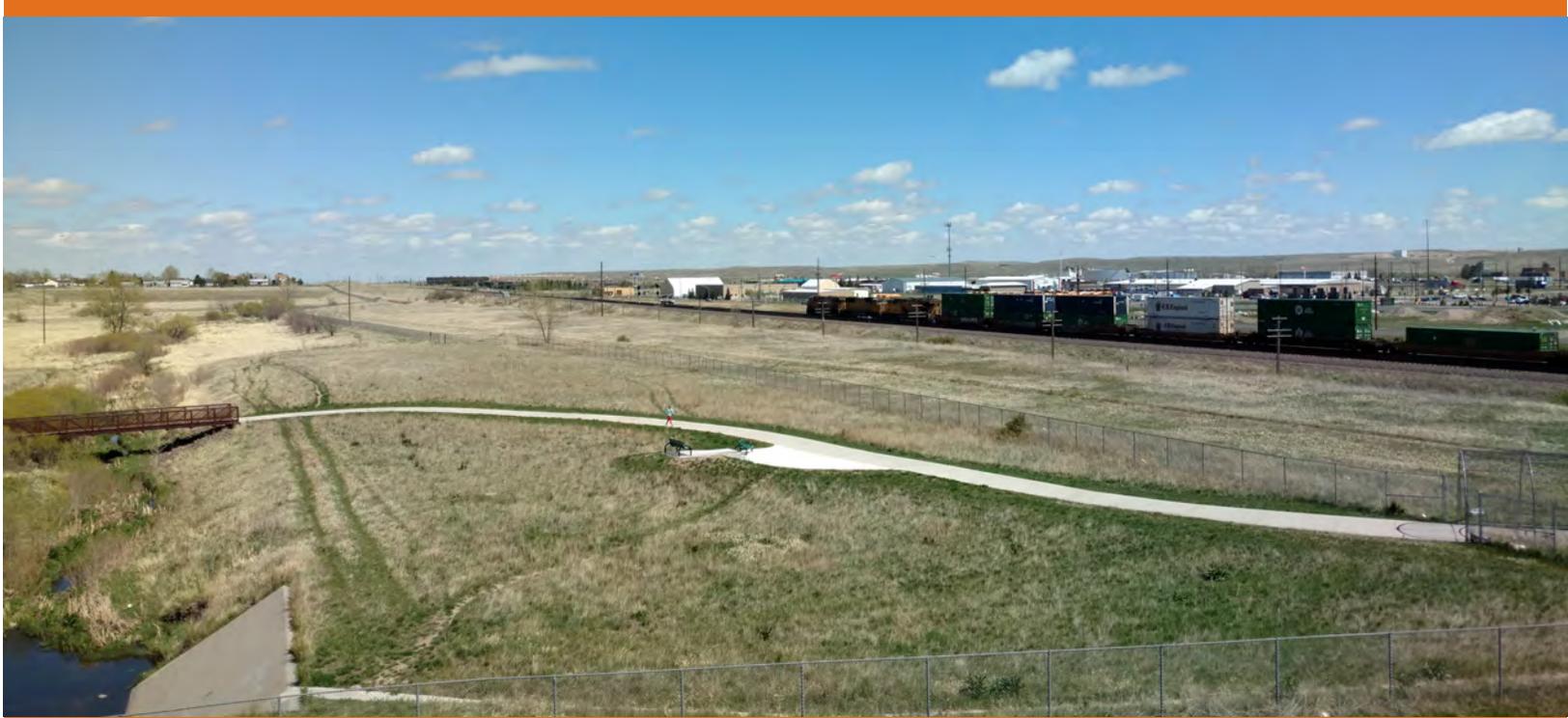


Southeast Greenway Trail Connector Plan - APPENDICES



Prepared for:
Cheyenne Metropolitan
Planning Organization



Draft: October 31, 2017

Hire *Smart*[®]

AYRES
ASSOCIATES

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Appendix A
Union Pacific Preliminary Engineering Agreement

{USE AGENCY LETTERHEAD}

Date_____

**AGREEMENT FOR PRELIMINARY ENGINEERING SERVICES
AND SUBMITTAL OF EXHIBIT "A" FOR RAILROAD APPROVAL**

Crossing: Public:
State XX City XXXXXXXX
MP XXX.XX XXXXXXX Subdivision
Route/Road/ Street Name / DOT # 123456A
XXXXXXX County / Parrish

Lance Kippen
Manager Special Projects - IPP
Union Pacific Railroad Company
1400 West 52nd St.
Denver, CO 80221

Dear Mr. Kippen:

Plans are being prepared to (description of Agency Project) at the location referenced above. The proposed work includes (scope of work). In connection with the project, the Agency considers it necessary for the successful advancement of the project for your company to collaborate in the development of the project by performing the following:

- preliminary engineering and other related services
- development of cost estimates
- review of the project's preliminary layouts

The Agency authorizes and agrees to reimburse the Railroad for its expenses and actual costs that are incurred for collaborating in the development of the project's preliminary engineering and other preliminary activities. The Railroad has estimated that these preliminary engineering and other preliminary costs will be \$20,000. Payment will be made within thirty (30) days from the Agency's receipt and approval of the Railroad's request for reimbursement. Railroad will refer to Agency's Project Number (-----) and forward Invoices to (-----).

Additionally, attached for your company's review and approval is one (1) set of half-scale prints of the concept plans marked **Exhibit A**, which are the (X)% complete plans and show the basic features of the proposed highway project at the location referenced above. Please review and provide comment on the basic features of the **Exhibit A** as soon as possible. Also enclosed is one (1) set of photos of the project area.

The project may require the Railroad to incur costs for force account activities. Please prepare the railroad force account cost estimate for work activities to be provided by your company, as identified in **Exhibit A**

and submit them at your earliest convenience so that they may be attached to the railroad generated Construction & Maintenance (C&M) agreement.

This agreement is intended to address Preliminary Engineering. It is understood by both parties that railroad may withhold its approval for any reason directly or indirectly related to safety or its operations, property issues or effect to its facilities. If the Project is approved, Union Pacific will continue to work with the Agency to develop Final Plans, Specifications and prepare Material and Cost Estimates for Railroad Construction Work associated with the project. It is also understood that if the project is constructed, if at all, at no cost to the railroad.

The Agency and the Railroad will enter into separate License, Right of Entry, Construction and Maintenance Agreements associated with the actual construction of the project if the project is accepted and approved by the railroad. The Agreements will be drafted by Union Pacific and forwarded to the Agency after the **Exhibit A** and cost estimates have been approved.

Please contact XXXXX at telephone number (XXX) XXX-XXXX via email at XXXXXXXX if you have any questions. Your assistance in this matter is appreciated.

Sincerely,

XXXXXXXXX
Title
Agency

UNION PACIFIC RAILROAD COMPANY

By _____ Date _____

Lance Kippen MSP Industry and Public Projects

Attachment(s)

cc:

Appendix B

Public Meeting and On-Line Survey Number One Results

SOUTHEAST GREENWAY TRAILS CONNECTOR

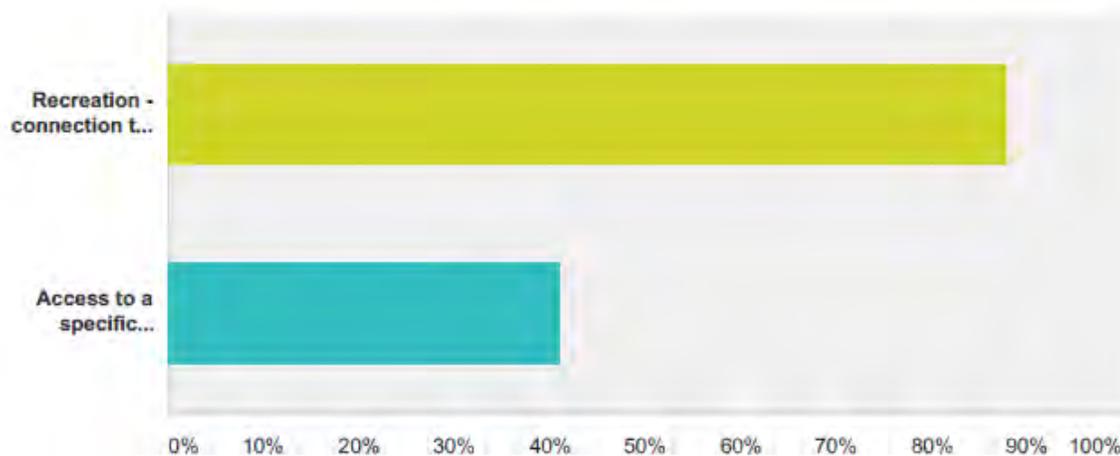
Public Comment #1 Summary



Public involvement included an online survey and a public open house. Both the survey and the open house were advertised on Facebook, the MPO web page, fliers, newspaper ad, Traders ad, and at the Spring Into Green event.

Online Survey

Q1 – Would you use the proposed Greenway in this location primarily for (1) Recreation – connection to other existing Greenways? (2) Access to a specific location?



Locations listed for a specific location:

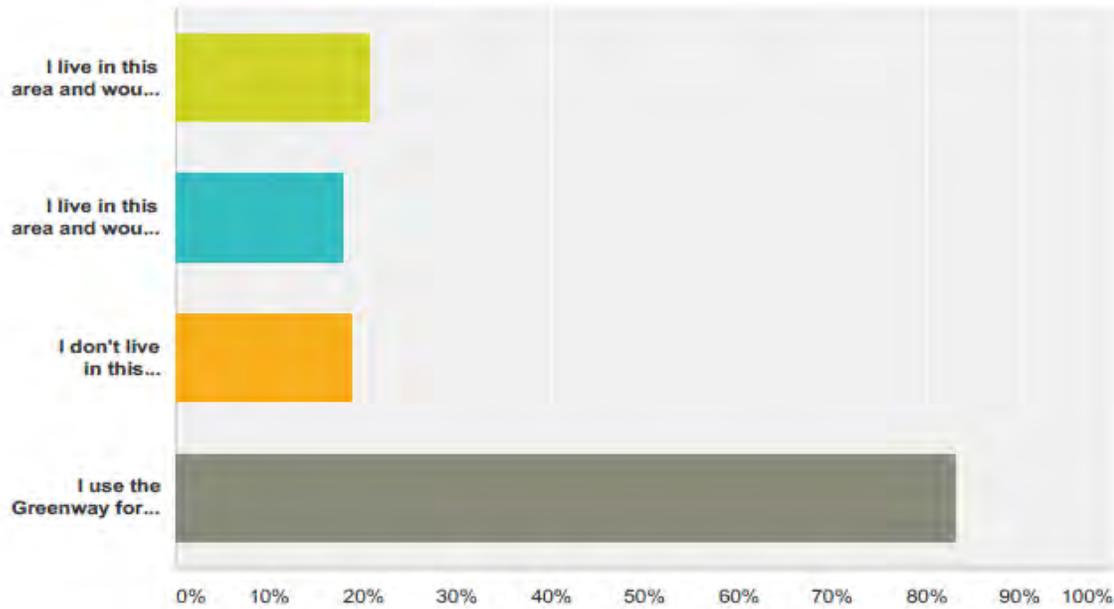
- Progress Circle (2)
- Green House Data (5)
- Walmart (17)
- Cheyenne Business Parkway (2)
- Magpul (1)
- Echostar / Dish Network (3)
- Downtown Cheyenne (2)
- Sierra Trading Post (8)
- Lowes Distribution Center (1)
- Recreation facilities at LCCC (1)
- Dry Creek Water Reclamation Facility (1)
- Conservation District Open Space (1)

Other Comments:

- Most likely to bike to businesses across the Union Pacific railroad and to access roads to bike or run on. If the south end of Cheyenne is developed near LCCC, this could potentially link up there in the future as well.
- Terrible Idea
- I would use the connector as an alternative route to run errands and go to work.
- Probably would not use but once, if at all, since I live in the northwest part of Cheyenne.
- This would open up another safe route to get to the South Side of the tracks and highway. Great Idea.

- Riding up to College Dr by way of existing walkway across the bridges and then you are connected to the south area. I think adding an additional access for convenience sake is a waste of money.
- Work to home. Home to shopping. Occasionally for recreational riding.
- Commute to work as well as recreational rides

Q2 – Which of the following best describes you? (1) I live in this area and would use the Greenway connection to get to work (2) I live in this area and would use this Greenway connection to get to a specific location (3) I don't live in this specific area, but if the connection were made then I could use this Greenway from where I live or work to get to a specific location (4) I use the Greenway for recreation and would use this route. Please tell us what the specific location is.



Locations listed for work or specific destinations were:

- | | |
|--|--|
| - Cheyenne Business Parkway (1) | - Sierra Trading Post (3) |
| - Green House Data (6) | - School District Building (1) |
| - Magpul Industries (1) | - Downtown (1) |
| - Echostar/Dish Network (3) | - LCCC (1) |
| - Walmart (9) | - Lowes Distribution Center (1) |
| - Work (1) {location of work was undefined by survey respondent} | - Dry Creek Water Reclamation Facility (1) |

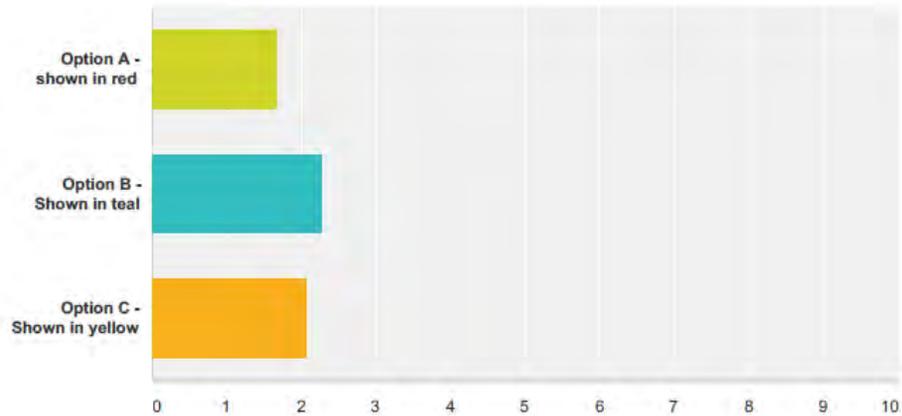
Other Comments:

- It is too dangerous to ride a bike on Campstool.
- I live off Pershing close to the Greenway at Pershing and College. This would give me a straight route to bike to work.
- It is dangerous to ride my bike on College to cross the train tracks from my house in Sun Valley to Green House Data.
- If the connection existed I could take the Greenway from my house on the north side of town to work at Green House Data. A healthy alternative to driving. It would also provide access to Campstool for commerce like Walmart and Sierra Trading Post.

- I work at Echostar. Currently the only cycling option for me to get to work is to traverse Campstool from the refinery to Cheyenne Business Parkway. I consider this dangerous with the current traffic. Bypassing Campstool by using the Greenway to get near Walmart would be a least a little safer in my opinion.
- Love the Green ways I also use my bike for transportation too not dealing with traffic is always great.
- Waste of money.
- I work at Echostar have kids at Saddle Ridge and live in JL Ranch. Would love to see these connections happen.
- I work near the hospital downtown and live in HR Ranch.
- I typically use the Logan Avenue overpass to get to the southern side of the city to use the Greenway down there. I've have typically used Logan to Campstool to get to STP and other locations.
- I work downtown and currently bike to work. I would use the connector as an alternative way to get to work. I also use the Greenway while running errands and for recreation. The connector would make getting around much nicer!
- I work at Lowes, and currently have to ride my bicycle on the shoulder of Campstool to get to work.
- Walmart really needs a safe route. I would love to bike, but don't feel safe on the College Bridge. I've seen several near accidents with people walking on the bridge.
- Expansion of the Greenway is vital to developing our multi-modal transportation AND recreational needs!
- Like to get miles on my bike.
- The more connections the better for safety while on bicycles and to avoid and prevent traffic problems/congestion.

Q3 - Ultimately the crossing of the railroad tracks will be connected to the existing Sun Valley Greenway and the existing HR Ranch Greenway. We are investigating 3 possible overpass (bridge) locations. Which location would you prefer?





	This is my first choice for an overpass location	This is my second choice for an overpass location	This is my third choice for an overpass location	Total	Weighted Average
Option A - shown in red	20.39% 21	27.18% 28	52.43% 54	103	1.68
Option B - Shown in teal	34.62% 36	58.65% 61	6.73% 7	104	2.28
Option C - Shown in yellow	46.15% 48	14.42% 15	39.42% 41	104	2.07

Comments Received about Option A:

- Too much traffic close to Option A
- Seems the most direct
- I use the Greenway closest to Option A most often
- Looks like it would use the existing overpass and hopefully reduce the overall expense of construction. If it doesn't reduce cost then I would choose option B to get cyclists further away from College Drive traffic.
- Because I most frequently use that portion of the Greenway.
- Walmart is much more useful a destination, so it would be nice to have a Greenway path that is actually an efficient form of travel rather than a "ride around and see the sights" path like the rest of the Greenway. (It is often worthless to use the Greenway for travel because its routes are not remotely direct.)
- The College route avoids distracted Walmart shoppers.
- Option A has a better connection to the College Drive Greenway.
- Option A requires a U-turn/backtrack. But, it may be significantly cheaper b/c it can piggyback on the existing overpass I don't know.
- Option A is fine, but why parallel College and Campstool?
- Option A seems to be the most convenient for integration with the existing Greenway and it looks like it would offer the best access for all the locations on the south side of the railroad. Being closer to College Dr., it would likely be the most efficient option for easing congestion there, too.
- Seems uncomfortable next to the higher speed and industrial traffic.

Comments Received about Option B:

- I like how the teal path is not right up along College
- Too secluded
- Would provide a more pleasant recreation experience

- Convenience
- Access to Walmart without having to double back
- The vertical ride up might be somewhat lower.
- Safest
- I am assuming that there will be a Greenway connection from the Sun Valley Greenway to any of these crossing points. With that in mind, the teal-colored route would be more scenic, away from traffic, while still providing a fairly direct route for people traveling from either direction (north or west) on the Sun Valley Greenway. The red-colored line would be the next most direct, and in particular, not as good for those traveling from the west, who would have to make an extra loop to get onto the connector. It would also be right next to traffic, which is less pleasant. The yellow route would be okay if there is a connection to the Sun Valley Greenway through the Open Space, but it's not as direct. Its main advantage would be providing a more direct route for people in the immediate Sun Valley neighborhood. But for people from neighborhoods farther north and west, it would be less direct and less convenient--though also more scenic in its (presumed) routing through the full length of the Sun Valley Open Space.
- Option B is between Walmart and Sierra Trading Post, where I work. So, it would be the more convenient option for me.
- Option B is a better access for the neighborhood and gets you to the same place. Option A is fine, but why parallel College and Campstool.
- Option B is a better access for the neighborhood and gets you to the same place.
- This option has you spending less time on Campstool Rd to your destination.

Comments Received about Option C:

- The yellow path is too far down.
- Less traffic starting further south.
- Option C is the safest route.
- "C" feels out of the way for me.
- Close to Sierra Trading Post
- Off the main road and could stop and take a break at Sierra Trading Post
- Get me away from College Drive and Walmart traffic, when at all possible
- Furthest from heavy traffic areas and seems like the safest and most out of the way location from traffic.
- Provides options for nearby residents and I would feel much more comfortable/safe accessing it from this location.
- Closest to connection at HR Ranch Road and has less traffic to contend with. It would allow for access to the Sun Valley Open space which does not seem to be used much because it is isolated.
- Closer to Sierra Trading Post and Burlington RR. Do not want to have to ride on or near College if possible.
- Since I live on Cleveland Ave it better connects for me.
- Allows the crossing of the tracks away from the busy intersection at Walmart and bus garage. The Greenway would then be in the Sun Valley green space and would be more enjoyable.
- Crossing further east would allow me to ride away from traffic further as I am not comfortable riding near busy roads.
- Option C makes it more exclusive to the neighborhood and not folks using the existing Greenway.
- Second choice C: just seems to flow better if the goal is connected HR out east with the rest of the city. But if you want to cross and go to Walmart...that's a significant distance to backtrack.
- I chose Option C because there would be less immediate vehicle traffic. Options A and B both appear to have you crossing through the stoplight intersection which, with the building of Walmart, tends to have steady traffic as well as peak busy times through the day. Why be entangled in that?

- The Yellow route is nice, but perhaps a bit removed from some of the larger services people use and the main Greenway route near college.

Other Comments:

- Could not understand where the selections were
- None of these options are a good one, because they will cost the tax payers money and it is all for the sake of convenience. People that ride a bicycle do not mind traveling around an obstacle (i.e.) UPRR Tracks. Trying to work with this entity is a huge undertaking and is best avoided - especially when it is for convenience sake. Save the taxpayer funds and stop trying to think of every possible way for people to gain access to every possible service. Let people work to gain access and thereby help ultimately with their own health if they want to exercise.

Q4 – There are many requirements from the Union Pacific Railroad which need to be met to determine if they will allow an underpass (tunnel). If they permit an underpass to be constructed under their tracks then we are investigating 2 possible locations to ultimately connect the existing Sun Valley Greenway to the existing HR Ranch Greenway. Which underpass location would you prefer?



	This is my first choice for an underpass location	This is my second choice for an underpass location	Total	Weighted Average
Option 1 - Shown in yellow	50.00% 51	50.00% 51	102	1.50
Option 2 - Shown in teal	54.00% 54	46.00% 46	100	1.54

Comments Received about Underpass Option 1:

- Close to existing Greenway and my house.
- Better Walmart access
- Option 1 is best, in my opinion, as it gives access to the Cheyenne Business Parkway and easy access to Walmart. Both places that I access on a daily basis.
- More direct route
- Either option would be sufficient, Option 1 appears to be the best for convenience.
- Convenience
- I use the Greenway closest to Option 1 most often.
- It is closer to where I live
- Closer to where I live
- Closer to Walmart
- Too close to College
- Closer to the existing Greenway
- Walmart is much more useful a destination, so it would be nice to have a Greenway path that is actually an efficient form of travel rather than a "ride around and see the sights" path like the rest of the Greenway. (It is often worthless to use the Greenway for travel because its routes are not remotely direct.)
- Adjacency to Walmart
- The location at the light on Campstool seems the logical place if you give any consideration to walking/biking to shopping at Wal Mart
- Again, I think being closer to College Dr. means option A would be better for easing congestion there. And it appears to offer better access to Walmart and all of the businesses south of the tracks.
- Both routes would be great options! I slightly prefer yellow because of proximity to retail (Walmart) and could see that being used a lot.

Comments Received about Underpass Option 2:

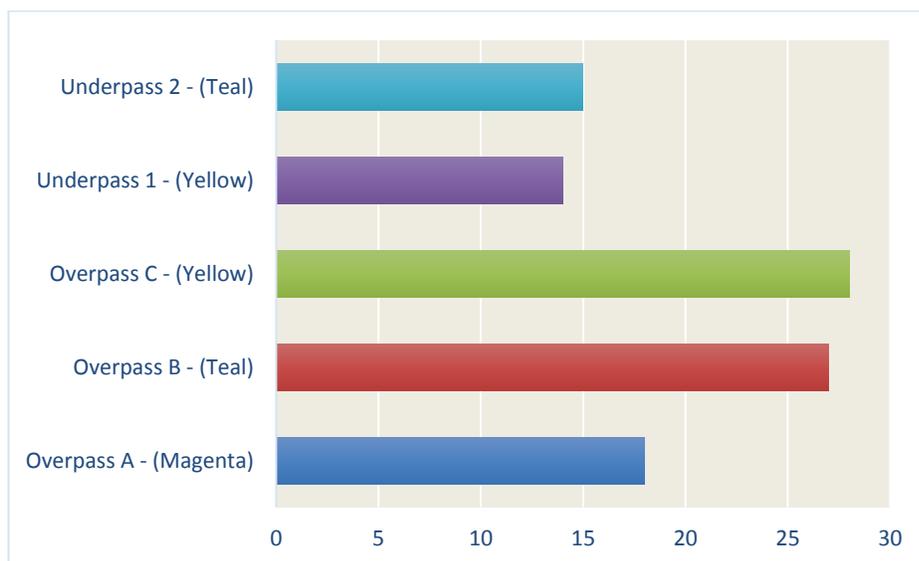
- Closer to work
- Farther from busy intersection at College but still close to existing Greenway.
- Closer to my job
- Closer to my work and would require less bike riding on Campstool
- Easier access to more businesses on Campstool
- Closer to final destination
- Closer to my home and work
- More greenspace along this open space would be beneficial. Plus, it's a nice area to run and bike near.
- I have no interest in biking closer to Walmart. My primary destination along this route is Sierra Trading Post and points east. Walmart traffic here and on Dell Range is incredibly dangerous.
- I would like to avoid the traffic by Walmart, especially wide turning trucks.
- Because I live closest to there.
- It is closer to my house.

- Teal {option 2} is too far down
- The topography of the old rail line favors a crossing here.
- Off the main road and could stop and take a break at Sierra Trading Post
- Furthest from heavy car traffic and much safer
- Accessibility and safety
- it is closets to the connection at HR Ranch Road and it has less traffic to contend with.
- Option 2 I believe will be the most beneficial to our community to promote the growth to the east.
- Several years ago at option 2, there was a bridge that the Burlington tracks went under the UP tracks. The UP tracks sit higher at this point, making for a more logical crossing.
- Closer to my destination

Other comments:

- Would like more options
- Tunnel may be closed in rainy period!
- Because
- I don't like underpasses as they tend to flood and then are not accessible for foot traffic.
- I don't support an underpass for safety reasons. I've seen people sleeping in the underpasses as well as people doing unscrupulous activities. Thus I rarely use any underpasses on the Greenway.
- Keeps the bike/hike public in a more natural area longer and away from the built up zone on the south side of the tracks. However it does not make it as easy to get to the Walmart shopping area.
- I would not recommend an underpass. Overpass would allow for opportunities for photographing trains.
- Using an existing culvert is not intended to be used for pedestrian use. These are used for drainage and add to the liability of the City of Cheyenne when someone gets killed or worse yet when they are permanently disabled and then the City will be paying out on a continual basis on a single claim.
- I don't like tunnels and don't use them, especially not long tunnels. I feel they can be unsafe.
- I'm not a fan of underpasses for the most part. They work fine but have a negative perception among most people: crime/danger/claustrophobic. I would guess that folks will avoid using it. Lighting, drainage, graffiti removal, and security are concerns with underpasses (as I'm sure you're well aware).

Q5 – You have now seen 5 options: 3 overpasses and 2 underpasses. Tell us which one would be your first choice given those 5 shown and why.





Comments Received *Against* an Underpass:

- Underpasses are scarier at night
- They tend to flood
- Tunnels can often get flooded. The 12th St. tunnel near College Drive often collects water and dirt from nearby run off. It would be nice to avoid that with the new Greenway connections.
- Flooding in other underpasses along the Greenway.

- With my experience of riding the Greenway it seems that the tunnels are often closed due to water level and debris, not to mention they are a prime location for graffiti.
- The underpasses tend to accumulate water and waste which makes it hazardous for cyclist.
- Underpasses tend to flood.
- Our tunnels tend to flood.
- Our tunnels are often closed, so I would prefer an overpass.
- Tunnels flood
- Underpasses fill with water so probably not my first choice.
- Underpasses fill with water and ice over in the winter. Having a bridge would solve that problem.
- Tunnels can get creepy if they aren't maintained.

Comments Received *For* an Underpass

- I believe an underpass is more durable than an overpass.
- Less mileage on an underpass.
- Less susceptible to winds.
- Probably costs less
- Underpasses are quicker and easier to go through on a bike.
- Underpass would be more cost effective.
- Easier for kids riding with us.
- Cheapest
- I like tunnels over bridges
- Easier (less incline)
- Though bridges are more fun to ride, because of the topography these bridges would be complicated and expensive.

Comments Received *For* an Overpass

- Overpasses are typically safer and cleaner.
- I believe a bridge are preferable to tunnels from a safety standpoint.
- Overpass seems more feasible than an underpass.
- A bridge would be more preferable so that during heavy rains or snow melt the path would not close to flooding, cutting it off from use.
- I prefer it because it is less likely to be flooded or icy.
- I would prefer an overpass as the underpasses are frequently flooded and often have debris in them. As a female using the Greenway by myself, the overpass feels safer.
- Overpass does not run risk of closing due to flooding.
- I much prefer overpasses to underpasses from a safety perspective. I use the Greenway most everyday for biking to work and running. In the summer in particular there are a handful of homeless men who take up residence in the underpasses (particularly the underpass on Nationway) and as a woman I am occasionally scared of the individuals who camp out in the underpasses.
- Safety
- Doesn't close when it rains
- Visually better; lighting not required.
- The cost might be less. Plus the UP is less likely to let their road bed for the track be messed with.
- Less likely to be flooded or have standing water, less likely to be used by transients.
- I believe an underpass is a more solid long term plan.
- It would be fun to watch the trains.
- Less likely to be vandalized like a tunnel.

- Prefer overpasses due to flooding underpasses.
- Presumably less expensive than a tunnel.
- No flooding closures.
- I prefer an overpass to a tunnel because it feels safer and it's more visible. And I think the closer it is to College, the more people will use it.

Other Comments:

- I don't have a preference, I would just like to see something done.
- No strong preference
- Honestly, any way across the train tracks would work. The least expensive option would be my choice.
- Whichever one would add more existing Greenway space, be cost effective, and stay away from linking directly with College for safety concerns.
- None. Scrap this horrible project!
- Prefer the ones farthest from heavy auto traffic, yellow overpass or teal underpass.
- None of these options would be a good option or a safe one.
- Whichever is cheapest.

Q6 – Future Greenway connections are always on our mind! Future connections in this vicinity could include access to the existing Greenway near Laramie County Community College, access to the proposed pathway along Campstool Road in the LEADS Cheyenne Business Park, access to the future Greenway near Crow Creek. Please describe the connections you want to see made in this area in the future; some ideas are shown on the map below.



Comments Received (unedited):

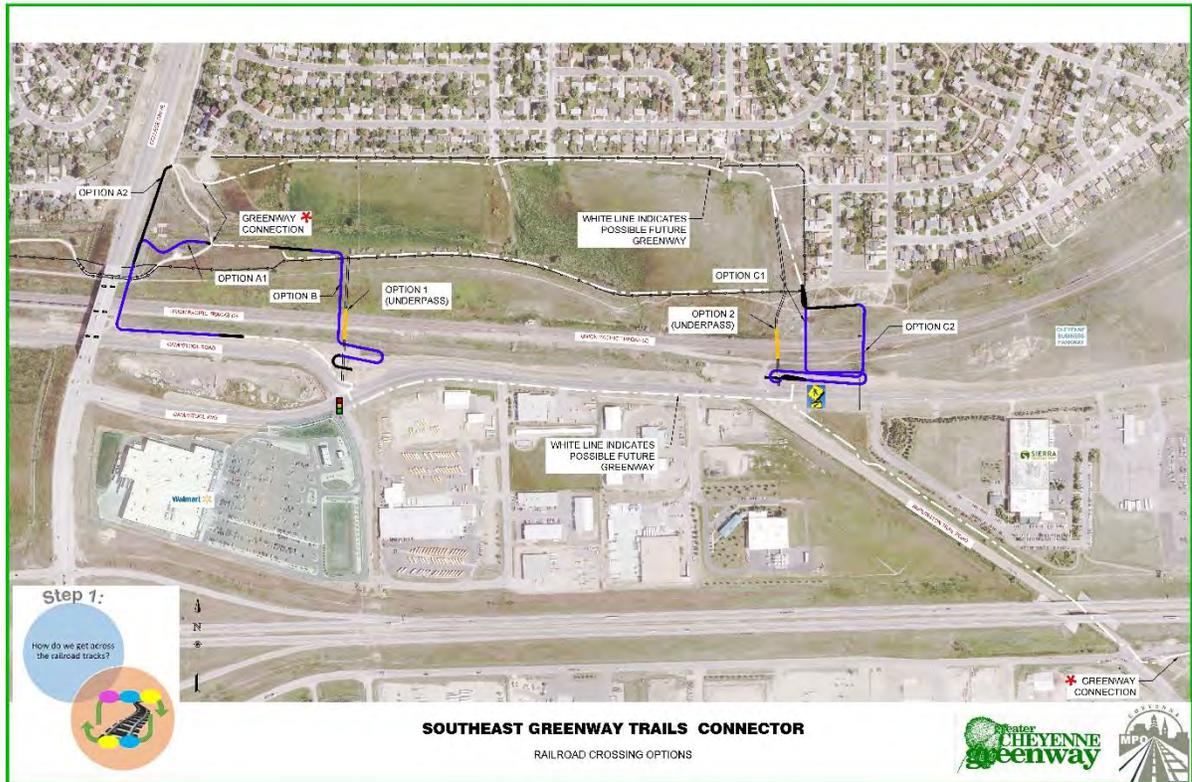
- I would love to see a connection to the future east park! I live in Sunrise Estates and use the Polk/US30 underpass almost every day. Any additions from there would be appreciated.
- The abandoned rail path would be nice to finally connect a large loop around Cheyenne.
- The extension of the Dry Creek route and connection to the future of a path along the UP railroad would be nice. Any or all extensions would be great!
- Connecting east people to Greenway because riding/running HWY 30 is not a safe option currently.
- For being able to bike to work, having Greenway all the way out to Christensen would be ideal.
- More Greenways is a great idea.
- The Allison Draw extension would be great. Nice destination ride/run with the lake(?) at the end. The addition of the extension to connect to Henderson would be greatly beneficial.
- I live east of where Hwy 30 and Del Range connects. I would like access from the east end of town in the county. I currently access the Greenway at the Frisby Park but I have to drive, park and then access the Greenway.
- The Dry Creek connection and Christensen to give neighborhoods in that area access to the Greenway.
- I would love to see the current old asphalt trail along Windmill Rd. upgraded to standard Concrete Greenway trail, and continued across E. Pershing to Henderson Ditch and down to the Sun Valley Greenway. This would provide a more direct route to Sun Valley from the Buffalo Ridge residential area where I live.
- Having a connection to the Christensen/ Whitney road area would be a great idea. With the new developments going in near Whitney and Del Range it would be wise to plan for expansion of the Greenway in that area now while there is time to plan.
- I love all the ideas! I would strive to use them all. However, extending around the open space areas and connecting to the new extension south of I-80 would be most beneficial to keep growing the connections and allow us to seamlessly access different parts of town. I would absolutely love the idea of a southwest ridge line Greenway as a way to see the whole city- it would be a beautiful route to access.
- No opinion.
- I would favor LCCC or Crow Creek as my first two choices.
- Connection to LCCC to allow a circular route.
- Southern routes, south side needs more.
- I like the routes with the loops to return on a different path than was originally taken. Of the proposed suggestions above, I prefer the routes closer to Sun Valley.
- Would love to see it all connected.
- LCCC Connection
- Pershing to HR Ranch and then to LCCC.
- I have no opinion, since I am far removed from this area.
- Crow Creek connection.
- Somehow connect Sun Valley area to South High School. Since Sun Valley is part of the South Triad, I would like a safe connection of the Greenway to South High so my kids could ride to school activities.
- LCCC and Crow Creek
- Along Christensen Road and the one down Dry Creek would be ideal.
- Want a Greenway access to be made near EchoStar drive as it would be off of the main road and allow for safe access to the area without directly leading to Campstool.
- Allison Draw should be primary because of future development that is planned and to avoid congestion and improve the existing trail. Considering the above mentioned underpass this would allow for more students to access LCCC safely. I also believe that the Dry Creek connection should be a priority to get more of the east side of town connected. It seems most of our future and current development is in the

east and south so we should plan ahead to provide the infrastructure. These Greenway connections with also draw more people to these areas of development because that is one of the main things new folks look for in a community.

- Greenway along Campstool toward Christensen would be amazing.
- I would like to see the one connecting the Sun Valley open space to dry creek, and also the one going down Campstool Road. Both would give me access to my workplace and also recreational use.
- Get me to Walmart from Sun Valley
- A bike or walking connection to LCCC over the College/I-80 interchange seems like a no-brainer. Why isn't there this connection already? I also like the connection along Campstool over to Christensen - with the new overpass funded, this will see a lot more use.
- No thoughts
- All of the future plans look good.
- I would love to see all three of these areas developed! Personally, I would get the most use out of the LEADS Open Space trail.
- Connection to Christensen Bridge out to Archer.
- LCCC, Southeast ridgeline, Crowcreek
- We need to connect to LCCC, circle to the LEAD/CD open space and back to Dry Creek.
- HR Ranch road to the water rec facility on campstool. It would be nice to walk or ride bikes to work and/or at lunch. Now is there is no safe connection. The other future paths look great.
- Prefer Dry Creek, SV Open Space and Campstool connectors at this time, as they connect to routes I am more likely to use.
- Campstool Road in the LEADS Business Park.
- Stop wasting tax payer money.
- I like the Leads open open space and old railroad grade behind HR Ranch. Both great open space recreation. Greenway along Crow Creek would be fantastic also. People love to ride and walk along waterways lined with trees.
- The Dry Creek Open Space Trail looks like a good recreation ride. The Henderson stretch would be dead useful for commuting.
- LCCC students need a direct bike-friendly path along the major business path of College.
- Need to connect the little piece of Greenway that is between LCCC and the new business Park. It is inaccessible due to high grass on the side of Arp and then it just ends at College.
- Anything in Leeds on Campstool would be amazing.
- The path along Dry Creek to the new LEADS open space then back around the crag grade. This will make a very good fitness ride loop.
- The LEADS open space looks promising, and anything that extends the Greenway is great! The Greenway is a safe place to ride.
- Henderson – Nationway connection for specific use, any extension along Crow Creek for recreation.
- I really wish Lincolnway and Pershing were rideable.
- Connection from SV open space to the HR Ranch Greenway is a high priority.
- I would love for all of the holes in the Greenway to be filled (gaps between paths). I would love to see even more of the southeast Greenway built out. Long stretches that allow for long road bike rides are my preference! That southeast ridge line looks pretty cool!
- Access to LCCC.
- The section of Greenway from Prosser Road to Nationway has no bathrooms. Also, there needs to be a bathroom at Rock Springs near the disc golf. Even a portapotty would be good.

Public Open House

The public meeting was held on Thursday June 15, 2017 at Sunrise Elementary School, in the gym, from 5:30 – 7:00 pm. Sixteen people signed in at the meeting. The comment form distributed at the meeting was very similar to the questions asked in the online survey where three locations for an overpass were shown and two locations for an underpass were shown. However, the larger displays and ability to explain the crossings in more detail allowed us to present five overpass options in total: two adjacent to College Drive, one terminating at the intersection of Campstool Road and Campstool Way, and two on the east end of the project terminating near Burlington Trail. Seven comment forms were returned.



Q1 – Would you use the proposed Greenway in this location primarily for (1) Recreation – connection to other existing Greenways? (2) Access to a specific location?

Results: 7 respondents would use the proposed Greenway for recreation.

Comments Received:

- To safely get over the tracks

Q2 – Which of the following best describes you?

- (1) I live in this area and would use the Greenway connection to get to work
 - 0 responses
- (2) I live in this area and would use this Greenway connection to get to a specific location
 - 1 responses
- (3) I don't live in this specific area, but if the connection were made then I could use this Greenway from where I live or work to get to a specific location
 - 1 responses
- (4) I use the Greenway for recreation and would use this route. Please tell us what the specific location is.

- 7 responses

Q3 - Ultimately the crossing of the railroad tracks will be connected to the existing Sun Valley Greenway and the existing HR Ranch Greenway. We are investigating 5 possible overpass (bridge) locations. Which location would you prefer?

Results: Of those responding at the public open house, overpass A2 (overpass with Greenway running along College Drive embankment) was the preferred overpass location/type.

Comments:

- Option A2 is my first choice because of direct access, safety from College Drive shoulders. All will be wonderful options compared to current set-up. Thanks for a wonderful system.
- Option C2 is my first choice because it is a nicer path to ride north of the UP tracks. Otherwise the Greenway would go along Campstool going east. I have a concern that C2 would bypass Walmart and was told a sidewalk would be built for folks to go back west to Walmart. *{Clarification from Darci Hendon – I told folks at the meeting that Campstool Road would likely be widened in the future and that if it were reconstructed as an arterial road per the UDC then it would have sidewalks.}*
- A2 is my first choice because of the simplicity of the bridge, lack of switchbacks, convenience of location.
- Option C1 is my first choice because I would like to avoid the light at Campstool Road and Way (due to traffic volume.)
- C2 is my first choice, riding north of the track and to Walmart will benefit a lot of people.
- Avoid tunnels, water and UP is a problem.

Q4 – If the Union Pacific will permit an underpass to be constructed under their railroad tracks, which underpass location would you prefer?

Results: Of those responding at the public open house, tunnel 2 (tunnel further to the east) was preferred.

Comments:

- I have safety concerns with an underpass, isolated, water since its below grade – annoying to get to a place and not have an option.
- Recreationally, going through the open space is more enjoyable than going through the business area south of the tracks. For transportation however, the tunnel closest to Walmart would be better.
- Option 2 because there won't be a water problem.

Q5 – Tell us which of all of the underpass and overpass options would be your first choice and why.

Comments:

- Anything adjacent to College Drive – if you get too far away and recreational i.e. jogs around Sun Valley open space, riders to work will still use the scary College Drive bridges over I-80/Campstool.
- Option C2
- Option 2 underpass would be overall best for recreational use, which is how I personally will use this section of the Greenway.
- C1 and C2 overpasses gets the user away from the Campstool Way/Road light, I think and underpass presents some safety issues (thought underpass may be less costly than an overpass?)
- Underpasses are easier to ride than overpasses.
- A2 is favorite.

Q6 – Future Greenway connections are always on our mind! Future connections in this vicinity could include access to the existing Greenway near Laramie County Community College, access to the proposed pathway along Campstool Road in the LEADS Cheyenne Business Park, access to the future Greenway near Crow Creek. Please describe the connections you want to see made in this area.

Comments:

- North on College all way to Dry Creek – direct – if needing a direct route to Greenway I ride the sidewalks on either side of College Drive.
- Connections: Orchard Valley Drive following power lines north and connecting on to path by Johnson Jr. High. Then a BETTER path along Walterscheid to connect to Crow Creek.
- I would like to see a more direct connection from an upgraded Windmill Road Greenway trail across Pershing at Brimmer Park sown southeast to the proposed Henderson Ditch Greenway connecting to the Sun Valley Greenway at Henderson Drive.
- Cycling access to the Archer complex is of interest to me, more entertainment is held there versus downtown.
- From College to Orchard Valley

Q7 – Do you have any additional ideas regarding Greenway or multi-use path connections, information, or other comments that you would like to provide?

Comments:

- The bike path in name only, stretch up Carey on the Capitol block is a ditch. Hopefully resurfacing will occur with final construction of the capitol.
- In connection with the Converse/Dell Range intersection upgrade, I would like to see the originally (1992) planned Greenway underpass installed under Converse at Dry Creek.

Results: Of those responding at the public open house, overpass A2 (overpass with Greenway running along College Drive embankment) and Tunnel 2 (tunnel further to the east) were preferred.

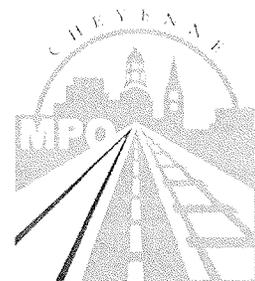
Southeast Greenway Trail Connector

June 15, 2017

Name	Contact Information
K.M. Ogle	—
DAVE BROYLES	broylesd61@yahoo.com
DICK KRANENBURG	
ROLF ALGERMISSEN	
James Sims	MPO
PETE SOKOLOWSKY	psokolos@gmail.com
Tom Mason	MPO
Tim Morton	WYDOT
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Susana Montana	Cheyenne Development Services
Frank Cole	
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George Broyles	broylesg@msn.com
Lee Wofford	leewof@leewof.net
JEFF WIGGINS	jwiggins@cheyennecity.org
Maya Shay	sharp2mom@aol.com

SOUTHEAST GREENWAY TRAILS CONNECTOR

Greenway users have identified the area east of College Drive and south of the Sun Valley neighborhood as an area of greatest need to provide greenway connectivity. The Cheyenne Metropolitan Planning Organization is conducting a study to determine the optimal location for the placement of Greenway path across the Union Pacific Railroad tracks from the Sun Valley neighborhood to other existing and planned Greenway facilities near Campstool Road, Burlington Trail Road and HR Ranch Road.



1. Would you use the proposed Greenway in this primarily for (Please check all that apply):

Recreation – connection to other existing Greenways?

Access to a specific location? If so, what location? to safely get over the tracks

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

I live in this area and would use this Greenway connection to get to work.

I live in this area and would use this Greenway connection to get to a specific location.

I don't live in this specific area, but if the connection were made then I could use this Greenway from where I live or work to get to a specific location.

I use the Greenway for recreation and would use this route.

3. Ultimately the crossing of the railroad tracks will be connected to the existing Sun Valley Greenway and the existing HR Ranch Greenway. We are investigating 5 possible overpass (bridge) locations. Which location would you prefer? (There are maps on the tables showing the location / configuration of the choices.)

	This is my first choice	This is my second choice	This is my third choice	This is my third choice	This is my fifth choice
Option A1		X			
Option A2	X				
Option B			X		
Option C1				X	
Option C2					X

WHY? See #5, direct access, safety from College Dr. Shoulders, all will be wonderful options compared to current set-up. Thanks for a wonderful system.

4. If the Union Pacific will permit an underpass to be constructed under their railroad tracks, which underpass location would you prefer? (There are maps on the tables showing the choices.)

	This is my first choice	This is my second choice
Option 1		X
Option 2	X	

WHY? safety issues, isolated, water since it's below grade - annoying to get to a place; not have an option

5. You have seen 5 options: 3 overpasses and 2 underpasses. Tell us which one would be your first choice given those 5 shown and why.

Anything adjacent to College Drive - if you get to faraway's recreational i.e. jog jogs around Sun Valley green space, riders to work will still use the scary College Dr bridges over I80 / Campstool

6. Future Greenway connections are always on our mind! Future connections in this vicinity could include access to the existing Greenway near Laramie County Community College, access to the proposed pathway along Campstool Road in the LEADS Cheyenne Business Park, and access to the future Greenway near Crow Creek. Please describe the connections you want to see made in this area in the future. (There is a large green outlined map on display at this meeting to show you this area and get your creative juices flowing!)

N. on College all way Dry Creek - direct - if needing a direct route to Greenway, I ride the sidewalks on e or w side of College Drive

7. Do you have any additional ideas regarding Greenway or multi-use path connections, information, or other comments that you would like to provide?

The bike-path-in-name-only, stretch up Carey, on the capitol block is a ditch. Hopefully, re-surfacing will occur - final construction of the capitol.

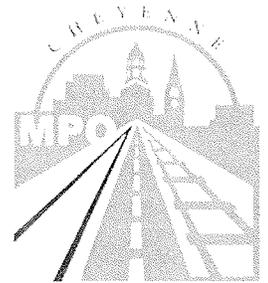
THANK YOU FOR YOUR PARTICIPATION!

If you would like to stay informed about this Greenway project and other planning projects by the Cheyenne MPO please leave your preferred contact information (email, phone number and/or address.)

sharp2mom@aol.com 307-221-0202

SOUTHEAST GREENWAY TRAILS CONNECTOR

Greenway users have identified the area east of Colgate Drive and south of the Sun Valley neighborhood as an area of greatest need to provide greenway connectivity. The Cheyenne Metropolitan Planning Organization is conducting a study to determine the optimal location for the placement of Greenway path across the Union Pacific Railroad tracks from the Sun Valley neighborhood to other existing and planned Greenway facilities near Campstool Road, Burlington Trail Road and HR Ranch Road.



1. Would you use the proposed Greenway in this primarily for (Please check all that apply):

Recreation – connection to other existing Greenways?

Access to a specific location? If so, what location? _____

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

I live in this area and would use this Greenway connection to get to work.

I live in this area and would use this Greenway connection to get to a specific location.

I don't live in this specific area, but if the connection were made then I could use this Greenway from where I live or work to get to a specific location.

I use the Greenway for recreation and would use this route.

3. Ultimately the crossing of the railroad tracks will be connected to the existing Sun Valley Greenway and the existing HR Ranch Greenway. We are investigating 5 possible overpass (bridge) locations. Which location would you prefer? (There are maps on the tables showing the location / configuration of the choices.)

	This is my first choice	This is my second choice	This is my third choice	This is my third choice	This is my fifth choice
Option A1					✓
Option A2				✗	
Option B			✗		
Option C1		✗			
Option C2	✗				

WHY? NICER PATH TO RIDE NORTH OF THE

VP TRACKS / OTHERWISE THE GREENWAY WOULD GO ALONG CAMPSTOOL GOING EAST.

I HAVE A CONCERN THAT C2 WOULD BY PASS WALMART, & WAS TOLD A SIDEWALK WOULD BE BUILT FOR FOLKS TO GO BACK WEST TO WALMART

4. If the Union Pacific will permit an underpass to be constructed under their railroad tracks, which underpass location would you prefer? (There are maps on the tables showing the choices.)

	This is my first choice	This is my second choice
Option 1		→
Option 2	X	

WHY? SAME REASON AS #3

5. You have seen 5 options: 3 overpasses and 2 underpasses. Tell us which one would be your first choice given those 5 shown and why. ~~C1~~ C2

SAME ~~AS #1~~ AS STATED IN QUESTION 3

6. Future Greenway connections are always on our mind! Future connections in this vicinity could include access to the existing Greenway near Laramie County Community College, access to the proposed pathway along Campstool Road in the LEADS Cheyenne Business Park, and access to the future Greenway near Crow Creek. Please describe the connections you want to see made in this area in the future. (There is a large green outlined map on display at this meeting to show you this area and get your creative juices flowing!)

CONNECTION: ORCHARD VALLEY DRIVE FOLLOWING POWER LINES NORTH + CONNECTING ON TO PATH BY JOHNSON ST. THEN A BETTER PATH ALONG WALTERS

7. Do you have any additional ideas regarding Greenway or multi-use path connections, information, or other comments that you would like to provide? TO CONNECT TO CROW CREEK

THANK YOU FOR YOUR PARTICIPATION!

If you would like to stay informed about this Greenway project and other planning projects by the Cheyenne MPO please leave your preferred contact information (email, phone number and/or address.)

broylesd61@yahoo.com DAVID BROYLES

SOUTHEAST GREENWAY TRAILS CONNECTOR

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1. Would you use the proposed Greenway in this primarily for (Please check all that apply):

Recreation – connection to other existing Greenways?

Access to a specific location? If so, what location? _____

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

I live in this area and would use this Greenway connection to get to work.

I live in this area and would use this Greenway connection to get to a specific location.

I don't live in this specific area, but if the connection were made then I could use this Greenway from where I live or work to get to a specific location.

I use the Greenway for recreation and would use this route.

3. Ultimately the crossing of the railroad tracks will be connected to the existing Sun Valley Greenway and the existing HR Ranch Greenway. We are investigating 5 possible overpass (bridge) locations. Which location would you prefer? (There are maps on the tables showing the location / configuration of the choices.)

	This is my first choice	This is my second choice	This is my third choice	This is my third choice	This is my fifth choice
Option A1		X			
Option A2	X				
Option B			X		
Option C1				X	
Option C2					X

WHY? simplicity of bridge, lack of switchbacks,
convenience of location

4. If the Union Pacific will permit an underpass to be constructed under their railroad tracks, which underpass location would you prefer? (There are maps on the tables showing the choices.)

	This is my first choice	This is my second choice
Option 1		X
Option 2	X	

WHY? recreationally, going through the open space is more enjoyable than going through the business area s. of the tracks. For transportation however, option 1 would be better (to Walmart, etc.)

5. You have seen 5 options: 3 overpasses and 2 underpasses. Tell us which one would be your first choice given those

5 shown and why. Option 2 underpass would be overall best for recreational use, which is how I personally will use this section of Greenway

6. Future Greenway connections are always on our mind! Future connections in this vicinity could include access to the existing Greenway near Laramie County Community College, access to the proposed pathway along Campstool Road in the LEADS Cheyenne Business Park, and access to the future Greenway near Crow Creek. Please describe the connections you want to see made in this area in the future. (There is a large green outlined map on display at this meeting to show you this area and get your creative juices flowing!)

I would like to see a more direct connection from an upgraded Windmill Rd greenway trail across Pershing @ Brimmer Park down SE to the proposed Henderson Ditch greenway connecting to the S.V. Greenway at Henderson Dr.

7. Do you have any additional ideas regarding Greenway or multi-use path connections, information, or other

comments that you would like to provide? In connection of the Converse/Dell Range Intersection upgrade, I would like to see the originally (1992) planned Greenway underpass installed under Converse at Dry Creek.

THANK YOU FOR YOUR PARTICIPATION!

If you would like to stay informed about this Greenway project and other planning projects by the Cheyenne MPO please leave your preferred contact information (email, phone number and/or address.)

Lee Wastfenden leewaf@leewaf.net

SOUTHEAST GREENWAY TRAILS CONNECTOR

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1. Would you use the proposed Greenway in this primarily for (Please check all that apply):

Recreation – connection to other existing Greenways?

Access to a specific location? If so, what location? _____

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

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I live in this area and would use this Greenway connection to get to a specific location.

I don't live in this specific area, but if the connection were made then I could use this Greenway from where I live or work to get to a specific location.

I use the Greenway for recreation and would use this route.

3. Ultimately the crossing of the railroad tracks will be connected to the existing Sun Valley Greenway and the existing HR Ranch Greenway. We are investigating 5 possible overpass (bridge) locations. Which location would you prefer? (There are maps on the tables showing the location / configuration of the choices.)

