and Transportation Plan adopted by the Policy Committee on April 7, 2014, lists the Christensen Project as a high priority project. Christensen is also listed on the 2040 Fiscally Constrained Roadway Plan of *PlanCheyenne* (“Build” Section page 115, Table 7). <http://www.plancheyenne.org/PlanCheyenne2014FINAL/PlanCheyenneTransportationPlanCityVersionADOPTEDApril2014.pdf>

E. ASSESSMENT OF PROJECT RISKS AND MITIGATION MEASURES

An assessment of project risks has been conducted by the previous planning efforts and the 80% design for the Christensen Project. No environmental risks, or potential design roadblocks have been identified which could slow the project. Our funding package includes a grant from the Wyoming Business Council that must be “last-in” money. The City of Cheyenne has been working with the WBC for a year and a half on the grant for \$3.0 million for this project. We have every belief and assurance that this grant will come through on October 1, 2015 as explained by the WBC letter of support written by CEO, Shawn Reese.

Concerning right-of-way, as of June 3, 2015 the city and property owners have signed and approved 6 of the 11 sales contract for ROW. The negotiations with the remaining 5 property owners are continuing. There is every intention of completing these negotiations by the end of 2015. All ROW is being purchased with local dollars, however federal rules (Uniform Relocation Assistance & Real Property Acquisition Policy Act) were followed.

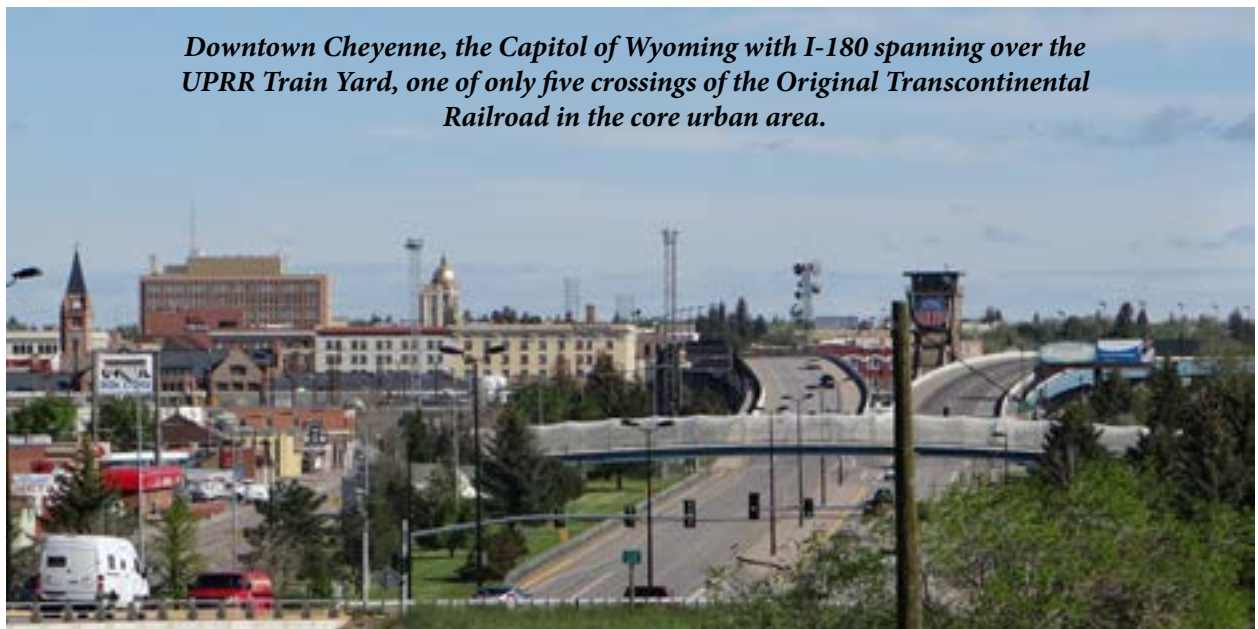
The Union Pacific Railroad must also approve the final bridge design, but they have been actively involved and provided design guidance. The project designers have gone above and beyond the minimum UPRR design requirements for a new railroad crossing as called out in the report called *BNSF-Union Pacific Railroad Guidelines for Railroad Grade Separation Projects*. Space for two additional tracks in the UPRR ROW are designed instead of just one. A letter of support from the Union Pacific can be found in Appendix B.

A construction element which could cause a time delay is the length of time it takes to order, fabricate and deliver the bridge steel girders.



At the crossroads of I-25, I-80, the Union Pacific Railroad and Burlington Northern/Santa Fe Railroad, Cheyenne has high volumes of freight traffic with great potential for new freight related jobs. The Christensen Project: A Bridge to Prosperity will assist with freight movement, ladders of opportunities, and job creation.

The City of Cheyenne has signed a Federal Wage Rate Certification stating they will comply with the requirements of subchapter IV of Chapter 31 of Title 40, United States Code, as required by the FY 2015 Appropriations Act. The City of Cheyenne also commits to completing any and all other certification requirements as part of this grant application. The wage rate certificate can be found in Appendix C.



Downtown Cheyenne, the Capitol of Wyoming with I-180 spanning over the UPRR Train Yard, one of only five crossings of the Original Transcontinental Railroad in the core urban area.