	This is my first choice	This is my second choice	This is my third choice	This is my third choice	This is my fifth choice
Option A1	X				
Option A2		X			X
Option B					
Option C1				X	
Option C2			X		

WHY? _____

4. If the Union Pacific will permit an underpass to be constructed under their railroad tracks, which underpass location would you prefer? (There are maps on the tables showing the choices.)

	This is my first choice	This is my second choice
Option 1		
Option 2		

WHY? _____

5. You have seen 5 options: 3 overpasses and 2 underpasses. Tell us which one would be your first choice given those 5 shown and why. _____

6. Future Greenway connections are always on our mind! Future connections in this vicinity could include access to the existing Greenway near Laramie County Community College, access to the proposed pathway along Campstool Road in the LEADS Cheyenne Business Park, and access to the future Greenway near Crow Creek. Please describe the connections you want to see made in this area in the future. (There is a large green outlined map on display at this meeting to show you this area and get your creative juices flowing!)

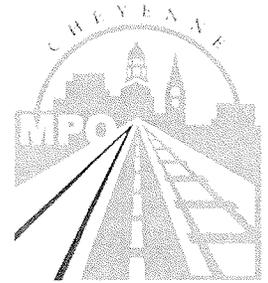
7. Do you have any additional ideas regarding Greenway or multi-use path connections, information, or other comments that you would like to provide? _____

THANK YOU FOR YOUR PARTICIPATION!

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SOUTHEAST GREENWAY TRAILS CONNECTOR

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1. Would you use the proposed Greenway in this primarily for (Please check all that apply):

Recreation – connection to other existing Greenways?

Access to a specific location? If so, what location? _____

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

I live in this area and would use this Greenway connection to get to work.

I live in this area and would use this Greenway connection to get to a specific location.

I don't live in this specific area, but if the connection were made then I could use this Greenway from where I live or work to get to a specific location.

I use the Greenway for recreation and would use this route.

3. Ultimately the crossing of the railroad tracks will be connected to the existing Sun Valley Greenway and the existing HR Ranch Greenway. We are investigating 5 possible overpass (bridge) locations. Which location would you prefer? (There are maps on the tables showing the location / configuration of the choices.)

	This is my first choice	This is my second choice	This is my third choice	This is my third choice	This is my fifth choice
Option A1					✓
Option A2				✓	
Option B			✓		
Option C1	✓				
Option C2		✓			

WHY? I WOULD LIKE TO AVOID THE LIGHT AT CAMPSTOOL ROAD & WAY

(DUE TO TRAFFIC VOLUME)

4. If the Union Pacific will permit an underpass to be constructed under their railroad tracks, which underpass location would you prefer? (There are maps on the tables showing the choices.)

	This is my first choice	This is my second choice
Option 1		✓
Option 2	✓	

WHY? SAME AS RESPONSE TO # 3

5. You have seen 5 options: 3 overpasses and 2 underpasses. Tell us which one would be your first choice given those 5 shown and why. C 1 & C 2 (OVERPASSES) GETS THE USER AWAY FROM THE

CAMPSTOOL WAY / ROAD LIGHT, I THINK AND UNDERPASS PRESENTS SOME SAFETY ISSUES (THOUGH UNDERPASS 2 MAY BE LESS COSTLY THAN ANDOVERPASS?)

6. Future Greenway connections are always on our mind! Future connections in this vicinity could include access to the existing Greenway near Laramie County Community College, access to the proposed pathway along Campstool Road in the LEADS Cheyenne Business Park, and access to the future Greenway near Crow Creek. Please describe the connections you want to see made in this area in the future. (There is a large green outlined map on display at this meeting to show you this area and get your creative juices flowing!)

CYCLING ACCESS TO THE ARCHER COMPLEX IS AN INTEREST TO ME (I²)
MORE ENTERTAINMENT IS HELD THERE THAN VISU DOWNTOWN

7. Do you have any additional ideas regarding Greenway or multi-use path connections, information, or other comments that you would like to provide? _____
-

THANK YOU FOR YOUR PARTICIPATION!

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SOUTHEAST GREENWAY TRAILS CONNECTOR

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1. Would you use the proposed Greenway in this primarily for (Please check all that apply):

Recreation – connection to other existing Greenways?

Access to a specific location? If so, what location? _____

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

I live in this area and would use this Greenway connection to get to work.

I live in this area and would use this Greenway connection to get to a specific location.

I don't live in this specific area, but if the connection were made then I could use this Greenway from where I live or work to get to a specific location.

I use the Greenway for recreation and would use this route.

3. Ultimately the crossing of the railroad tracks will be connected to the existing Sun Valley Greenway and the existing HR Ranch Greenway. We are investigating 5 possible overpass (bridge) locations. Which location would you prefer? (There are maps on the tables showing the location / configuration of the choices.)

	This is my first choice	This is my second choice	This is my third choice	This is my third choice	This is my fifth choice
Option A1				<input checked="" type="checkbox"/>	
Option A2			<input checked="" type="checkbox"/>		
Option B					
Option C1		<input checked="" type="checkbox"/>			
Option C2	<input checked="" type="checkbox"/>				

WHY? Riding north of the track out to Walmart will benefit a lot of people.

4. If the Union Pacific will permit an underpass to be constructed under their railroad tracks, which underpass location would you prefer? (There are maps on the tables showing the choices.)

	This is my first choice	This is my second choice
Option 1		<i>f</i>
Option 2	<i>l</i>	

WHY? _____

5. You have seen 5 options: 3 overpasses and 2 underpasses. Tell us which one would be your first choice given those

5 shown and why. *Under passes are easier to ride than overpasses.*

6. Future Greenway connections are always on our mind! Future connections in this vicinity could include access to the existing Greenway near Laramie County Community College, access to the proposed pathway along Campstool Road in the LEADS Cheyenne Business Park, and access to the future Greenway near Crow Creek. Please describe the connections you want to see made in this area in the future. (There is a large green outlined map on display at this meeting to show you this area and get your creative juices flowing!)

From College to Orchard Valley

7. Do you have any additional ideas regarding Greenway or multi-use path connections, information, or other

comments that you would like to provide? _____

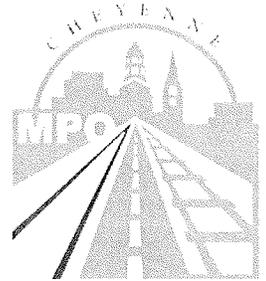
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broylesg@msn.com

SOUTHEAST GREENWAY TRAILS CONNECTOR

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1. Would you use the proposed Greenway in this primarily for (Please check all that apply):

- Recreation – connection to other existing Greenways?
- Access to a specific location? If so, what location? _____

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

- I live in this area and would use this Greenway connection to get to work.
- I live in this area and would use this Greenway connection to get to a specific location.
- I don't live in this specific area, but if the connection were made then I could use this Greenway from where I live or work to get to a specific location.
- I use the Greenway for recreation and would use this route.

3. Ultimately the crossing of the railroad tracks will be connected to the existing Sun Valley Greenway and the existing HR Ranch Greenway. We are investigating 5 possible overpass (bridge) locations. Which location would you prefer? (There are maps on the tables showing the location / configuration of the choices.)

	This is my first choice	This is my second choice	This is my third choice	This is my third choice	This is my fifth choice
Option A1		SECOND	/	/	/
Option A2	FIRST		/	/	/
Option B	/		/	/	/
Option C1	/		/	/	/
Option C2	/		/	/	/

WHY? AVOID TUNNEL, WATER & UP PROBLEMS

4. If the Union Pacific will permit an underpass to be constructed under their railroad tracks, which underpass location would you prefer? (There are maps on the tables showing the choices.)

	This is my first choice	This is my second choice
Option 1		
Option 2	X	

WHY? NO WATER

5. You have seen 5 options: 3 overpasses and 2 underpasses. Tell us which one would be your first choice given those 5 shown and why. A 2 = FAVORITE

6. Future Greenway connections are always on our mind! Future connections in this vicinity could include access to the existing Greenway near Laramie County Community College, access to the proposed pathway along Campstool Road in the LEADS Cheyenne Business Park, and access to the future Greenway near Crow Creek. Please describe the connections you want to see made in this area in the future. (There is a large green outlined map on display at this meeting to show you this area and get your creative juices flowing!)

7. Do you have any additional ideas regarding Greenway or multi-use path connections, information, or other comments that you would like to provide? _____

THANK YOU FOR YOUR PARTICIPATION!

If you would like to stay informed about this Greenway project and other planning projects by the Cheyenne MPO please leave your preferred contact information (email, phone number and/or address.)

Appendix C

Public Meeting and On-Line Survey Number Two Results

SOUTHEAST GREENWAY TRAILS CONNECTOR

Public Comment Summary – Public Meeting and On-line Survey #2



In September 2017, the steering committee recommended an overpass structure on the west side of the Sun Valley Open Space as a crossing of the Union Pacific Railroad tracks. A public meeting and an on-line survey was held to verify that this recommended location was favorable by the public and potential Greenway users. Both the survey and the open house were advertised on Facebook, the MPO web page, newspaper ad and Traders ad.

Online Survey #2

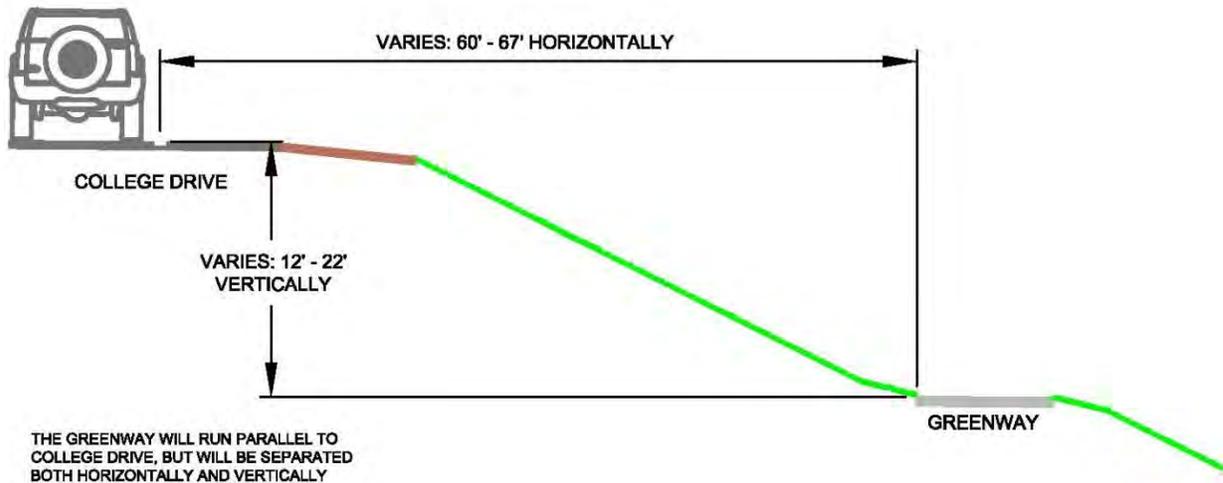


Q1 – A free standing pedestrian bridge near College Drive, over the railroad tracks, shown in blue in the image above, has been selected for the following reasons:

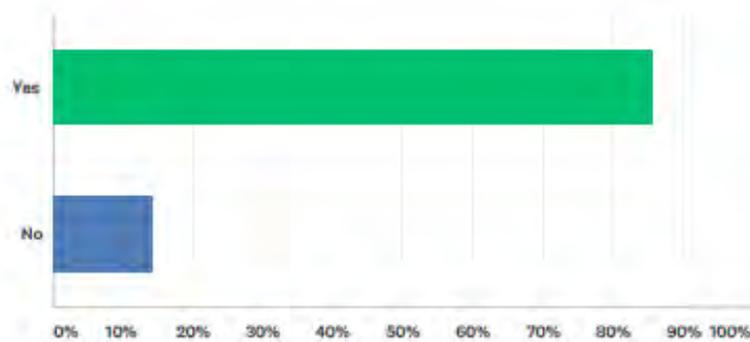
- Lower cost than other options
- Provides a safer crossing of Campstool Road by bringing users to a signalized intersection, over options along the east side of the Sun Valley open space.
- Provides both a recreational Greenway connection and access to businesses along the south side of Campstool Road
- The overpass will connect to the existing Greenway on the north side of the railroad tracks, take users over the tracks, and connect to a future Greenway along Campstool Road.

Both underpass and overpass options were explored. An underpass to the intersection of Campstool Road and Campstool Way will require piping or pumping of stormwater and may need to be closed during a heavy rainfall event. Extensive coordination with the Union Pacific Railroad will also be required during design and construction of an underpass. For these reasons an underpass was not selected as the most viable option.

While this preferred route will be parallel to College Drive, there will be separation between vehicles and Greenway users as shown in the image below.



Do you agree with this selection for a crossing location? Why or why not?



ANSWER CHOICES	RESPONSES	
Yes	85.71%	42
No	14.29%	7
Total Respondents: 49		

Comments in favor of this selection:

- College is more heavily populated area compares to other choices and will serve more customers.

- This greatly expands the area I can ride.
- Doing the bridge next to college allows for immediate access to the shopping areas of Walmart and allows for easy access across the tracks.
- This is the best solution in my opinion.
- It is a direct route that easily aligns with existing Greenway.
- Seems to be the most logical location, cost is reasonable compared to other options.
- Connect Walmart and other business
- I ride the Greenway to work most days and do not always feel safe with the underpasses due to transients and garbage found along side. Having an overpass folks might not hang out or sleep in them, like the 12th street and Logan underpasses.
- The larger area of separation should make this a more comfortable / safe feeling route for average cyclists and pedestrians to use.
- Best option
- I'll take anything that gets my commute off of college drive. Since the changes to support Walmart, that area has become very dangerous and zero accommodations were made to support bike or pedestrian traffic, a glaring oversight.
- Seems safe and cost effective.
- Agree as long as distinct separation from College Dr. traffic.
- The College Drive overpass is definitely a safety concern. If the bike path is to actually be separated from the roadway as much as this depicts, that would help to address that. I am very curious to see how this plays out into the future, though - this is only for the UP crossing. What happens when the Greenway expands more and needs to cross Campstool and Interstate 80? I am hoping that there is long-term planning going on behind the scenes so that this isn't a short-sighted use of funding.
- Is the graphic to scale? Safety along College is a major concern but I agree with the selection if the Greenway will be 4 car widths away from traffic as shown.
- Good location but not happy with connection to existing Greenway.
- I'll defer to your expertise. I'd prefer a crossing farther away from all of the Walmart traffic, but it may be prohibitively expensive.
- I like the underpass ideas, but I think this makes the most sense with cost. Also, I'm very excited about a future Greenway along Campstool heading in the business park. Look forward to using these in the future.
- Because the UP will not look kindly on any thing that will mess with their tracks.
- Seems to be cost effective and straight forward. With budgets what they are right now, that seems to be the best case going forward.
- Cost and safety
- Much better option than underpass, and more cost effective.
- This connection along College is great! It serves useful bike and pedestrian traffic to businesses, unlike most paths that are extremely inefficient for transportation and only serve recreation purposes.
- I can agree with lower cost and safer. Plus it's right next to Greenway that comes under college and you're not funneling foot/bike traffic down Campstool.
- Agree with keeping costs down, and also no tunnels. They are too often closed.
- Explanations given are very good reasons for selecting this crossing selections -- cost, safety, etc.

Comments not in favor of this selection:

- I believe the Greenway gets more use if it is away from very busy road traffic. The eastern side of the open space would be used more. The point of green space is to escape the sidewalk feeling of being next to traffic especially if you are walking/biking etc with little kids.
- It will be better further to the east.
- Even with the separation between College Dr. and the proposed Greenway, it is still very dangerous. With the amount of vehicles that travel College Dr. daily, an isolated pedestrian walkway would be best. If additional barriers were placed between traffic and the Greenway this would make this option more suitable. I still think option C would be best for the entire area, but if it's not feasible then protection of pedestrians must be taken with this option.
- Too close to traffic.
- Cannot tell where this is even...if the option close to Walmart, yes.
- Better to do it at the new Christiansen overpass.
- This is an improvement over the original proposals - 50' above Campstool Road or tunneling under the tracks. It will better serve the existing pedestrian demand to get from the neighborhood to Walmart. However, the middle route would be more direct, and better serve trail users coming from west of College Drive.

Q2 – Please share any additional comments about a Greenway crossing of the railroad tracks in this location or about future Greenway in this location.

- Would prefer to underpass west of College.
- I think it is a much needed long overdue extension. Looks like it was well thought out and planned.
- Would Christensen Road be a better crossing?
- Concerned yet about needed separation from heavy traffic going to Walmart.
- I am excited to see the Greenway continuing to expand. However, it seems to me that there are existing Greenway areas that are incomplete or need attention, so I am wondering about why there is so much focus on this "future Greenway" area when the rest of the Greenway is certainly not complete yet. I also would love to be able to weigh in on things like this before they are decided...this survey seems, to me, to be asking, "We have decided that this is what we are doing regardless, but do you like it?".
- Why is the focus on connections to future Greenway when there are many existing sections of Greenway that don't connect?
- I believe this is the most useful location for the crossing.
- Better to do it at Christensen.
- Great job!
- Do we have ADA (Disabilities Act) issues to contend with? If this route cannot account for the ADA, then I cannot support it. Thank you for your work on this.
- In addition to the preferred option, also would like to see Option C overpass to also be added on the east side of the Sun Valley open space.
- Wish there was another crossing of Lincoln way besides holiday park. Somewhere east
- Consider future connections to LCCC.

Public Open House #2

The public meeting was held on Wednesday, September 27, 2017 at Sunrise Elementary School, in the gym, from 5:30 – 7:00 pm. Eleven people signed in at the meeting. A presentation was made to the audience outlining the steps taken in the plan to get to the recommended crossing location and type. This presentation was livestreamed on the MPO Facebook page. The comment form distributed at the meeting was very similar to the on-line survey questions. Four comment forms were returned.

Q1 – An overpass crossing near College Drive has been selected for the following reasons:

- Lower cost than other options
- Provides the safest crossing of Campstool Road by bringing users to a signalized intersection
- Provides both a recreational Greenway connection and access to businesses along the south side of Campstool Road: encourages non-motorized travel

Do you agree with this selection as the preferred alternative? Please explain your answer.

Responses:

- Yes. The lady presenter explained the different options very eloquently. I can tell you have done your homework.
- I agree with your assessment of the #1 preferred alignment for a pedestrian route to get to Walmart. It appears to be the simplest to build and to maintain. It achieved the need for pedestrians to access the preferred destination, Walmart. It is also a safe route, separation from the busy College Drive and the railroad tracks.
- Yes. Visually and logically it makes sense. Still gives access to Campstool.
- Yes, more pedestrian traffic through the neighborhood will gain the ire of residents. Residents are used to pedestrians funneling to College. People hate change in pedestrian traffic patterns.

Q2- Please share any additional comments about a Greenway crossing of the railroad tracks in this location or about future Greenway in this location.

Responses:

- Those that come from the west under College Dr. do have a ways to back-track to get over the tracks.
- I like the idea of encircling the open space. Too bad recreational activities and the attorneys office are against consumption permits on the Greenway.

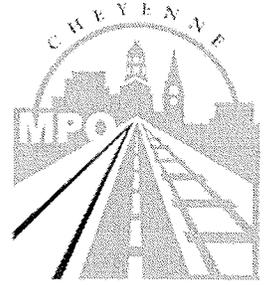


Sun Valley Greenway Connector Plan

Public Open House #2 (Sunrise Elementary School), September 27th, 2017

NAME	ADDRESS	E-MAIL ADDRESS	HOW DID YOU HEAR ABOUT THIS MEETING?
RICHARD JOHNSON	612 MCGOVERN AVE	ON FILE	<input type="checkbox"/> Web Site <input type="checkbox"/> Trader's Shoppers Guide <input checked="" type="checkbox"/> Facebook Other _____ <input type="checkbox"/> WY Tribune Eagle
& Butler	1457 Turquoise	on file	<input type="checkbox"/> Web Site <input type="checkbox"/> Trader's Shoppers Guide <input type="checkbox"/> Facebook Other <u>email notif.</u> <input type="checkbox"/> WY Tribune Eagle
Robert Barlow	1200 E 21st Cheyenne WYO 82001	rsb37barlow@aol.com	<input type="checkbox"/> Web Site <input type="checkbox"/> Trader's Shoppers Guide <input checked="" type="checkbox"/> Facebook Other _____ <input type="checkbox"/> WY Tribune Eagle
Allison Anderson	PO Box 31 Cheyenne 82003	abdum44@gmail.com	<input type="checkbox"/> Web Site <input type="checkbox"/> Trader's Shoppers Guide <input checked="" type="checkbox"/> Facebook Other xxxx <input type="checkbox"/> WY Tribune Eagle
EO WADDELL	5908 N. YELLOWSTONE	ewaddell@wrld-ltd.com	<input type="checkbox"/> Web Site <input type="checkbox"/> Trader's Shoppers Guide <input checked="" type="checkbox"/> Facebook Other _____ <input type="checkbox"/> WY Tribune Eagle
Stephanie Lowe	1209 W 31st St 82001	slowe@cheyennecity.org	<input type="checkbox"/> Web Site <input type="checkbox"/> Trader's Shoppers Guide <input checked="" type="checkbox"/> Facebook Other <u>work-flyer</u> <input type="checkbox"/> WY Tribune Eagle
Mervin Breazek	4928 Phoenix Dr. 82001	mervshelly@yahoo.com	<input type="checkbox"/> Web Site <input type="checkbox"/> Trader's Shoppers Guide <input type="checkbox"/> Facebook Other _____ <input type="checkbox"/> WY Tribune Eagle
Scott Bowers	1003 Monroe Ave 82001	skistar1@aol.com	<input type="checkbox"/> Web Site <input type="checkbox"/> Trader's Shoppers Guide <input type="checkbox"/> Facebook Other _____ <input checked="" type="checkbox"/> WY Tribune Eagle
Ana Monzon	736 Valley View Dr 82009	amonzon.aras@gmail.com	<input type="checkbox"/> Web Site <input type="checkbox"/> Trader's Shoppers Guide <input checked="" type="checkbox"/> Facebook Other _____ <input type="checkbox"/> WY Tribune Eagle
GARY GRIGSBY	1804 Laurel Dr 82001	GGRIGSBY@WRD-LTD.COM	<input type="checkbox"/> Web Site <input type="checkbox"/> Trader's Shoppers Guide <input type="checkbox"/> Facebook Other _____ <input checked="" type="checkbox"/> WY Tribune Eagle
Laurie Magill	620 E 19th St # 2 82001	lmasi@allstate.com	<input type="checkbox"/> Web Site <input type="checkbox"/> Trader's Shoppers Guide <input checked="" type="checkbox"/> Facebook Other _____ <input checked="" type="checkbox"/> WY Tribune Eagle
			<input type="checkbox"/> Web Site <input type="checkbox"/> Trader's Shoppers Guide <input type="checkbox"/> Facebook Other _____ <input type="checkbox"/> WY Tribune Eagle

SOUTHEAST GREENWAY TRAILS CONNECTOR



Greenway users have identified the area east of College Drive and south of the Sun Valley neighborhood as one area that is important to provide Greenway connectivity. This study, undertaken by the Cheyenne Metropolitan Planning Organization, has selected a preferred alternative for the crossing of the Union Pacific Railroad tracks and associated Greenway from the Sun Valley neighborhood to other existing and planned Greenway facilities near Campstool Road, Burlington Trail and HR Ranch Road.

1. An overpass crossing near College Drive has been selected for the following reasons:
 - Lower cost than other options
 - Provides the safest crossing of Campstool Road by bringing users to a signalized intersection
 - Provides both a recreational Greenway connection and access to businesses along the south side of Campstool Road: encourages non-motorized travel

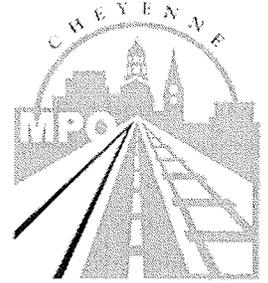
Do you agree with this selection as the preferred alternative? Please explain your answer.

Yes. The lady presenter explained the different options very eloquently. I can tell you have done your homework.

2. Please share any additional comments about a Greenway crossing of the railroad tracks in this location or about future Greenway in this location.

THANK YOU FOR YOUR PARTICIPATION!

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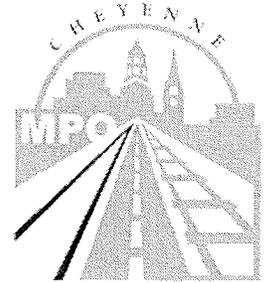
Do you agree with this selection as the preferred alternative? Please explain your answer.

I agree with your assessment of the #1 preferred alignment for a pedestrian route to get to Walmart. It appears to be the simplest to build and to maintain. It achieves the need for pedestrians to access the preferred destination, Walmart. It is also a safe route, separation from the busy College Drive and the railroad tracks.

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Do you agree with this selection as the preferred alternative? Please explain your answer.

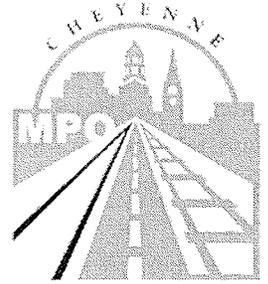
yes. Visually and logically it makes sense.
Still gives access to Campstool.

2. Please share any additional comments about a Greenway crossing of the railroad tracks in this location or about future Greenway in this location.

Those that come from the West under College Dr.
do have a ways to back-track to get over tracks.

THANK YOU FOR YOUR PARTICIPATION!

SOUTHEAST GREENWAY TRAILS CONNECTOR



Greenway users have identified the area east of College Drive and south of the Sun Valley neighborhood as one area that is important to provide Greenway connectivity. This study, undertaken by the Cheyenne Metropolitan Planning Organization, has selected a preferred alternative for the crossing of the Union Pacific Railroad tracks and associated Greenway from the Sun Valley neighborhood to other existing and planned Greenway facilities near Campstool Road, Burlington Trail and HR Ranch Road.

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- Lower cost than other options
- Provides the safest crossing of Campstool Road by bringing users to a signalized intersection
- Provides both a recreational Greenway connection and access to businesses along the south side of Campstool Road: encourages non-motorized travel

Do you agree with this selection as the preferred alternative? Please explain your answer.

YES, MORE PEDESTRIAL TRAFFIC THROUGH THE NEIGHBORHOOD WILL GAIN THE IRE OF RESIDENTS. RESIDENTS ARE USED TO PEDESTRIANS FUNNELING TO COLLEGE. PEOPLE HATE CHANGE IN PEDESTRIAL TRAFFIC PATTERNS NIMBY

2. Please share any additional comments about a Greenway crossing of the railroad tracks in this location or about future Greenway in this location.

I LIKE THE IDEA OF ENCIRCLING THE OPEN SPACE. TOO BAD RECREATIONAL ACTIVITIES AND THE ATTORNEYS OFFICE ARE AGAINST CONSUMPTION PERMITS ON THE GREENWAY

THANK YOU FOR YOUR PARTICIPATION!

Appendix D
Facebook Comments

Facebook Comments for the Southeast Greenway Trails Connector-

September 20, 2017

Annette Williams I'm sure this will get built in a jiffy. With or without our community input. I would like you to ask MPO What happened to the GREENWAY connection for Missile Dr. and Happy Jack Rd. That was to have been built years ago. There were funds allocated for this but used on another project. There was a resolution on this. Councilman Laybourn knows the background on this.

Aodh D Mac Maghnuis Right? Why do people have such short memories???

September 21

George Smith So where is it going to end at going east ???? Clear to HR Ranch Road you kidding me right ?????? -- who the hell wants to walk jog run along Campstool road ??? -- ooooo wait they already have that along the south part of the interstate South Industrial Road -- No way am i going out that way !!! -- some punks or rather thugs might see an opportunity in the making and take advantage in that -- besides being a busy road between College and Knife River company -- ooooo hell no -- yes there is housing on the east side of that but they could do that same thing within the subdivision -- there is already a black top road there from college to campstool and sidewalk with trees from the subdivision to Campstool -- so just what are your intentions for spending money on parts that are already in place ????????????

Amanda Noel Quite a few people jog out in HR ranch and are wanting this to go through so they can run farther

Joe Ann Keslar greenway project is not supposed to be for county residents. HR is in the county not the city.

George Smith Yes i know that -- but thats what they want

Aodh D Mac Maghnuis Joe Ann Keslar, they will likely illegally annex that area soon enough to be part of the city proper. ☺

George Smith Already is out to Campstool Rd and Christensen RD

Trish Meares On round abouts please

September 22

J Fred Volk Wouldn't it make more sense to do it on the new Christensen overpass?

September 23

Susan Hall I never hardly see anyone use the paths we have now why build more

Matt ODell Just because you don't see them doesn't mean they aren't used. I use them everyday for my commute to work and see many others doing the same!

Tarah Hall I would love to have more options for long rides and runs that keep me out of the way of unobservant drivers

Don Christner They nice, but they're not practical if you actually have somewhere to go you take a direct route and ride in the street with the cars, yikes! I think it's annoying the way they swerve around unnecessarily keep them moving straight as much as possible. You need practical routes, not political routes designed to improve property values for a developers pocket.

Kathy Starr There is a small stretch of greenway behind houses on Imperial Court. City has sent letters to those residents to be sure to mow the weeds between their fences and the sidewalk...that is fair...but the city/state does not mow from sidewalk to highway.

Colby C. Collier I would like something so I can safely ride my bike from Sun Valley to LCCC.

September 25

Jonathan Torney This is what I've been hoping for...

Hugh Selway The design for the college/camp stool is a complete disaster. Zero accommodations have been made for pedestrian or bike traffic-and the work done to accommodate Walmart made everything even worse.

September 26

W Alan Hughes Great idea and a perfect place

September 28, 2017

Annette Williams Who is going to maintain the Greenway once it is built? City, County, State, the property owners?

Appendix E
Meeting Minutes

MEETING MINUTES

Meeting Location: Ayres Conference Room

Project No.: 32-1890.00

Date/Time: 1:15, Thursday April 13, 2017

Re: Sun Valley Greenway: College Drive ROW

Notes By: DMH

Attendees: WYDOT: Tom DeHoff, Randy Griesbach, Jeff Brown, Mike Menghini, Joel Meena; MPO: Tom Mason, Nancy Olson; City of Cheyenne: Jeff Wiggins; Ayres: Darci Hendon

Project Description: The Sun Valley Greenway Connector 35% Design Plan will determine the optimal location for a Greenway to connect the existing Greenway south of the Sun Valley neighborhood, on the west side of the existing City detention pond/open space to the existing Greenway which ends at the intersection of HR Ranch Road and Burlington Trail. This proposed Greenway will need to cross the UPRR mainline tracks and Campstool Road. There are currently no funds to construct this Greenway nor to take it to final design. This 35% Design will investigate the optimal location for the future Greenway by evaluating options for crossing the UPRR tracks, usability/convenience to the Greenway user, cost, etc.

UPRR Crossing Options: Several options are being explored to cross the UPRR mainline tracks. Location for crossing locations being explored include the area encompassed by the College Drive bridge on the west side to Taft Avenue on the east side. Crossing types include both a prefabricated pedestrian bridge and an underpass.

College Drive Bridge and ROW:

- Is there adequate room on the existing bridge structure to add a 10' wide Greenway path, preferably on the east side of the structure?
No, there is not adequate room. An additional left turn lane was recently added for south bound College Drive heading east of Campstool Way making the available space on the bridge even narrower than before. Joel Meena provided an exhibit of the bridge. (Attached as Exhibit D).
- Is it feasible to widen the existing structure to accommodate a 10' wide Greenway path?
It is possible to widen the structure but this option will likely be more costly than a parallel pedestrian bridge.
- Is this bridge scheduled to be replaced and/or receive major maintenance in the next several years?
No, this bridge likely won't be widened to increase capacity.
- Will WYDOT consider allowing structural supports for the pedestrian bridge to be placed inside WYDOT ROW?
Yes, see exhibit discussion section.

- Will WYDOT consider allowing the proposed Greenway to be placed within WYDOT ROW on the east side of College Drive, north of the UPRR tracks?
Yes, see additional discussion section.

Exhibits:

Darci Hendon provided 3 exhibits. Exhibit A shows the Greenway crossings being considered at this time. Exhibits B and C are conceptual plan and profiles for Option A1 and Option A2, which have a pedestrian bridge parallel to College Drive.

Discussion about Exhibits:

The College Drive cross section is a barn roof. This means that the shoulder is a flatter slope than the foreslope. This flat slope extends for the width of the clear zone before the backslope begins the 2.5:1 or 3:1 slope to the toe.

The existing intersection of College Drive and Campstool Way is not a safe configuration for pedestrians because of the dual right turn movement from Campstool to College and the dual left turn movement from College to Campstool. There are no existing pedestrian facilities on the southwest corner of College and Campstool nor are there pedestrian heads on the existing traffic signal poles. WYDOT would like to keep pedestrians off of College Drive because of safety concerns, including high vehicle speeds.

Pier placement for pedestrian bridge has been placed to allow for the same separation from the railroad tracks as there is between the railroad tracks and the existing College Drive bridge piers. Mike Menghini indicated that the UPRR will work with entities to place supports inside their ROW as long as they are located so as to provide adequate clearance from any future track locations.

Both Option A1 and A2 have a pier located inside WYDOT ROW (Option A1 at station 5+24±, Option A2 at station 5+61±). As indicated on the exhibits this pier will be just on the north side of the railroad ROW but will be protected by the existing College Drive bridge rail and therefore will not need additional guardrail to provide protection to vehicles. WYDOT would prefer that the selected design minimize the need for additional guardrail.

Mike Menghini asked if we had considered a spiral approach ramp such as the one at the pedestrian bridge over I-25 between Bishop Blvd. and Hynds Blvd. near McCormick Junior High School. Darci stated that currently the Greenway is plowed with an S-10 pickup which requires a 30' radius to maneuver around bends. The curves shown in Option A1 meet the 30' radius requirement. After additional discussion, it was stated that this 30' radius requirement is limiting the ramp options and may make the project more costly. (It is to be noted that WYDOT, not the City, plows the snow on the existing pedestrian bridge near McCormick Junior High School. They use smaller equipment which can maneuver through tighter radii.)

Option A2 is a concern because it brings Greenway users closer to College Drive. The concern is that Greenway users will leave the Greenway and get onto College Drive. There are not pedestrian facilities on College Drive and pedestrians are discouraged in this location because of safety concerns. The need for a fence parallel to the Greenway was discussed.

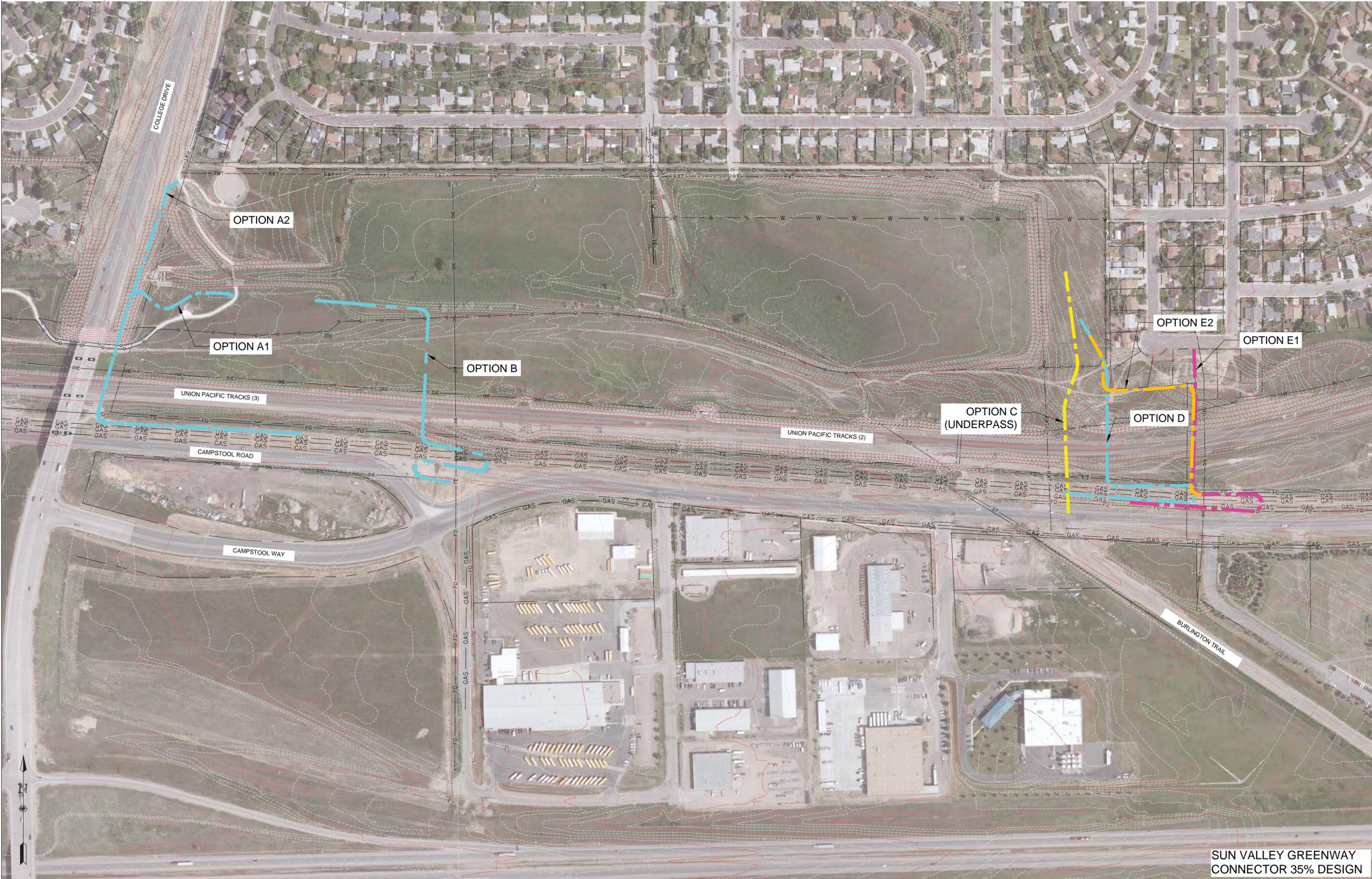
Greenway facilities need to be located outside of the clear zone for College Drive.

Additional Discussion:

Following the meeting Darci Hendon had a follow up phone call on Friday April 14, 2017 with Tom DeHoff, Randy Griesbach and Tim Morton to clarify the clear zone width for College Drive. The clear zone is 20', which is the entirety of the barn roof at the side of the road. The area beyond the barn roof (the area of the steep side slope) is outside of the clear zone. WYDOT wants to discourage greenway users from leaving the greenway and walking/riding their bikes on College Drive. For this reason, the greenway path needs to be kept as far from College drive as possible. On Options A1 and A2 the west edge of the greenway is drawn at 59' from the edge line of the roadway (the white line at the outside of the travel lane). Tom DeHoff stated that 59' is acceptable.

Darci Hendon asked about requiring fence between the greenway and College Drive. Tom DeHoff stated that fencing will not be required initially. However, the City of Cheyenne will have to submit a Landscape License to WYDOT prior to beginning construction of the greenway within WYDOT ROW. This license will include language stating that a fence will not be required unless it becomes a problem with greenway users vacating the greenway and using the College Drive Bridge/roadway. If this becomes a problem then WYDOT will require that a fence be placed by the owner.

Tom DeHoff would like Tim Morton, District 1 Construction Engineer, to be added to the steering committee for this project as a representative from District 1. Tim will be unable to attend the meeting which has already been scheduled for April 25, 2017, but he will plan on coming to future meetings. Darci Hendon will send all future steering committee meeting notes to Tom DeHoff, Randy Griesbach and Tim Morton.



OPTION A2

OPTION A1

OPTION B

OPTION C
(UNDERPASS)

OPTION D

OPTION E2

OPTION E1

COLLEGE DRIVE

UNION PACIFIC TRACKS (3)

UNION PACIFIC TRACKS (2)

CAMPSTOOL ROAD

CAMPSTOOL WAY

BURLINGTON TRAIL

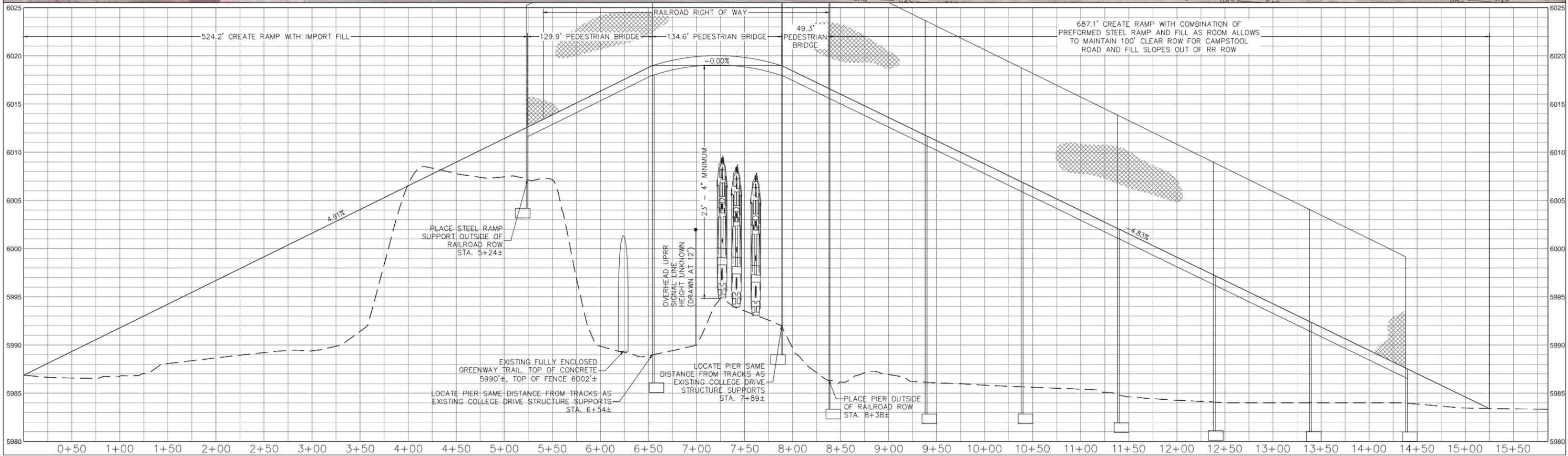
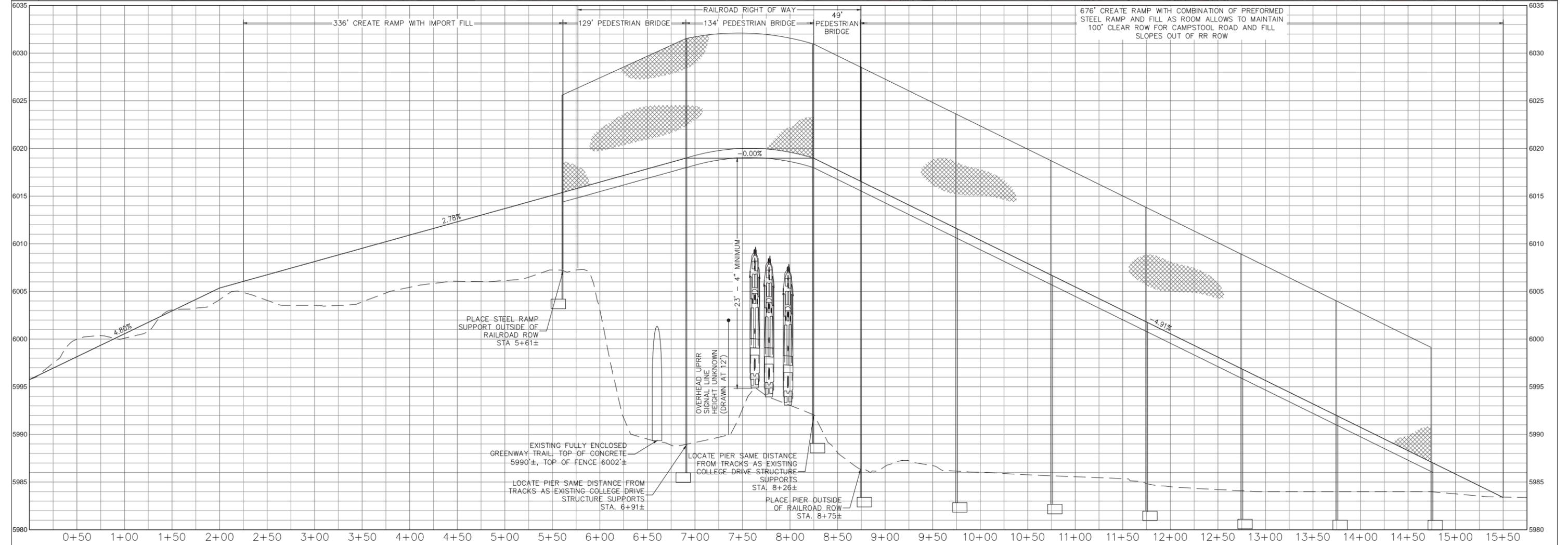
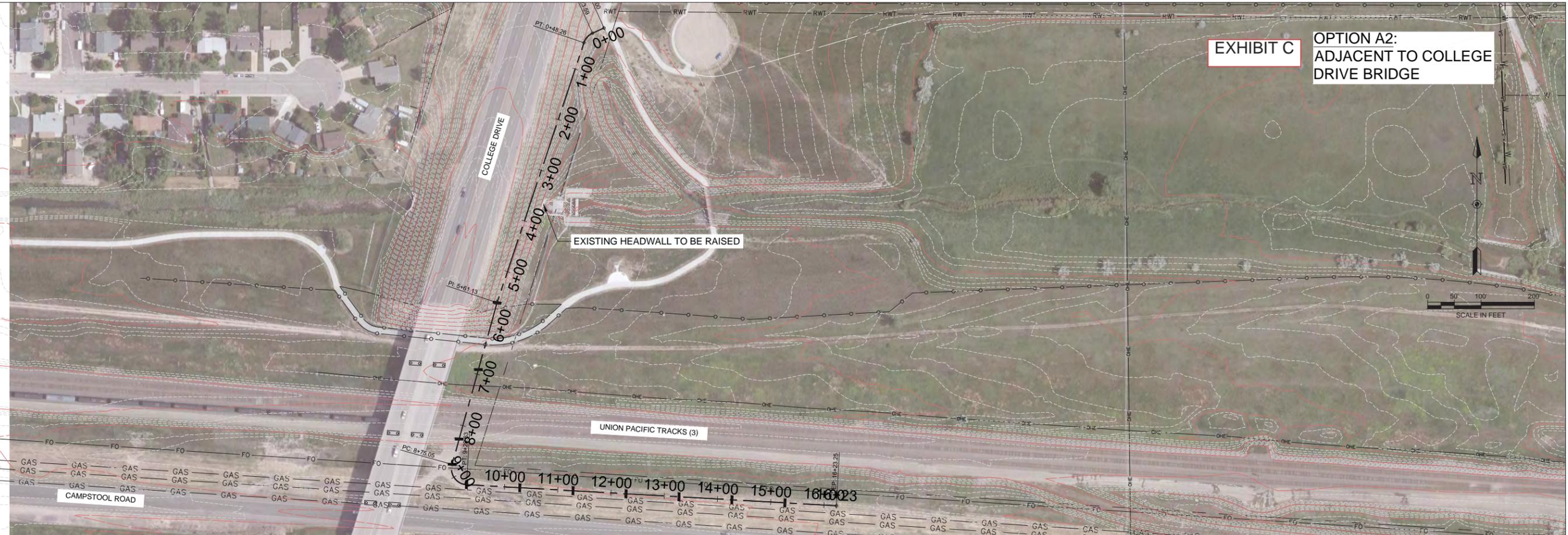


EXHIBIT C
OPTION A2:
ADJACENT TO COLLEGE DRIVE BRIDGE



STEERING COMMITTEE MEETING MINUTES



Meeting Location: City Room 208

Project No.: 32-1890.00

Date/Time: 9:30, Tuesday April 25, 2017

Re: Sun Valley Greenway Project

Notes By: DMH

Steering Committee Mtg. #1

Attendees: Steering Committee Members: Jeff Wiggins (Trails Coordinator), Derrek Jerred (LEADS), Logan Ward (City Planning), Mark Escobedo (City Engineering), Jason Sanchez (Parks and Recreation), Mariah Johnson (WYDOT Safe Routes to School Program); MPO: Nancy Olson (Project Manager) Tom Mason, Sreyoshi Chakraborty; Consultant Team: Darci Hendon (Ayres Associates), Larry Gallagher (Summit Engineering)

Revisions – Item III.1. was revised and these minutes re-issued on 5-5-2017

- I. **Introductions were made and exhibits handed out. Exhibits can be found at the end of these minutes.**

- II. **Project Description:** The Sun Valley Greenway Connector 35% Design Plan will determine the optimal location for a greenway to connect the existing greenway south of the Sun Valley neighborhood, on the west side of the existing City detention pond/open space to the existing greenway which ends at the intersection of HR Ranch Road and Burlington Trail. This proposed greenway will need to cross the UPRR mainline tracks and Campstool Road. There are currently no funds to construct this greenway nor to take it to final design. This 35% Design will investigate the optimal location for the future greenway by evaluating options for crossing the UPRR tracks, usability/convenience to the greenway user, cost, constructability, etc.

- III. **Maintenance:** Jason Sanchez indicated that he had to leave the meeting early to attend another meeting. For this reason we jumped right in to a discussion about maintaining the greenway and how that would apply to a potential large overpass structure.
 1. Snow is removed from the existing greenway by a small pick-up with a plow. The existing Greenway which goes under the College Drive bridge, and which is fully enclosed by a chain link fence, is on UPRR property. Specifically in this portion of the greenway, the portion that is on UPRR property, there is an agreement and insurance requirements that the City must adhere to between the City and the UPRR. The City must purchase supplemental insurance to meet the UPRR requirements for a snow removal vehicle on this portion of the Greenway. In this insurance policy between the City and the insurance provider, the City must explicitly identify which vehicle(s) will be used to plow snow on the Greenway that is located on UPRR property. With the current supplemental insurance the only vehicle in the City's fleet which can plow snow on

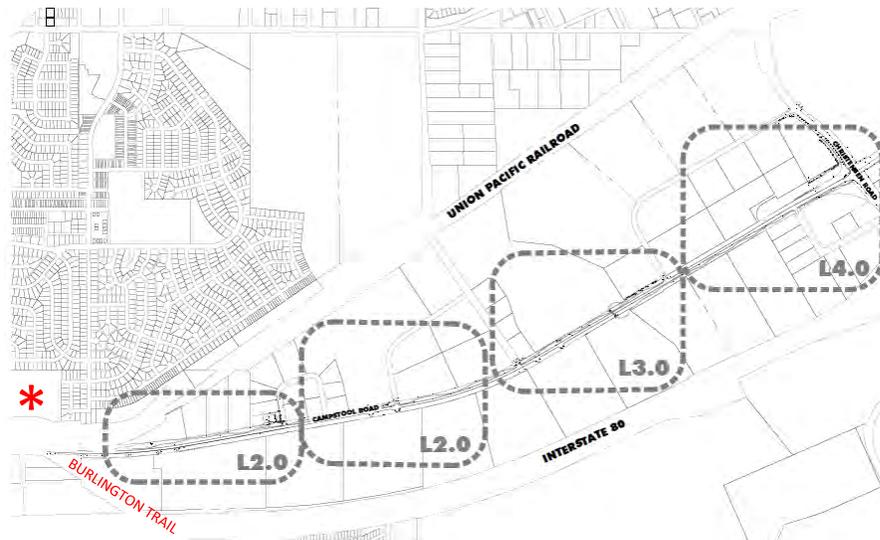
UPRR property is a small pickup. A future greenway over or under the UPRR will require a similar agreement between the City and the UPRR.

2. The pick-up used, which is covered in the agreement between the City and the UPRR, needs a turning radius of 30’.
3. The span for an overpass in this location is very long. The snow plow/snow removal vehicle will need to have the capability to push snow for over 400’, possibly up to 1450’. Different vehicles have different turning radii and different capacity to push snow.
4. It is anticipated that the Parks Department will not have the funds to purchase a vehicle for snow removal specifically for this crossing. As such, consideration needs to be given to making the crossing compatible with the current fleets snow removal capabilities.
5. Jason Sanchez discussed that when plowing snow on existing bridges over roadways, such as Converse Avenue, they try to do that at 4:00 a.m. when there is very little traffic on the roadway because there is generally splash over of the snow onto the roadway below. Despite there being a rail on the outside edges of the pathway, along the bridge, splashover still occurs.
6. Allowable snow removal methods will need to be discussed with the UPRR.
7. If snow cannot be plowed from the greenway then that portion of the greenway may need to be closed when snow is present.
8. Jason Sanchez asked the consultant team to verify with the UPRR what types of permits will be required to either repair, maintain, or replace any facilities which are placed in the UPRR ROW.
9. Because of the permits which may be required with the UPRR to maintain a structure, it was recommended that any structure which is chosen to require as little maintenance as possible.
10. The UPRR has specific guidance as to what the structure requirements are for fencing, decking, etc. The existing pedestrian bridge over Converse Avenue is very similar to what will be required over the UPRR – fully enclosed with small openings (chain link fence) and 12’ wide to provide a 10’ clear path for greenway users.

IV. Greenway Connection for this Segment:

1. This project is specifically looking for a connection between the existing Sun Valley Greenway and the existing greenway which ends at HR Ranch Road and Burlington Trail (Refer to Exhibit A).
2. Exhibit A includes a white dashed line which shows the potential greenway locations depending on where the crossing of the UPRR occurs.
3. Potential for other connections
 - a. Sun Valley Neighborhood – the white dashed line on Exhibit A shows the potential for connections into the Sun Valley Neighborhood at Monroe Avenue, Madison Avenue and Phoenix Drive if the greenway is placed along the north and east portions of the existing Sun Valley detention pond.
 - b. LEADS pathway - Derrek Jerred from LEADS discussed their plans for a pathway along the LEADS property at Campstool Road. Derrek provided an exhibit, see included “Cheyenne Business Parkway – Campstool Greenway” map. Their current plan is for a pathway along the north side of Campstool Road from the west entrance to the Sierra Trading Post property to the future underpass near the wetlands area and then continuing to Christensen Road. Presently, discussions between LEADS and the City Engineering Department are deciding whether the best

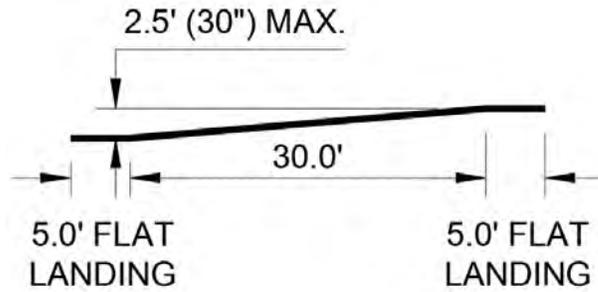
alignment for the pathway would be located on private property and/or within the public ROW. If LEADS builds the pathway to greenway specifications it is their hope that it will be incorporated into the greenway system and the concrete pathway will be maintained by the City. LEADS is putting together a commercial owner's association for the businesses inside the business park which could potentially help fund the maintenance of the landscaping along the pathway. LEADS estimates that the total build-out for pathway and landscaping would be upwards of \$2 Million. LEADS would like to phase the project and build approximately 1/5th of the pathway and landscaping. Derrek stated that EchoStar has several hundred employees; a good number living in the Sun Valley area and many have expressed an interest in biking to work on the greenway system. Likewise, many of the businesses have indicated a desire for a greenway connection. Derrek expressed a willingness to assist in the public outreach efforts by presenting a questionnaire about the project to the entities in the business park.



V. UPRR Crossing Options:

1. Requirements / Considerations for a pedestrian bridge
 - a. This overpass is going to be very tall. UPRR requires 23'-4" clearance between the bottom of the bridge and the track elevation. In some locations the elevation of the railroad embankment is significantly higher than the elevation of Campstool Road. For this reason in some of the overpass options the bridge will be 30' higher than Campstool Road, requiring a very long ramp to bring the pathway back to existing ground.
 - b. ADA regulations must be followed for the greenway. The greenway can be constructed at a 5% slope and not require handrail or level landings. In 30' horizontal the pathway can raise by 1.5' to equal a 5% slope. Another option is to use an 8.3% slope. However, that requires handrails and level landings. At an 8.3% slope the pathway would be 40' long and be able to raise 2.5'. A pathway with inclined portions and then landings is harder to snow plow than a pathway with a

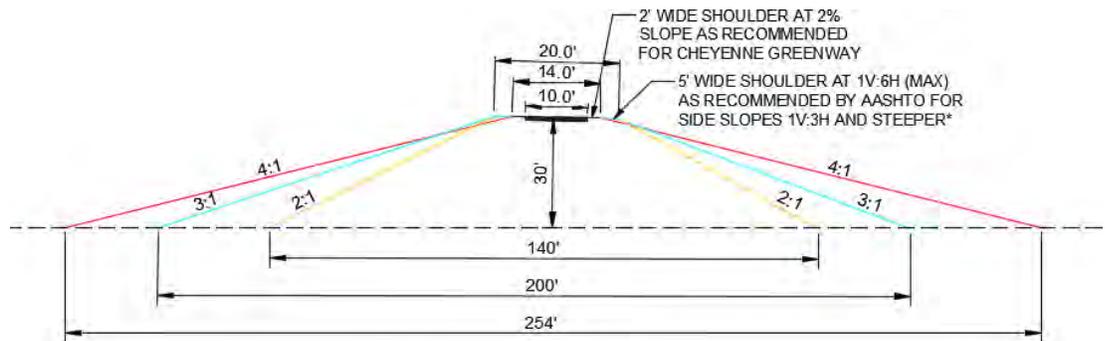
constant 5% grade. A bridge or ramp structure with a slope steeper than 5% requires a graspable handrail and a return rail, which adds to the cost of the bridge.



- c. Ramps vs. Import Fill – After the bridge has spanned the railroad ROW we have to bring the pathway back down to grade. Some of the greenway options require a ramp as existing ground is much lower than the bridge structure. A ramp can be constructed from steel, as shown in the photo below, or it can be constructed by building up fill material to the elevation necessary. A steel structure can be prefabricated to look like the bridge itself.



- d. Import Fill material is brought to the site and built up to the elevation required. The greenway preference is for a 4:1 side slope (4' horizontal and 1' vertical.) This slope



* IF A 5' SHOULDER IS NOT PROVIDED, THE RECOMMENDATION IS TO PLACE A PHYSICAL BARRIER SUCH AS DENSE SHRUBBERY, RAILING OR FENCING

can be easily maintained. A 2:1 slope requires different maintenance equipment that is not easily mobilized. AASHTO allows for a 2:1 slope off of pedestrian and bicycle facilities but recommends a wider shoulder (5' at 6:1 max) and consideration for a railing or dense shrubbery which could catch someone in the event of a fall. Safety is a consideration, specifically what is at the bottom of the slope – a ditch filled with water, a road, prairie grass. As shown below, a 4:1 side slope has a much wider footprint than a 2:1 side slope. In many of the options there is a limited area to build a side slope and steel ramps will have to be used. In general a ramp built with fill material will be less expensive than a steel ramp.

VI. Option A1 and A2, Near College Drive (Exhibits B and C):

1. Both of these options are shown about 40' from the edge of the existing College Drive bridge. The College Drive bridge deck is about 28' above the railroad track elevation. It is anticipated that on the pedestrian bridge the elevation of a users head would be about even with the edge of the pavement on College Drive.
2. On both options there is not enough room on the south side of the bridge to be able to use fill slopes for the ramp off the bridge. Therefore steel ramps have been shown on the exhibits.
3. A previous meeting was held with WYDOT. They approved of both options as shown. WYDOT's main concern is keeping pedestrians off College Drive. There is not room on the existing bridge for a sidewalk or a greenway facility. It is possible to widen the existing bridge but preliminary investigation into this indicates that it would cost more to widen the existing structure rather than to build a standalone pedestrian bridge. WYDOT's stance is that vehicle speeds on College and the dual turning movements at Campstool make the bridge an unsafe place for pedestrians. Jeff Wiggins also mentioned that one of WYDOT's concerns is bicyclists riding on the bridge against the flow of traffic.
4. Option A1 brings the end of the pathway to the existing greenway on the south side of Henderson Ditch. However, due to the elevation of the bridge over the railroad and the proximity to Henderson Ditch, there isn't enough room for fill slopes on the north side of the bridge. Refer to Exhibit D, which shows the extents of filling for a 4:1, 3:1 and 2:1 slope would be. Therefore, it is assumed that steel ramps will be required. The rough estimate for the structure only on Option A1 is \$1.4 million. (Note that the costs provided are based on previous prefabricated bridge projects the consultant team has worked on and not costs from a manufacturer for this specific project.)
5. Option A2 takes advantage of the existing embankment off College Drive down to the existing greenway such that the proposed greenway can be placed along this existing fill, reducing the amount of import fill necessary for construction. The structure only estimate for this option is \$1 million. The existing embankment slope off College is about 2.5:1.

VII. Option B, at intersection of Campstool Road and Campstool Way (Exhibit E):

1. Consideration: Maintenance and radius of pathway. There is enough room on the south side of the UPRR to place a spiral ramp such as the one over Interstate-25 near McCormick Junior High. See previous maintenance discussion. The spiral ramp at the existing bridge has a 15' radius and is maintained/snow removed by WYDOT, not City forces.



2. The ramp at the south side of Option B is located between Campstool Way and Campstool Road. There is quite a bit of land there, which allows for a switchback type ramp and possibly the use of import fill for a ramp rather than a structure. A consideration is sight distance for vehicles at the intersection. Another advantage of this location is that greenway users are brought to an existing intersection with a traffic signal. The existing signal could be modified to have pedestrian facilities.
3. The ramp on the north side will be located within the existing detention pond facilities. Depending on the type of ramp used at the north end, there may be impacts to the storage volume of the detention pond. This will have to be accounted for in the design phase.
4. Jeff Wiggins pointed out that the existing fence line may not accurately depict the ROW line for the UPRR. He believes that it may be further to the south, meaning that potentially the greenway path could be moved to the south on top of the ridge for the detention pond – minimizing the impacts to the pond.
5. Steil Surveying is on the team to determine the exact ROW lines. That work is still in progress. The exhibits were drawn assuming that the existing fence is the ROW line.
6. The structure only estimate for this option is \$1.25 million.

VIII. Option C, alignment from previous conceptual plans east of Burlington Trail (Exhibit F):

1. Considerations: Future widening of Campstool Road – It is likely that Campstool Road will be widened in the future. This road is classified as a minor arterial. The required ROW for a minor arterial is 100'. The existing ROW width varies with the widest part being west of this location, near College Drive. The red lines on the exhibit represent a 100' ROW width if Campstool Road were widened about its centerline. We don't want to propose a ramp from this bridge which will be within the 100' necessary for Campstool Road. This option as shown keeps the ramp out of this 100' area.
2. On the north side of the structure we can take advantage of the existing higher elevation, reducing the need for fill and/or ramps. However, the ramp on the south side becomes longer because the railroad embankment is at a higher elevation than Campstool Road.
3. The structures only estimate for this option is \$1.1 million

IX. Options D1 and D2, east of Burlington Trail (Exhibits G and H):

1. Options D1 and D2 take advantage of the highest elevation in this area. This reduces the fill and/or ramps needed on the north side of the bridge.

2. Considerations: Required Easements – In Option D1 the greenway is shown, on the north side, extending to Raleigh Drive. The land here is vacant but already platted. This alignment will require easements from the existing land owner or purchase of the property for the greenway. In Option D2 the greenway is shown on the south side of these existing lots, but will be on railroad ROW. An easement or purchase would have to be negotiated with the railroad.
3. On the south side of the railroad, again the railroad embankment is quite a bit higher than Campstool Road, making the ramp longer. It has been shown to turn 180 degrees to end near Burlington Trail where a crossing of Campstool Road would take place.
4. On both Options D1 and D2 the ramp at the south end impacts the future widening of Campstool Road, as indicated by the alignment extending inside the 100' wide red lines. Another option is to create a ramp such as the one shown in green, however that ramp has more of a spiral and may not be easily maintained.
5. Tom Mason pointed out that the ramps do not have to turn 180 degrees but could be a straight run, which will keep the ramps out of the potential future widening of Campstool Road. This is a good option, keeping in mind that there is an existing UPRR access road off of Campstool Road, just west of Burlington Trail which would be impacted by a ramp which ran straight west. Potentially this access road could be relocated.
6. The structures only estimate for both options is \$1.0 million.

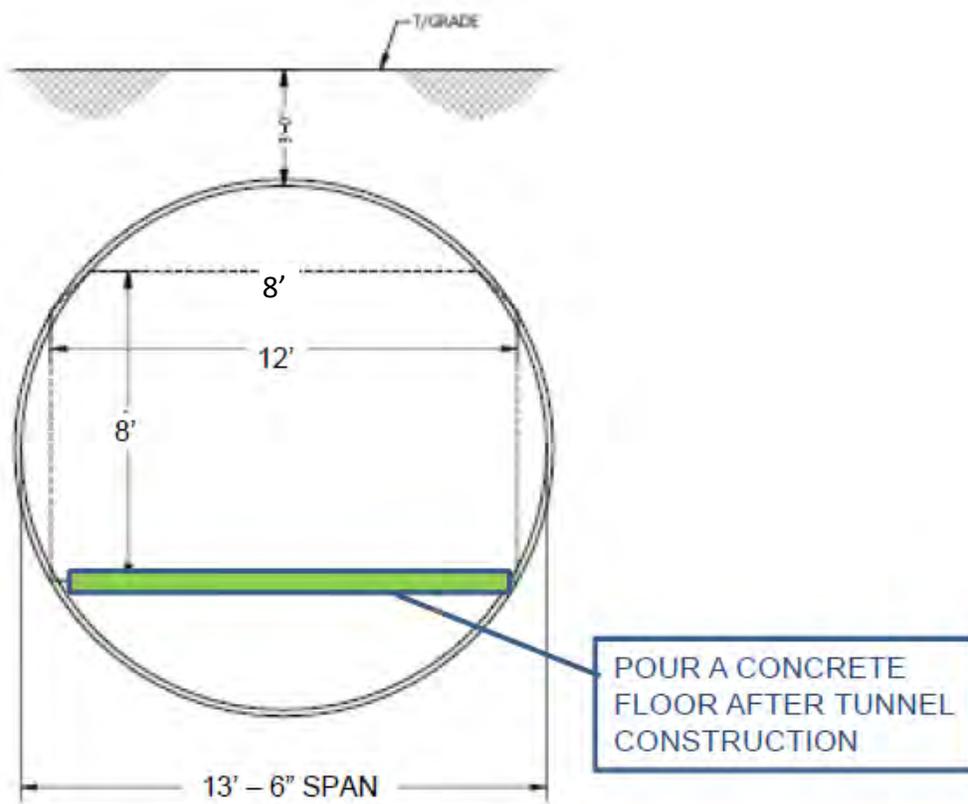
X. UNDERPASSES: Options E1 and E2 (Exhibits I and J):

1. Considerations:
 - a. UPRR guidance states that they do not prefer underpasses. The consultant team will take the options to UPRR to determine what type of crossings they will allow us to construct in the future.
 - b. UPRR requires that we must keep uses separate: i.e. - Storm water and pedestrians. For this reason, we must construct the ramps into the tunnel from the north such that storm water from the detention pond cannot get into the tunnel.
 - c. Constructability – Larry Gallagher has been in touch with a mining construction firm which built the same size structural plate pipe tunnel under a 7 lane state highway in Billings, Montana. The owner of the construction company thought that it was certainly possible to construct a tunnel under the railroad in the same manner. The tunnel is constructed by excavating out a short distance and then inserting the structural plates in a circle. In Montana they were able to excavate 6' at a time but because of the potential loads by the railroad the company may only be able to excavate 3' or 1.5' at a time. The more cover there is between the pipe and the railroad, the easier it will be to construct. This idea will be presented to the railroad to determine if they would allow this type of construction. It is possible that they will allow it, but the insurance requirements necessary for construction would be too cost prohibitive. It is likely that if, during construction, there is a failure of the tunnel and the track(s) become unusable, that the City will have to pay for track repair and/or monetary damages to the railroad. (Larry visited this tunnel earlier in April. Photos of the tunnel are included at the end of this discussion section.
 - d. Mark Escobedo pointed out that boring a tunnel is also possible. Boring of large pipes was done under the railroad in Boston for the "Big Dig" project.

- e. The consultant team will have to investigate that option. The cost of getting the necessary equipment to Cheyenne may be cost prohibitive.
- f. Option E1 has the tunnel shown at the east end of the detention pond. The north end of the tunnel is east of the pond and therefore will not allow water from the pond into the tunnel. At the south end of the tunnel the tunnel comes out at existing ground elevation which allows any nuisance storm water to flow right out of the tunnel.
- g. Jeff Wiggins asked if the pathway for the north end of the tunnel could run west rather than north. This option will have to be explored further, there are existing culverts coming out of the pond in this area and may interfere with the grade of the greenway path.
- h. Option E2 has the tunnel shown further to the west, at the intersection of Campstool Road and Campstool Way. At the north end this tunnel potentially will impact the storage volume of the detention pond. Per the earlier discussion, the existing ROW may not be along the existing fence and there would be a potential to move the pathway to the south and out of the pond area. To maintain cover over the pipe under the railroad, the tunnel will come out on the south side lower than existing ground. Existing drainage on the north side of Campstool Road runs from west to east. Storm water flowing in the existing ditch will end up collecting at the low spot, which is at the mouth of the tunnel. This storm water will have to be piped or pumped out of the low spot so that it can continue to flow to the east and ultimately to the culverts which go under Campstool Road near Burlington Trail. It is estimated that a culvert would need to be 1000'± long to get the water to gravity flow into the existing ditch further to the east.
- i. Structure costs for an underpass are very preliminary. A reasonable assumption is \$1000/lf. The tunnels are 164' long on these exhibits = \$164,000. That estimate does not include any railroad insurance which may be required. It is an estimate for the tunnel construction only, and does not include any greenway path.
- j. Derrek Jerred indicated that there is an existing tunnel in Rock Springs, near the new brewery that goes under the railroad. Darci Hendon will look into that; was it an existing culvert converted to a pedestrian facility, or was it recently constructed.
- k. Logan Ward indicated that she has no concerns using a greenway tunnel and likes them because they are less visually cluttering.



Alkali Creek Tunnel (Billings, MT)



Pipe as a Tunnel: Multiplate Arch / Corrugated Steel



Alkali Creek Tunnel, Steel Plate Pipe



Alkali Creek Tunnel, Grout Holes

XI. General Discussion:

1. The existing *known* utilities on the north side of Campstool Road are shown in the exhibits. Steil Surveying is researching any easements for these utilities. At this time it is unknown what the easement language is, if any, and what restrictions may be in place with construction piers or placing fill on top of these utilities.
2. Mariah Johnson stated that the eastern options may not get used as much because the direction of travel leans more toward the A and B options. If we build the D or E options people may use the College Drive bridge because that is more in the direction they want to travel. Recreational users will use what is built and follow that path, but people walking/biking in the area for a specific destination will take the shortest route.
3. Jeff Wiggins discussed the hole in the UPRR ROW fence and how people are crossing the tracks thru that hole now – are we trying to solve that problem with a very expensive solution to a much cheaper fix of closing the hole. This could be the public perception.
4. Sreyoshi Chakraborty stated that safety is a good selling point to the UPRR and perhaps pointing out to them that people cross the tracks frequently will engage them in a solution.
5. Larry Gallagher pointed out that because the ramps will be very long maybe we need to consider steps as well.
6. Jeff Wiggins mentioned that perhaps an elevator would be appropriate here/worth considering as it may come up in discussions by the public. Maintenance for an elevator was discussed.
7. Snow removal equipment will still need access to the bridge. If there are only stairs and an elevator how does that happen?
8. There was discussion about extending the bridge across Campstool Road as well, so that the ramp came down on the south side of Campstool Road. The north end of the Burlington Trail ROW widens to create a wide area which could accommodate a ramp. This would minimize conflicts vs. an at-grade crossing of Campstool at Burlington Trail where there is not a traffic signal.
9. Jeff Wiggins discussed Origin/Destination. Where do people want to go, is it HR Ranch Road, is it Walmart, is it LCCC and locations further south across I-80? Perhaps that should be the focus of where to put the crossing. Which alignment allows for the most efficient route for the origin/destination?

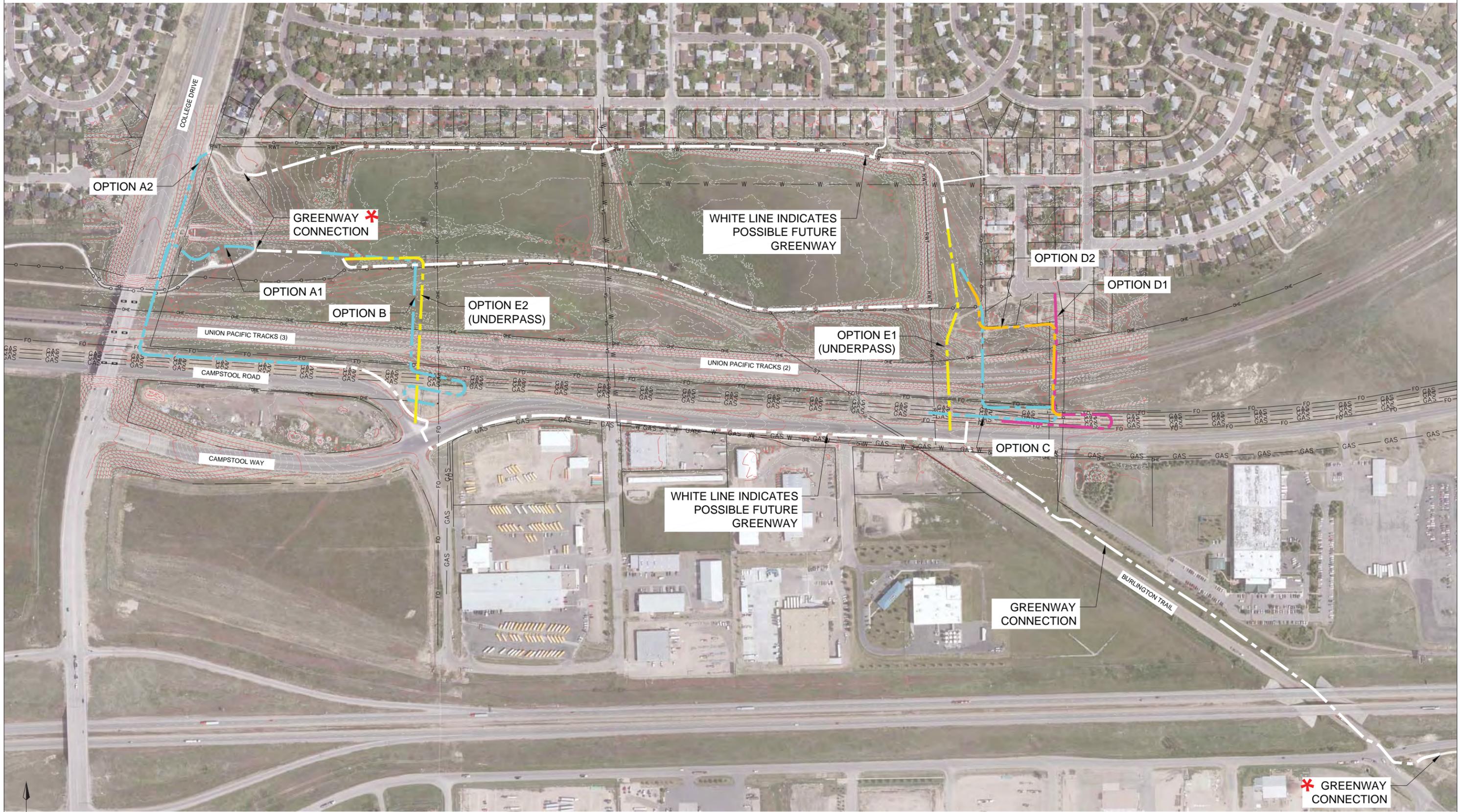
XII. Preference

1. Each member of the group was asked to list their top 2 preferences out of the alignments presented.
 - i. A2 = 8 votes (Overpass near College, along the existing embankment)
 - ii. E2 = 5 votes (Tunnel to Campstool Road/Campstool Way intersection)
 - iii. E1 = 2 votes (Tunnel further to the east near Burlington Trail)
 - iv. D1 = 1 vote (Overpass connecting to Raleigh Drive)

XIII. Next Steps

1. Consulting team will discuss the options with the UPRR and ask for general feedback from them: will they allow an overpass; will they allow structural supports for a bridge to be inside the ROW; will they allow an underpass constructed from structural plate pipe? The idea of this introductory meeting with the UPRR is to gauge their support and concerns, not to pin down a particular alignment/location. Other items to discuss with the railroad include permits which will be required for future maintenance of the facilities and requirements for snow removal.

2. Consulting team will put together a survey monkey survey for distribution to LEADS, Walmart, area school PTOs, etc, asking about origin/destination, preference for crossing type, and asking for volunteers who may want to be involved in the steering committee which meets during regular business hours.
3. A public meeting will be held to solicit input from the community on origin/destination and preferred route(s). Date is not set yet.
4. Tom Mason mentioned that the UPRR has made an offer to sell to the City a narrow strip of land in which Campstool Road sits on between the refinery and Burlington Trail. This offer is being considered. The land currently owned by the UPRR may impact some of the options. An exhibit showing this land is included with these minutes.



OPTION A2

GREENWAY *
CONNECTION

OPTION A1

OPTION B

OPTION E2
(UNDERPASS)

WHITE LINE INDICATES
POSSIBLE FUTURE
GREENWAY

OPTION D2

OPTION D1

OPTION E1
(UNDERPASS)

UNION PACIFIC TRACKS (3)

UNION PACIFIC TRACKS (2)

CAMPSTOOL ROAD

OPTION C

WHITE LINE INDICATES
POSSIBLE FUTURE
GREENWAY

CAMPSTOOL WAY

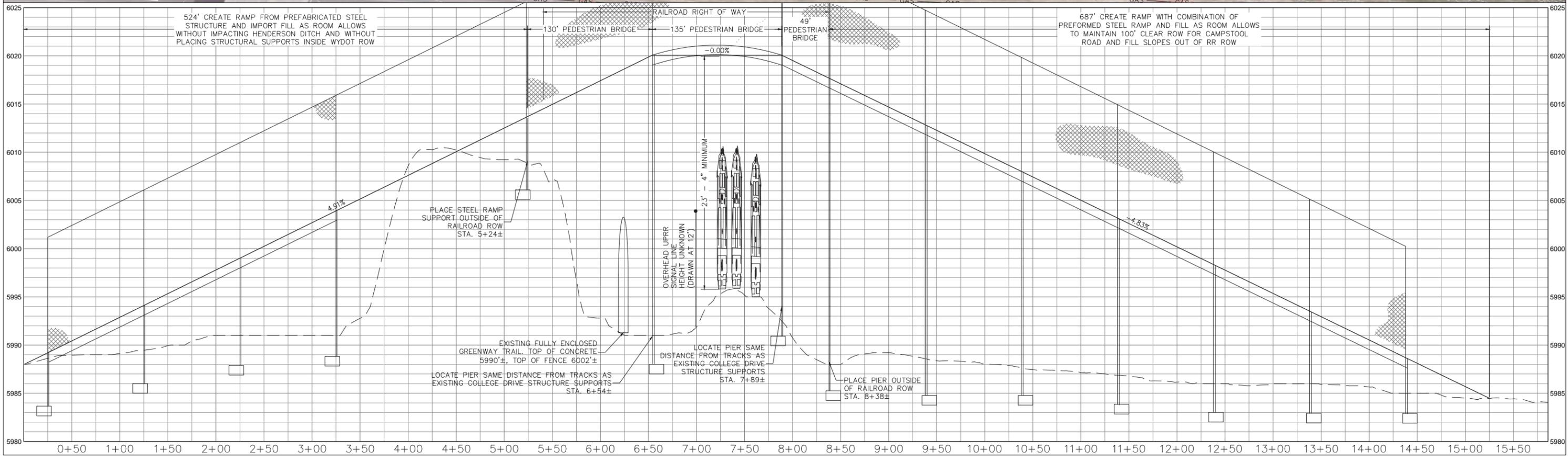
BURLINGTON TRAIL

GREENWAY
CONNECTION

* GREENWAY
CONNECTION

EXHIBIT A:
SUN VALLEY GREENWAY
CONNECTOR 35% DESIGN
CROSSING OPTIONS

**OPTION A1:
ADJACENT TO COLLEGE DRIVE BRIDGE**



**OPTION A2:
ADJACENT TO COLLEGE
DRIVE BRIDGE**

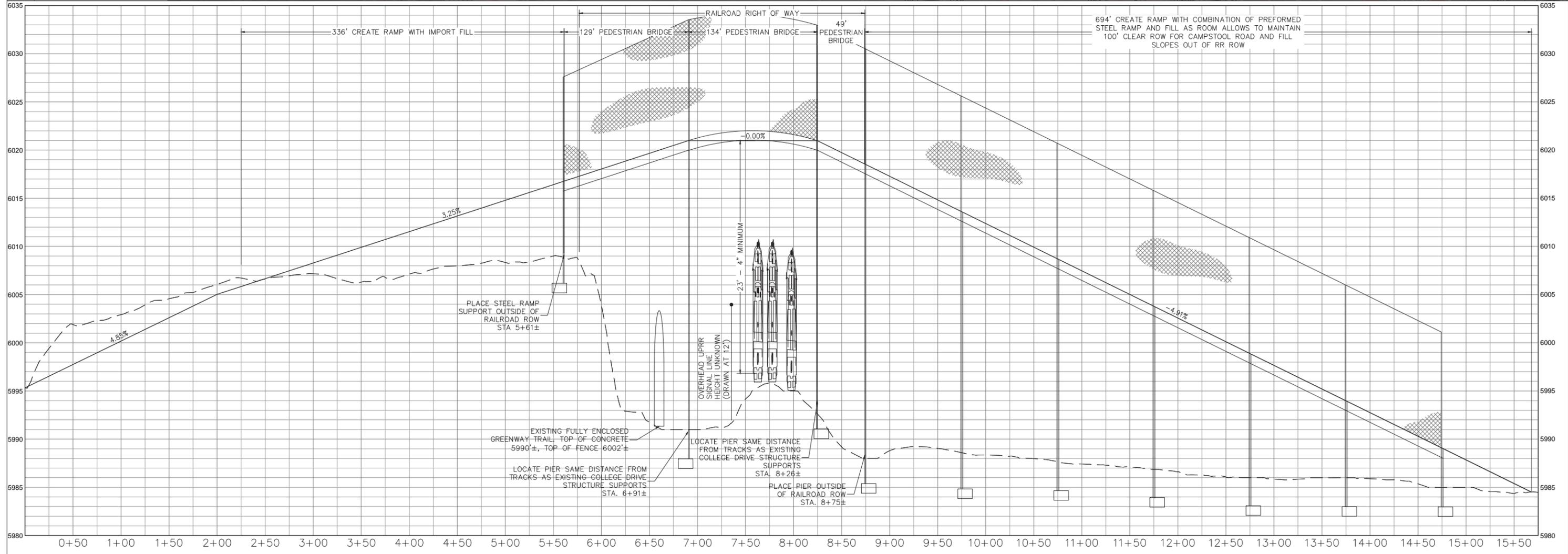
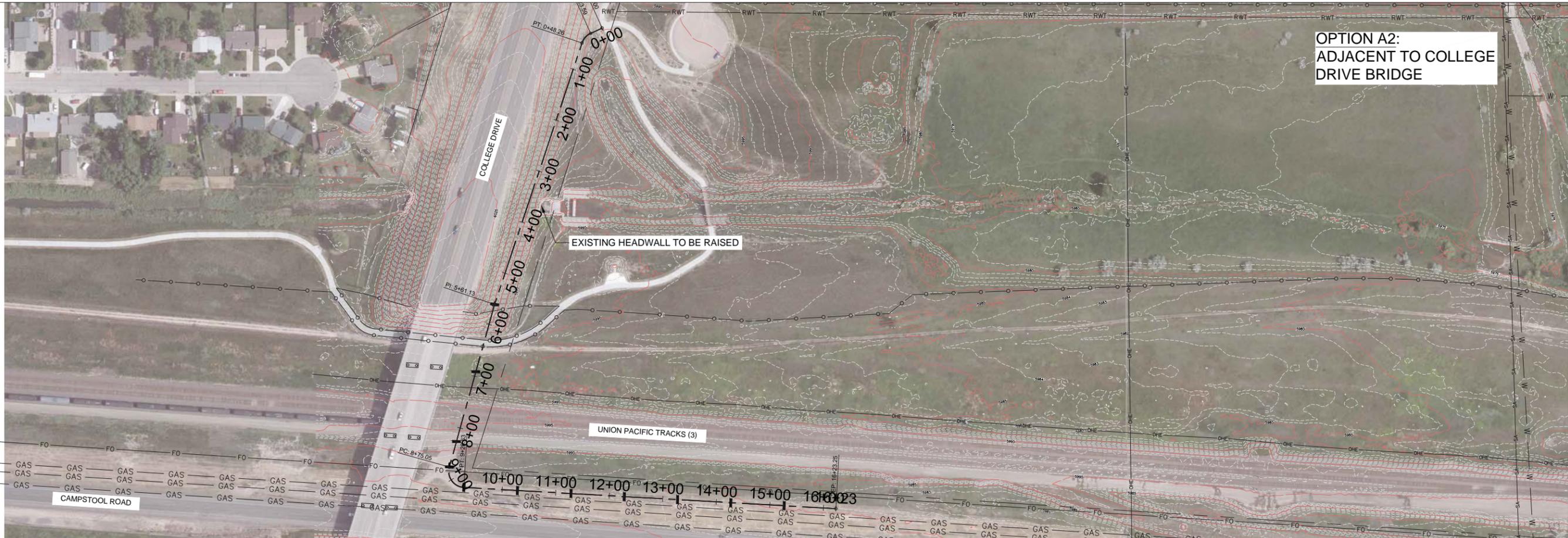
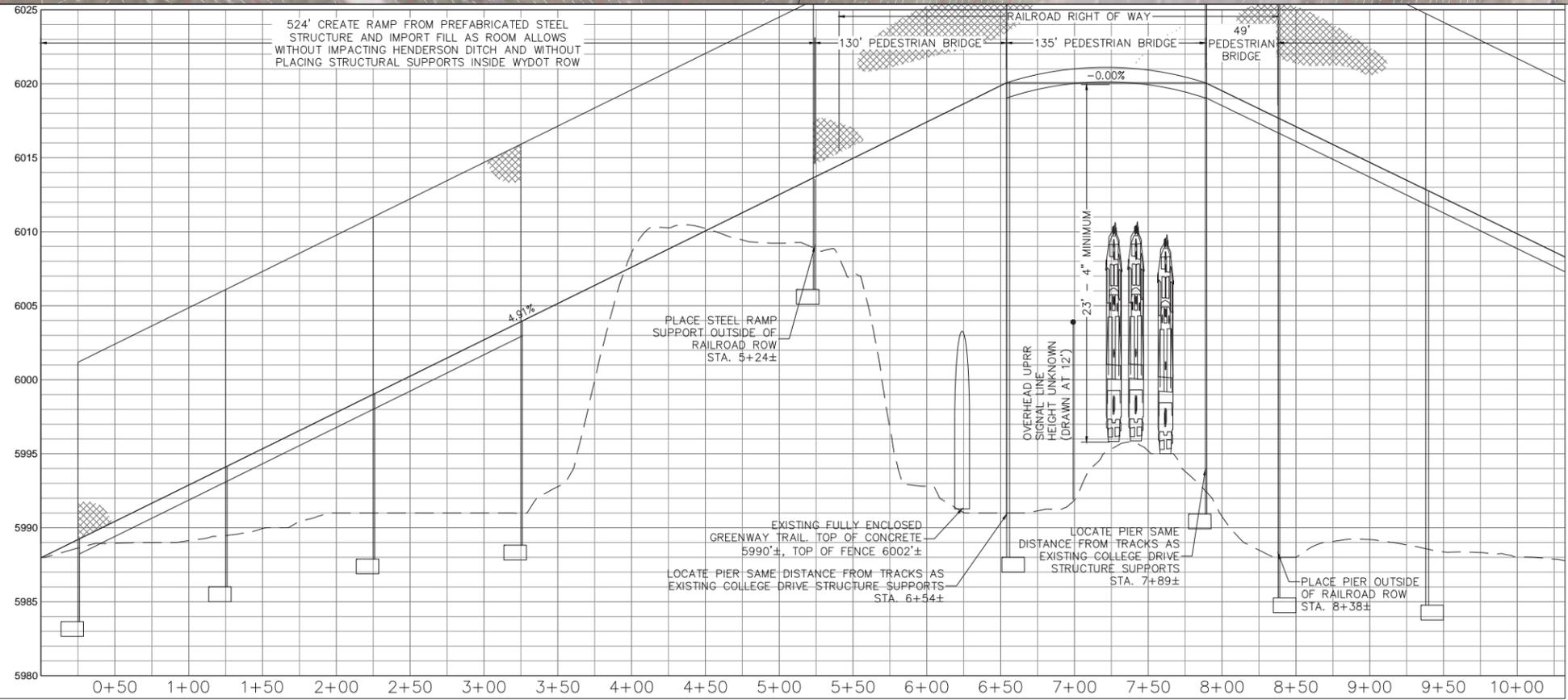
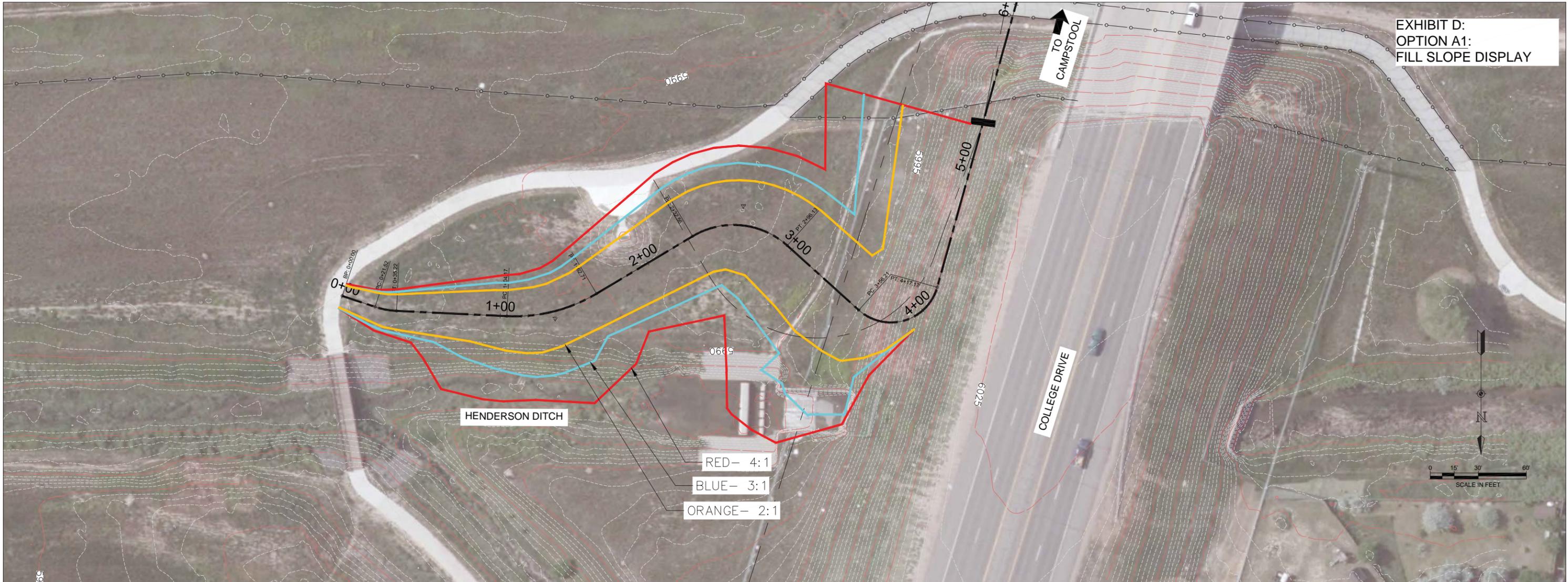
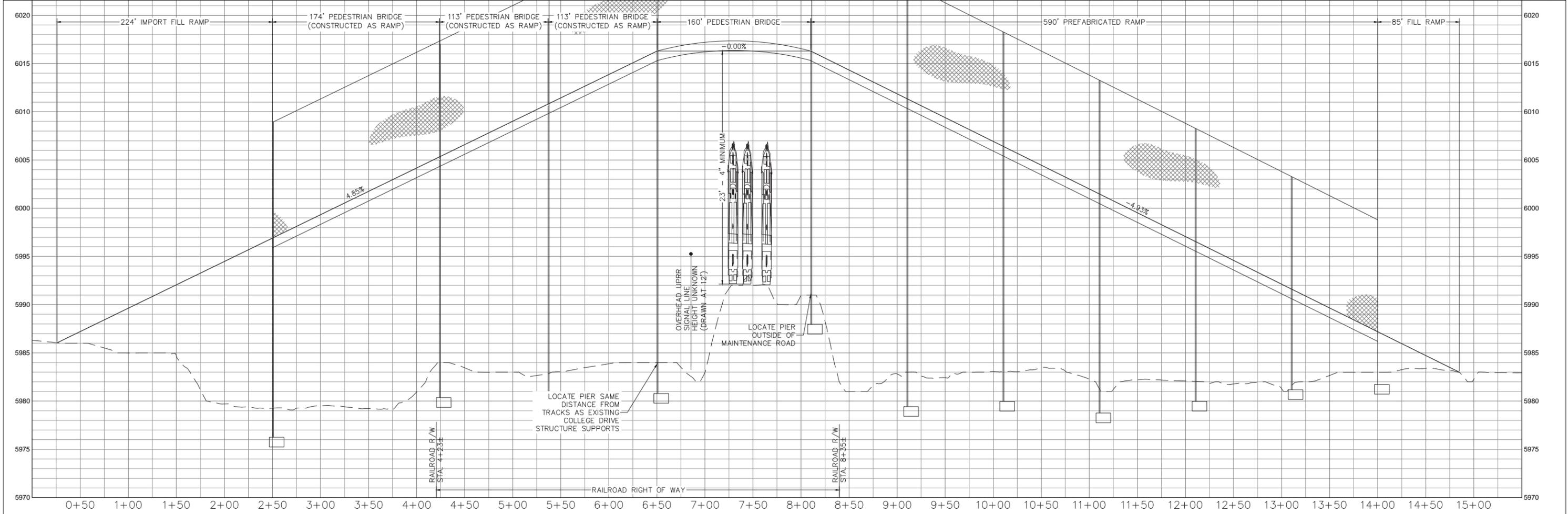
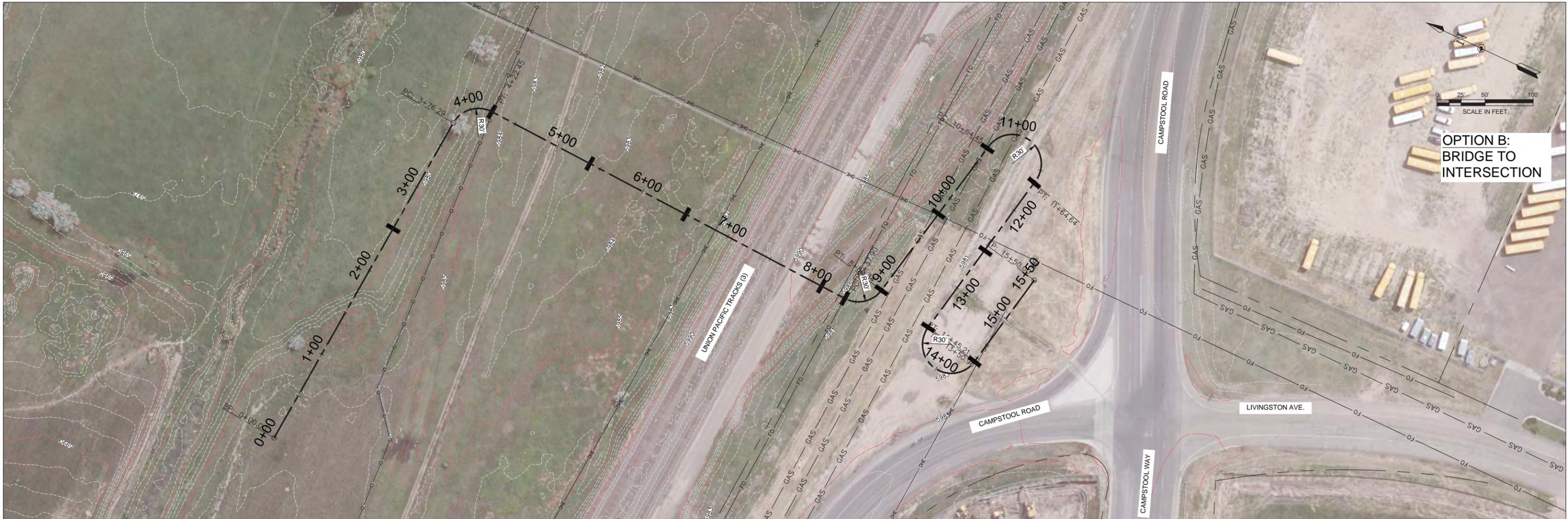
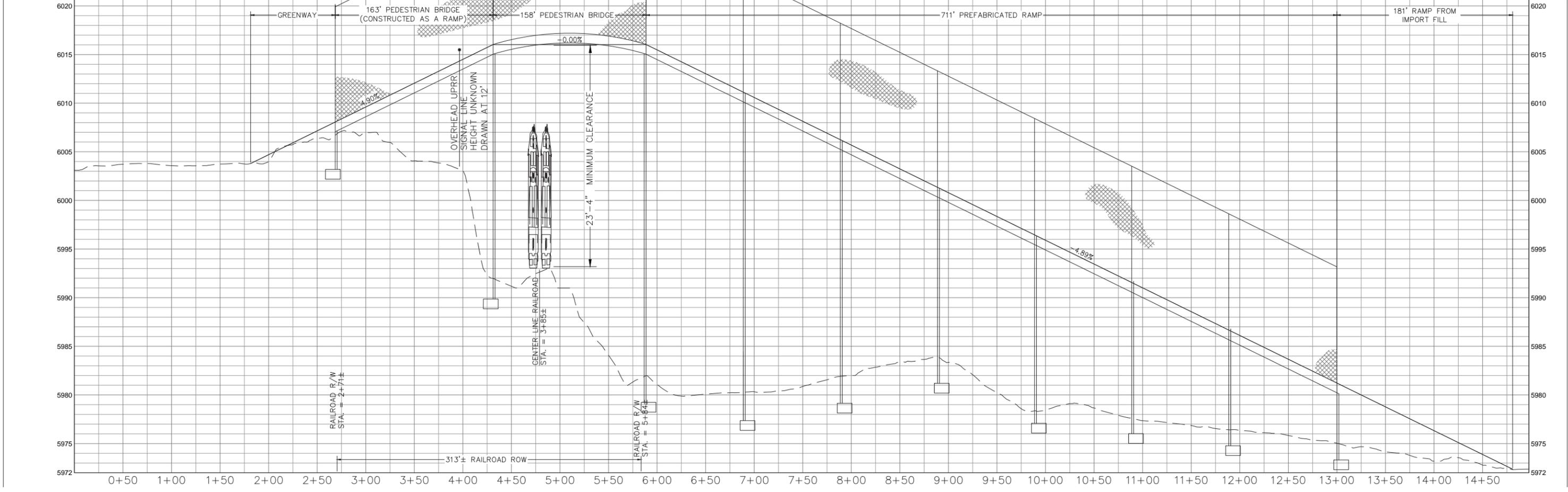
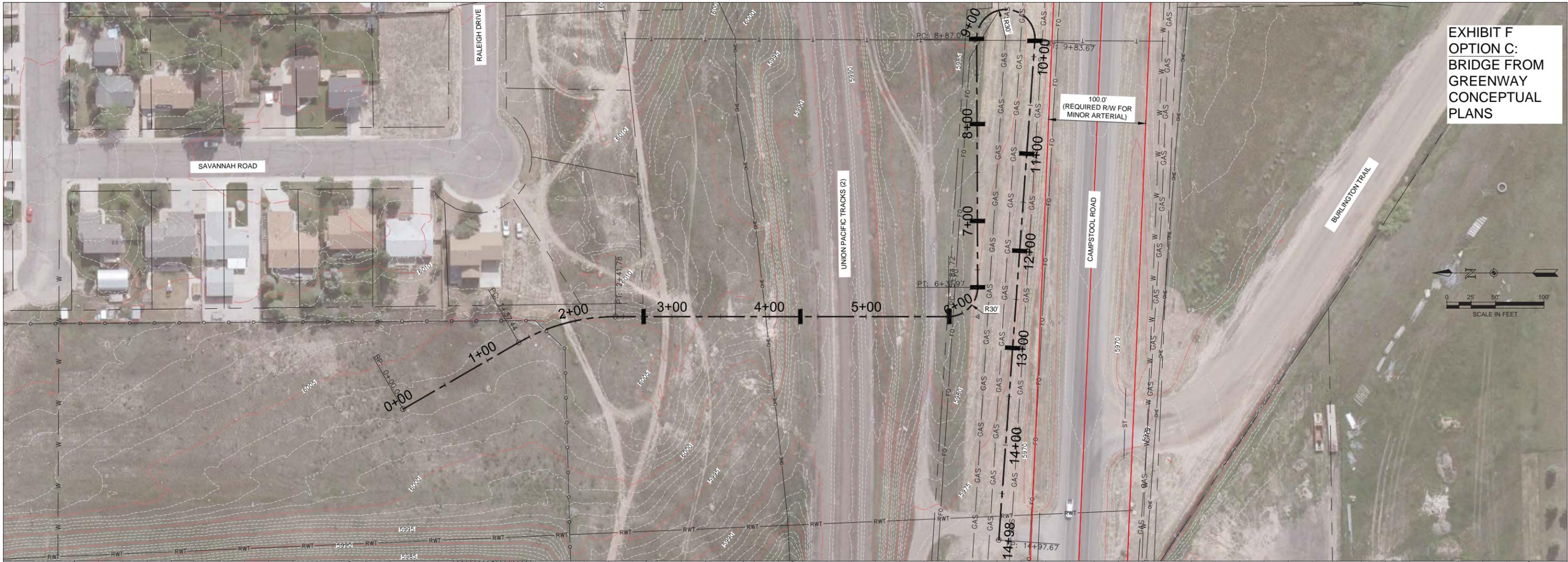


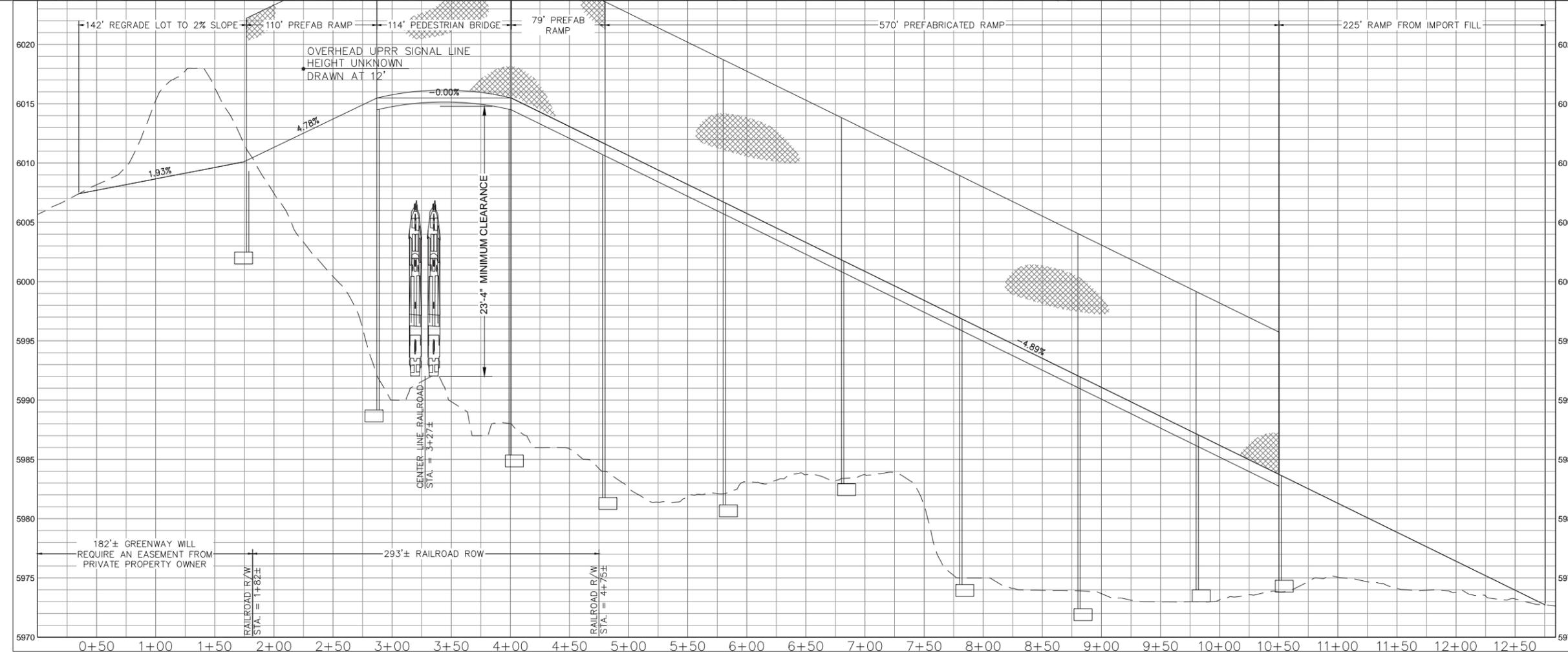
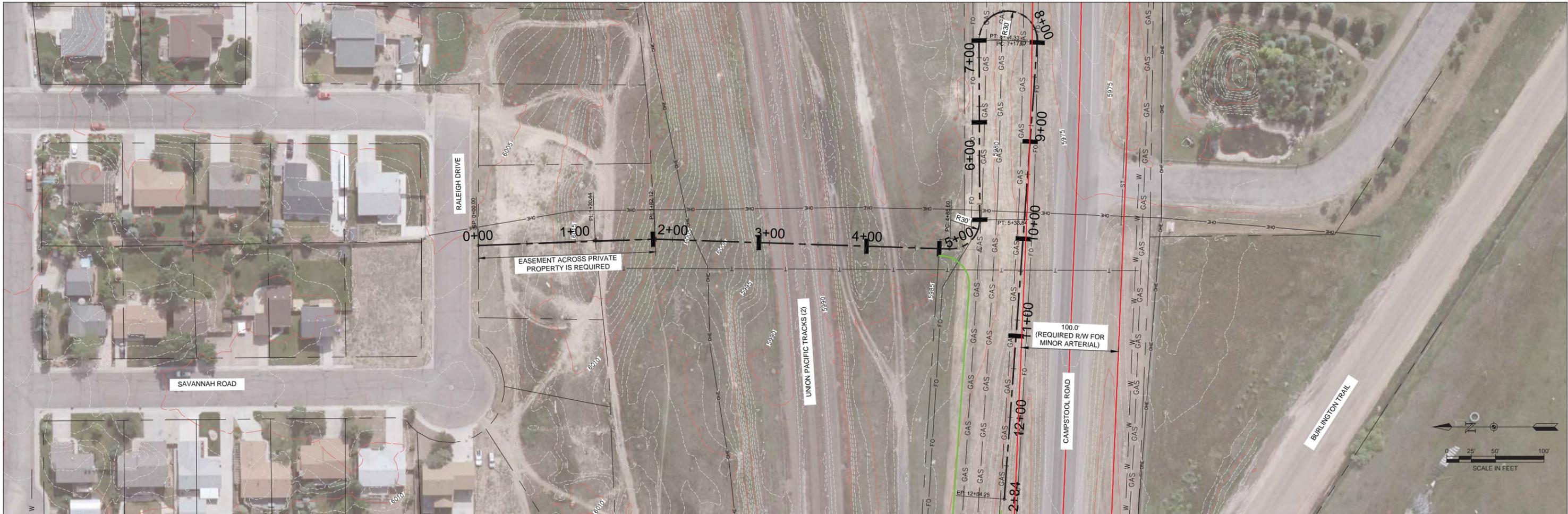
EXHIBIT D:
OPTION A1:
FILL SLOPE DISPLAY





**EXHIBIT F
OPTION C:
BRIDGE FROM
GREENWAY
CONCEPTUAL
PLANS**





**EXHIBIT G
OPTION D1:
BRIDGE OFF
RALEIGH DRIVE**

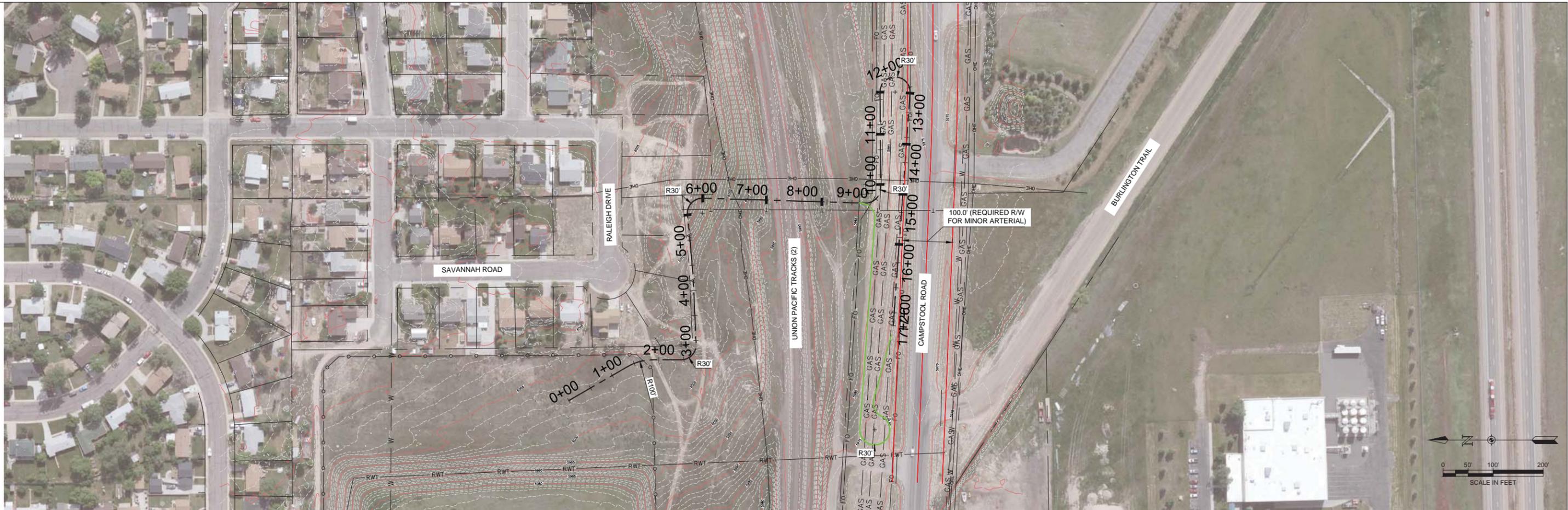
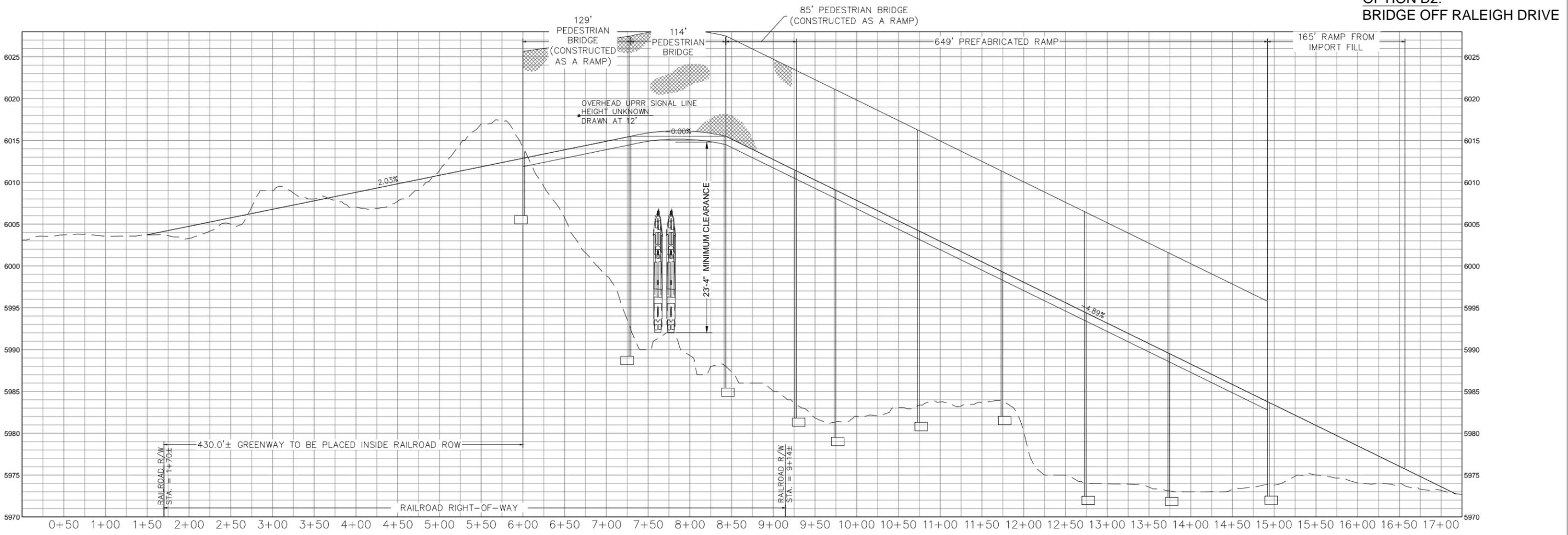


EXHIBIT H
OPTION D2:
BRIDGE OFF RALEIGH DRIVE



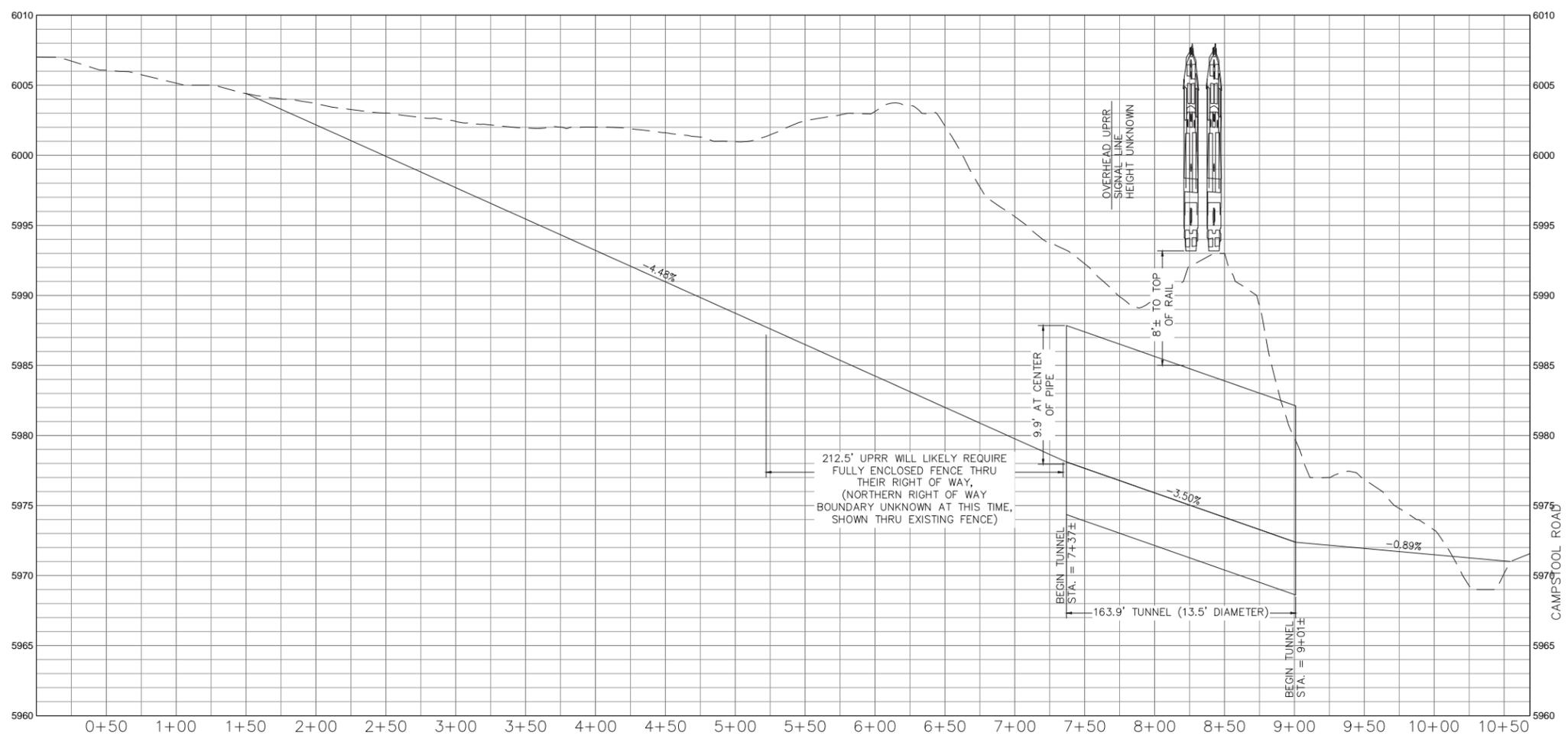
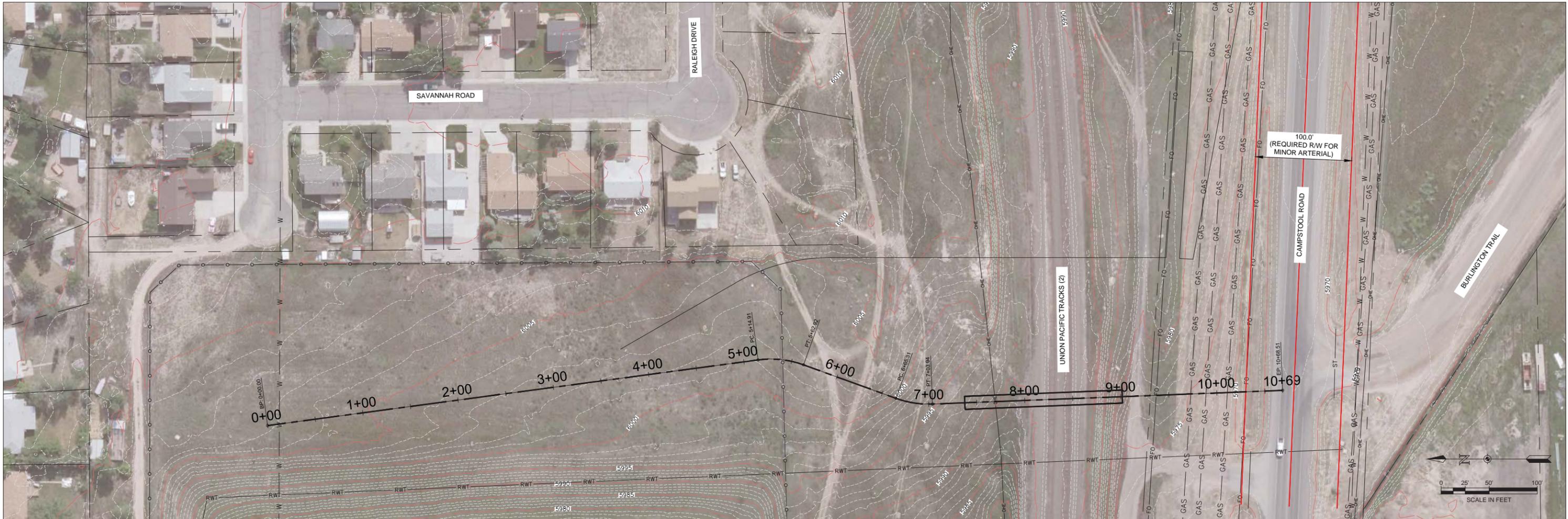


EXHIBIT I
OPTION E1:
UNDERPASS

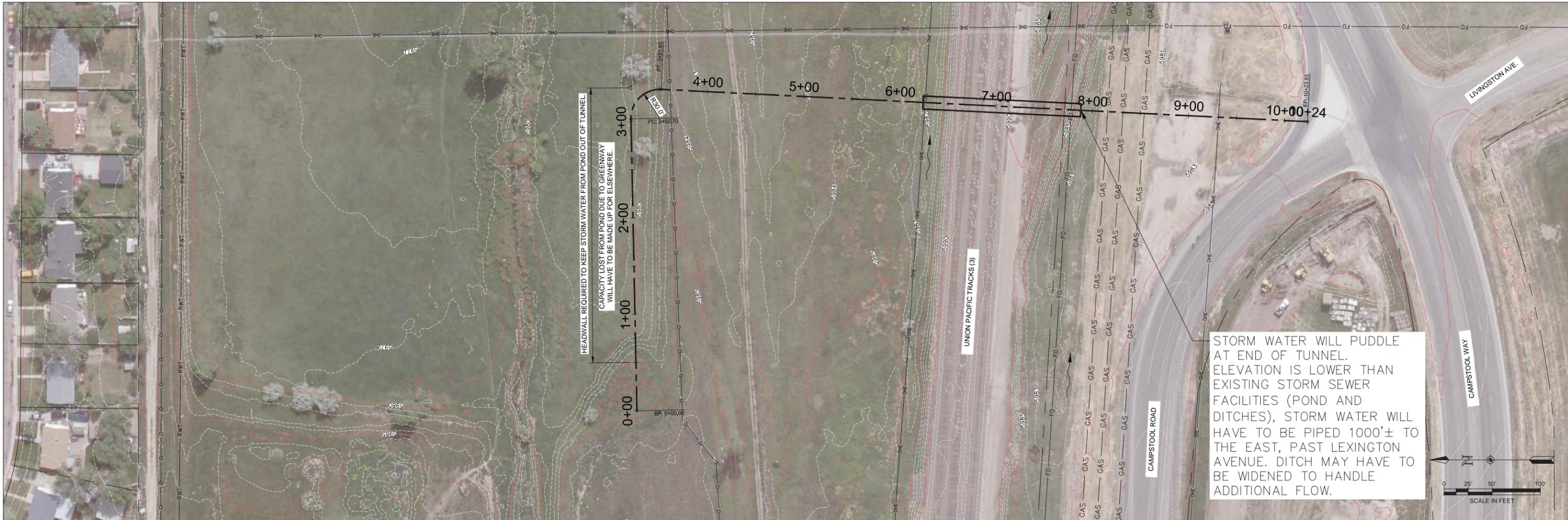
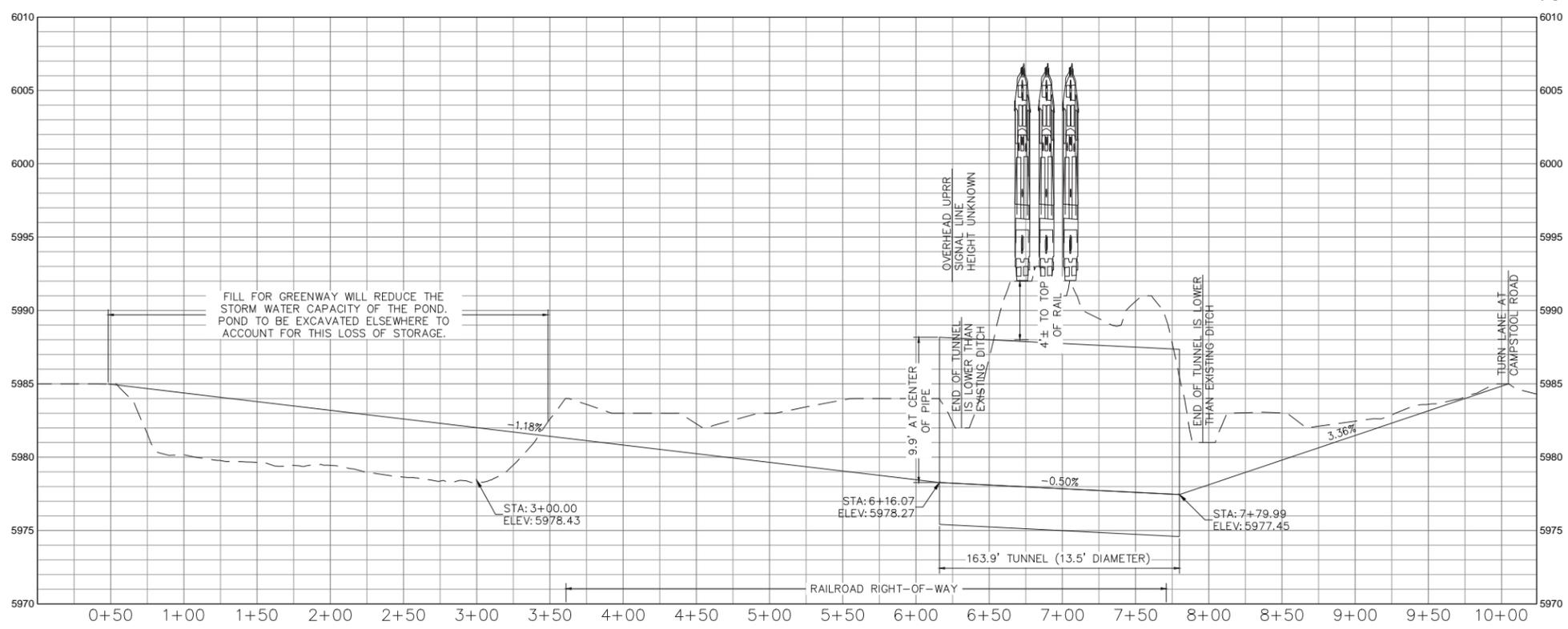


EXHIBIT J
OPTION E2:
UNDERPASS TO CAMPSTOOL
WAY/CAMPSTOOL ROAD INTERSECTION



Southeast Greenway Connector Steering Committee Meeting

August 3, 2017, 1:30 p.m., Room 208 City Municipal Building

Meeting Notes

The purpose of the meeting was to discuss the public comment results and select one bridge location and one tunnel location to include in the 35% plan. Public comments were received via an online survey and at a public meeting. 112 comments were received. The comments did not show decisively a preferred crossing location or type (underpass or overpass.)

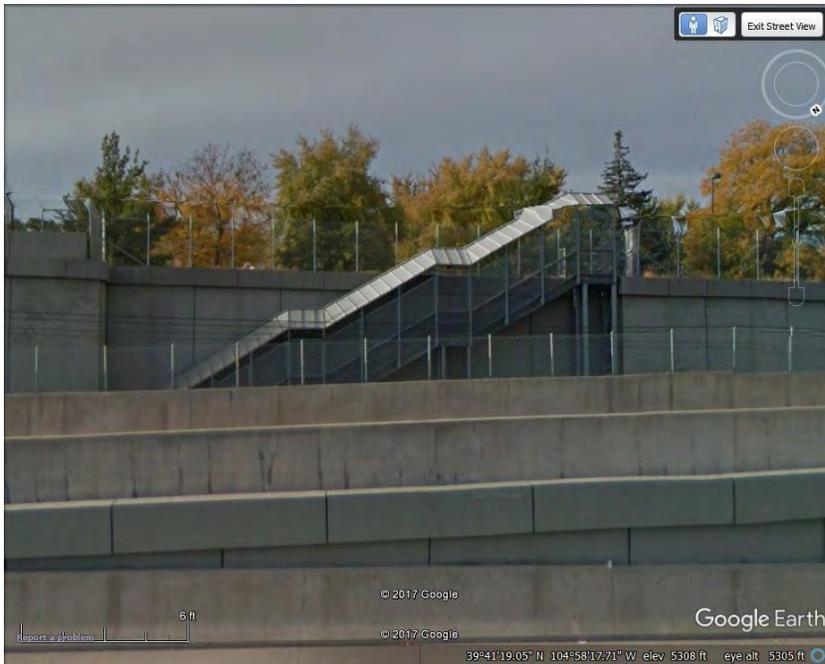
Many of the survey respondents were recreational users and not using the Greenway to get to a specific destination. Many survey respondents did indicate that they would use a crossing in this location to get to Walmart as well as businesses in the Cheyenne Business Park.

The heights of the bridges were discussed – what the “climb” would be for a Greenway user. The further east the bridge is located, the more the vertical climb as the elevation of the tracks rises relative to the elevation of Campstool Road. From a usability standpoint the bridge closest to College would have the least amount of climb.

The location of the bridges were discussed – where is the crossing relative to where users want to go. Recreational users will use the Greenway wherever it is located. However, to attract users who want to access a specific location, the Greenway needs to be located closer to those locations. Walmart has been identified as a destination. The bridge closest to College and the bridge that terminates at the intersection of Campstool Way/Campstool Road provide the best connection to Walmart. The bridge further to the east is the farthest away from Walmart and there is currently not a continuous sidewalk along the south side of Campstool that would connect the eastern bridge to Walmart. It is unlikely that a Greenway would be built solely to connect a crossing at the east end of the Sun Valley open space to Walmart. Perhaps if a crossing of the tracks at the east end of the Sun Valley open space were chosen then Walmart could be approached to assist in funding a Greenway from the eastern end to their property.

The cost of the bridge options were discussed. The bridge farthest to the east does not have a premanufactured steel ramp on the north side as the elevation at that end is already such that an approach ramp to the bridge is not necessary. However, that bridge is the tallest, requiring more costly piers and towers on the south side of the railroad tracks to bring the pathway down from the elevation required over the railroad tracks to the elevation of Campstool Road. The bridge in the middle requires approach ramps on both the north and south sides of the railroad tracks. The bridge closest to College Drive requires a ramp on the south side of the railroad tracks and a short ramp on the north side of the railroad tracks, but then uses the existing fill along College Drive to bring the Greenway from the elevation of the bridge to the ground elevation.

There was concern about snow plowing and splashing from wet roads from vehicles on College onto Greenway users. There is an existing 13'± wide shoulder on College, so snow would not be plowed onto the Greenway from College, but in large rain events vehicles may splash water which could get on Greenway users. Ideas such as a splash guard structure were discussed. These are used along I-25 in Colorado for light rail users adjacent to roadways (see photo.)



Construction of the bridges were discussed – will the UPRR allow bridge supports (piers) inside their right of way? The railroad ROW in this location is about 300' long. A prefabricated bridge structure with a clear span of 300' is extremely expensive. One that was manufactured for use in Colorado cost \$1 million just for the bridge itself, which does not include installation, foundations, ramp, etc. The existing College Drive bridge has supports inside the UPRR right of way. The intent is to complete the 35% design plans assuming that the pedestrian bridge can have supports located the same distance from the tracks as the current structure. However, UPRR requires that the supports be located at 25' from any *future* track locations. The UPRR will evaluate the bridge and support design prior to approving the design for construction. At this time no designs will be submitted to the UPRR as there are no funds to construct the project.

Tunnel locations were discussed in regard to flooding of the tunnels. The tunnel at the east end is located such that it is outside of the detention pond area and would not be inundated with storm water from the pond. Rainwater that landed on the Greenway would flow south through the tunnel. At the south end of the tunnel the elevation of the tunnel is higher than existing ground so water would not enter the tunnel from the south. There is an existing ditch running west to east on the north side of Campstool Road and that ditch will need to continue to function so a culvert under the Greenway path will be required. There are drainage concerns with the tunnel at the intersection of Campstool Way and Campstool Road which would need to be addressed during final design. The existing ditch on the north side of Campstool flows west to east and the elevation of the tunnel at the southern end will be lower than the elevation of the ditch. Therefore water in the ditch will pond at the south end of the tunnel. This water will have to be pumped up into the ditch to continue east or will have to be piped to the east to get to the existing ditch at an elevation lower than the south end of the tunnel.

Another concern with tunnels is the presence of groundwater. Mark Escobedo pointed out that the detention pond at the west end of Walmart always has water in it, which he attributes to high ground water. The elevation at the bottom of that pond (according to the site plan for Walmart) is 5979.00. The elevation at the end of the western tunnel is 5980.5± (when converting to the same datum as used on the Walmart site plan.) Groundwater can seep into a tunnel through the walls or joints in the tunnel

material. Groundwater in a tunnel must be addressed differently than storm water entering a tunnel. Because a geotechnical investigation is not included in the scope of this project the exact elevation of groundwater is unknown.

The tunnel at the intersection of Campstool Way and Campstool Road provides the most direct route for users who want to access Walmart. The tunnel at the east end is further from Walmart for Greenway users coming from the west.

The cost of a tunnel was discussed. The tunnel itself is shorter than the bridge and the materials cost less. However, the unknown is what the UPRR will charge for insurance in order to construct the tunnel and what the cost of construction will be.

Constructability of the tunnel was discussed. The Union Pacific RR will only allow a ¼" deflection of their tracks during construction. A structural report must be prepared and submitted to the UPRR defining the construction methods which will be used during construction. The UPRR then evaluates the construction methods and tunnel materials and determines if they will allow that type of tunnel and that type of construction. The tunnel further to the east has more cover between the tunnel and the tracks. This additional cover will allow for an easier structural design and more options for construction methods. Mark Escobedo pointed out that the UPRR will not issue a permit for construction or final plan approval until the entity has the money to construct the crossing. The reason for that is that the regulations of the UPRR are frequently changing and they will not issue approval now for a project that may be constructed much further in the future.

For comparison, the tunnel at Powderhouse and Dell Range is between 200' and 250' long. The tunnels proposed here are 165' long but will have fully enclosed chainlink fencing surrounding the Greenway from the north end of the tunnel to the railroad right of way, which is approximately at the location of the existing fence. The committee agreed that adequate lighting in the tunnel is very important.

A concern with placing the crossing too far to the east is that people who want to access Walmart will not use the crossing if it is too far from Walmart. They will use the College Drive bridge, which does not have adequate pedestrian facilities.

It was discussed that this project is looking at a small location (the Sun Valley Open Space is about 3000' long.) Future plans for the Greenway include expansion to the east.

The future Greenway loop around the Sun Valley open space was discussed. Lee had spent some time around that open space and believed that the north side of the open space would be much easier to construct a Greenway. If he had to choose, he would put a concrete pathway on the north side of the loop and a crusher fines trail on the southside, if a concrete path around the entire loop were not financially feasible.

Following the discussion each member was asked to identify which bridge and tunnel option they preferred for inclusion in the 35% plan. Each member selected Bridge A – the bridge closest to College Drive. There was no definitive selection for a tunnel. The location of tunnel 1 – the tunnel to the intersection of Campstool Way and Campstool Road was preferred; however from an engineering standpoint tunnel 2, further to the east is preferred as it has the most cover and less drainage concerns.

The image below shows the proposed bridge location (orange dashed line), the existing Greenway (green solid line) and possible future/proposed Greenway (yellow solid line).



Conclusion:

Ayres Associates will include 35% design plans for a Greenway path from the existing Sun Valley Greenway to the existing Greenway at HR Ranch Road. These design plans will include an overpass crossing of the railroad tracks identifies as Overpass A, the overpass closest to College Drive. Also included in the plan will be the plan and profiles for both tunnel options. The text of the report will include a discussion on the pros and cons of each tunnel option from an engineering standpoint as well as a user standpoint.

Next Steps:

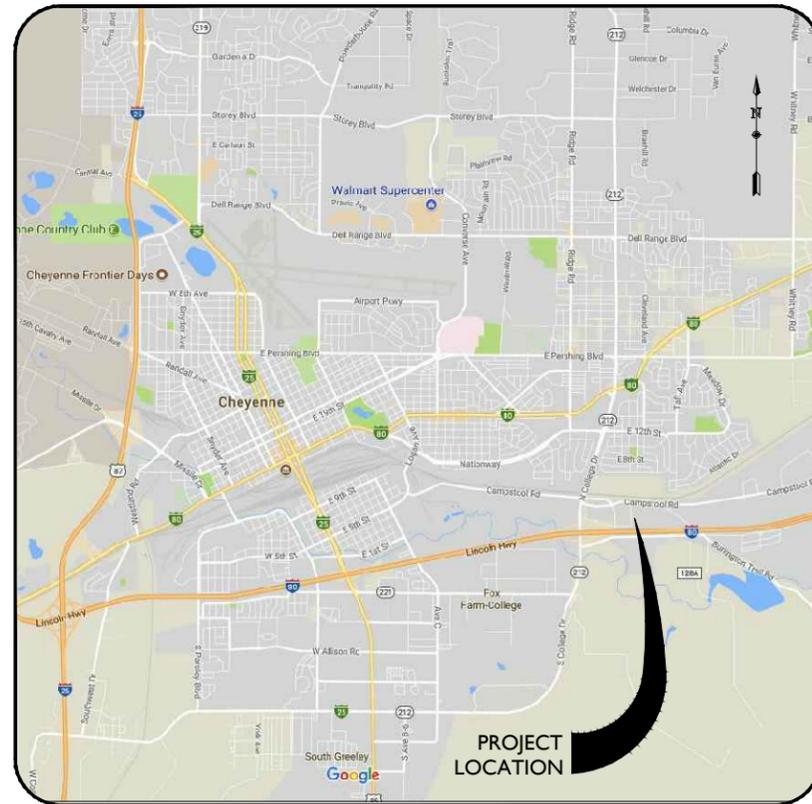
- Complete right of way research along Campstool Way, Campstool Road and the railroad property.
- Complete buried utility locates for utilities on the north side of Campstool Way/Campstool Road in the vicinity of the bridge supports.
- Complete 35% design plans and construction cost estimates.
- Conduct a public meeting to present the plan.

Appendix F
Conceptual Plan and Profiles

SOUTHEAST GREENWAY CONNECTOR TRAIL PROJECT CONCEPTUAL PLAN

PREPARED FOR THE
CHEYENNE METROPOLITAN PLANNING ORGANIZATION

OCTOBER 2017



VICINITY MAP

NOT TO SCALE

CONTACT INFORMATION



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(307) 634-9888 Office
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SHEET INDEX		
SHEET	DRAWING	DESCRIPTION
1	G01	COVER SHEET
2	G02	SHEET INDEX
SUN VALLEY OPEN SPACE GREENWAY LOOP		
3	C01	PLAN AND PROFILE BEGINNING TO STA 14+00
4	C02	PLAN AND PROFILE STA 14+00 TO 18+50
5	C03	PLAN AND PROFILE STA 18+50 TO 23+00
6	C04	PLAN AND PROFILE STA 23+00 TO 27+50
7	C05	PLAN AND PROFILE STA 27+50 TO 32+00
8	C06	PLAN AND PROFILE STA 32+00 TO 36+50
9	C07	PLAN AND PROFILE STA 36+50 TO 41+00
10	C08	PLAN AND PROFILE STA 41+00 TO 45+50
11	C09	PLAN AND PROFILE STA 45+50 TO 50+00
12	C10	PLAN AND PROFILE STA 50+00 TO 54+50
13	C11	PLAN AND PROFILE STA 54+50 TO 59+00
14	C12	PLAN AND PROFILE STA 59+00 TO 63+50
15	C13	PLAN AND PROFILE STA 63+50 TO 68+00
16	C14	PLAN AND PROFILE STA 68+00 TO 72+50
17	C15	PLAN AND PROFILE STA 72+50 TO END
SOUTHEAST GREENWAY TRAIL CONNECTOR		
18	C16	PLAN AND PROFILE BEGINNING TO STA 12+50
19	C17	PLAN AND PROFILE STA 12+50 TO 17+00
20	C18	PLAN AND PROFILE STA 17+00 TO 21+50
21	C19	PLAN AND PROFILE STA 21+50 TO 26+00
22	C20	PLAN AND PROFILE STA 26+00 TO 30+50
23	C21	PLAN AND PROFILE STA 30+50 TO 35+00
24	C22	PLAN AND PROFILE STA 35+00 TO 39+50
25	C23	PLAN AND PROFILE STA 39+50 TO 44+00
26	C24	PLAN AND PROFILE STA 44+00 TO 48+50
27	C25	PLAN AND PROFILE STA 48+50 TO 53+00
28	C26	PLAN AND PROFILE STA 53+00 TO 57+50
29	C27	PLAN AND PROFILE STA 57+50 TO 62+00
30	C28	PLAN AND PROFILE STA 62+00 TO 66+50
31	C29	PLAN AND PROFILE STA 66+50 TO 71+00
32	C30	PLAN AND PROFILE STA 71+00 TO 75+50
33	C31	PLAN AND PROFILE STA 75+50 TO 80+00
34	C32	PLAN AND PROFILE STA 80+00 TO END



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COVER SHEET

SOUTHEAST GREENWAY
CONNECTOR TRAIL PROJECT
CITY OF CHEYENNE, WYOMING

Revisions

Date

Project Mgr. DMH

Designed By: DMH

Drawn By: RBR

Approved By:

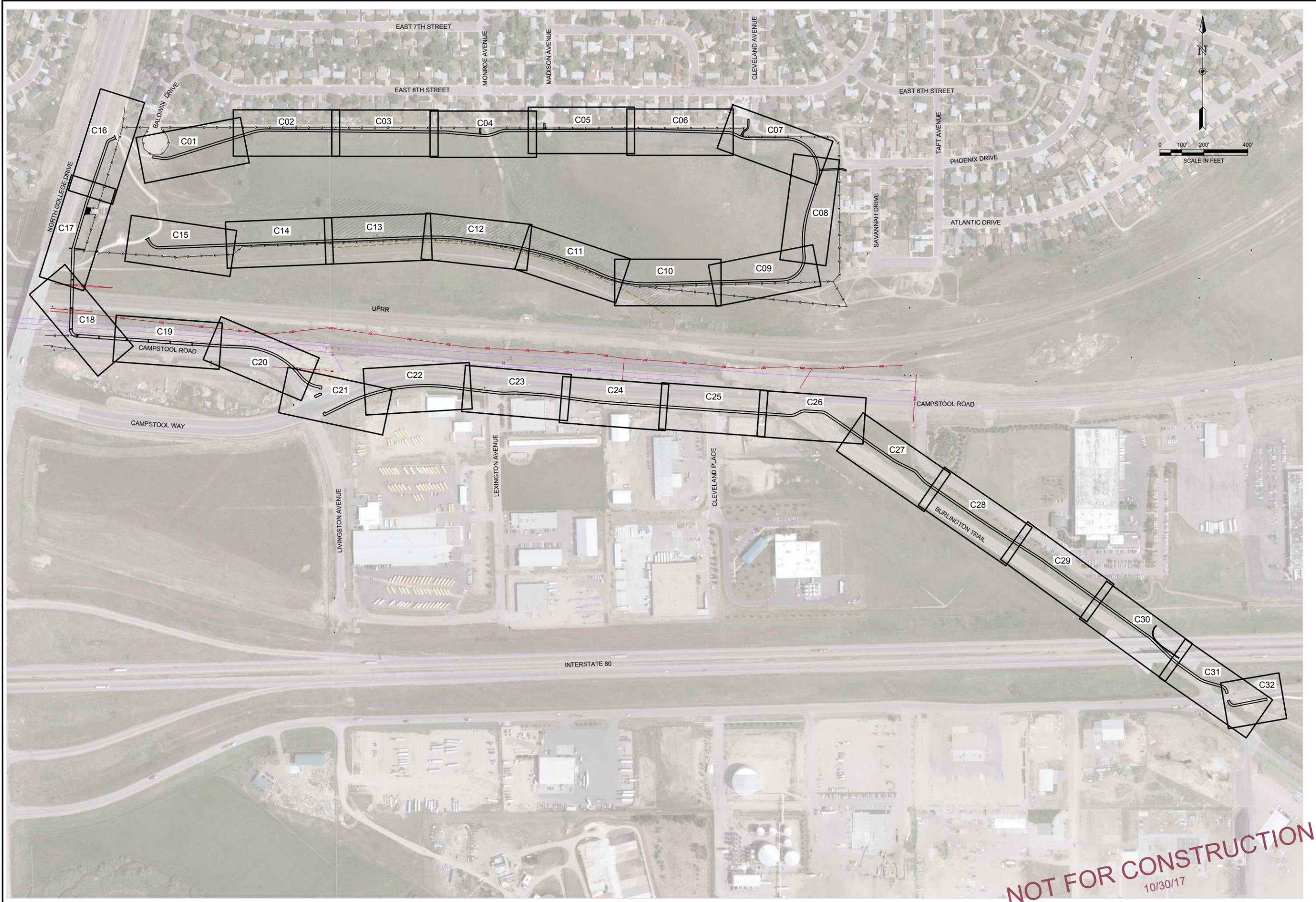
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PROJECT NO.
32-1890.00

DRAWING NO.
G01

SHEET 1 OF 34

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SHEET INDEX

SOUTHEAST GREENWAY
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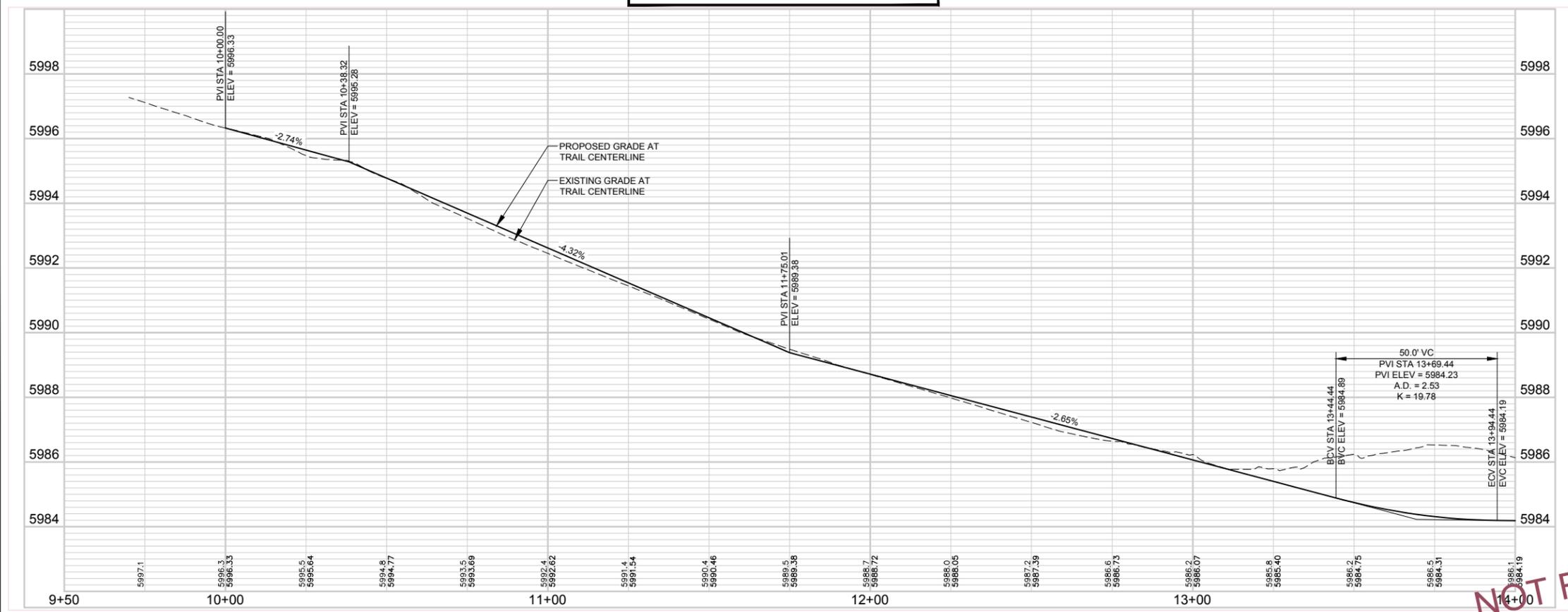
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Designed By:	DWH
Drawn By:	RBR
Approved By:	
Date:	10/30/17

PROJECT NO.	32-1890.00
DRAWING NO.	G02
SHEET	2 OF 34



PLAN AND PROFILE BEGINNING TO STA 14+00



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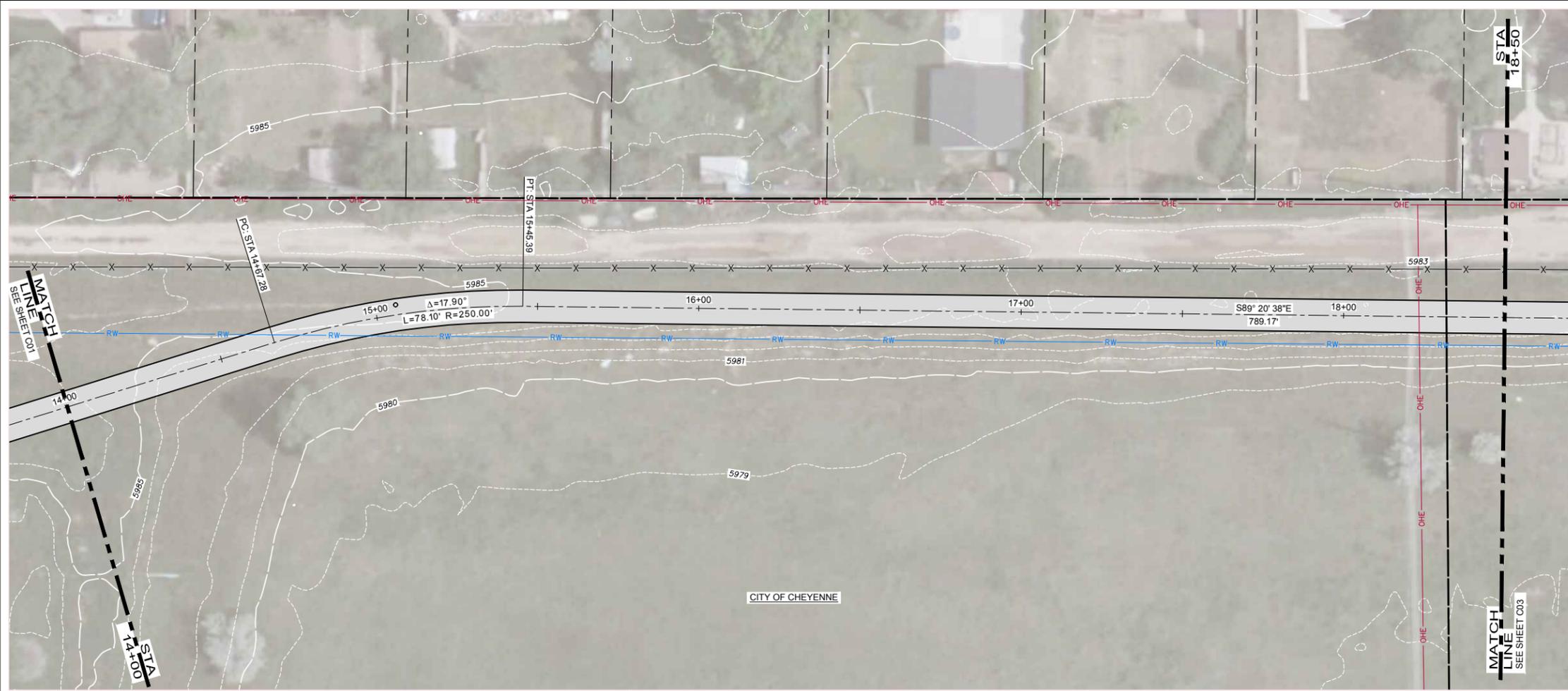
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PLAN AND PROFILE
BEGINNING TO STA 14+00

SOUTHEAST GREENWAY
CONNECTOR TRAIL PROJECT
CITY OF CHEYENNE, WYOMING

Revisions	Date

Project Mgr. DWH	Designed By: DMH
Drawn By: RBR	Approved By: RBR
Date: 10/30/17	

PROJECT NO. 32-1890.00
DRAWING NO. C01
SHEET 3 OF 34



PLAN AND PROFILE STA 14+00 TO 18+50



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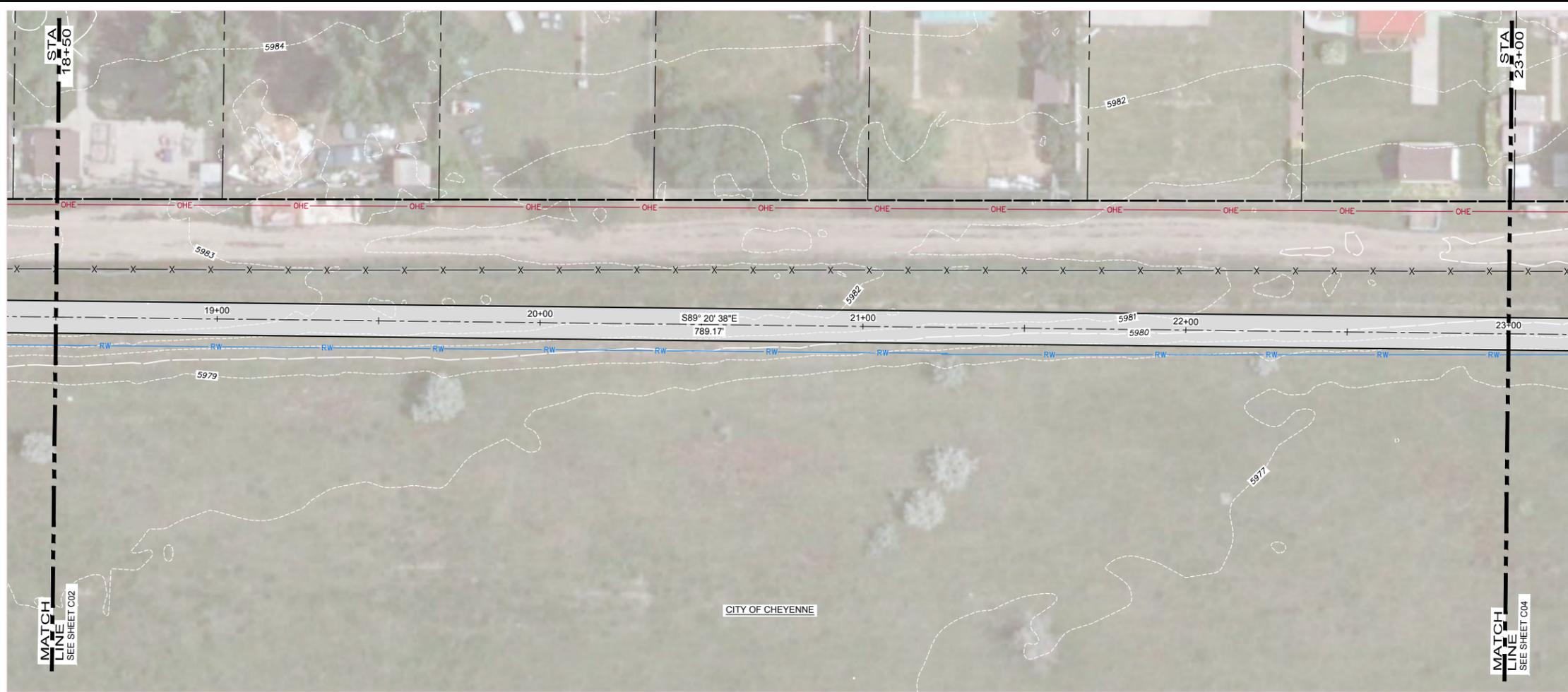
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PLAN AND PROFILE
STA 14+00 TO 18+50

SOUTHEAST GREENWAY
CONNECTOR TRAIL PROJECT
CITY OF CHEYENNE, WYOMING

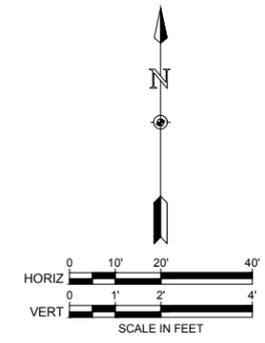
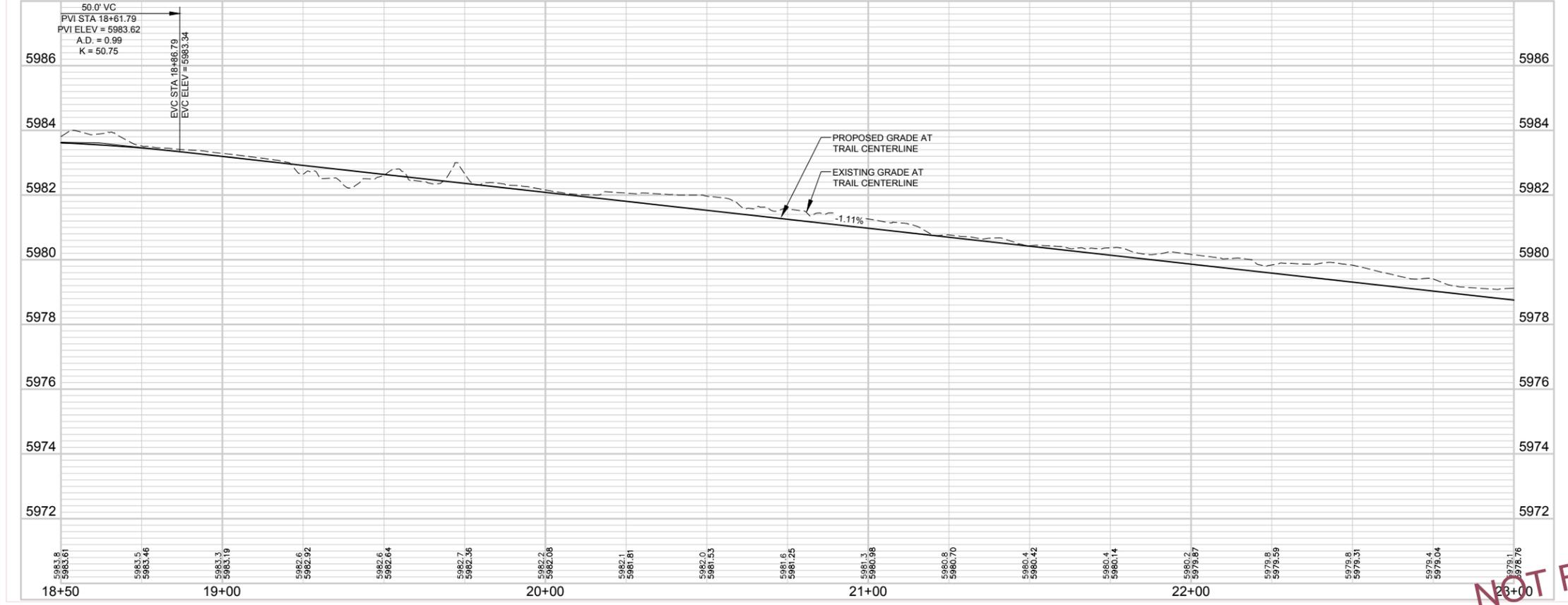
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Date: 10/30/17	

PROJECT NO. 32-1890.00
DRAWING NO. C02
SHEET 4 OF 34



PLAN AND PROFILE STA 18+50 TO 23+00



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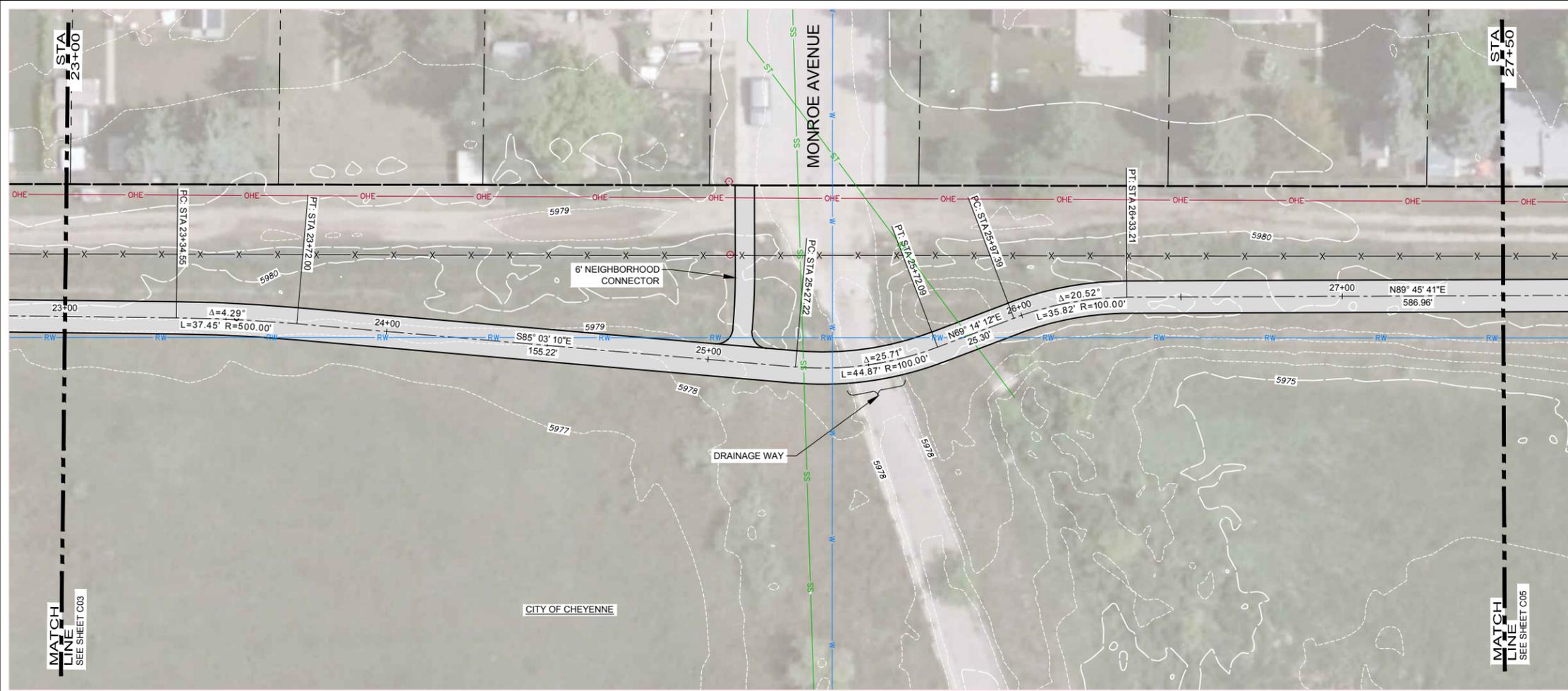
SUN VALLEY OPEN SPACE GREENWAY LOOP
PLAN AND PROFILE
STA 18+50 TO 23+00

SOUTHEAST GREENWAY
CONNECTOR TRAIL PROJECT
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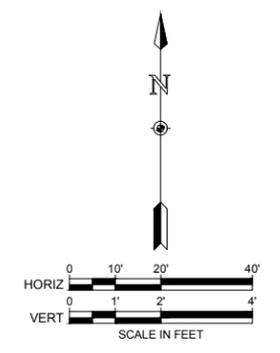
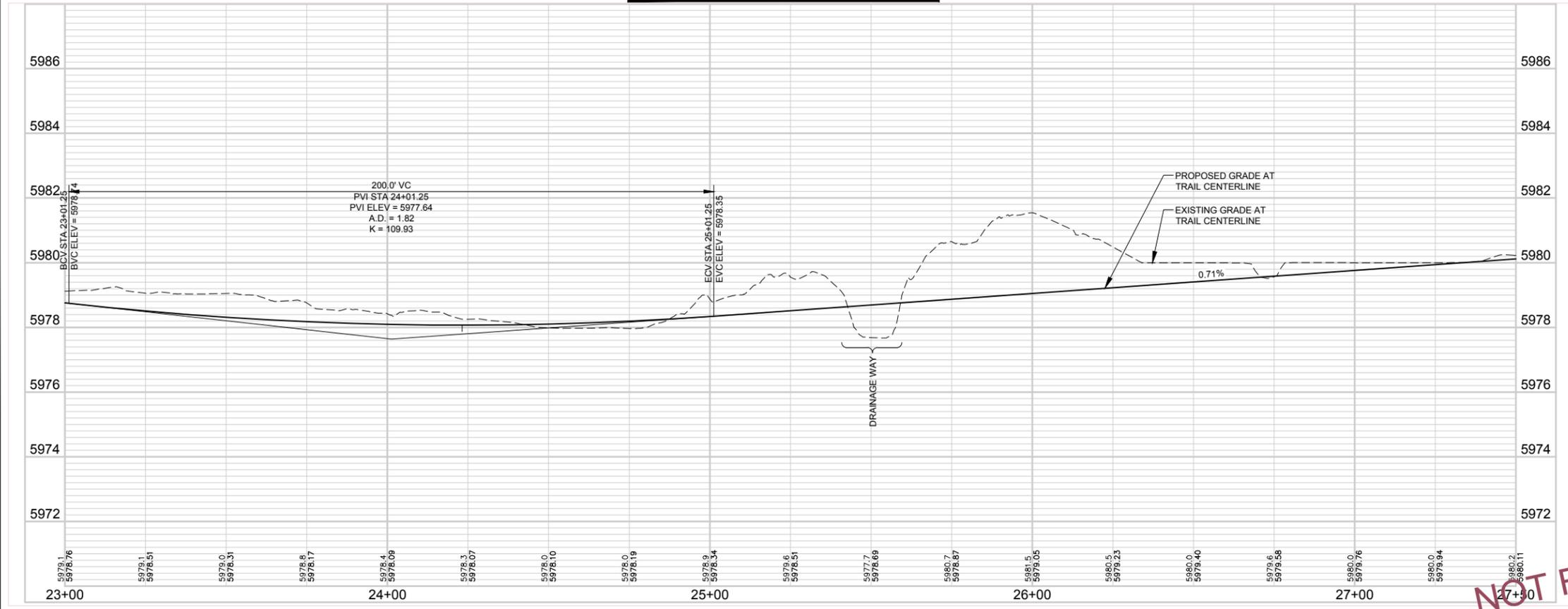
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Project Mgr. DWH	Designed By: DMH
Drawn By: RBR	Approved By:
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32-1890.00
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PLAN AND PROFILE STA 23+00 TO 27+50



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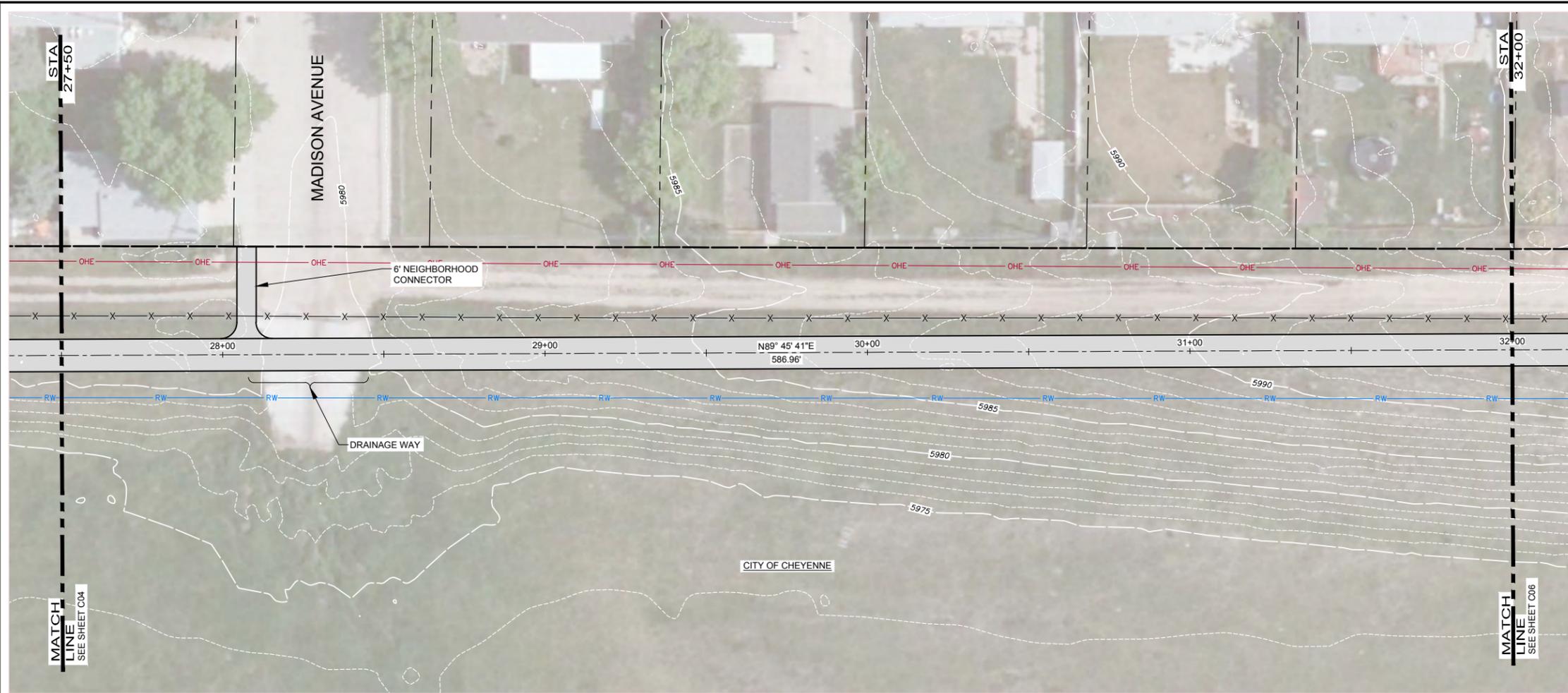
SUN VALLEY OPEN SPACE GREENWAY LOOP
PLAN AND PROFILE
STA 23+00 TO 27+50

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CONNECTOR TRAIL PROJECT
CITY OF CHEYENNE, WYOMING

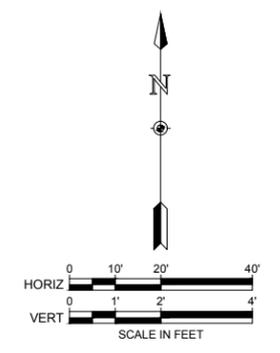
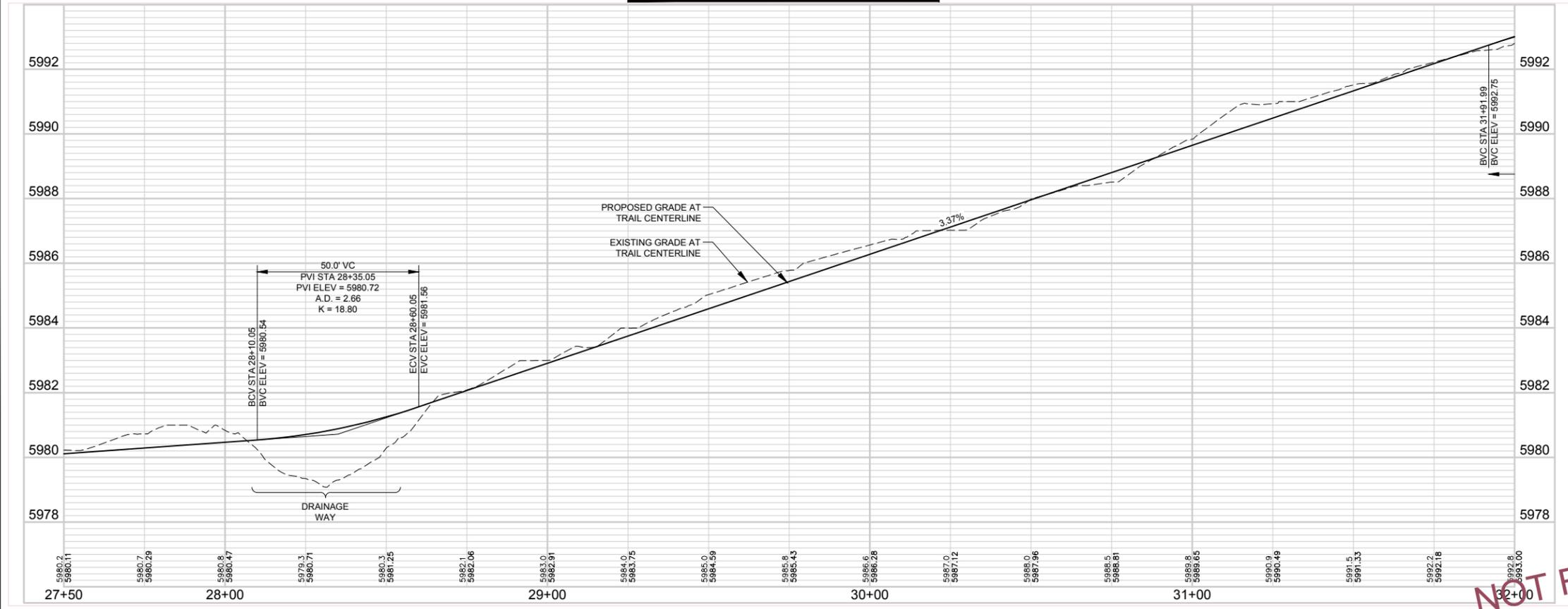
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Project Mgr. DWH	Designed By: DMH
Drawn By: RBR	Approved By: Date: 10/30/17

PROJECT NO. 32-1890.00
DRAWING NO. C04
SHEET 6 OF 34



PLAN AND PROFILE STA 27+50 TO 32+00



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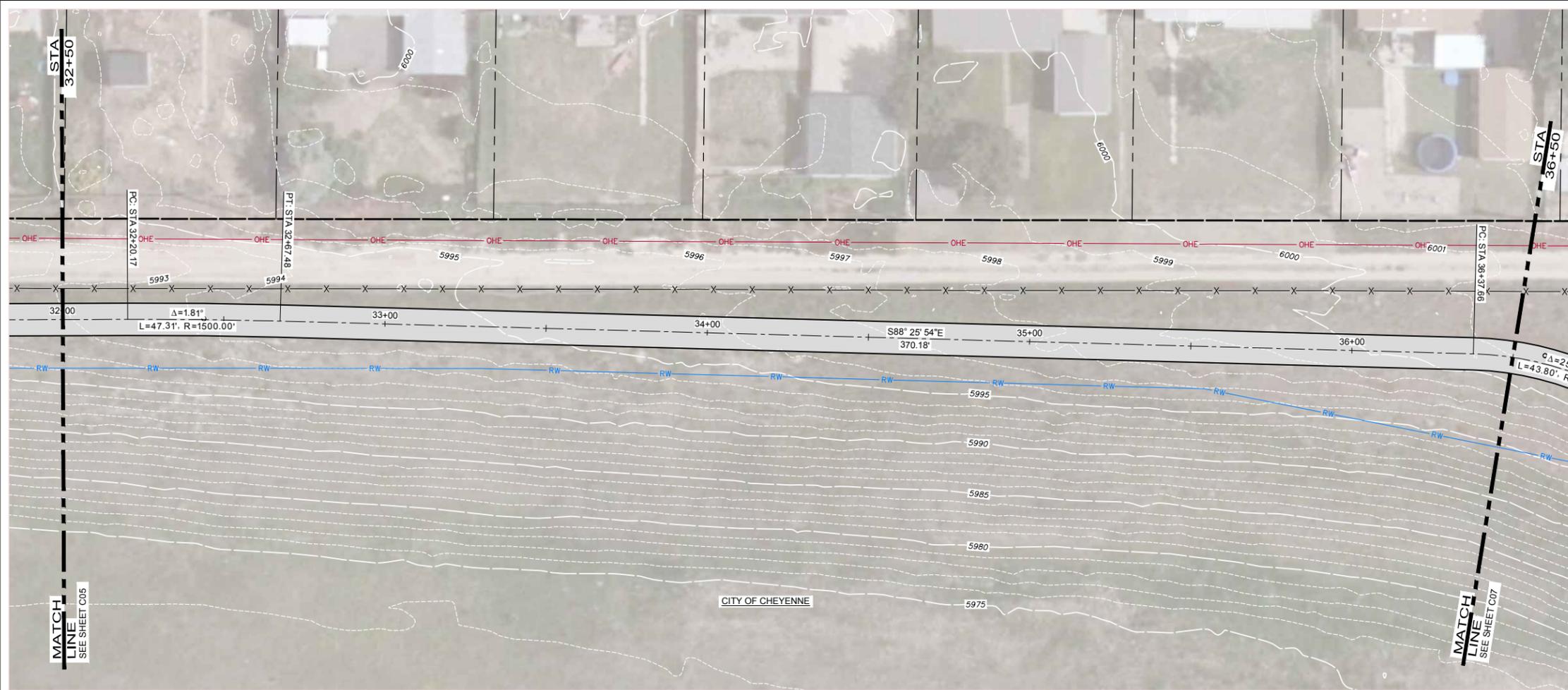
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STA 27+50 TO 32+00

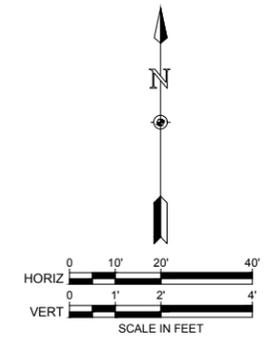
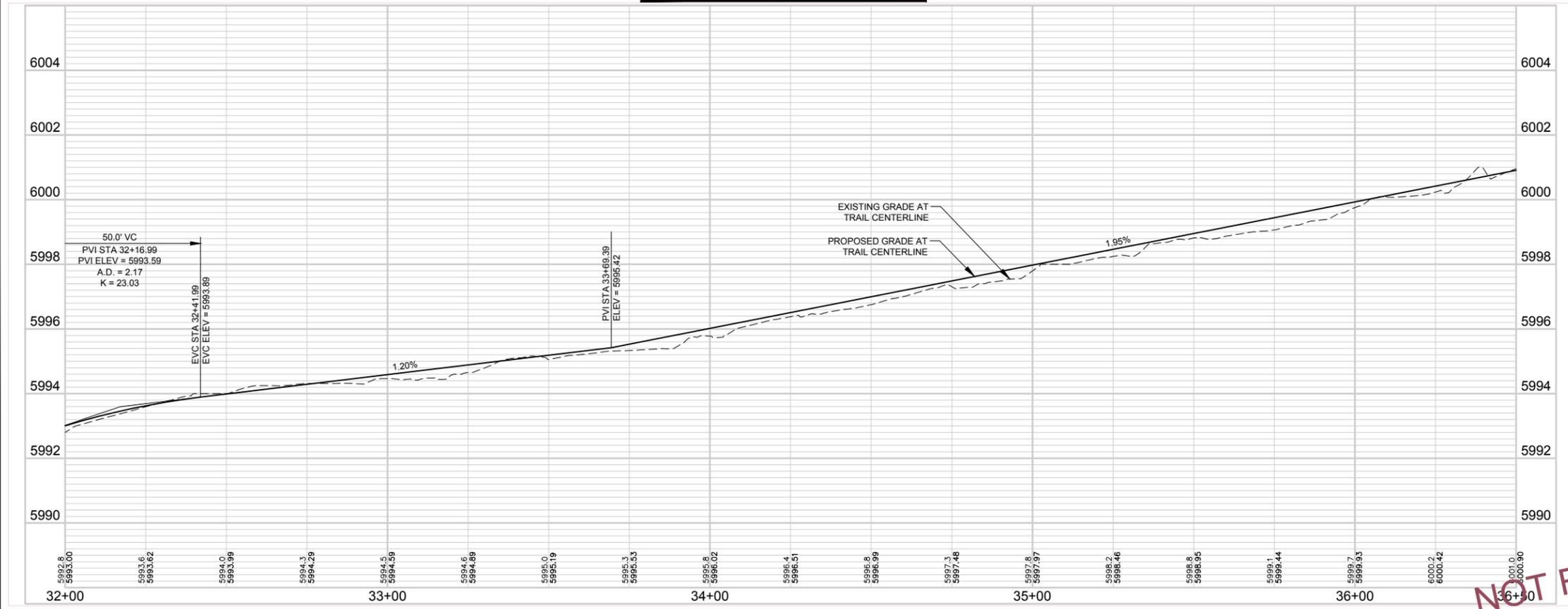
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Revisions	Date

Project Mgr. DWH	Designed By: DMH
Drawn By: RBR	Approved By: RBR
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PLAN AND PROFILE STA 32+00 TO 36+50



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SUN VALLEY OPEN SPACE GREENWAY LOOP
PLAN AND PROFILE
STA 32+00 TO 36+50

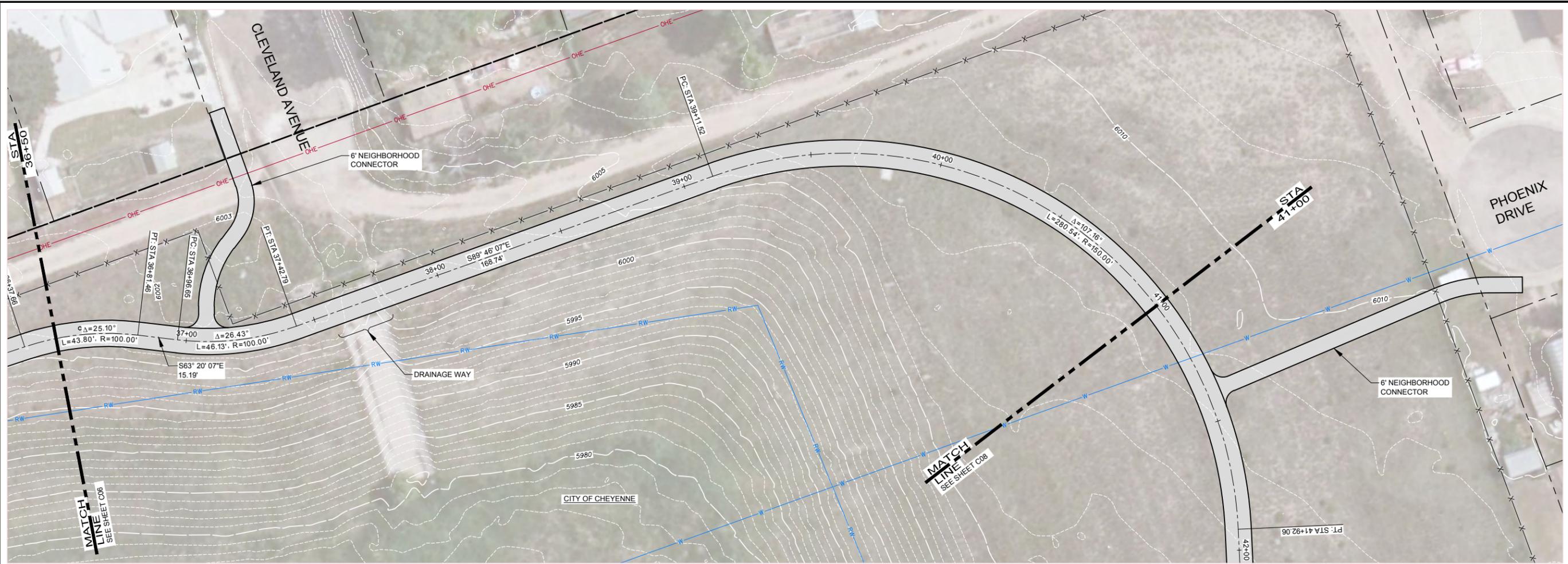
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CITY OF CHEYENNE, WYOMING

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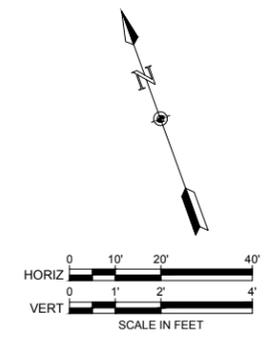
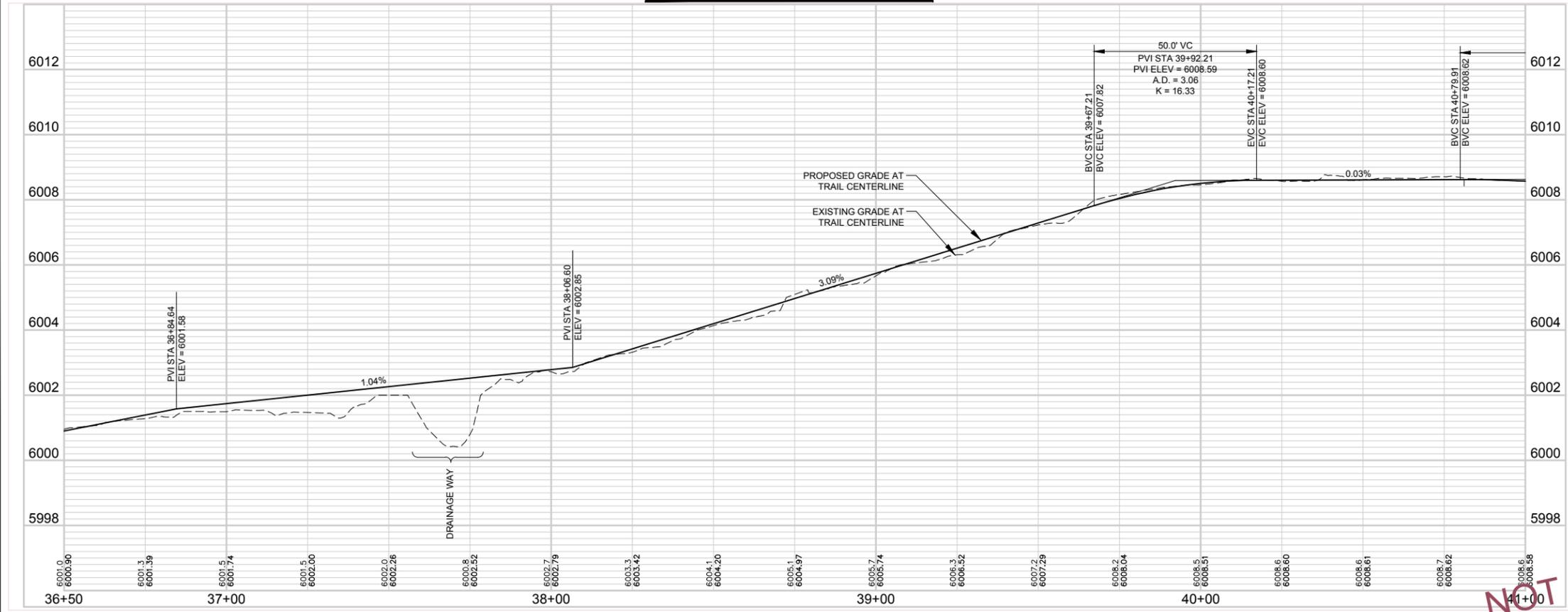
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PLAN AND PROFILE STA 36+50 TO 41+00



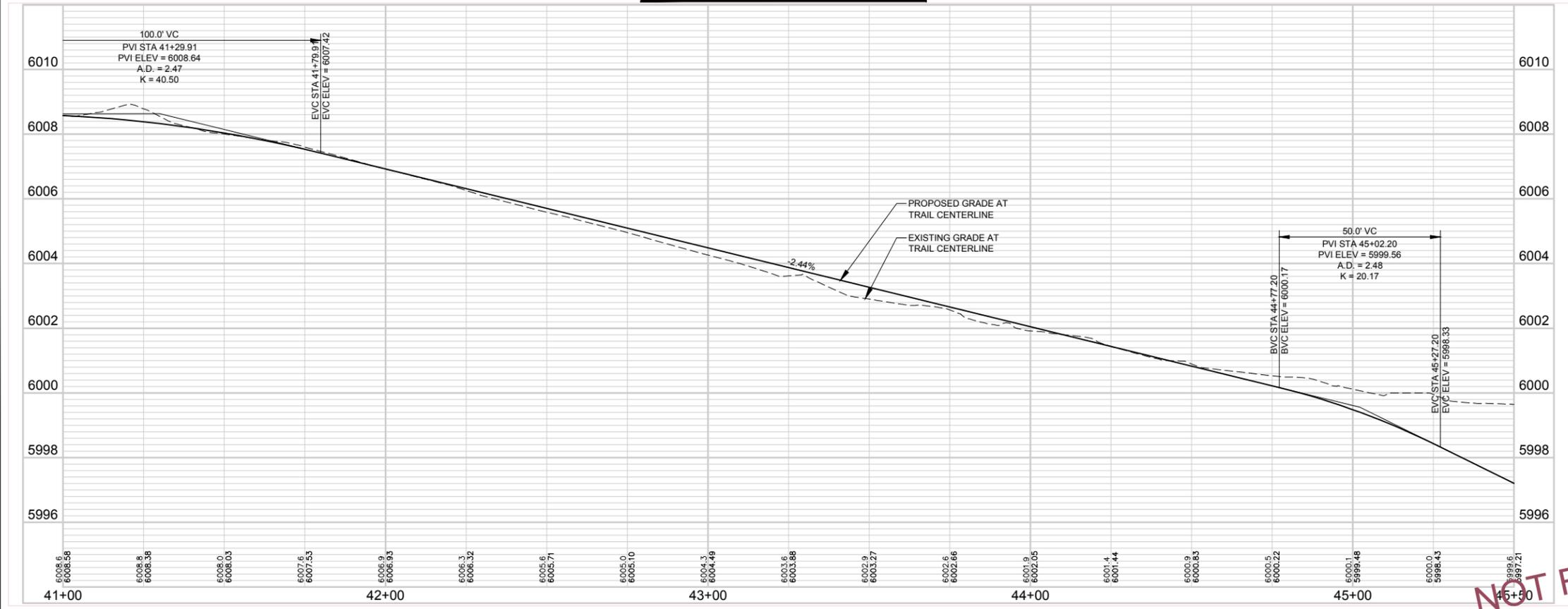
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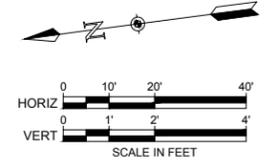
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Drawn By:	RBR
Approved By:	
Date:	10/30/17
Revisions	
Date	
PROJECT NO.	32-1890.00
DRAWING NO.	C07
SHEET	9 OF 34



PLAN AND PROFILE STA 41+00 TO 45+50



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SUN VALLEY OPEN SPACE GREENWAY LOOP
PLAN AND PROFILE
STA 41+00 TO 45+50

SOUTHEAST GREENWAY
CONNECTOR TRAIL PROJECT
CITY OF CHEYENNE, WYOMING

Revisions	Date

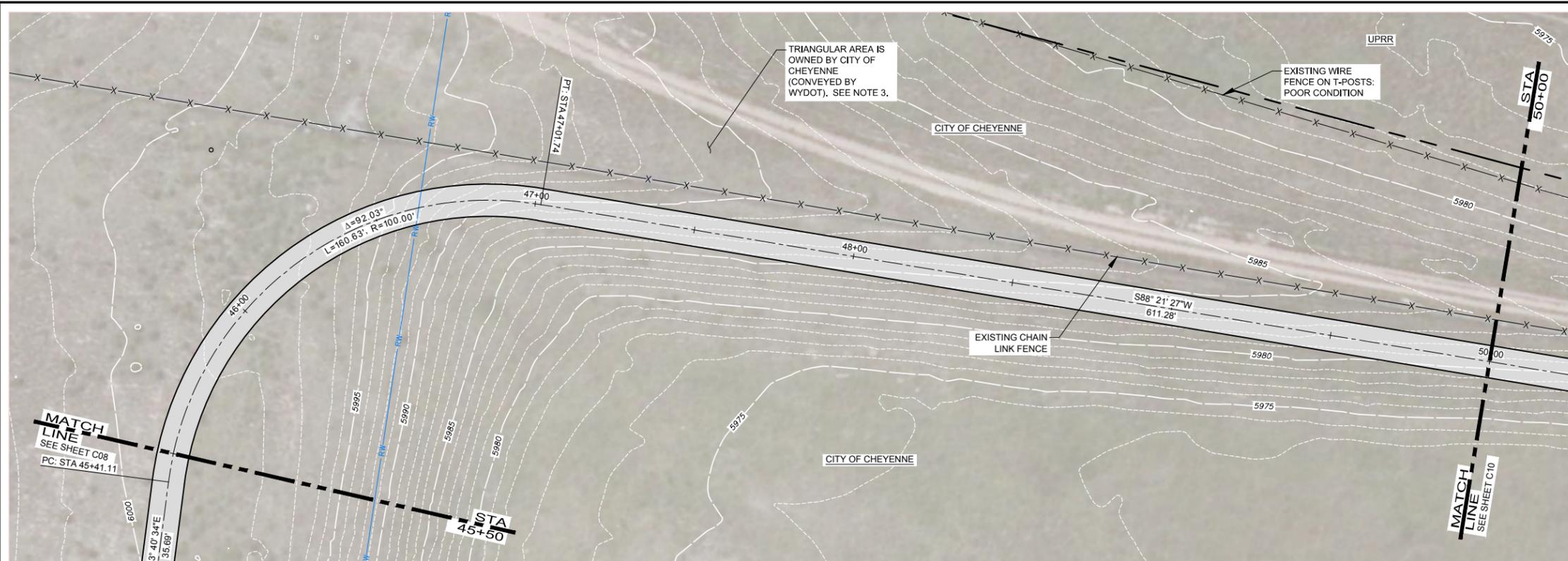
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DRAWING NO. C08
SHEET 10 OF 34

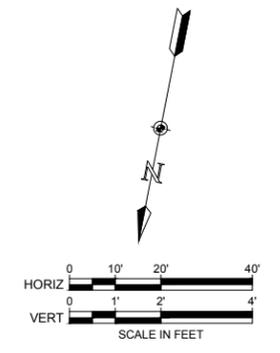
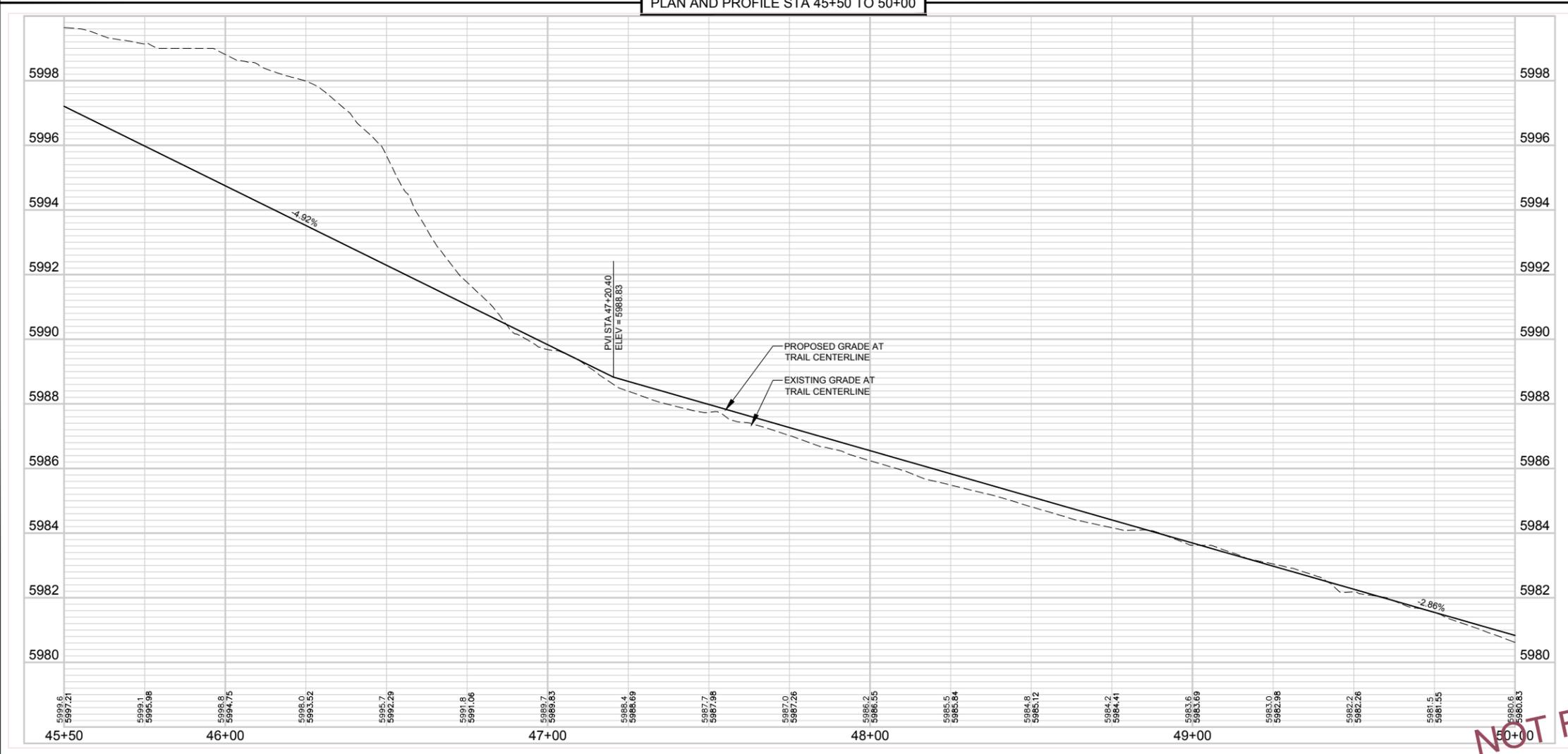
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PLAN AND PROFILE STA 45+50 TO 50+00



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 - TRAIL LOCATION EAST OF STATION 53+00 CAN BE DONE IN ONE OF TWO WAY:
 - BUILD TRAIL IN THE LOCATION SHOWN, WHICH WILL REQUIRE GRADING WORK SUCH THAT THE TRAIL IS CONSTRUCTED AT THE TOP OF THE SLOPE OF THE DETENTION POND. THIS WILL REQUIRE FILL TO BE PLACED IN THE DETENTION POND TO SUPPORT THE PATHWAY. EQUAL AMOUNT OF EARTHEN MATERIAL WILL NEED TO BE REMOVED FROM THE EAST SIDE OF THE DETENTION POND SUCH THAT THE VOLUME OF THE POND REMAINS THE SAME. COST = ADDITIONAL GRADING AND SEEDING.
 - BUILD THE TRAIL SOUTH OF THE EXISTING CHAIN LINK FENCE SUCH THAT VERY LITTLE ADDITIONAL GRADING WORK WILL NEED TO BE DONE TO ENSURE THE POND VOLUME REMAINS THE SAME. THIS OPTION REQUIRES THE EXISTING CHAIN LINK FENCE TO BE RELOCATED SOUTH OF THE PROPOSED GREENWAY TO KEEP GREENWAY USERS OUT OF THE ADJACENT UPRR PROPERTY. COST = REMOVE AND REPLACE FENCE.
- THE COST ESTIMATE INCLUDED IN THE CONCEPTUAL PLAN ASSUMED THE TRAIL WILL BE CONSTRUCTED AS SHOWN IN THESE PLAN AND PROFILE SHEETS.

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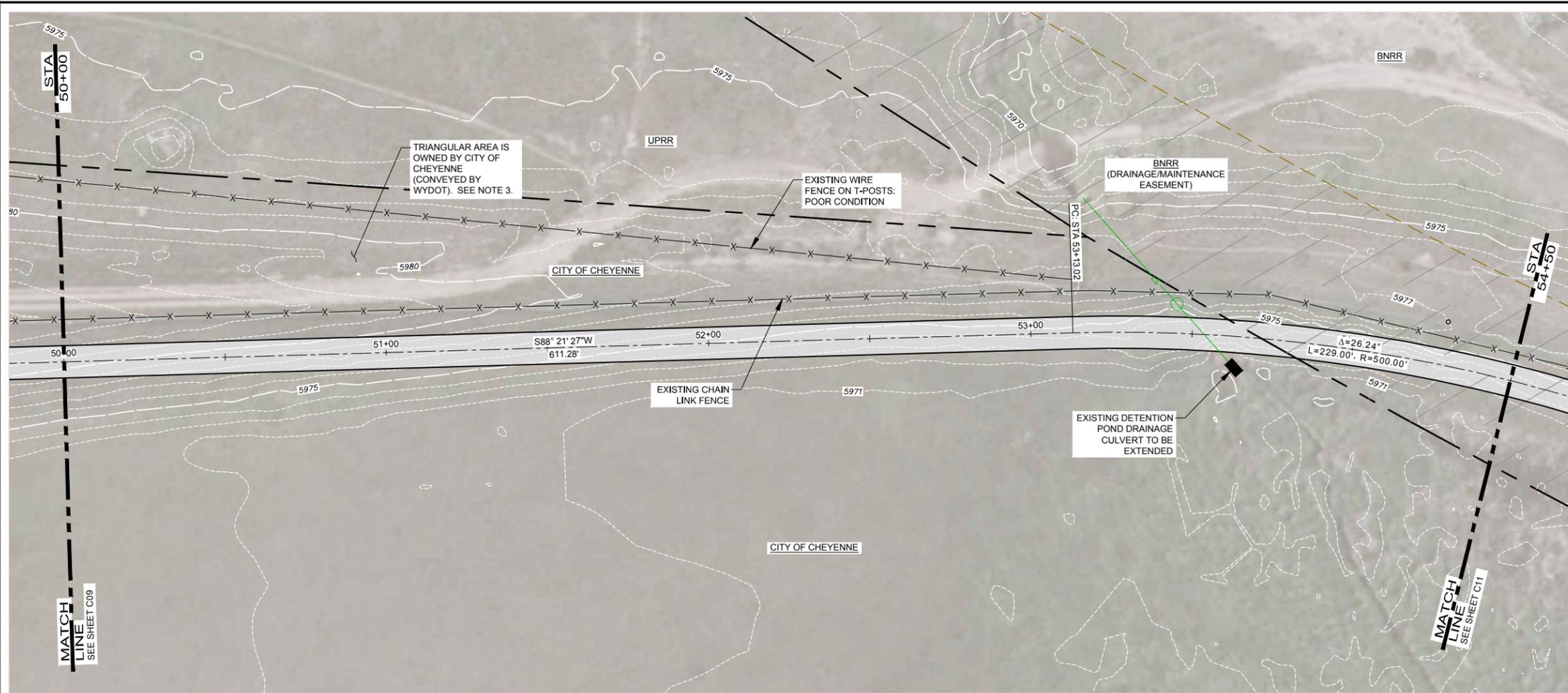
SUN VALLEY OPEN SPACE GREENWAY LOOP
PLAN AND PROFILE
STA 45+50 TO 50+00

SOUTHEAST GREENWAY
CONNECTOR TRAIL PROJECT
CITY OF CHEYENNE, WYOMING

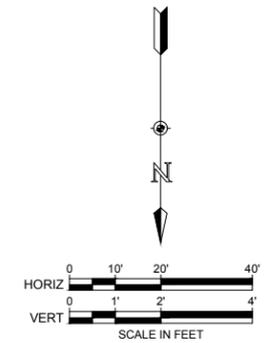
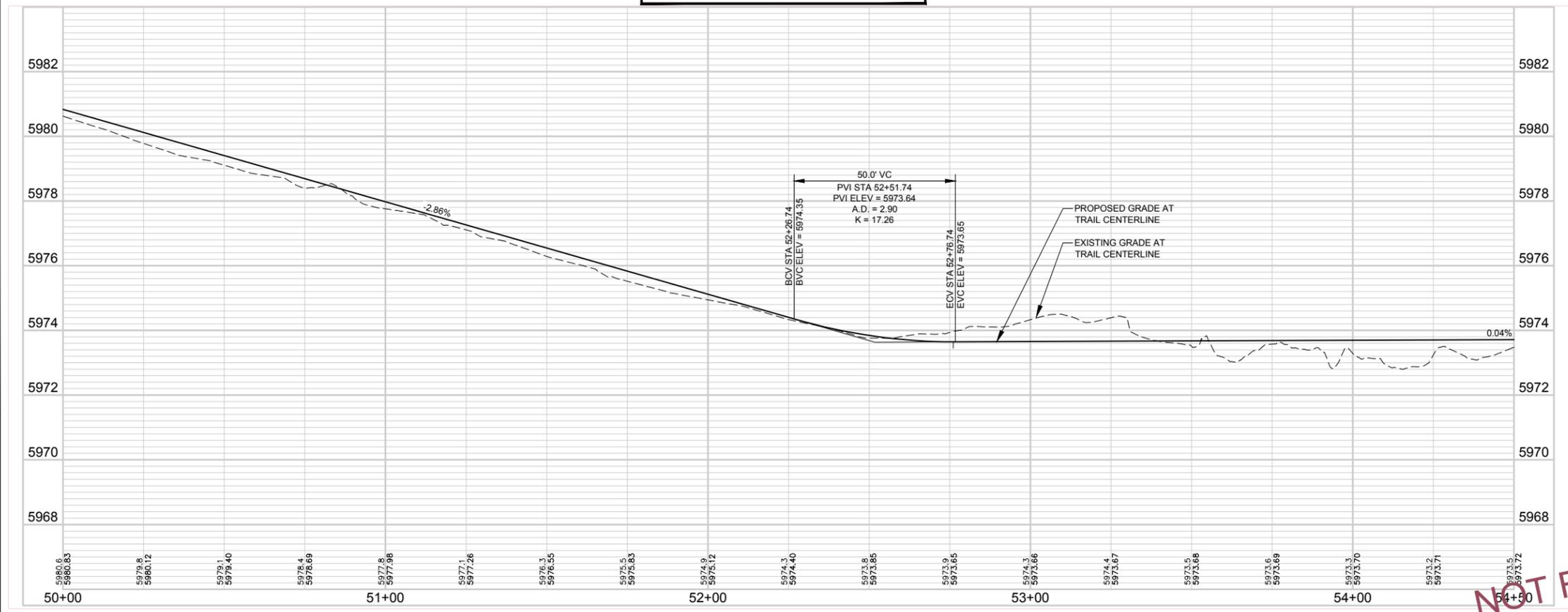
Revisions	Date

Project Mgr. DWH	Designed By: DMH
Drawn By: RBR	Approved By: Date: 10/30/17

PROJECT NO. 32-1890.00
DRAWING NO. C09
SHEET 11 OF 34



PLAN AND PROFILE STA 50+00 TO 54+50



NOTES:

- UTILITIES ARE SHOWN FROM BEST AVAILABLE INFORMATION BASED ON GIS DATA.
- PROPERTY LINES AND OWNERS ARE SHOWN FROM BEST AVAILABLE INFORMATION.
- TRAIL LOCATION EAST OF STATION 53+00 CAN BE DONE IN ONE OF TWO WAY:
 - BUILD TRAIL IN THE LOCATION SHOWN, WHICH WILL REQUIRE GRADING WORK SUCH THAT THE TRAIL IS CONSTRUCTED AT THE TOP OF THE SLOPE OF THE DETENTION POND. THIS WILL REQUIRE FILL TO BE PLACED IN THE DETENTION POND TO SUPPORT THE PATHWAY. EQUAL AMOUNT OF EARTHEN MATERIAL WILL NEED TO BE REMOVED FROM THE EAST SIDE OF THE DETENTION POND SUCH THAT THE VOLUME OF THE POND REMAINS THE SAME. COST = ADDITIONAL GRADING AND SEEDING.
 - BUILD THE TRAIL SOUTH OF THE EXISTING CHAIN LINK FENCE SUCH THAT VERY LITTLE ADDITIONAL GRADING WORK WILL NEED TO BE DONE TO ENSURE THE POND VOLUME REMAINS THE SAME. THIS OPTION REQUIRES THE EXISTING CHAIN LINK FENCE TO BE RELOCATED SOUTH OF THE PROPOSED GREENWAY TO KEEP GREENWAY USERS OUT OF THE ADJACENT UPRR PROPERTY. COST = REMOVE AND REPLACE FENCE.
- BNRR GRANTED AN EASEMENT FOR THE SUN VALLEY OPEN SPACE DETENTION POND. EASEMENT DOCUMENTS ARE IN APPENDIX H OF THE SOUTHEAST GREENWAY TRAIL CONNECTOR PLAN.

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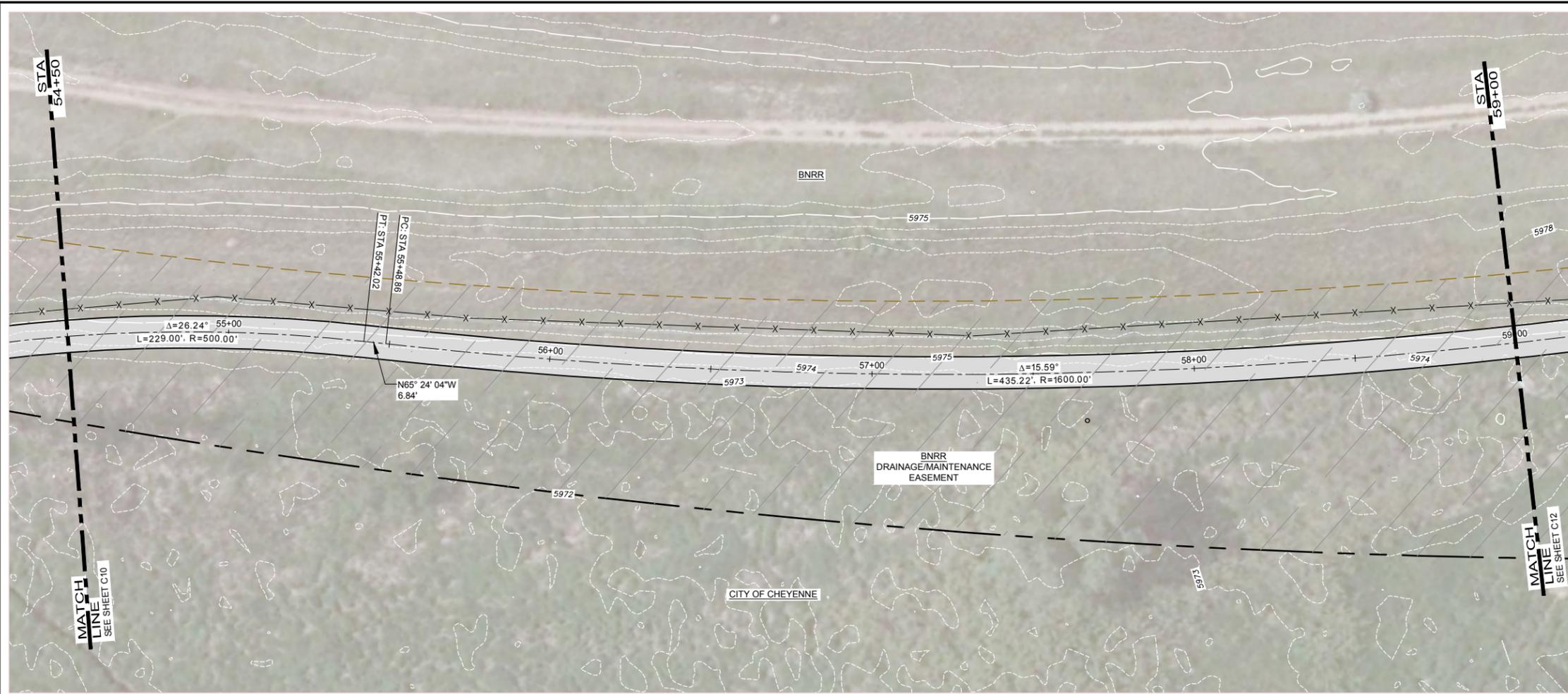
SUN VALLEY OPEN SPACE GREENWAY LOOP
PLAN AND PROFILE
STA 50+00 TO 54+50

SOUTHEAST GREENWAY
CONNECTOR TRAIL PROJECT
CITY OF CHEYENNE, WYOMING

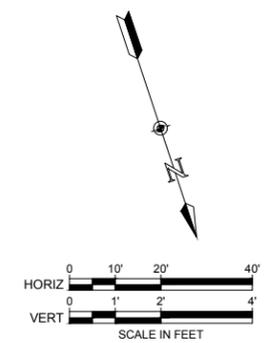
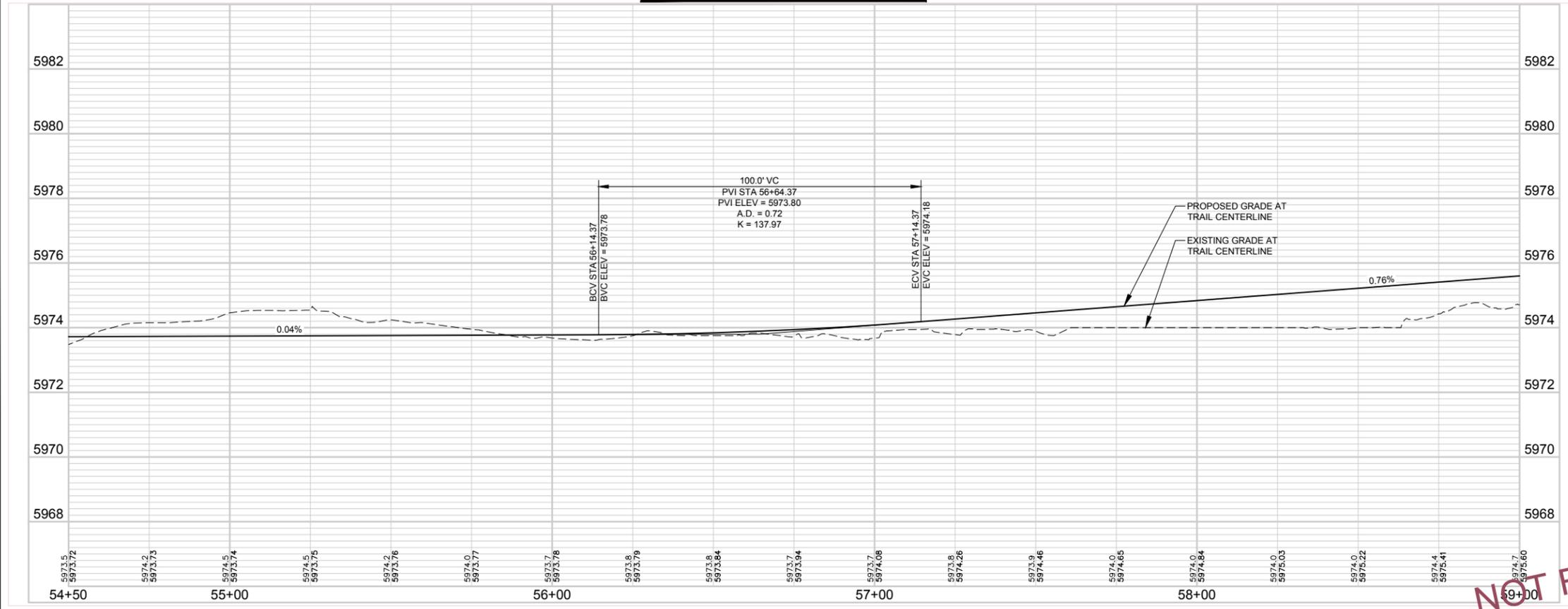
Revisions	Date

Project Mgr. DMH	Designed By: DMH
Drawn By: RBR	Approved By: RBR
Date: 10/30/17	

PROJECT NO. 32-1890.00
DRAWING NO. C10
SHEET 12 OF 34



PLAN AND PROFILE STA 54+50 TO 59+00



- NOTES:**
1. UTILITIES ARE SHOWN FROM BEST AVAILABLE INFORMATION BASED ON GIS DATA.
 2. PROPERTY LINES AND OWNERS ARE SHOWN FROM BEST AVAILABLE INFORMATION.
 3. BNRR GRANTED AN EASEMENT FOR THE SUN VALLEY OPEN SPACE DETENTION POND. EASEMENT DOCUMENTS ARE IN APPENDIX H OF THE SOUTHEAST GREENWAY TRAIL CONNECTOR PLAN.

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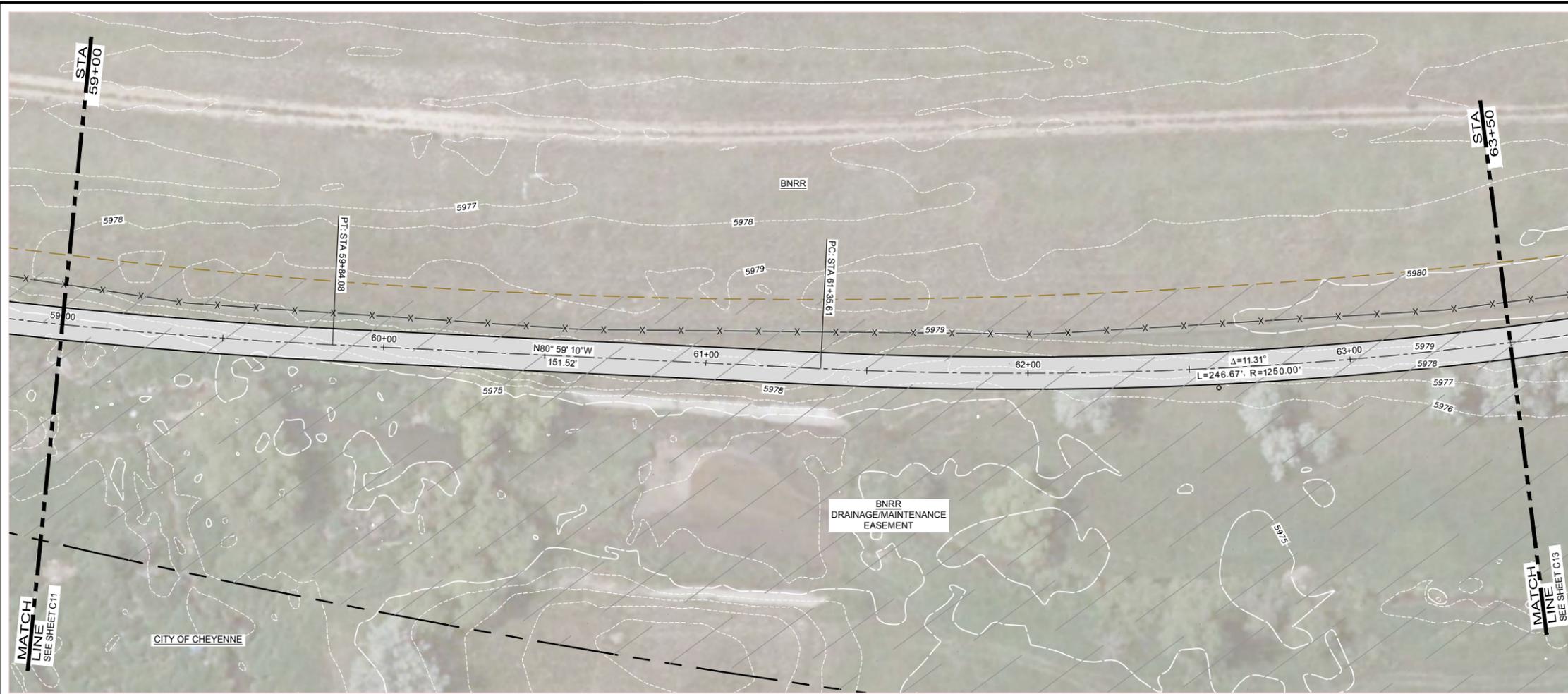
SUN VALLEY OPEN SPACE GREENWAY LOOP
PLAN AND PROFILE
STA 54+50 TO 59+00

SOUTHEAST GREENWAY
CONNECTOR TRAIL PROJECT
CITY OF CHEYENNE, WYOMING

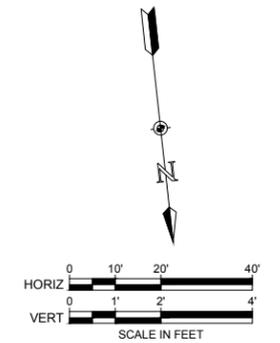
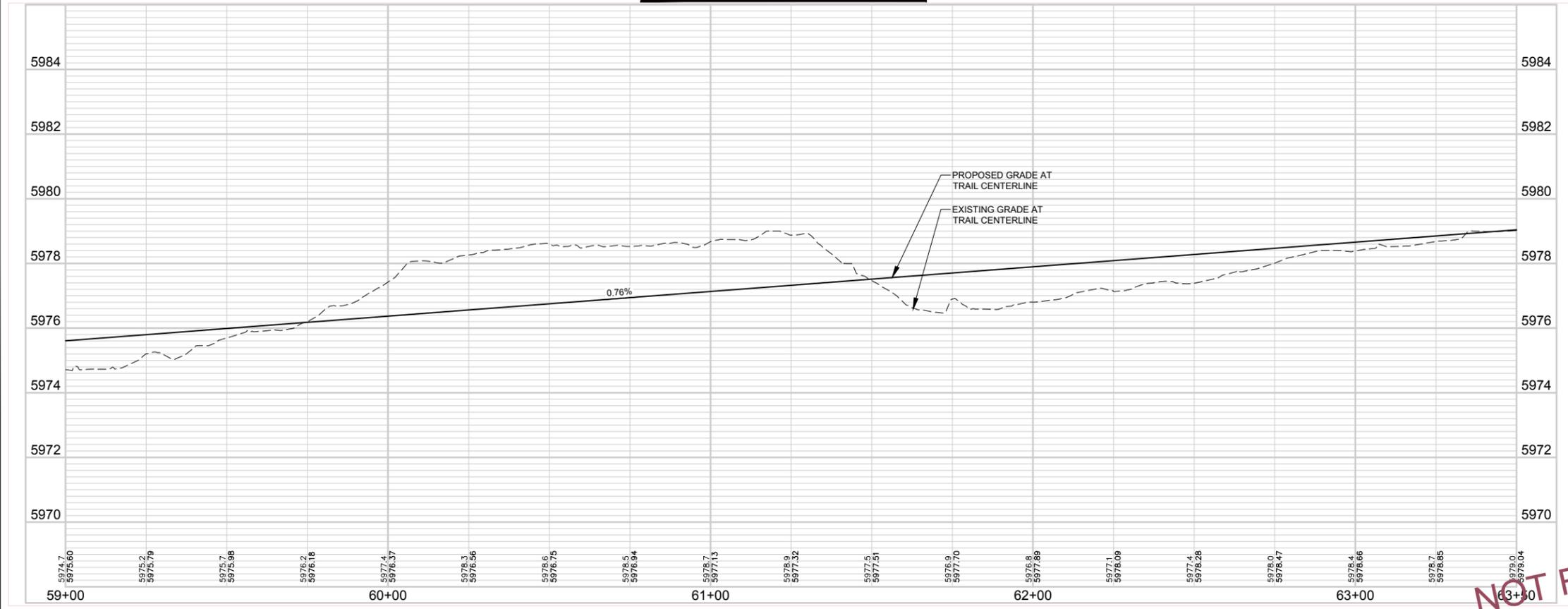
Revisions	Date

Project Mgr. DMH	Designed By: DMH	Drawn By: RBR	Approved By:	Date: 10/30/17
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PROJECT NO. 32-1890.00
DRAWING NO. C11
SHEET 13 OF 34



PLAN AND PROFILE STA 59+00 TO 63+50



- NOTES:**
1. UTILITIES ARE SHOWN FROM BEST AVAILABLE INFORMATION BASED ON GIS DATA.
 2. PROPERTY LINES AND OWNERS ARE SHOWN FROM BEST AVAILABLE INFORMATION.
 3. BNRR GRANTED AN EASEMENT FOR THE SUN VALLEY OPEN SPACE DETENTION POND. EASEMENT DOCUMENTS ARE IN APPENDIX H OF THE SOUTHEAST GREENWAY TRAIL CONNECTOR PLAN.

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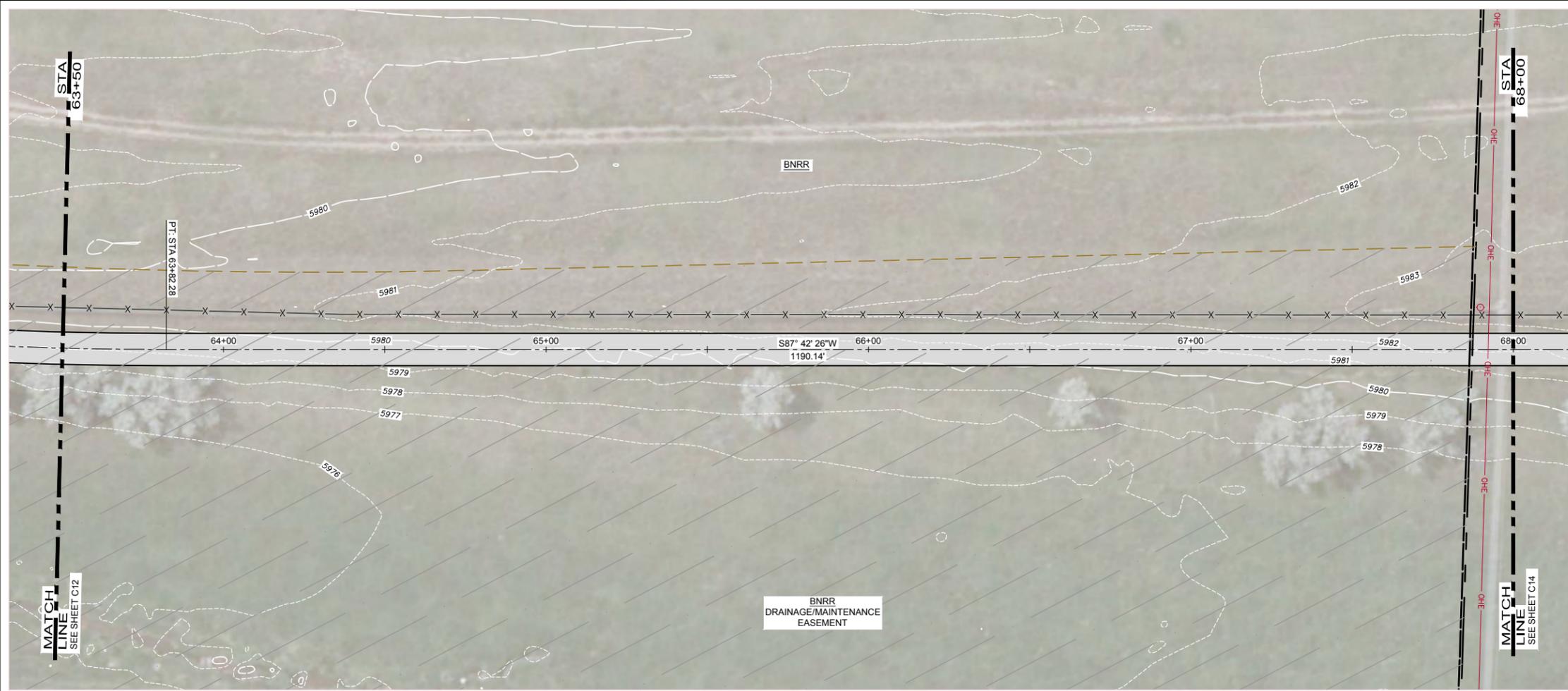
SUN VALLEY OPEN SPACE GREENWAY LOOP
PLAN AND PROFILE
STA 59+00 TO 63+50

SOUTHEAST GREENWAY
CONNECTOR TRAIL PROJECT
CITY OF CHEYENNE, WYOMING

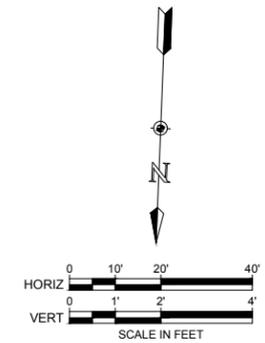
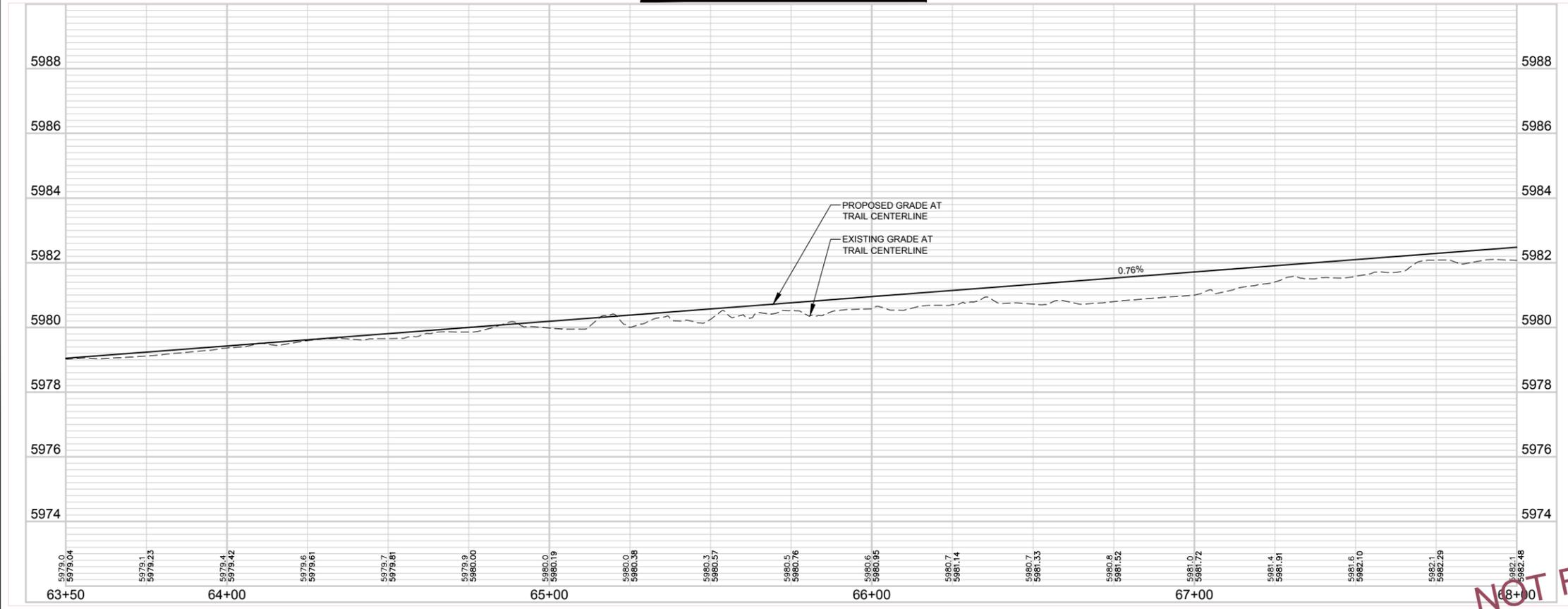
Revisions	Date

Project Mgr. DMH	Designed By: DMH	Drawn By: RBR	Approved By: Date: 10/30/17
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PROJECT NO. 32-1890.00
DRAWING NO. C12
SHEET 14 OF 34



PLAN AND PROFILE STA 63+50 TO 68+00



- NOTES:**
1. UTILITIES ARE SHOWN FROM BEST AVAILABLE INFORMATION BASED ON GIS DATA.
 2. PROPERTY LINES AND OWNERS ARE SHOWN FROM BEST AVAILABLE INFORMATION.
 3. BNRR GRANTED AN EASEMENT FOR THE SUN VALLEY OPEN SPACE DETENTION POND. EASEMENT DOCUMENTS ARE IN APPENDIX H OF THE SOUTHEAST GREENWAY TRAIL CONNECTOR PLAN.

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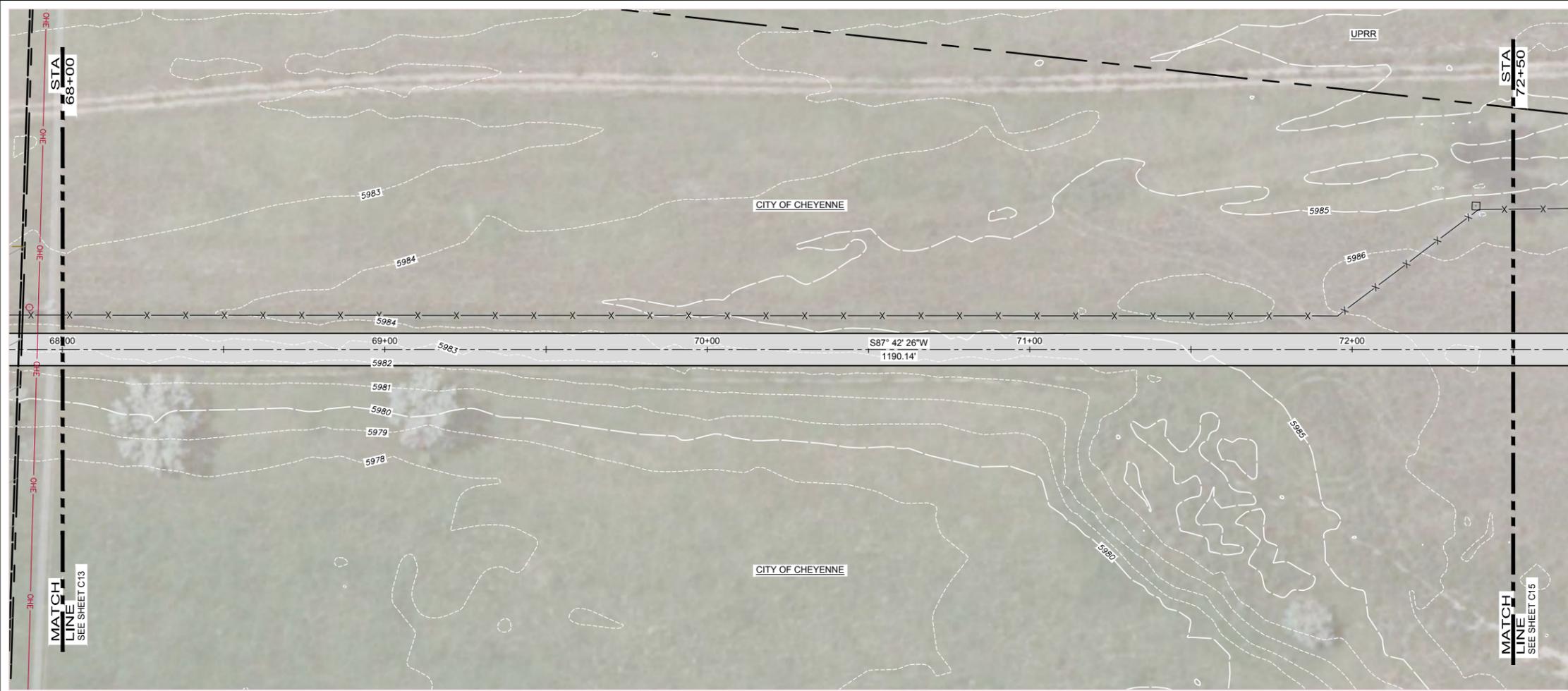
SUN VALLEY OPEN SPACE GREENWAY LOOP
PLAN AND PROFILE
STA 63+50 TO 68+00

SOUTHEAST GREENWAY
CONNECTOR TRAIL PROJECT
CITY OF CHEYENNE, WYOMING

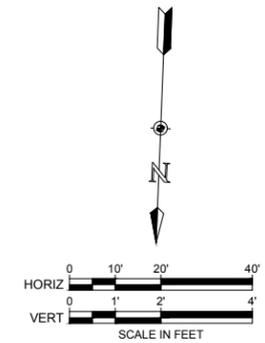
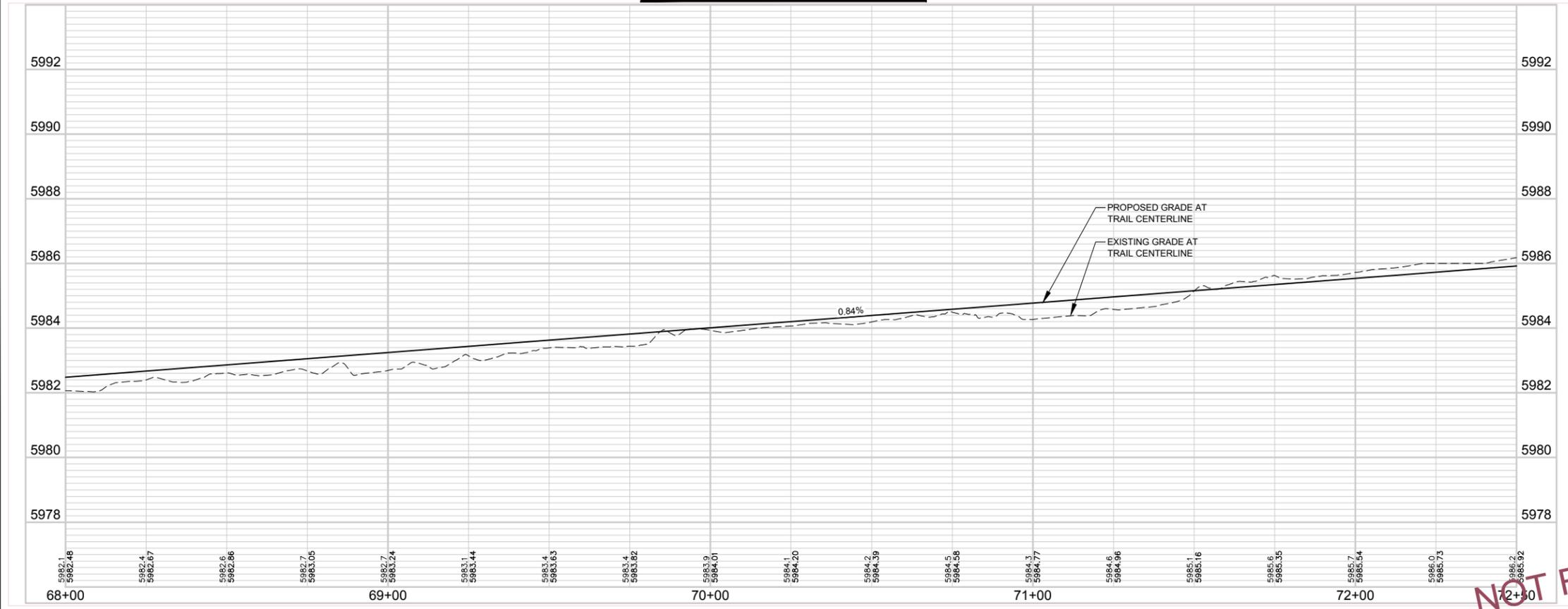
Revisions	Date

Project Mgr. DWH	Designed By: DMH
Drawn By: RBR	Approved By: RBR
Date: 10/30/17	

PROJECT NO.
32-1890.00
DRAWING NO.
C13
SHEET 15 OF 34



PLAN AND PROFILE STA 68+00 TO 72+50



- NOTES:**
- UTILITIES ARE SHOWN FROM BEST AVAILABLE INFORMATION BASED ON GIS DATA.
 - PROPERTY LINES AND OWNERS ARE SHOWN FROM BEST AVAILABLE INFORMATION.

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SUN VALLEY OPEN SPACE GREENWAY LOOP
PLAN AND PROFILE
STA 68+00 TO 72+50

SOUTHEAST GREENWAY
CONNECTOR TRAIL PROJECT
CITY OF CHEYENNE, WYOMING

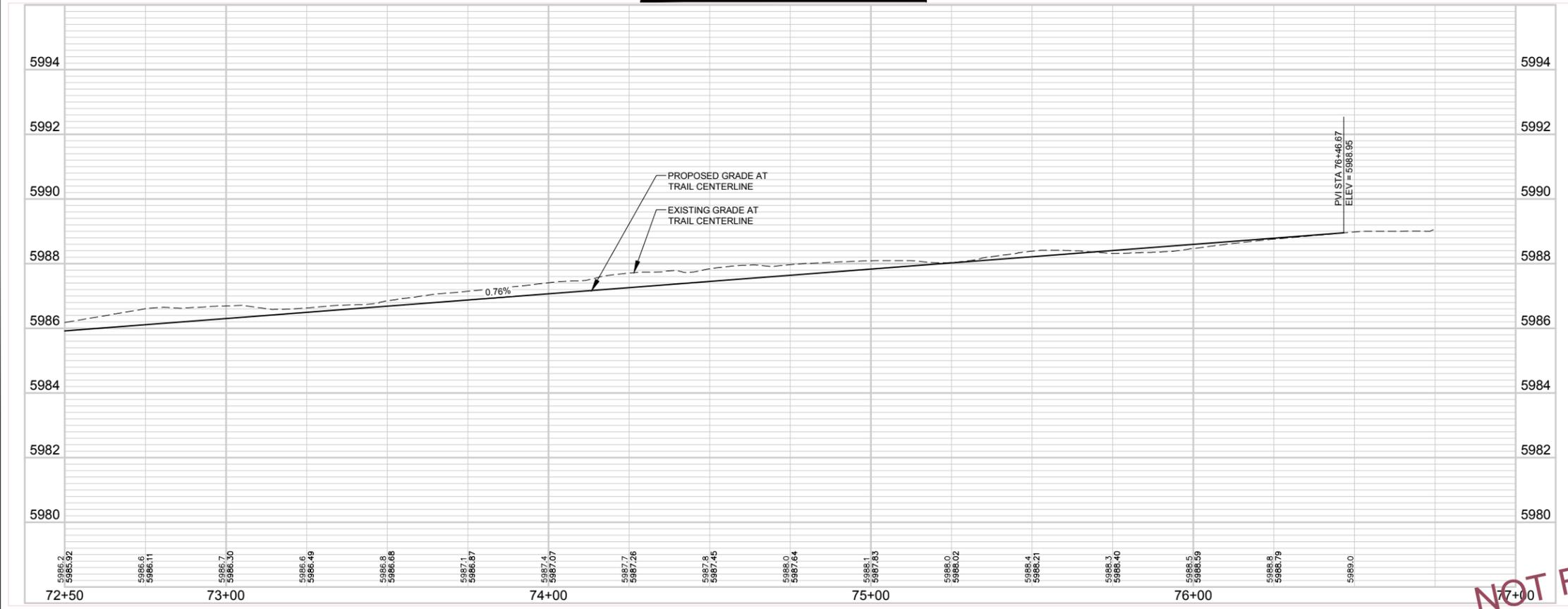
Revisions	Date

Project Mgr. DWH	Designed By: DMH
Drawn By: RBR	Approved By: RBR
Date: 10/30/17	

PROJECT NO. 32-1890.00
DRAWING NO. C14
SHEET 16 OF 34



PLAN AND PROFILE STA 72+50 TO END



- NOTES:**
1. UTILITIES ARE SHOWN FROM BEST AVAILABLE INFORMATION BASED ON GIS DATA.
 2. PROPERTY LINES AND OWNERS ARE SHOWN FROM BEST AVAILABLE INFORMATION.

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10/30/17

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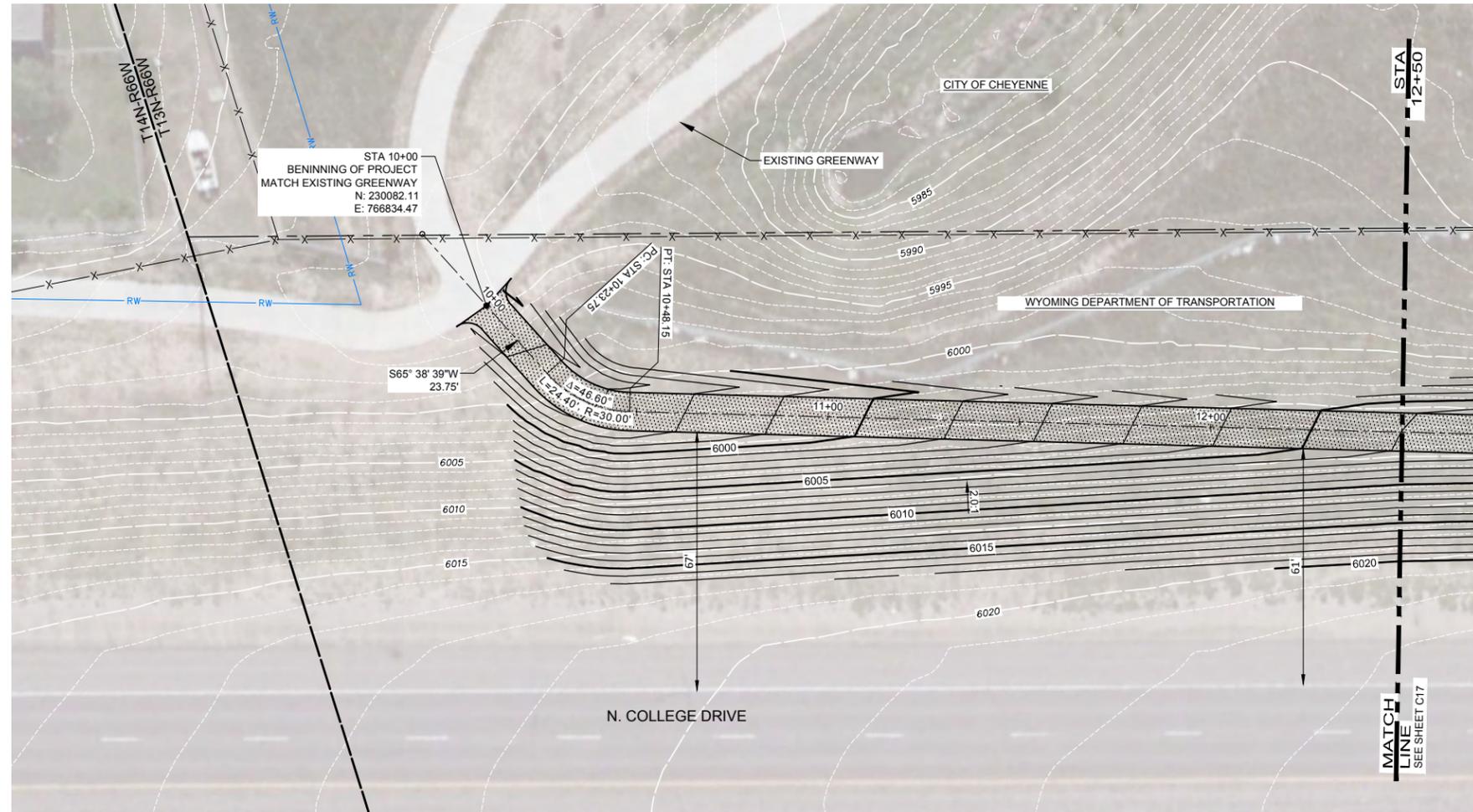
SUN VALLEY OPEN SPACE GREENWAY LOOP
PLAN AND PROFILE
STA 72+50 TO END

SOUTHEAST GREENWAY
CONNECTOR TRAIL PROJECT
CITY OF CHEYENNE, WYOMING

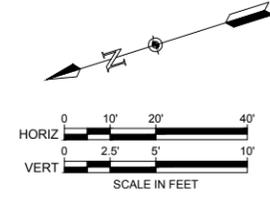
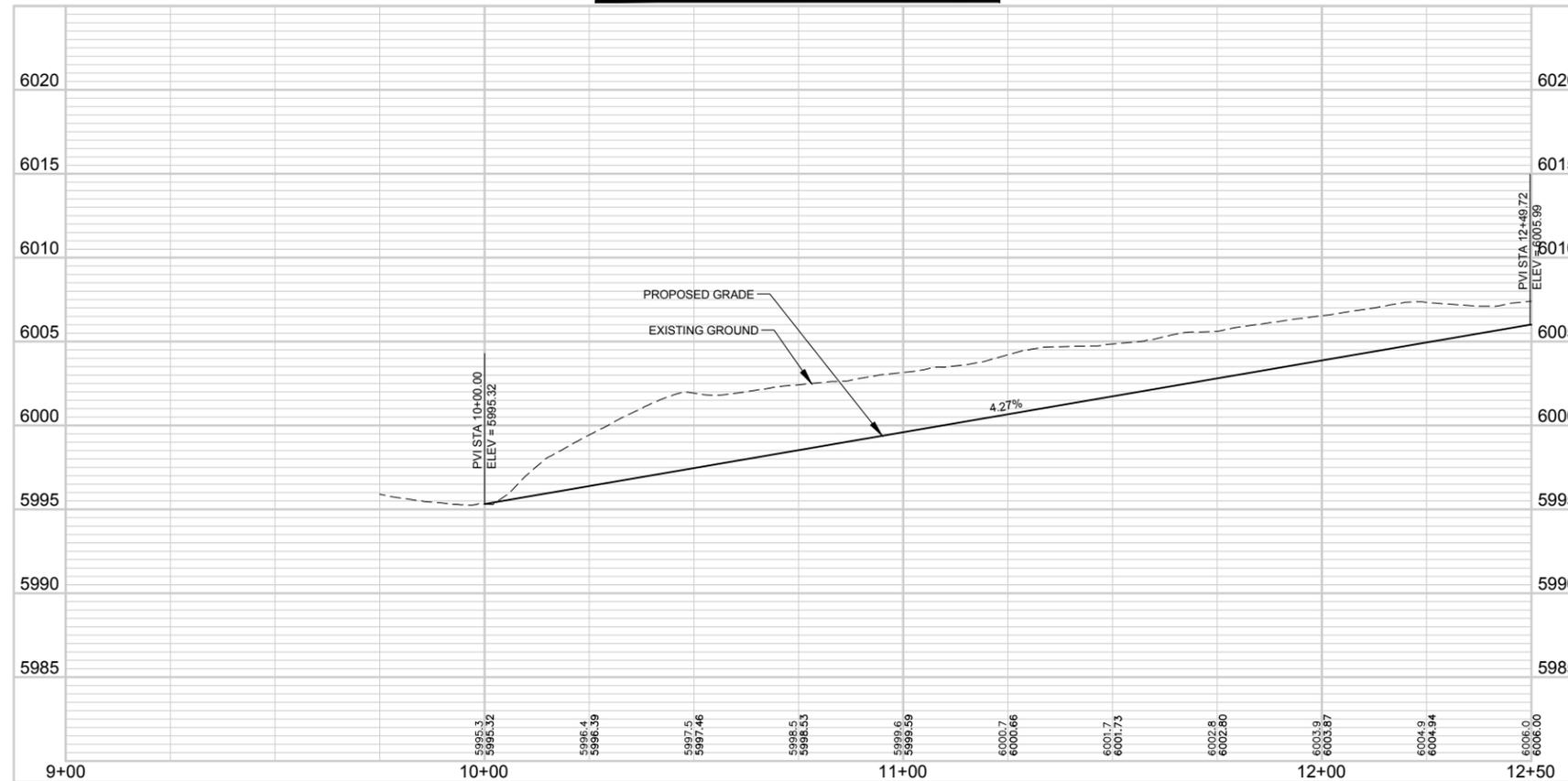
Revisions	Date

Project Mgr. DMH	Designed By: DMH
Drawn By: RBR	Approved By: DMH
Date: 10/30/17	

PROJECT NO. 32-1890.00
DRAWING NO. C15
SHEET 17 OF 34



PLAN AND PROFILE BEGINNING TO STA 12+50



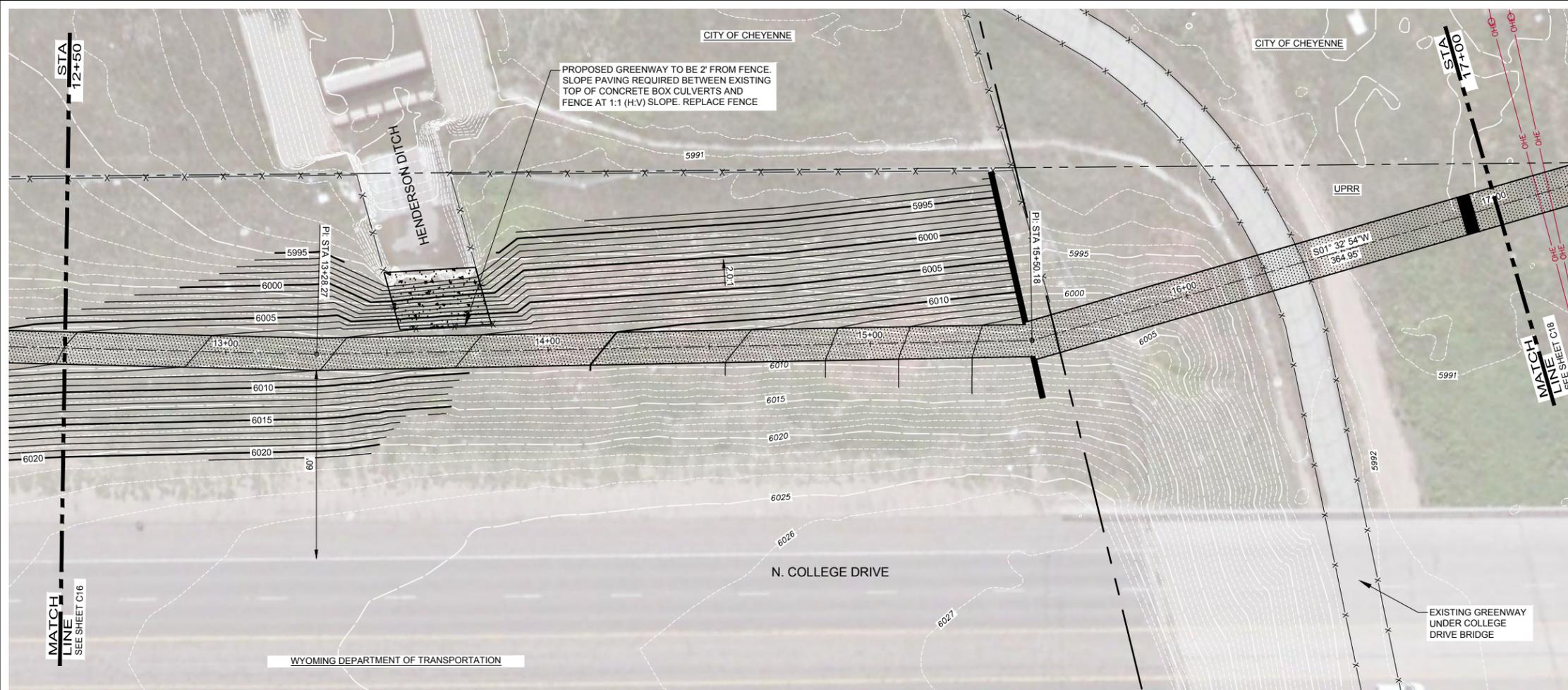
NOTES:

1. UTILITIES ARE SHOWN FROM BEST AVAILABLE INFORMATION BASED ON GIS DATA.
2. PROPERTY LINES AND OWNERS ARE SHOWN FROM BEST AVAILABLE INFORMATION.

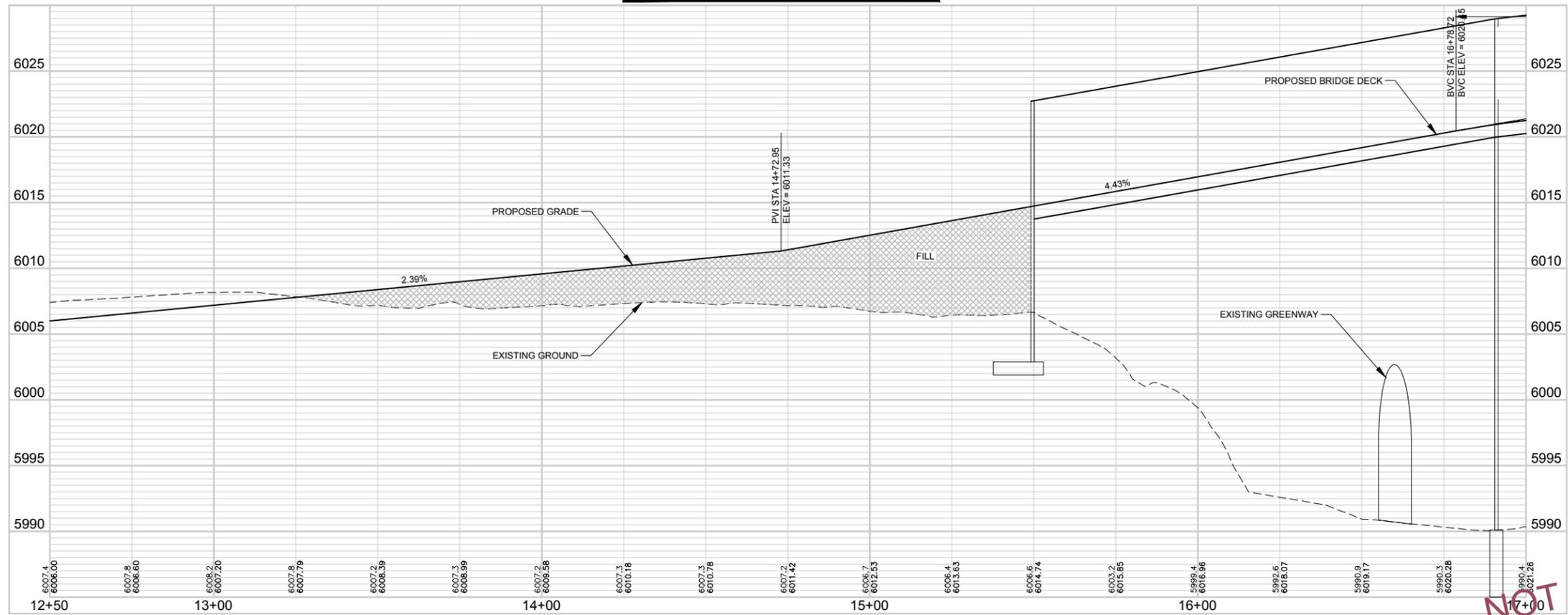
NOT FOR CONSTRUCTION
10/30/17

Revisions	Date

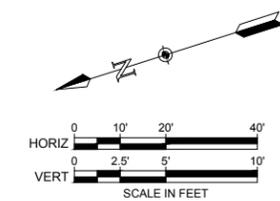
Project Mgr. DMH	Designed By: DMH
Drawn By: RBR	Approved By: RBR
Date: 10/30/17	



PLAN AND PROFILE STA 12+50 TO 17+00



NOT FOR CONSTRUCTION
10/30/17



- NOTES:**
- UTILITIES ARE SHOWN FROM BEST AVAILABLE INFORMATION BASED ON GIS DATA.
 - PROPERTY LINES AND OWNERS ARE SHOWN FROM BEST AVAILABLE INFORMATION.

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PLAN AND PROFILE
STA 12+50 TO 17+00

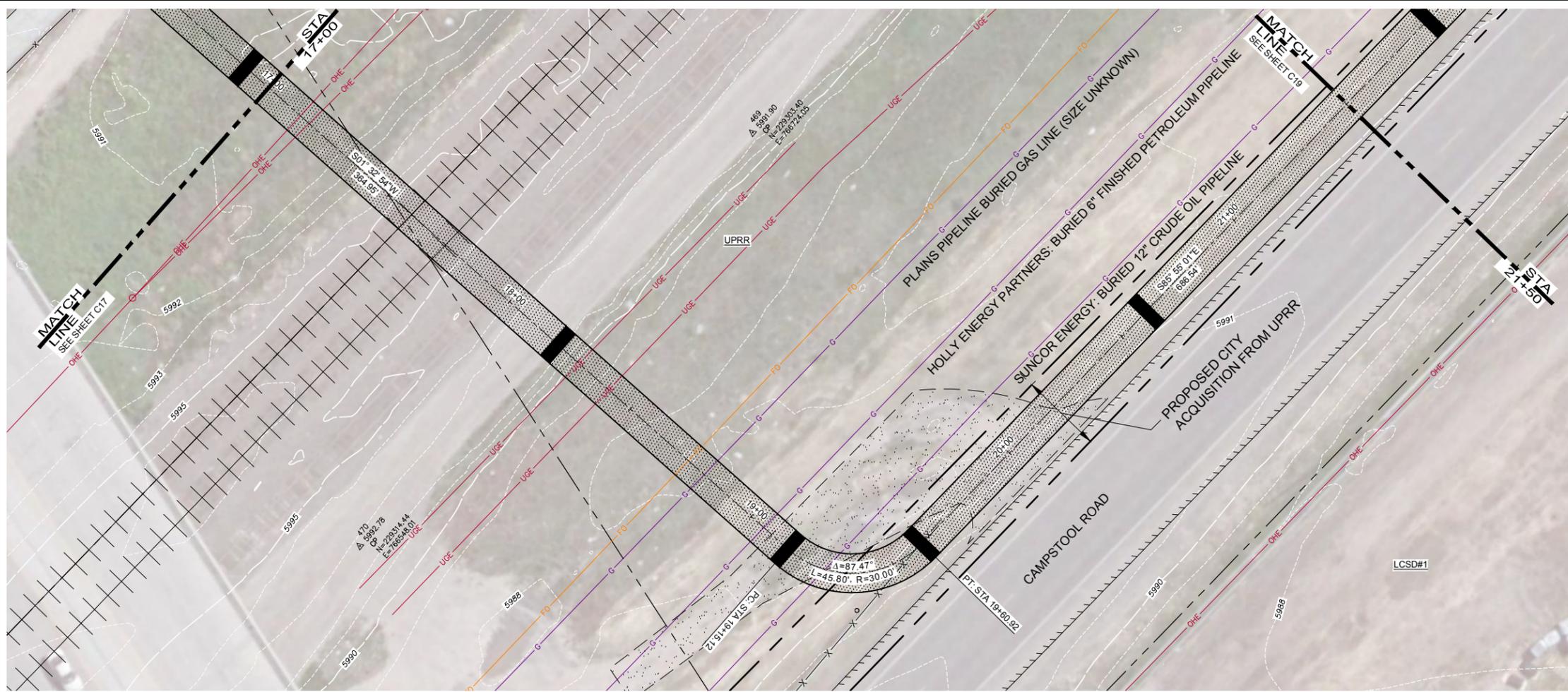
SOUTHEAST GREENWAY
CONNECTOR TRAIL PROJECT
CITY OF CHEYENNE, WYOMING

Revisions	Date

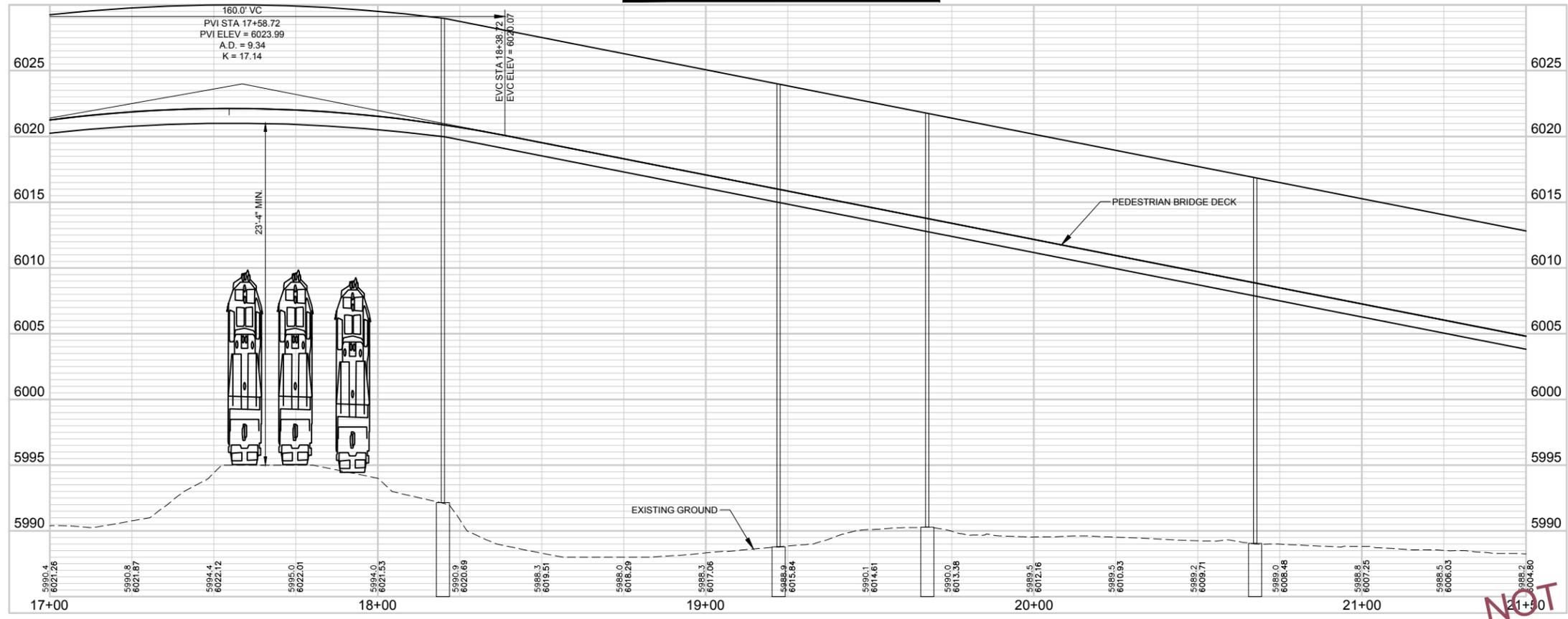
Project Mgr. DMH	Designed By: DMH
Drawn By: RBR	Approved By:
Date: 10/30/17	

PROJECT NO.
32-1890.00
DRAWING NO.
C17
SHEET 19 OF 34

Drawing Name: F:\32-1890.00_SUNVALLEYGREENWAY\MAIN\DWGS\32-1890.00 PLAN AND PROFILE MAIN 1.DWG Tuesday, October 31, 2017 1:57 PM By: RICKS, RONALD

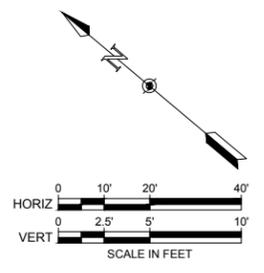


PLAN AND PROFILE STA 17+00 TO 21+50



NOT FOR CONSTRUCTION
10/30/17

- NOTES:**
- UTILITIES ARE SHOWN FROM BEST AVAILABLE INFORMATION BASED ON GIS DATA.
 - PROPERTY LINES AND OWNERS ARE SHOWN FROM BEST AVAILABLE INFORMATION.
 - NOTE, THIS SHEET ONLY - UTILITIES SHOWN ON THIS SHEET WERE SURVEYED BASED ON BURIED UTILITY LOCATE MARKINGS BY STEIL SURVEYING SERVICES AS PART OF THIS PROJECT.



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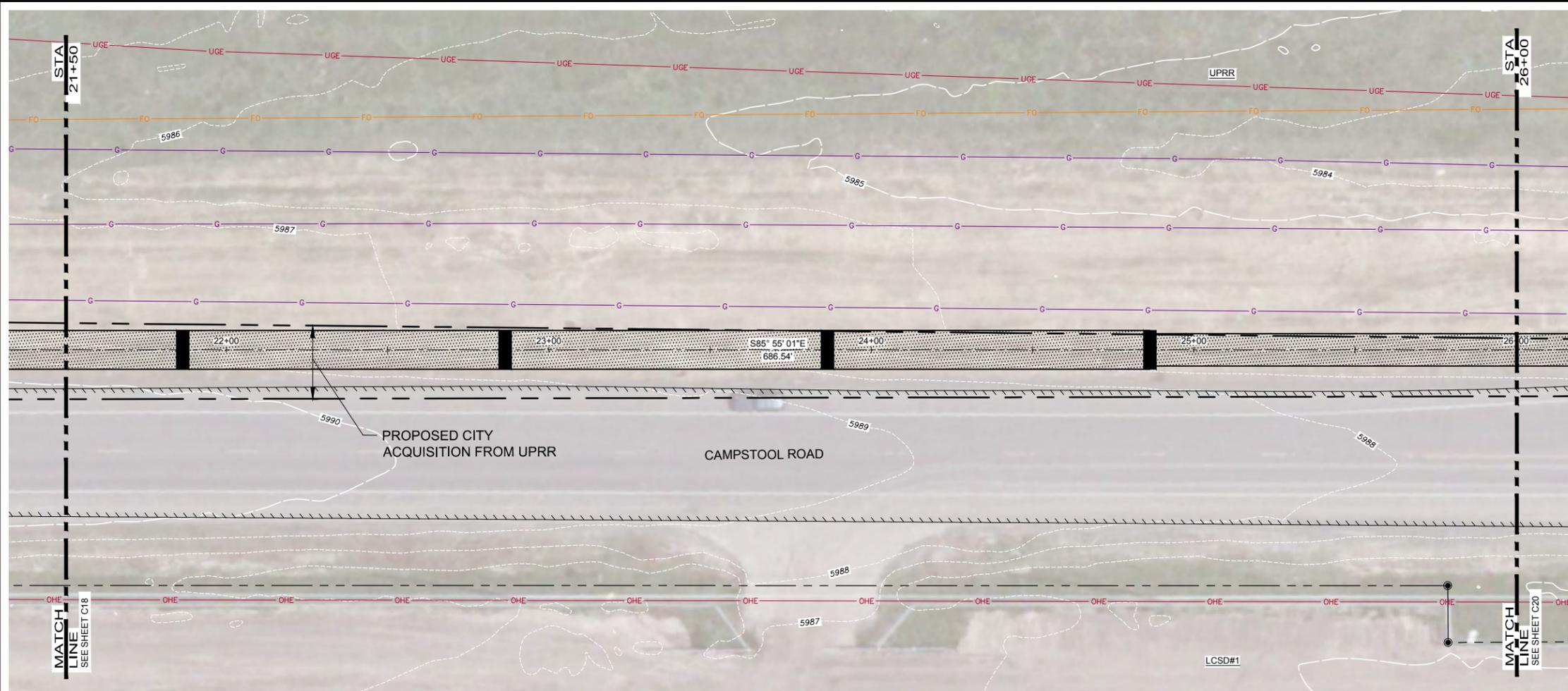
SOUTHEAST GREENWAY TRAIL CONNECTOR
PLAN AND PROFILE
STA 17+00 TO 21+50

SOUTHEAST GREENWAY
CONNECTOR TRAIL PROJECT
CITY OF CHEYENNE, WYOMING

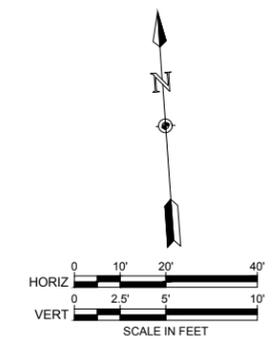
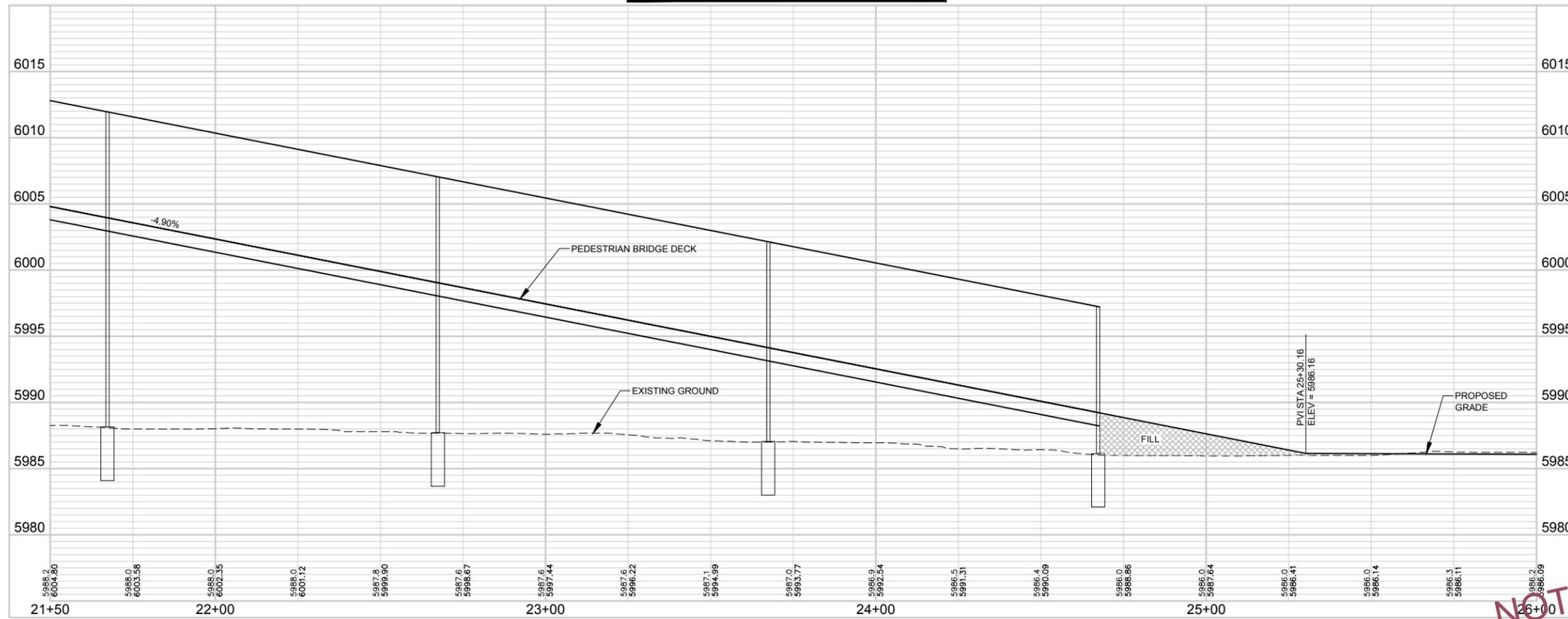
Revisions	Date

Project Mgr. DMH	Designed By: DMH
Drawn By: RBR	Approved By: RBR
Date: 10/30/17	

PROJECT NO. 32-1890.00
DRAWING NO. C18
SHEET 20 OF 34



PLAN AND PROFILE STA 21+50 TO 26+00

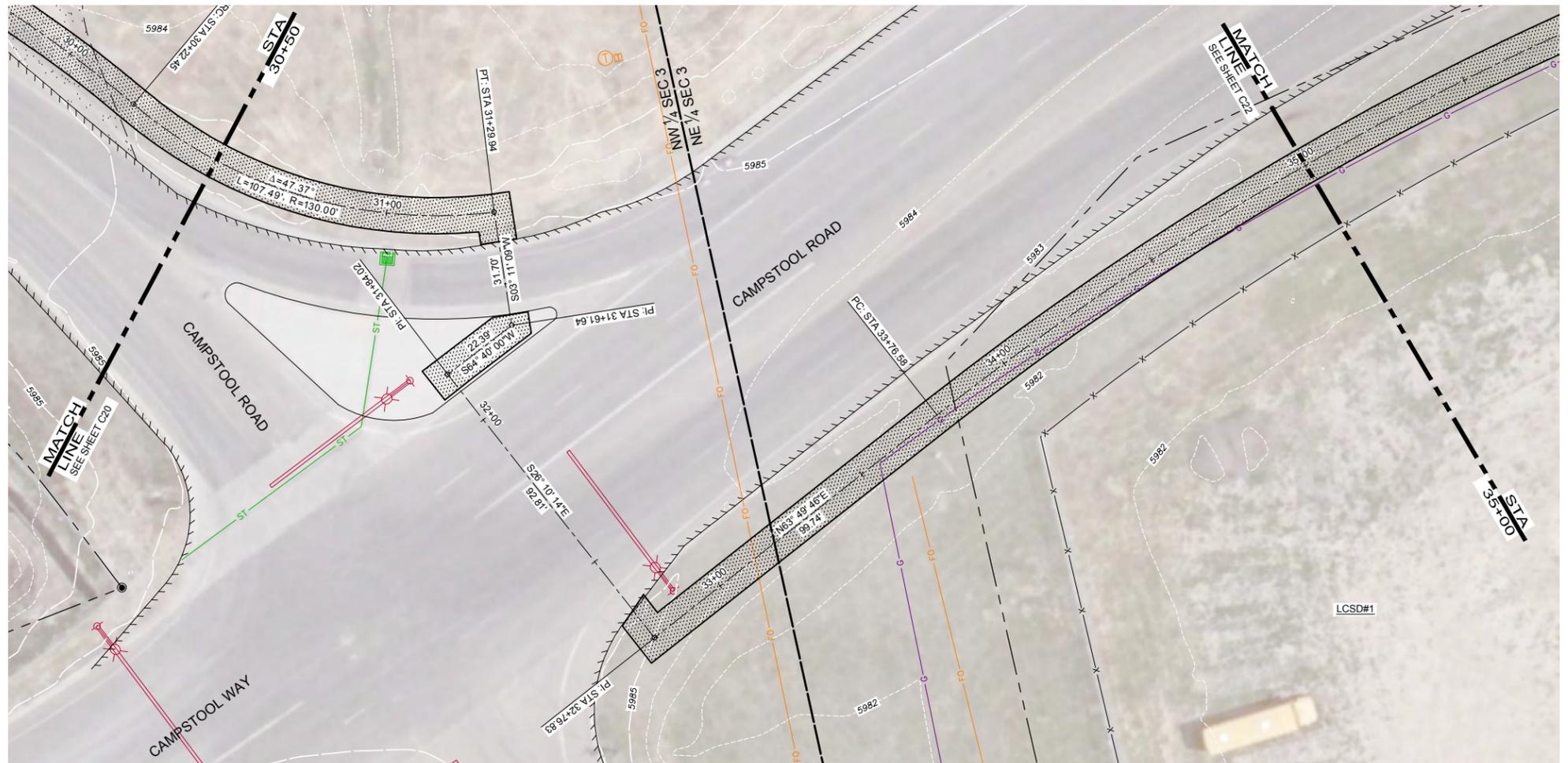


- NOTES:**
- UTILITIES ARE SHOWN FROM BEST AVAILABLE INFORMATION BASED ON GIS DATA.
 - PROPERTY LINES AND OWNERS ARE SHOWN FROM BEST AVAILABLE INFORMATION.

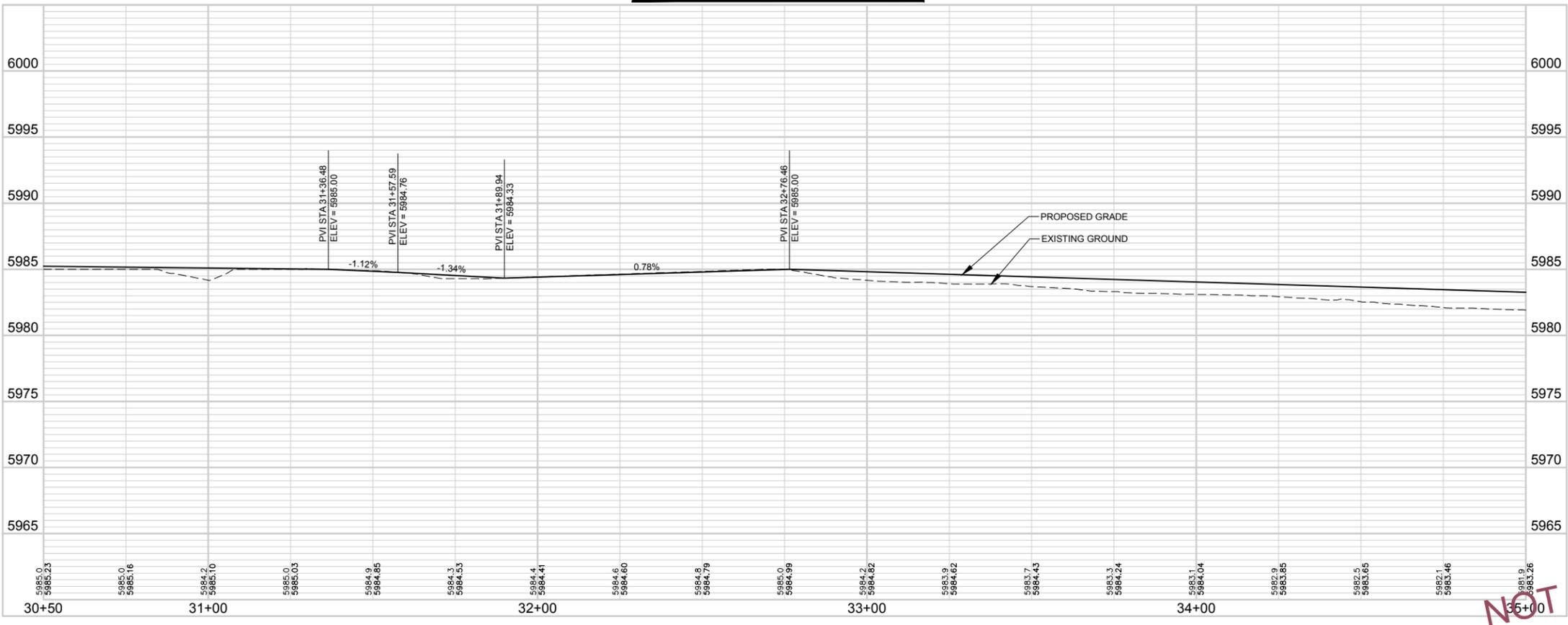
NOT FOR CONSTRUCTION
10/30/17

Revisions	Date

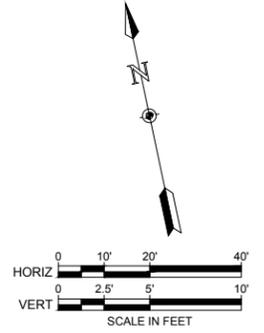
Project Mgr. DMH	Designed By: DMH
Drawn By: RBR	Approved By:
Date: 10/30/17	



PLAN AND PROFILE STA 30+50 TO 35+00



NOT FOR CONSTRUCTION
10/30/17



- NOTES:**
- UTILITIES ARE SHOWN FROM BEST AVAILABLE INFORMATION BASED ON GIS DATA.
 - PROPERTY LINES AND OWNERS ARE SHOWN FROM BEST AVAILABLE INFORMATION.

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SOUTHEAST GREENWAY TRAIL CONNECTOR
PLAN AND PROFILE
STA 30+50 TO 35+00

SOUTHEAST GREENWAY
CONNECTOR TRAIL PROJECT
CITY OF CHEYENNE, WYOMING

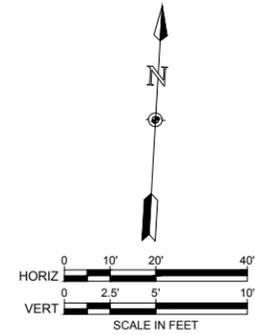
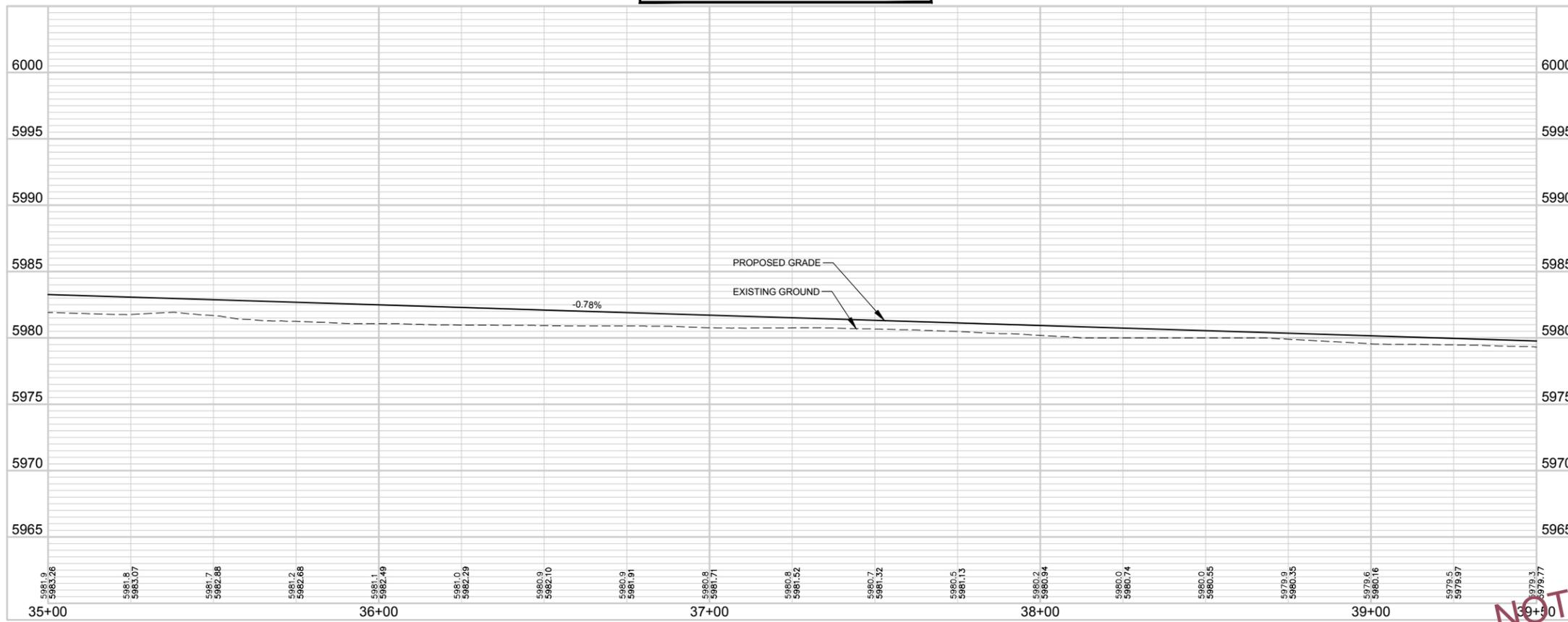
Revisions	Date

Project Mgr. DMH	Designed By: DMH
Drawn By: RBR	Approved By: RBR
Date: 10/30/17	

PROJECT NO. 32-1890.00
DRAWING NO. C21
SHEET 23 OF 34



PLAN AND PROFILE STA 35+00 TO 39+50



NOTES:

1. UTILITIES ARE SHOWN FROM BEST AVAILABLE INFORMATION BASED ON GIS DATA.
2. PROPERTY LINES AND OWNERS ARE SHOWN FROM BEST AVAILABLE INFORMATION.

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SOUTHEAST GREENWAY TRAIL CONNECTOR
PLAN AND PROFILE
STA 35+00 TO 39+50

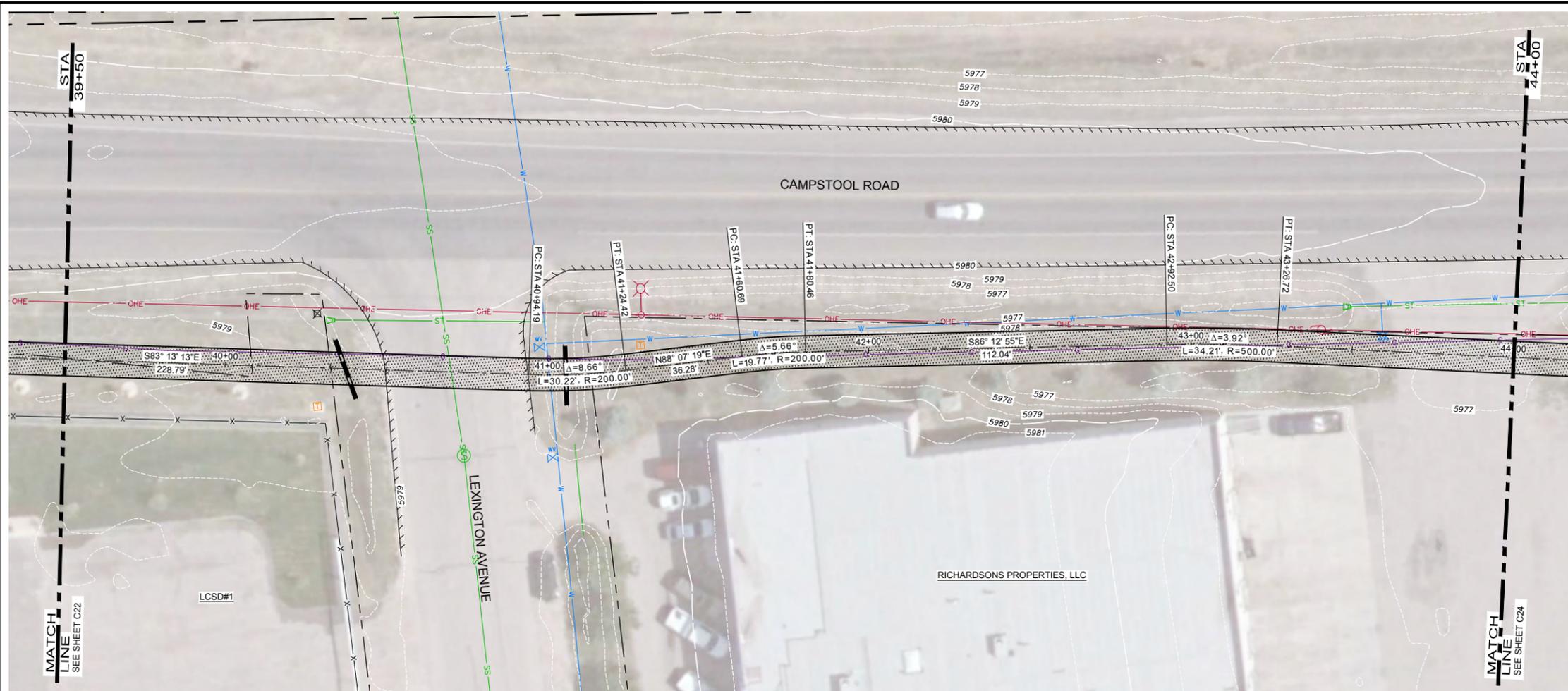
SOUTHEAST GREENWAY
CONNECTOR TRAIL PROJECT
CITY OF CHEYENNE, WYOMING

Revisions	Date

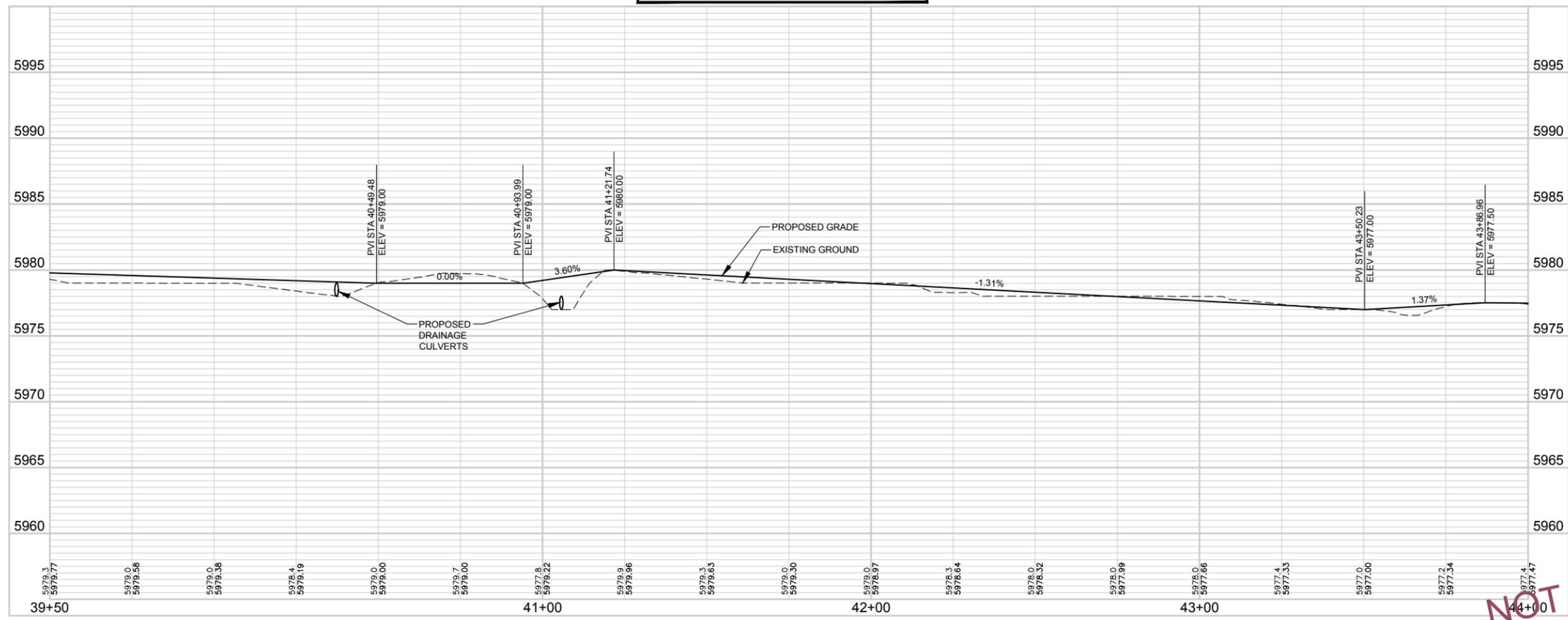
Project Mgr. DWH	Designed By: DWH
Drawn By: RBR	Approved By:
Date: 10/30/17	

PROJECT NO.
32-1890.00

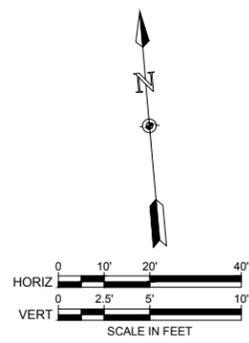
DRAWING NO.
C22



PLAN AND PROFILE STA 39+50 TO 44+00



NOT FOR CONSTRUCTION
10/30/17



- NOTES:**
- UTILITIES ARE SHOWN FROM BEST AVAILABLE INFORMATION BASED ON GIS DATA.
 - PROPERTY LINES AND OWNERS ARE SHOWN FROM BEST AVAILABLE INFORMATION.

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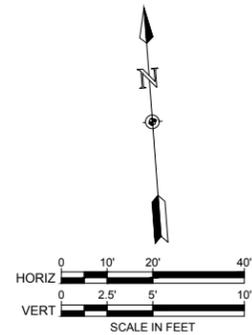
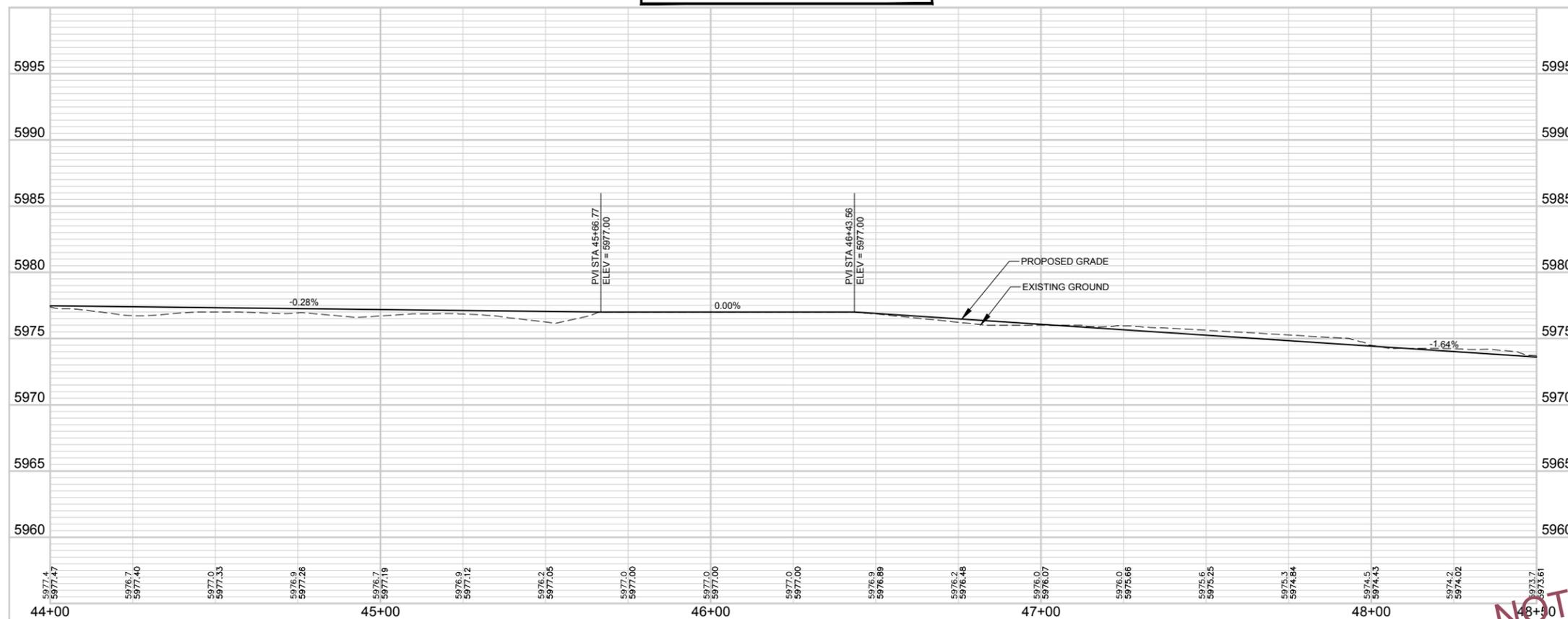
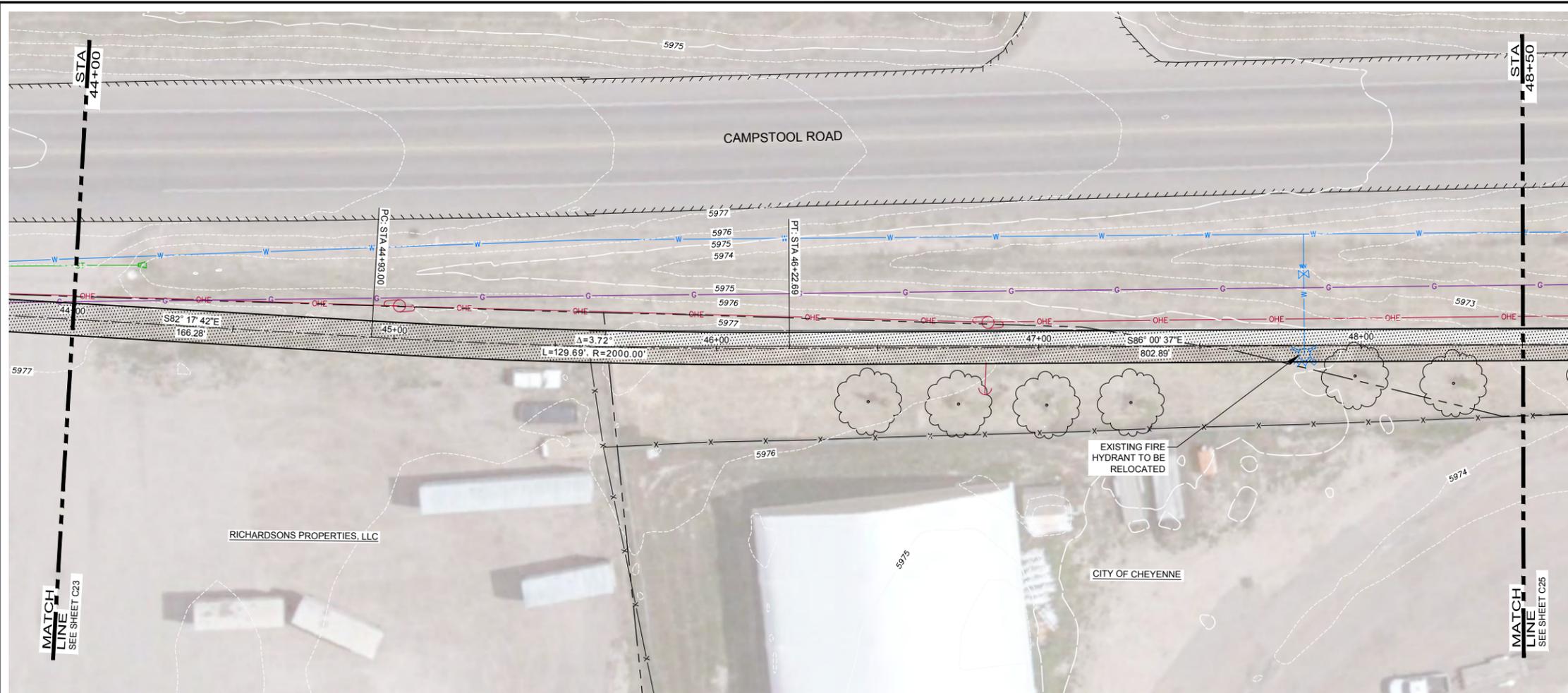
SOUTHEAST GREENWAY TRAIL CONNECTOR
PLAN AND PROFILE
STA 39+50 TO 44+00

SOUTHEAST GREENWAY
CONNECTOR TRAIL PROJECT
CITY OF CHEYENNE, WYOMING

Revisions	Date

Project Mgr. DWH	Designed By: DMH
Drawn By: RBR	Approved By: RBR
Date: 10/30/17	

PROJECT NO. 32-1890.00
DRAWING NO. C23
SHEET 25 OF 34



NOTES:

- UTILITIES ARE SHOWN FROM BEST AVAILABLE INFORMATION BASED ON GIS DATA.
- PROPERTY LINES AND OWNERS ARE SHOWN FROM BEST AVAILABLE INFORMATION.

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10/30/17

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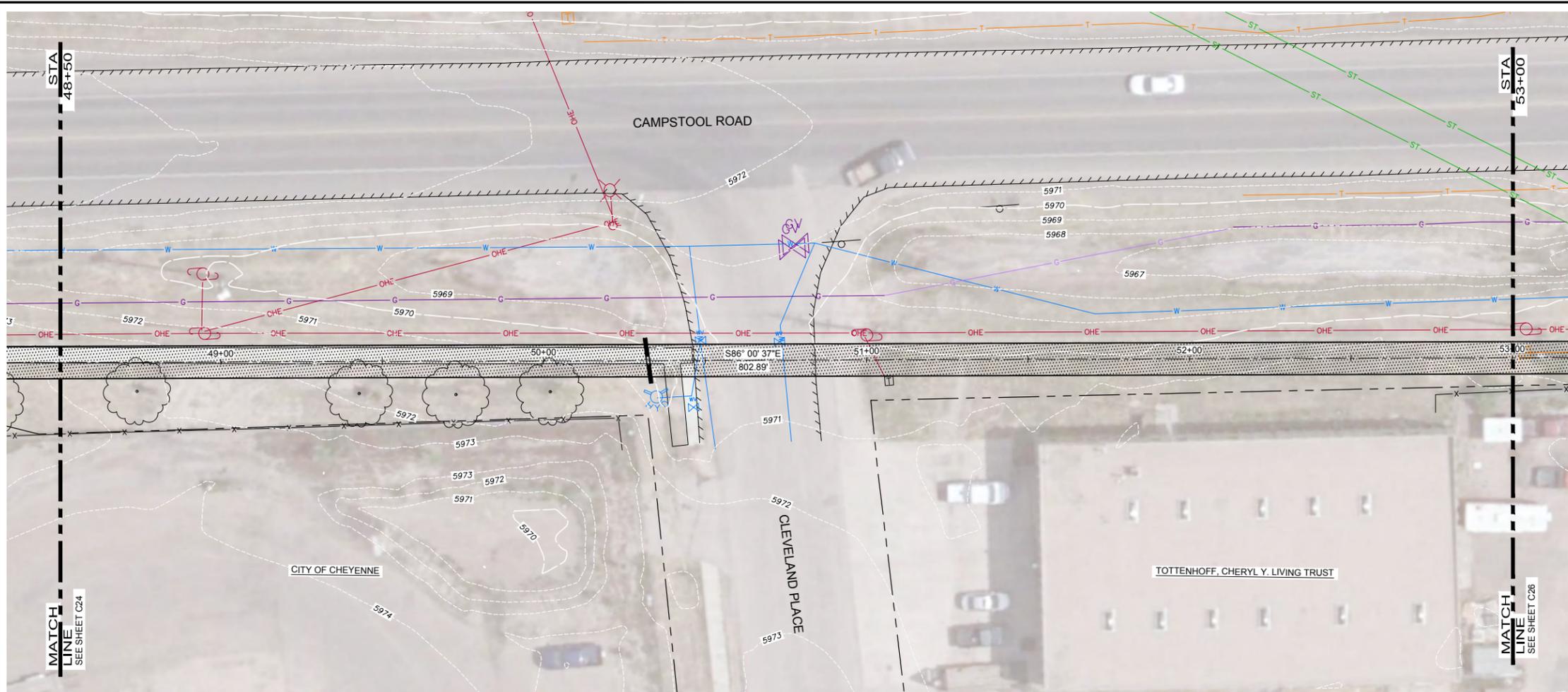
SOUTHEAST GREENWAY TRAIL CONNECTOR
PLAN AND PROFILE
STA 44+00 TO 48+50

SOUTHEAST GREENWAY
CONNECTOR TRAIL PROJECT
CITY OF CHEYENNE, WYOMING

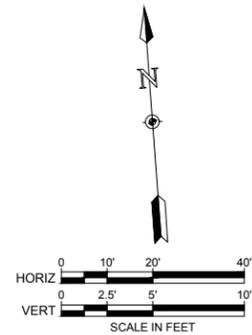
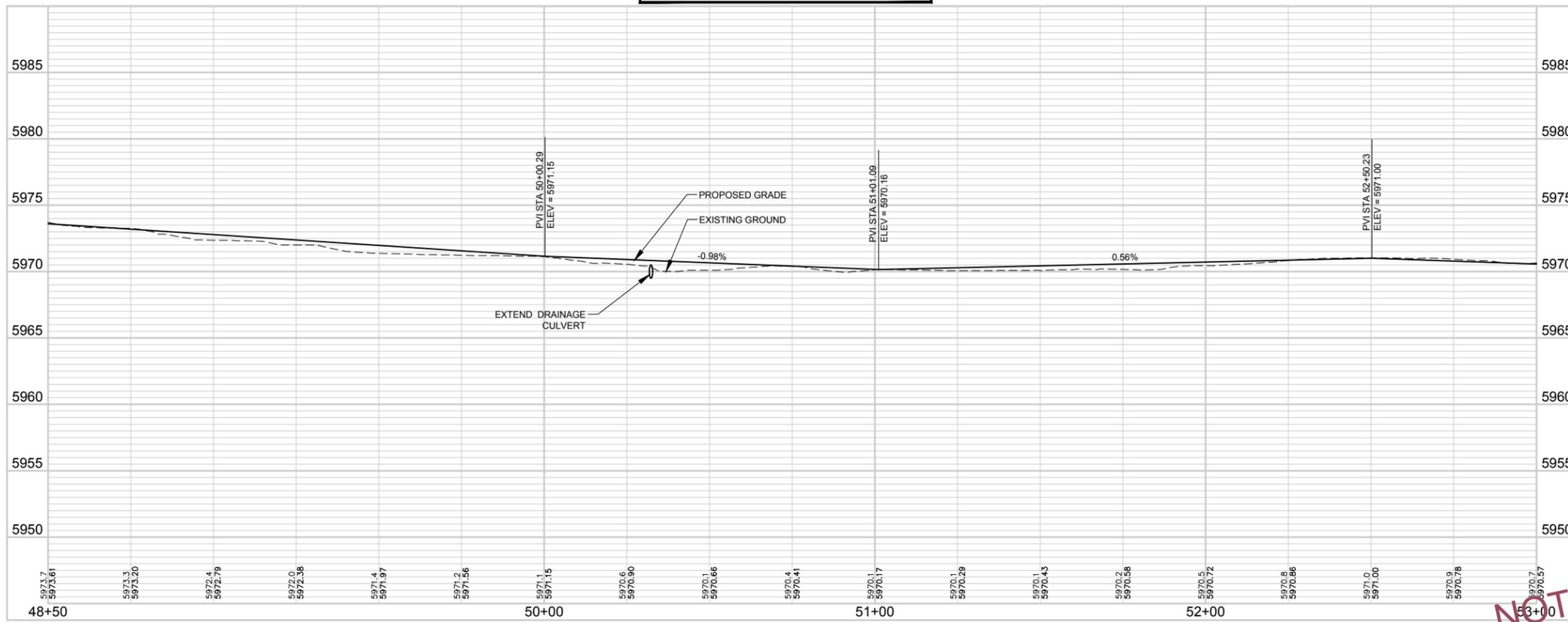
Revisions	Date

Project Mgr. DWH	Designed By: DMH
Drawn By: RBR	Approved By: Date: 10/30/17

PROJECT NO. 32-1890.00
DRAWING NO. C24
SHEET 26 OF 34



PLAN AND PROFILE STA 48+50 TO 53+00



NOTES:

1. UTILITIES ARE SHOWN FROM BEST AVAILABLE INFORMATION BASED ON GIS DATA.
2. PROPERTY LINES AND OWNERS ARE SHOWN FROM BEST AVAILABLE INFORMATION.

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SOUTHEAST GREENWAY TRAIL CONNECTOR
PLAN AND PROFILE
STA 48+50 TO 53+00

SOUTHEAST GREENWAY
CONNECTOR TRAIL PROJECT
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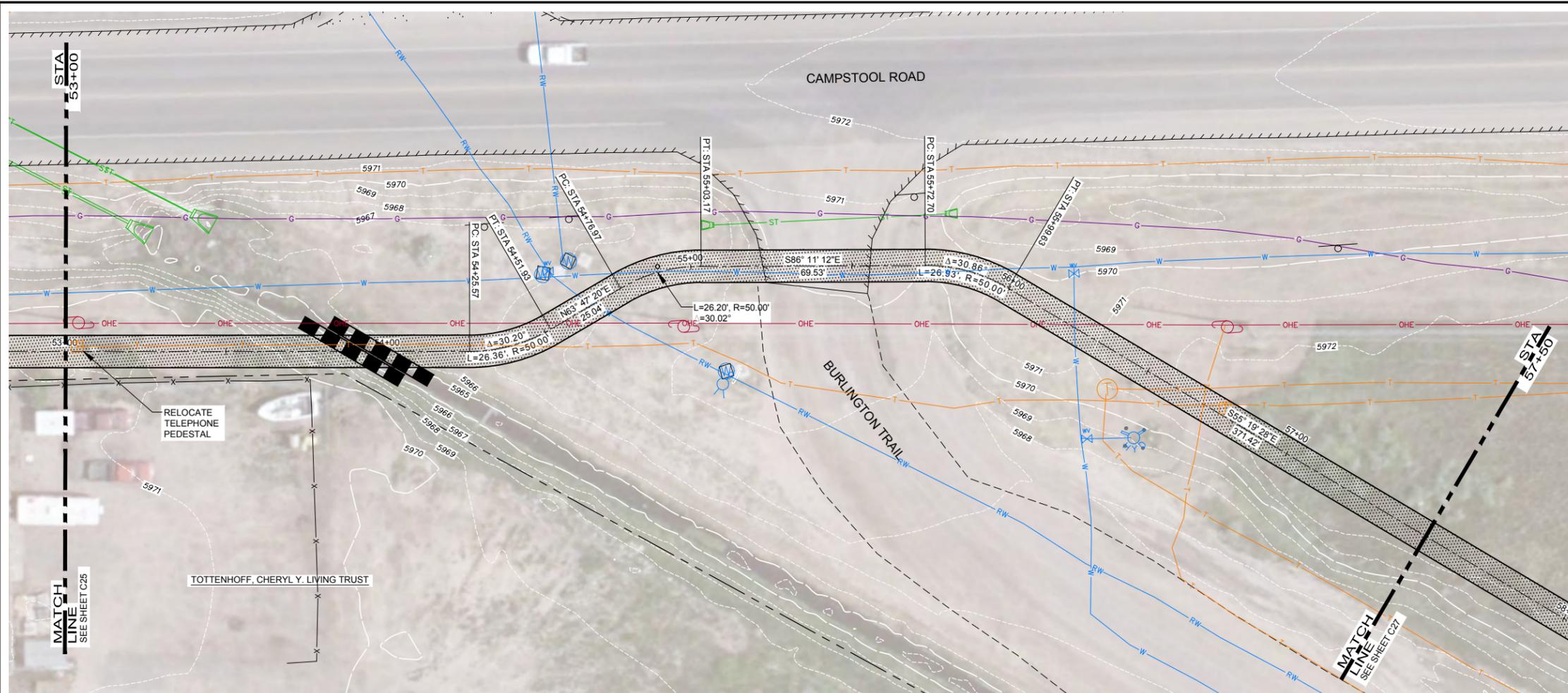
Revisions	Date

Project Mgr. DWH	Designed By: DWH
Drawn By: RBR	Approved By: RBR
Date: 10/30/17	

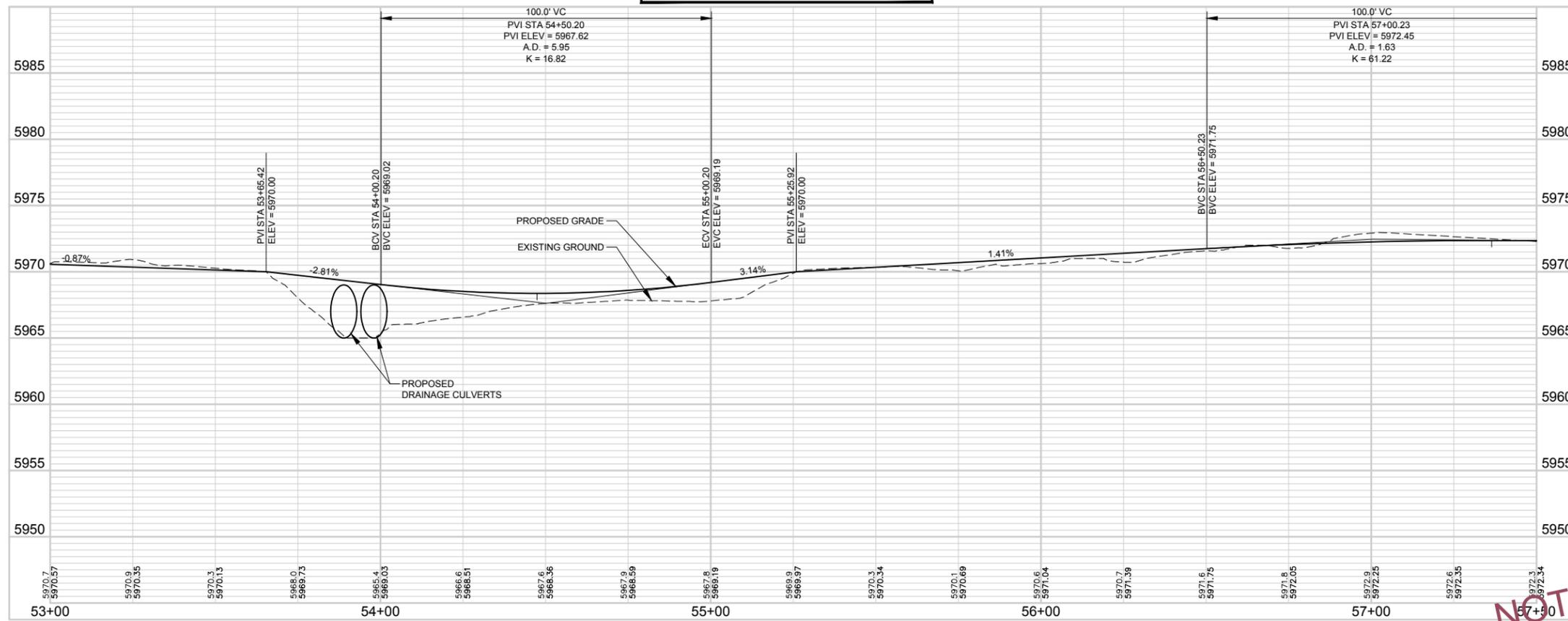
PROJECT NO.
32-1890.00

DRAWING NO.
C25

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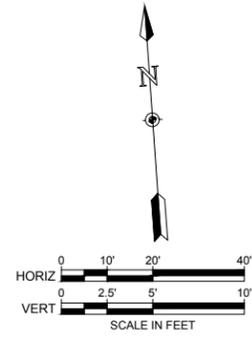


PLAN AND PROFILE STA 53+00 TO 57+50



NOTES:

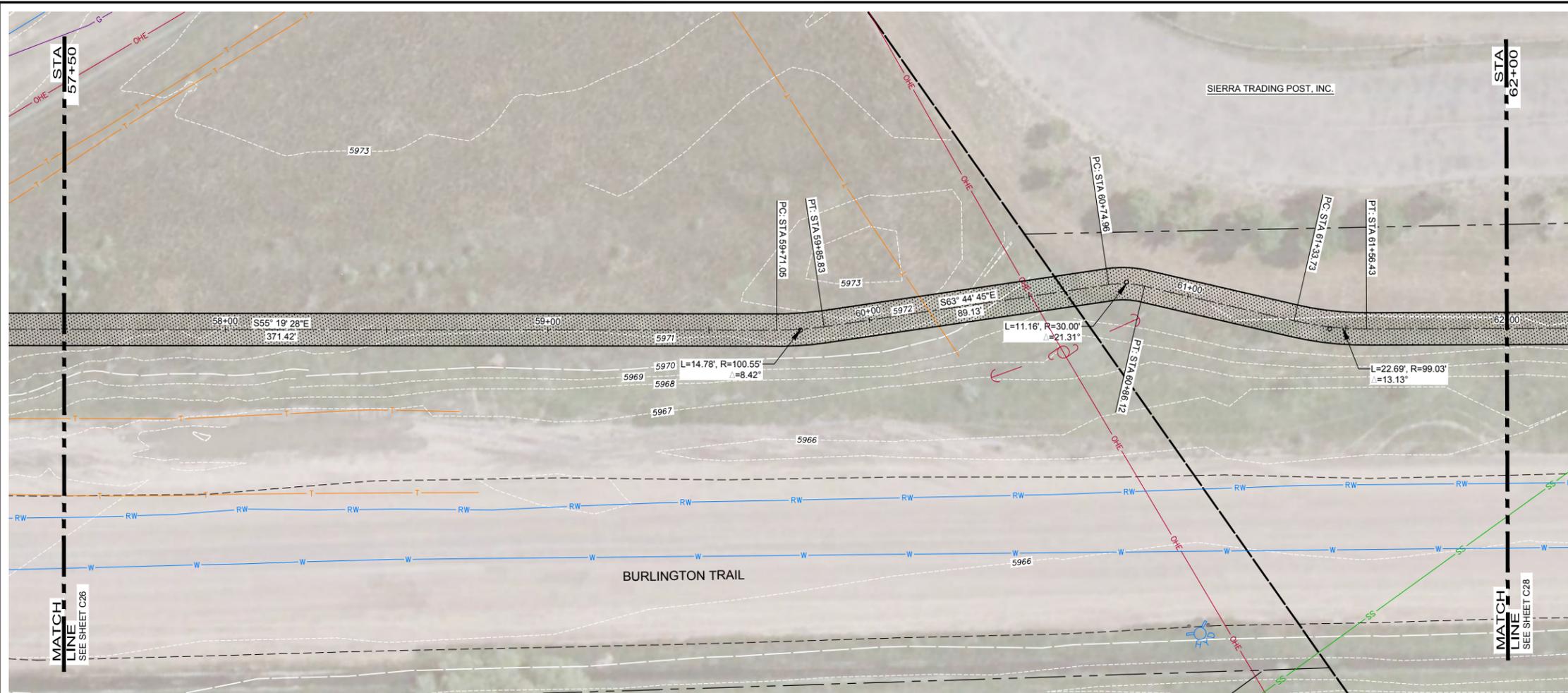
1. UTILITIES ARE SHOWN FROM BEST AVAILABLE INFORMATION BASED ON GIS DATA.
2. PROPERTY LINES AND OWNERS ARE SHOWN FROM BEST AVAILABLE INFORMATION.



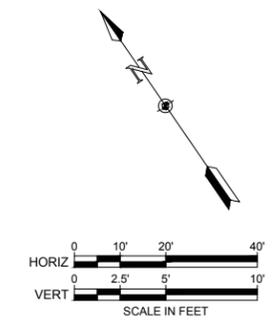
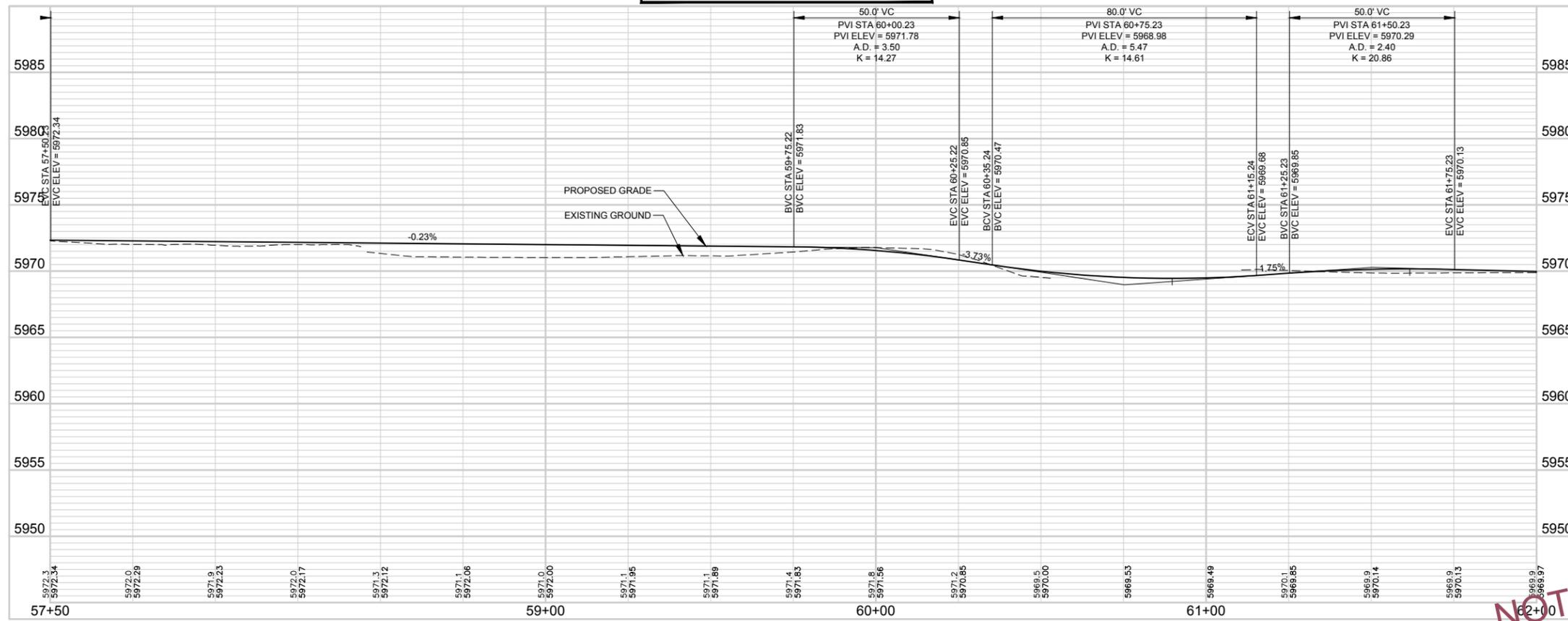
NOT FOR CONSTRUCTION
10/30/17

Revisions	Date

Project Mgr. DMH	Designed By: DMH
Drawn By: RBR	Approved By:
Date: 10/30/17	



PLAN AND PROFILE STA 57+50 TO 62+00



NOTES:

- UTILITIES ARE SHOWN FROM BEST AVAILABLE INFORMATION BASED ON GIS DATA.
- PROPERTY LINES AND OWNERS ARE SHOWN FROM BEST AVAILABLE INFORMATION.

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AYRES ASSOCIATES

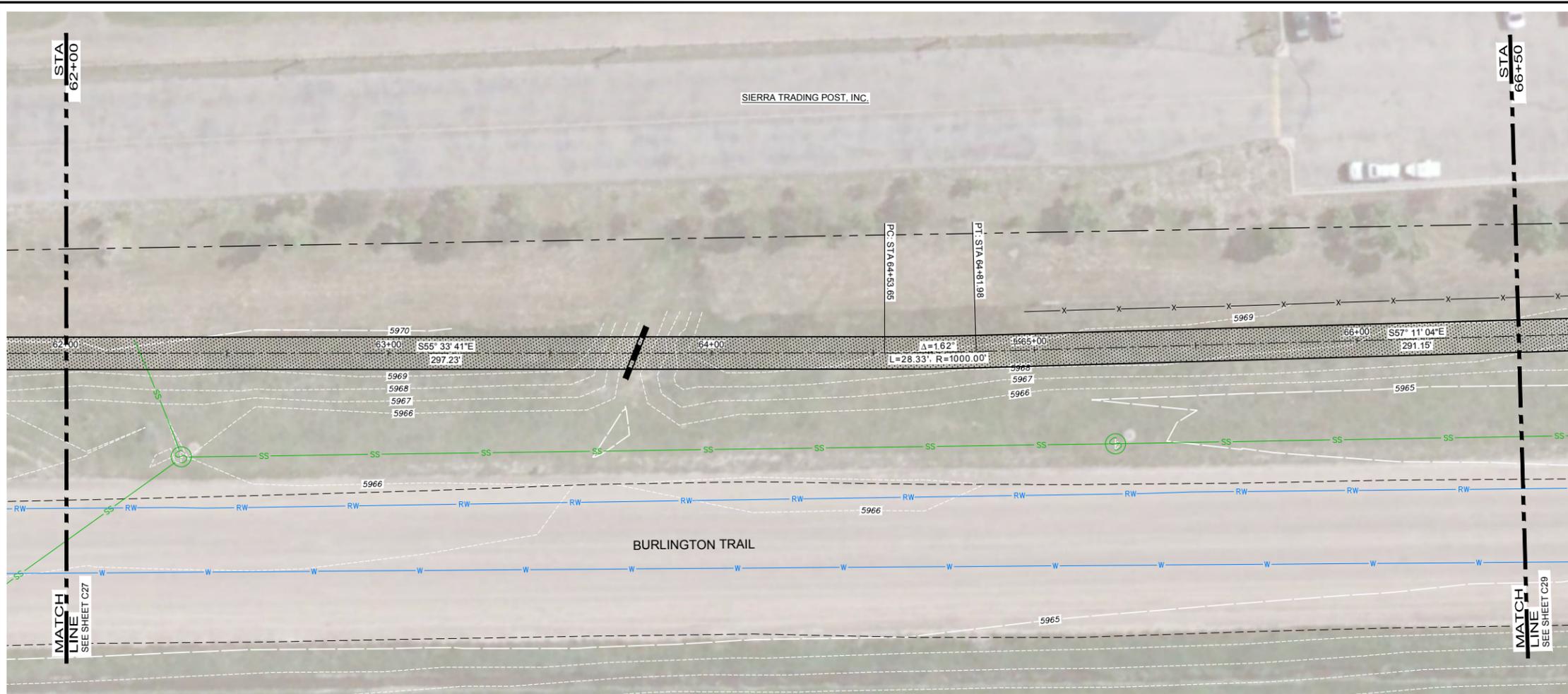
SOUTHEAST GREENWAY TRAIL CONNECTOR
PLAN AND PROFILE
STA 57+50 TO 62+00

SOUTHEAST GREENWAY
CONNECTOR TRAIL PROJECT
CITY OF CHEYENNE, WYOMING

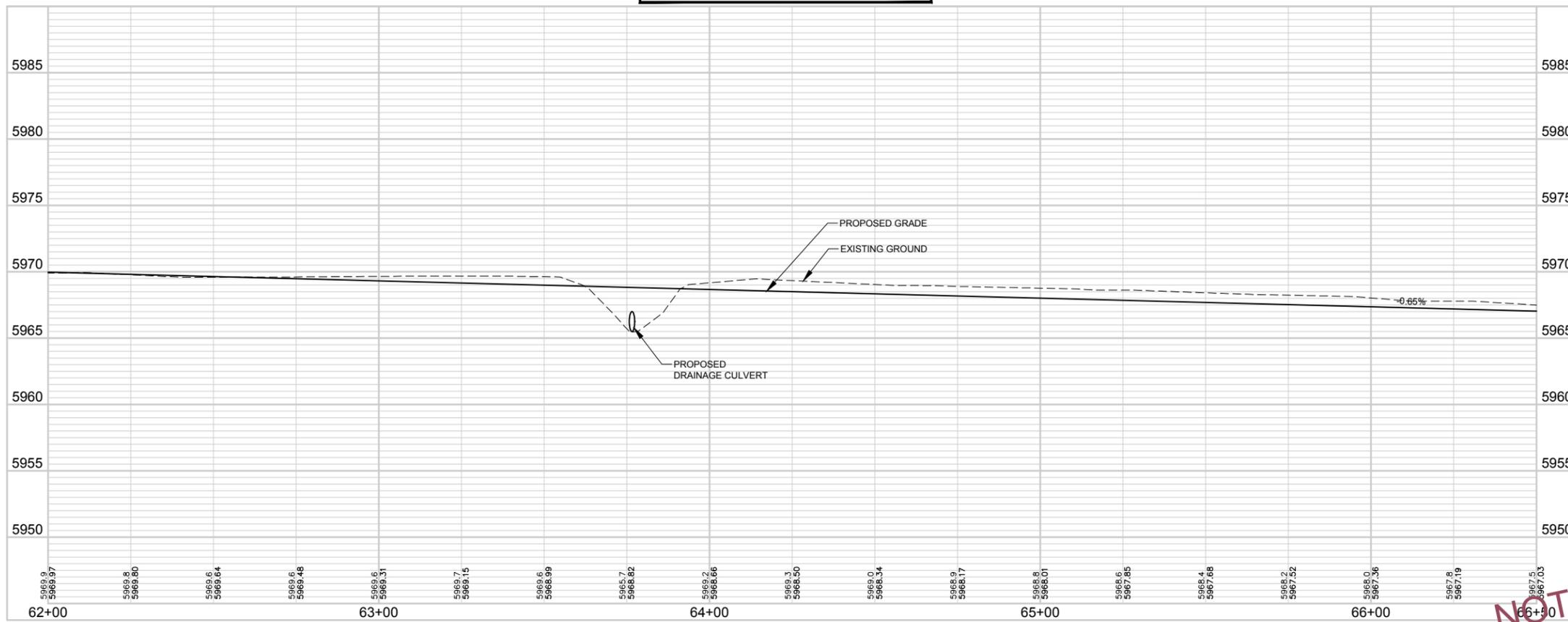
Revisions	Date

Project Mgr. DWH	Designed By: DMH
Drawn By: RBR	Approved By: RBR
Date: 10/30/17	

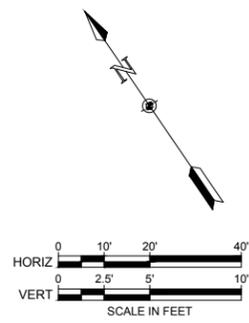
PROJECT NO. 32-1890.00
DRAWING NO. C27
SHEET 29 OF 34



PLAN AND PROFILE STA 62+00 TO 66+50



NOT FOR CONSTRUCTION
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NOTES:

1. UTILITIES ARE SHOWN FROM BEST AVAILABLE INFORMATION BASED ON GIS DATA.
2. PROPERTY LINES AND OWNERS ARE SHOWN FROM BEST AVAILABLE INFORMATION.

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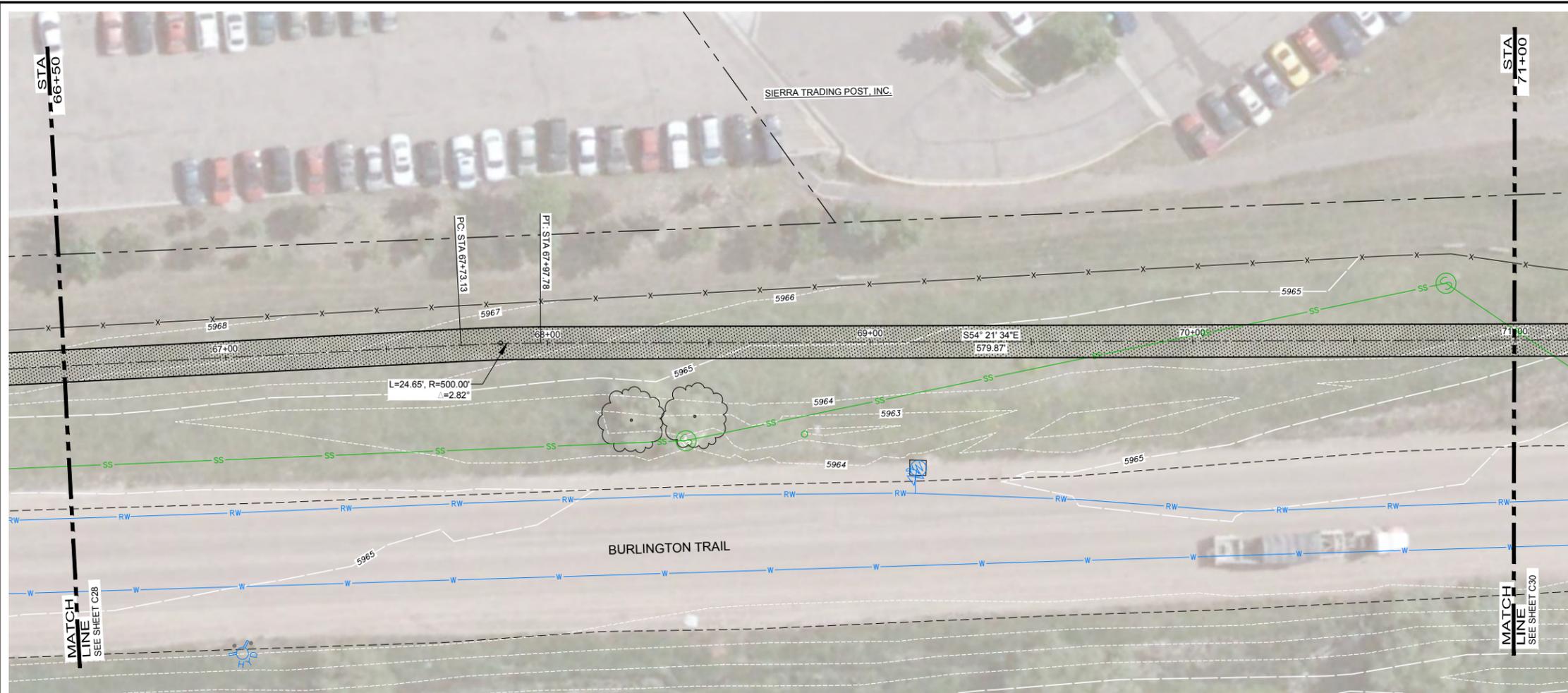
SOUTHEAST GREENWAY TRAIL CONNECTOR
PLAN AND PROFILE
STA 62+00 TO 66+50

SOUTHEAST GREENWAY
CONNECTOR TRAIL PROJECT
CITY OF CHEYENNE, WYOMING

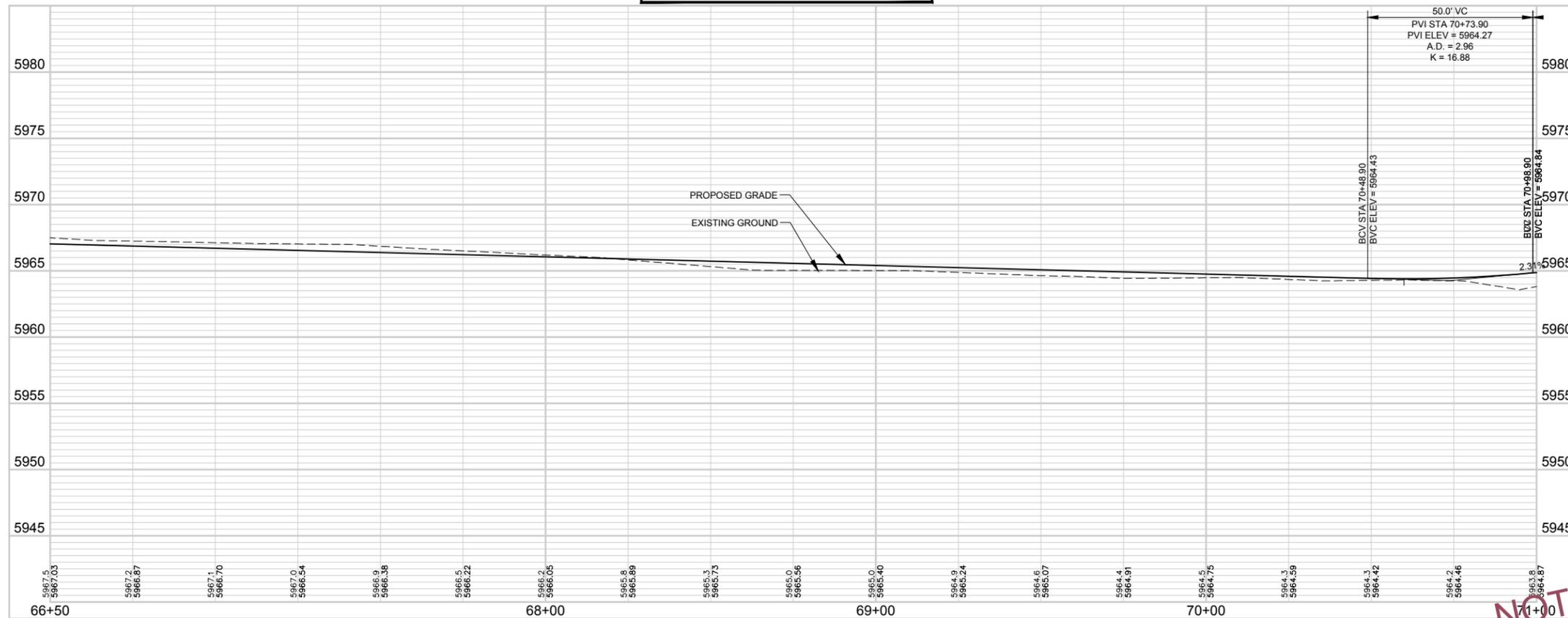
Revisions	Date

Project Mgr. DMH	Designed By: DMH	Drawn By: RBR	Approved By:	Date: 10/30/17
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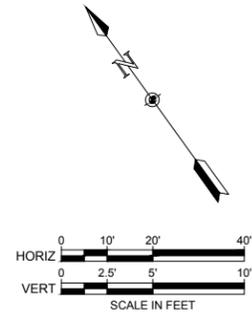
PROJECT NO. 32-1890.00
DRAWING NO. C28
SHEET 30 OF 34



PLAN AND PROFILE STA 66+50 TO 71+00



NOT FOR CONSTRUCTION
10/30/17



NOTES:

1. UTILITIES ARE SHOWN FROM BEST AVAILABLE INFORMATION BASED ON GIS DATA.
2. PROPERTY LINES AND OWNERS ARE SHOWN FROM BEST AVAILABLE INFORMATION.

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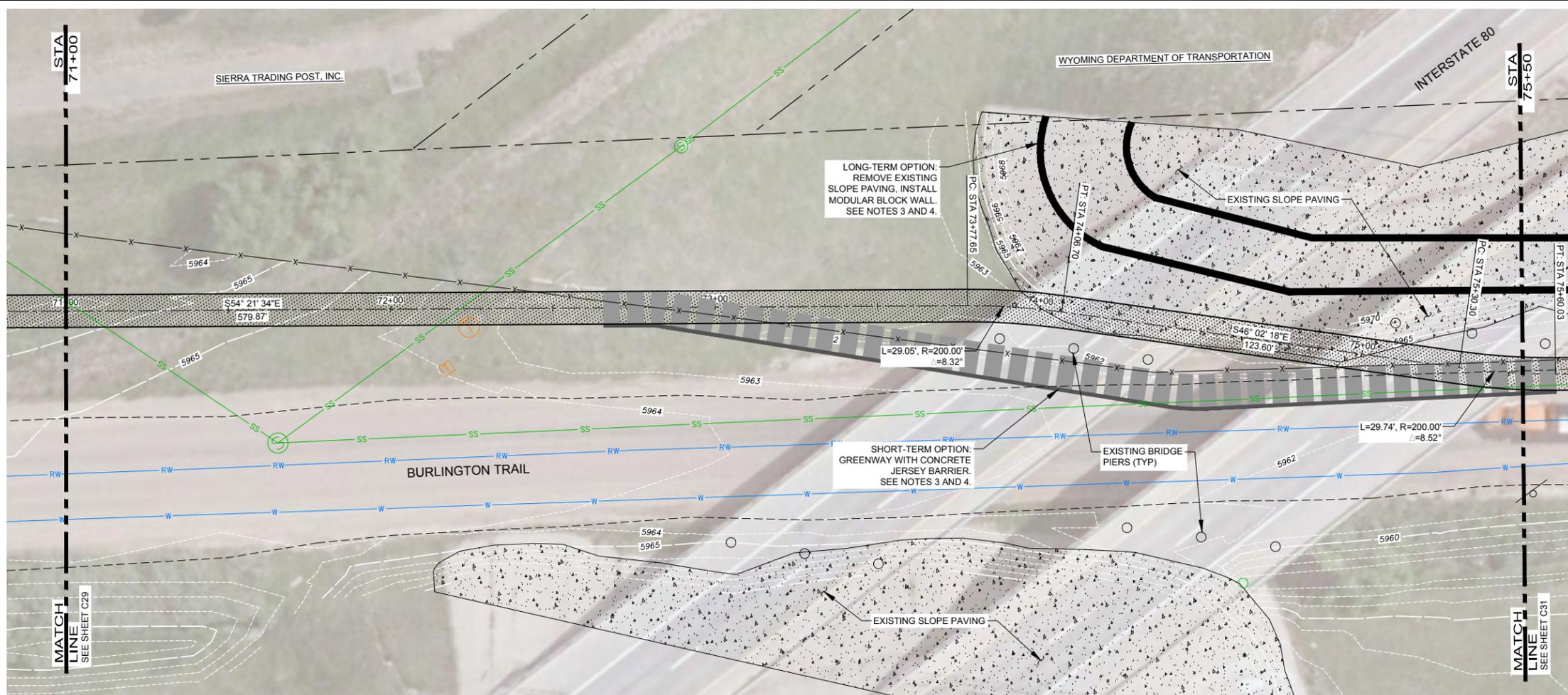
SOUTHEAST GREENWAY TRAIL CONNECTOR
PLAN AND PROFILE
STA 66+50 TO 71+00

SOUTHEAST GREENWAY
CONNECTOR TRAIL PROJECT
CITY OF CHEYENNE, WYOMING

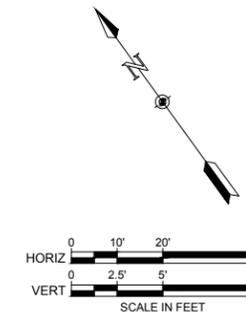
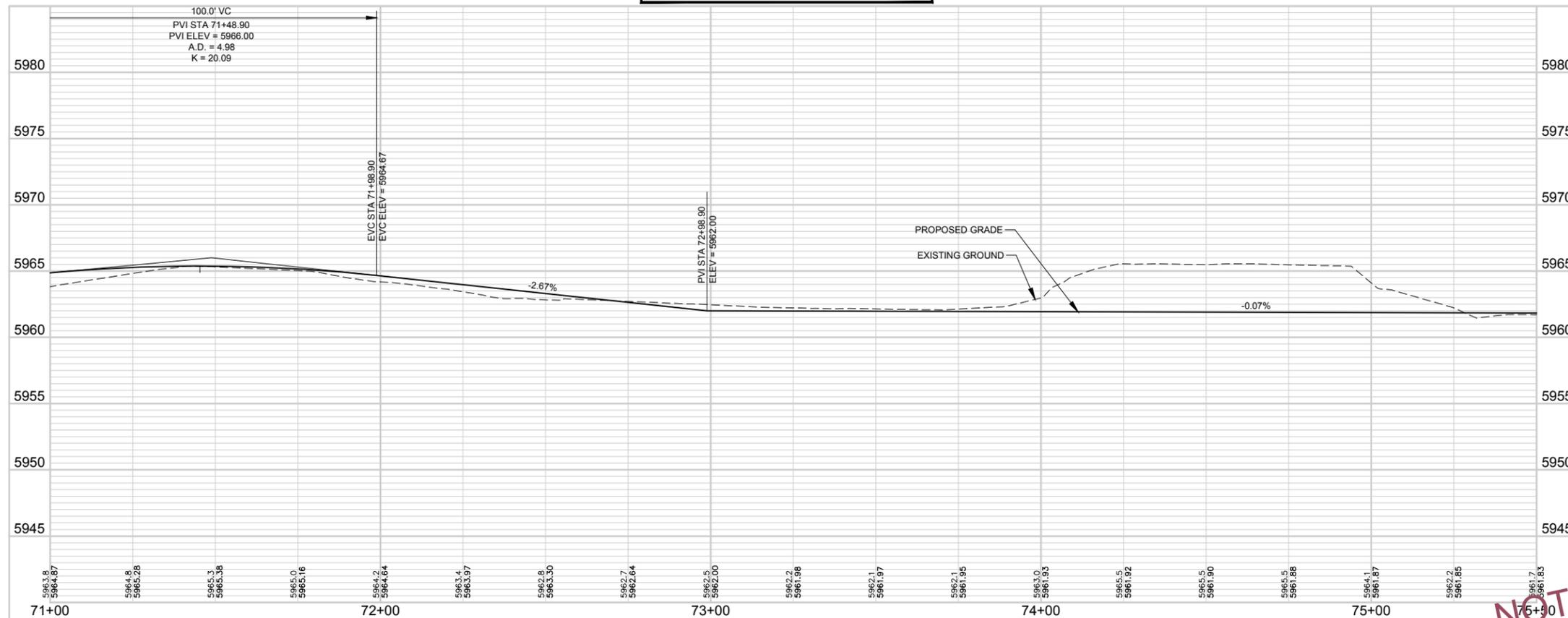
Revisions	Date

Project Mgr. DMH
Designed By: DMH
Drawn By: RBR
Approved By:
Date: 10/30/17

Drawing Name: F:\32-1890.00_SUNVALLEYGREENWAY\MAIN\DWGS\SHEETS\32-1890.00 PLAN AND PROFILE MAIN 3.DWG Tuesday, October 31, 2017 5:35 PM By: RICKS, RONALD



PLAN AND PROFILE STA 71+00 TO 75+50



NOTES:

1. UTILITIES ARE SHOWN FROM BEST AVAILABLE INFORMATION BASED ON GIS DATA.
2. PROPERTY LINES AND OWNERS ARE SHOWN FROM BEST AVAILABLE INFORMATION.
3. LONG-TERM OPTION IS TO REMOVE SLOPE PAVING UNDER I-80 BRIDGE, ON THE EAST SIDE, AND INSTALL MODULAR BLOCK WALL TO ALLOW GREENWAY TO BE PLACED BETWEEN THE NORTH SET OF BRIDGE PIERS AND THE MODULAR BLOCK WALL. THIS CONFIGURATION WILL ALLOW FOR THE INTERSECTION RECONSTRUCTION OF BURLINGTON TRAIL AND SOUTH INDUSTRIAL ROAD TO BE DONE IN ACCORDANCE WITH THE FOX FARM ROAD CORRIDOR PLAN, PREPARED BY AVI PROFESSIONAL CORPORATION, SEPTEMBER 2013.
4. SHORT-TERM OPTION IS TO CONSTRUCT THE GREENWAY ON THE ROADWAY SIDE OF THE BRIDGE PIERS, PLACING CONCRETE JERSEY BARRIER BETWEEN THE GREENWAY AND THE TRAVEL WAY TO PROVIDE SEPARATION FOR GREENWAY USERS FROM VEHICLES.

NOT FOR CONSTRUCTION
10/30/17

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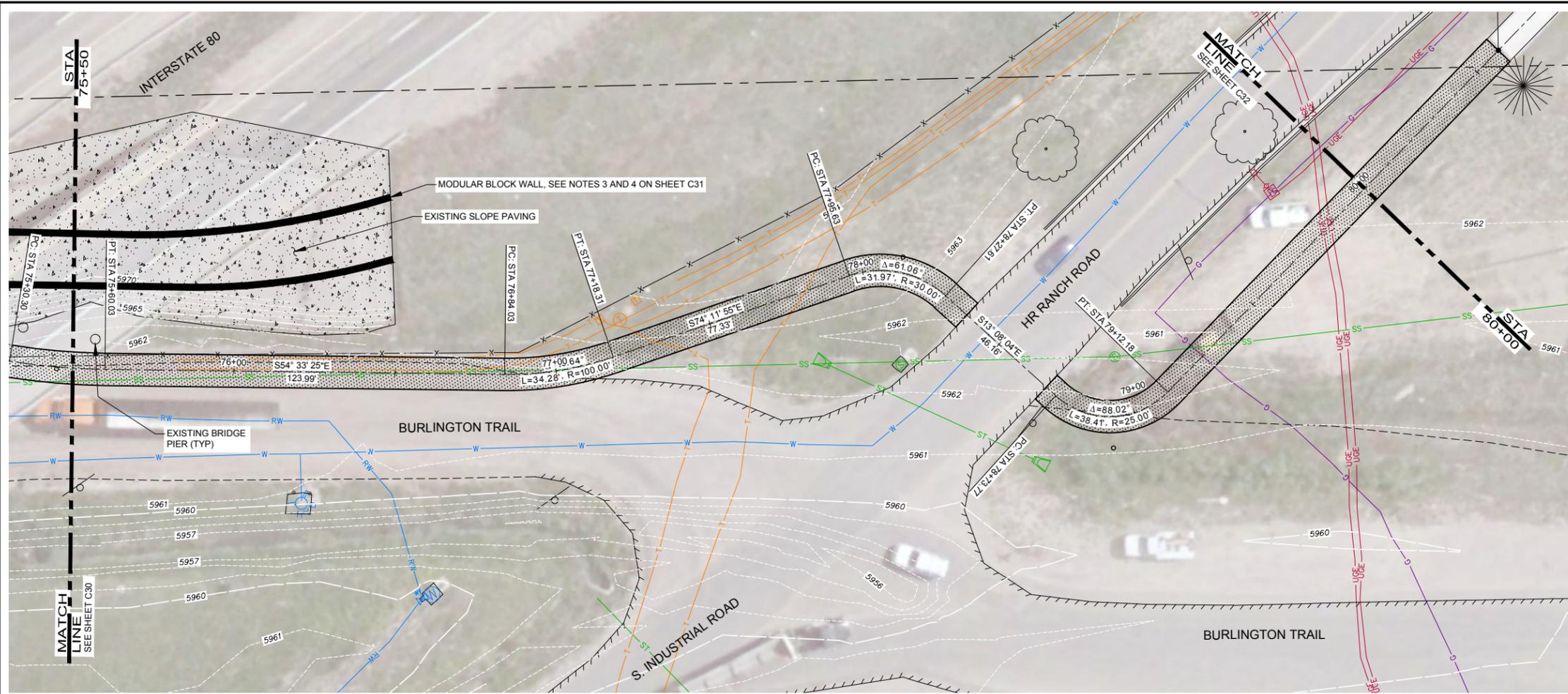
SOUTHEAST GREENWAY TRAIL CONNECTOR
PLAN AND PROFILE
STA 71+00 TO 75+50

SOUTHEAST GREENWAY
CONNECTOR TRAIL PROJECT
CITY OF CHEYENNE, WYOMING

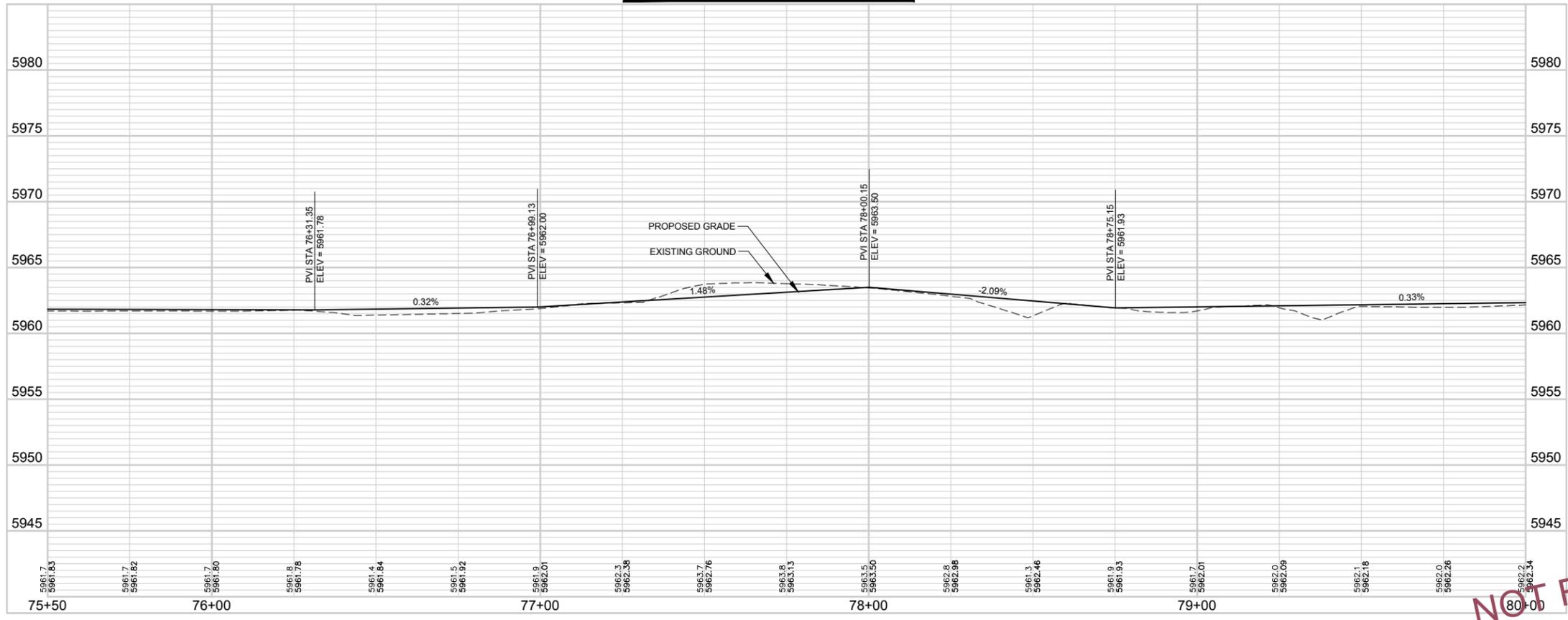
Revisions	Date

Project Mgr.:	DWH
Designed By:	DWH
Drawn By:	RBR
Approved By:	
Date:	10/30/17

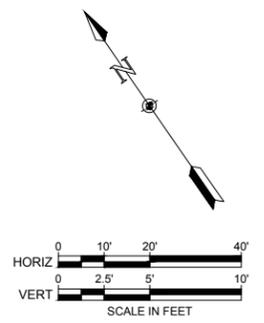
PROJECT NO.
32-1890.00
DRAWING NO.
C30
SHEET 32 OF 34



PLAN AND PROFILE STA 75+50 TO 80+00



NOT FOR CONSTRUCTION
10/30/17



- NOTES:**
- UTILITIES ARE SHOWN FROM BEST AVAILABLE INFORMATION BASED ON GIS DATA.
 - PROPERTY LINES AND OWNERS ARE SHOWN FROM BEST AVAILABLE INFORMATION.

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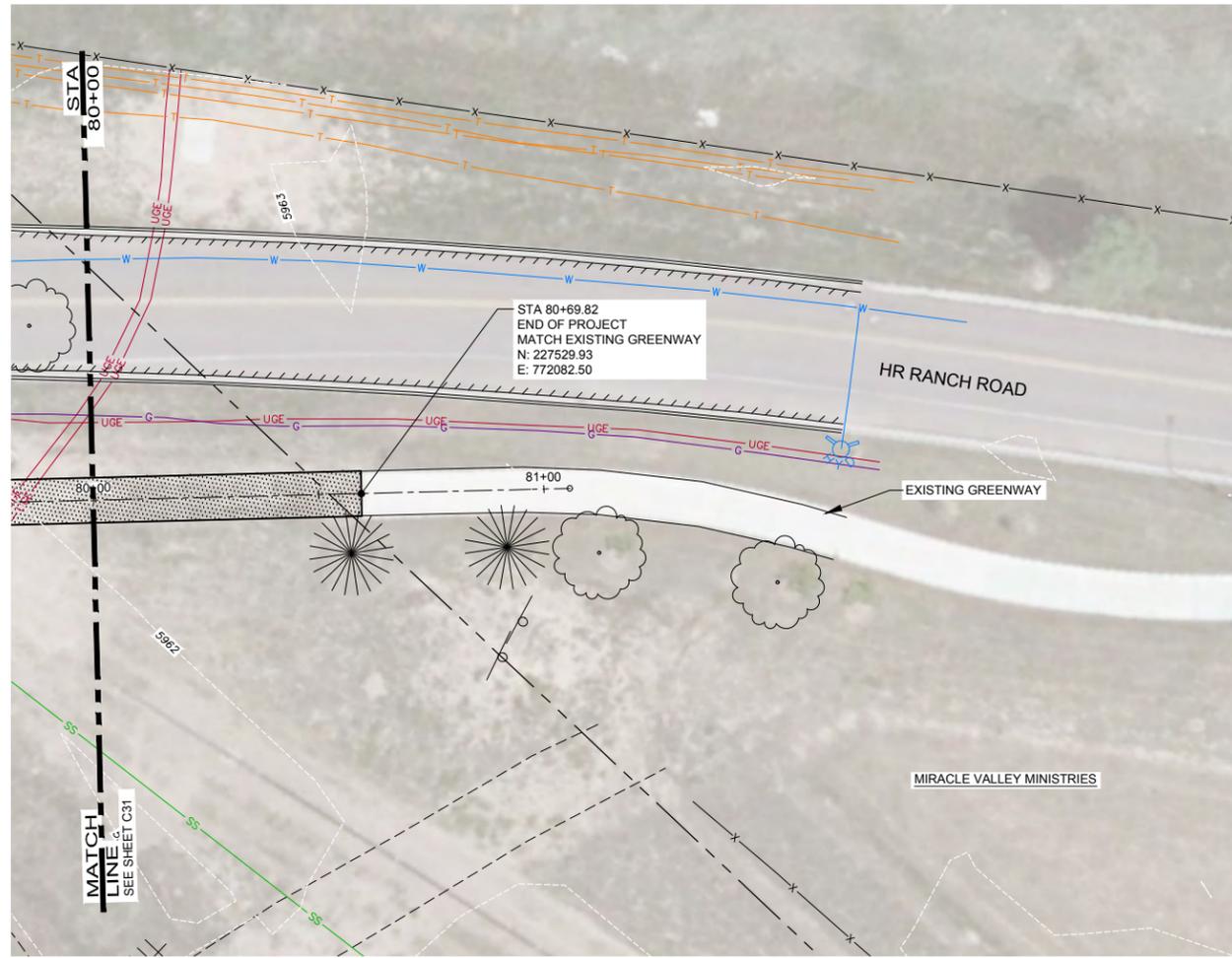
SOUTHEAST GREENWAY TRAIL CONNECTOR
PLAN AND PROFILE
STA 75+50 TO 80+00

SOUTHEAST GREENWAY
CONNECTOR TRAIL PROJECT
CITY OF CHEYENNE, WYOMING

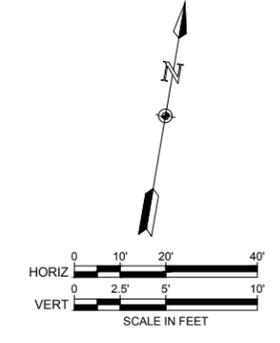
Revisions	Date

Project Mgr. DMH	Designed By: DMH
Drawn By: RBR	Approved By: RBR
Date: 10/30/17	

PROJECT NO. 32-1890.00
DRAWING NO. C31
SHEET 33 OF 34



PLAN AND PROFILE STA 80+00 TO END



NOTES:

1. UTILITIES ARE SHOWN FROM BEST AVAILABLE INFORMATION BASED ON GIS DATA.
2. PROPERTY LINES AND OWNERS ARE SHOWN FROM BEST AVAILABLE INFORMATION.

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SOUTHEAST GREENWAY TRAIL CONNECTOR
PLAN AND PROFILE
STA 80+00 TO END

SOUTHEAST GREENWAY
CONNECTOR TRAIL PROJECT
CITY OF CHEYENNE, WYOMING

Project Mgr.	DWH	Date

Revisions	Date

Project Mgr.:	DWH	Date:	10/30/17
Designed By:	DWH		
Drawn By:	RBR		
Approved By:			

PROJECT NO. 32-1890.00
DRAWING NO. C32
SHEET 34 OF 34

Appendix G
Estimates of Probable Construction Costs

Sun Valley Open Space Loop Trail

Estimate of Probable Construction Costs
2017 Dollars

Concrete Trail from Existing Greenway at Baldwin Drive Trailhead to Proposed Neighborhood Connector at Phoenix Drive (Loop Trail Station 10+00 to Station 41+40±)				
Description	Unit	Estimated Quantity	Estimated Unit Cost	Estimated Total Cost
Contract Bond (1%)	LS	Lump Sum	\$ 3,260.00	\$ 3,260.00
Mobilization (10%)	LS	Lump Sum	\$ 33,000.00	\$ 33,000.00
Traffic Control	LS	Lump Sum	\$ 500.00	\$ 500.00
Erosion Control and Storm Water Management	LS	Lump Sum	\$ 11,600.00	\$ 11,600.00
Unclassified Excavation	CY	1000	\$ 15.00	\$ 15,000.00
Strip, Stockpile, Redistribute Topsoil	CY	820	\$ 7.00	\$ 5,740.00
Remove Fence (for Neighborhood Connectors)	LF	40	\$ 5.25	\$ 210.00
Crushed Base - 4" under path	TON	1000	\$ 26.50	\$ 26,500.00
4" Concrete Greenway Path - 10' wide	SF	33250	\$ 7.50	\$ 249,375.00
Drainage Crossings (3 total at Monroe Ave., Madison Ave. and Cleveland Ave.)	LS	Lump Sum	\$ 15,000.00	\$ 15,000.00
Seeding - Dry Land Mix	AC	0.8	\$ 2,500.00	\$ 2,000.00

Sub Total \$ 362,185.00
 12% Engineering Design \$ 44,000.00
 15% Contingency \$ 60,930.00
Total \$ 467,115.00

Sun Valley Open Space Loop Trail

Estimate of Probable Construction Costs 2017 Dollars

Option 1: Concrete Trail from Proposed Neighborhood Connector at Phoenix Drive to Existing Greenway (Loop Trail Station 41+40± to Station 76+47)

Description	Unit	Estimated Quantity	Estimated Unit Cost	Estimated Total Cost
Contract Bond (1%)	LS	Lump Sum	\$ 3,410.00	\$ 3,410.00
Mobilization (10%)	LS	Lump Sum	\$ 34,500.00	\$ 34,500.00
Traffic Control	LS	Lump Sum	\$ 500.00	\$ 500.00
Erosion Control and Storm Water Management	LS	Lump Sum	\$ 12,900.00	\$ 12,900.00
Unclassified Excavation	CY	1870	\$ 15.00	\$ 28,050.00
Strip, Stockpile, Redistribute Topsoil	CY	910	\$ 7.00	\$ 6,370.00
Culvert Extension, 36" RCP	LF	5	\$ 160.00	\$ 800.00
Crushed Base - 4" under path	TON	1040	\$ 26.50	\$ 27,560.00
4" Concrete Greenway Path - 10' wide	SF	35000	\$ 7.50	\$ 262,500.00
Seeding - Dry Land Mix	AC	0.9	\$ 2,500.00	\$ 2,250.00

Sub Total \$ 378,840.00
 12% Engineering Design \$ 46,000.00
 15% Contingency \$ 63,730.00
Total \$ 488,570.00

Option 2: Soft Surface Trail from Proposed Neighborhood Connector at Phoenix Drive to Existing Greenway (Loop Trail Station 41+40± to Station 76+47)

Description	Unit	Estimated Quantity	Estimated Unit Cost	Estimated Total Cost
Contract Bond (1%)	LS	Lump Sum	\$ 860.00	\$ 860.00
Mobilization (10%)	LS	Lump Sum	\$ 8,700.00	\$ 8,700.00
Traffic Control	LS	Lump Sum	\$ 500.00	\$ 500.00
Erosion Control and Storm Water Management	LS	Lump Sum	\$ 12,900.00	\$ 12,900.00
Unclassified Excavation	CY	1870	\$ 15.00	\$ 28,050.00
Strip, Stockpile, Redistribute Topsoil	CY	910	\$ 7.00	\$ 6,370.00
Culvert Extension, 36" RCP	LF	5	\$ 160.00	\$ 800.00
Soft Surface Greenway Path - 10' wide	SF	35000	\$ 1.00	\$ 35,000.00
Seeding - Dry Land Mix	AC	0.9	\$ 2,500.00	\$ 2,250.00

Sub Total \$ 95,430.00
 12% Engineering Design \$ 12,000.00
 15% Contingency \$ 16,120.00
Total \$ 123,550.00

Southeast Greenway Connector Trail

Estimate of Probable Construction Costs
2017 Dollars

Concrete Trail from Existing Greenway at T-intersection to intersection of Burlington Trail and Campstool Road (Main Trail Station 10+00 to Station 56+00)

Description	Unit	Estimated Quantity	Estimated Unit Cost	Estimated Total Cost
Contract Bond (1%)	LS	Lump Sum	\$ 20,540.00	\$ 20,540.00
Mobilization (10%)	LS	Lump Sum	\$ 207,400.00	\$ 207,400.00
Traffic Control	LS	Lump Sum	\$ 3,000.00	\$ 3,000.00
Erosion Control and Storm Water Management	LS	Lump Sum	\$ 5,000.00	\$ 5,000.00
Unclassified Excavation	CY	4100	\$ 15.00	\$ 61,500.00
Remove Fence (at Henderson Ditch slope paving)	LF	70	\$ 5.25	\$ 367.50
Remove Concrete Sidewalk (at Campstool Rd/Way Intersection Island)	SY	50	\$ 8.00	\$ 400.00
Remove Curb and Gutter	LF	40	\$ 7.00	\$ 280.00
Crushed Base - 4" under path	TON	1330	\$ 26.50	\$ 35,245.00
4" Concrete Greenway Path *	SF	35659	\$ 7.50	\$ 267,442.50
Curb and Gutter	LF	40	\$ 30.00	\$ 1,200.00
Concrete Slope Paving (at Henderson Ditch)	SY	60	\$ 120.00	\$ 7,200.00
Detectable Warning Plates	SF	200	\$ 50.00	\$ 10,000.00
Thermoplastic Pavement Markings - Crosswalks (Installation at Campstool Road/Campstool Way and across Campstool Road at Burlington Trail Road)	SF	440	\$ 22.00	\$ 9,680.00
Add Pedestrian Heads and Buttons to Existing Traffic Signal (at Campstool Rd/Campstool Way Intersection, Across one Leg Only)	LS	Lump Sum	\$ 1,010.00	\$ 1,010.00
Pedestrian Push Button with Warning Lights (at Burlington Trail Road for Connection to LEADS Trail)	EA	2	\$ 8,000.00	\$ 16,000.00
54" Culvert	LF	72	\$ 300.00	\$ 21,600.00
54" FES	EA	4	\$ 750.00	\$ 3,000.00
18" Culvert	LF	16	\$ 110.00	\$ 1,760.00
Relocate Fire Hydrant Assembly (Assume new Hydrant)	EA	1	\$ 7,500.00	\$ 7,500.00
6' Chain Link Fence (at Henderson Ditch Slope Paving)	LF	70	\$ 23.00	\$ 1,610.00
Seeding - Dry Land Mix	AC	0.9	\$ 2,500.00	\$ 2,250.00
Prefabricated Bridge:				
Bridge (130' x 12' wide)	EA	1	\$ 282,100.00	\$ 282,100.00
Ramps (12' wide)	LF	786	\$ 1,430.00	\$ 1,123,980.00
Abutments	EA	1	\$ 15,000.00	\$ 15,000.00
Drilled Shafts (30") on UPRR Prop.	FT OF DEPTH	120	\$ 400.00	\$ 48,000.00
Drilled Shafts (30") not on UPRR Prop.	FT OF DEPTH	150	\$ 300.00	\$ 45,000.00
Support Steel at Drilled Shafts	LF	326	\$ 250.00	\$ 81,500.00
RR Flagging	DAY	1	\$ 1,800.00	\$ 1,800.00

Sub Total \$ 2,281,365.00
 12% Engineering Design \$ 274,000.00
 15% Contingency \$ 383,310.00
 Structural Design by Bridge Supplier \$ 25,000.00
 UPRR Structural Review \$ 20,000.00
Total \$ 2,983,675.00

* NOTE: It is assumed that Concrete Greenway Path will be placed across all sidestreets in order to meet ADA requirements at these roadways.

Southeast Greenway Connector Trail

Estimate of Probable Construction Costs
2017 Dollars

Short-Term Option: Concrete Trail from Intersection of Burlington Trail and Campstool Road to Existing Greenway at HR Ranch Road (Main Trail Station 56+00 to Station 80+60): AVOID EXISTING I-80 BRIDGE SLOPE PAVING

Description	Unit	Estimated Quantity	Estimated Unit Cost	Estimated Total Cost
Contract Bond (1%)	LS	Lump Sum	\$ 2,730.00	\$ 2,730.00
Mobilization (10%)	LS	Lump Sum	\$ 27,600.00	\$ 27,600.00
Traffic Control	LS	Lump Sum	\$ 18,000.00	\$ 18,000.00
Erosion Control and Storm Water Management	LS	Lump Sum	\$ 3,000.00	\$ 3,000.00
Unclassified Excavation	CY	2700	\$ 15.00	\$ 40,500.00
Crushed Base - 4" under path	TON	730	\$ 26.50	\$ 19,345.00
4" Concrete Greenway Path	SF	24256	\$ 7.50	\$ 181,920.00
Detectable Warning Plates	SF	40	\$ 50.00	\$ 2,000.00
18" Culvert	LF	14	\$ 110.00	\$ 1,540.00
Seeding - Dry Land Mix	AC	0.6	\$ 2,500.00	\$ 1,500.00
Concrete Jersey Barrier (Under I-80 Bridge to separate Greenway from Travel Way)	FT	250	\$ 20.00	\$ 5,000.00

Sub Total \$ 303,135.00
 12% Engineering Design \$ 37,000.00
 15% Contingency \$ 51,030.00
Total \$ 391,165.00

Long-Term Option: Concrete Trail from Intersection of Burlington Trail and Campstool Road to Existing Greenway at HR Ranch Road (Main Trail Station 56+00 to Station 80+60): REMOVE I-80 BRIDGE SLOPE PAVING, REPLACE WITH PRECAST MODULAR BLOCK WALL

Description	Unit	Estimated Quantity	Estimated Unit Cost	Estimated Total Cost
Contract Bond (1%)	LS	Lump Sum	\$ 6,850.00	\$ 6,850.00
Mobilization (10%)	LS	Lump Sum	\$ 69,100.00	\$ 69,100.00
Traffic Control	LS	Lump Sum	\$ 18,000.00	\$ 18,000.00
Erosion Control and Storm Water Management	LS	Lump Sum	\$ 3,000.00	\$ 3,000.00
Unclassified Excavation	CY	2700	\$ 15.00	\$ 40,500.00
Crushed Base - 4" under path	TON	730	\$ 26.50	\$ 19,345.00
4" Concrete Greenway Path	SF	24256	\$ 7.50	\$ 181,920.00
Detectable Warning Plates	SF	40	\$ 50.00	\$ 2,000.00
18" Culvert	LF	14	\$ 110.00	\$ 1,540.00
Seeding - Dry Land Mix	AC	0.6	\$ 2,500.00	\$ 1,500.00
Block Wall Under I-80 Bridge:				
Removal of Bridge Slope Paving	SY	1190	\$ 11.00	\$ 13,090.00
Dry Excavation	CY	5250	\$ 35.00	\$ 183,750.00
Crusher Run Sub-Base	CY	250	\$ 48.00	\$ 12,000.00
Precast Wall Component System (MSE Block Wall)	SF	6480	\$ 32.00	\$ 207,360.00

Sub Total \$ 759,955.00
 12% Engineering Design \$ 92,000.00
 15% Contingency \$ 127,800.00
Total \$ 979,755.00

Appendix H
Easement and Property Ownership Documentation for Sun
Valley Open Space Detention Pond

EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that BURLINGTON NORTHERN INC., a Delaware corporation, of 176 East Fifth Street, St. Paul, Minnesota 55101, successor in interest to Chicago, Burlington & Quincy Railroad Company, Grantor, for and in consideration of the sum of Twenty Thousand Three Hundred Sixty-five and no/100 Dollars (\$20,365.00) to it paid by the STATE OF WYOMING, acting by and through its State Highway Commission, Grantee, and the promises of the Grantee hereinafter specified, does hereby remise, release and quitclaim unto the Grantee, subject to the terms and conditions hereinafter set forth, an EASEMENT for the construction and maintenance of a drainage ditch for highway purposes including the construction and maintenance of dual viaducts, hereinafter collectively referred to as highway, and for no other purpose over, upon and across the following described premises, situated in Laramie County, State of Wyoming, to-wit:

✓ PARCEL 1

✓ All that portion of the N1/2 NW1/4 of Section 3, Township 13 North, Range 66 West of the Sixth Principal Meridian, Wyoming, lying between parallel right of way lines 300 feet apart, being 150 feet on each side, when measured at right angles to the following described survey line of highway, said parallel right of way lines beginning on the Northerly operating right of way boundary and ending on the Southerly operating right of way boundary of the Burlington Northern Inc.:

Beginning at a point on said Northerly right of way boundary which point bears South 17° 21' West, a distance of 396.2 feet from a point on the North boundary of said Section 3, from which the North quarter corner thereof bears South 89° 09' East, a distance of 1,099.7 feet; thence South 17° 21' West, a distance of 217.7 feet, more or less, until said parallel right of way lines intersect said Southerly operating right of way boundary.

The above described parcel of land contains 1.5 acres, more or less.

As an essential part of this transaction, the undersigned, does for itself, its successors and assigns, sell, transfer, convey and relinquish to the said Grantee, its successors and assigns, all easement of access and all rights of ingress, egress and regress to, from and between the remaining portions of said Grantor's lands and those portions hereby conveyed.

✓ PARCEL 2

All that portion of Lot 3 of Section 3, Township 13 North, Range 66 West of the Sixth Principal Meridian, Wyoming, described by metes and bounds as follows:

Falcon

2/5

Beginning at a point on the East boundary of said Lot 3 from which the Northeast corner thereof bears North 0° 07.8' West, a distance of 570.5 feet; thence North 0° 07.8' West along said East boundary, a distance of 183.4 feet, more or less, to a point on the Northerly operating right of way of the Burlington Northern Inc.; thence Westerly along said Northerly operating right of way, a distance of 1,055 feet, more or less, to a point on the Southeasterly boundary of a Wyoming primary road known as the Outer Belt Loop Road; thence Southwesterly along said Southeasterly boundary, a distance of 220 feet, more or less, to a point on the Northerly operating right of way boundary of the Union Pacific Railroad Company; thence Easterly along said Northerly operating right of way boundary, a distance of 430 feet; thence North 86° 37.1' East, a distance of 705 feet, more or less, to the point of beginning.

The above described parcel of land contains 5.4 acres, more or less.

✓ PARCEL 3

All that portion of Lots 1 and 2 of Section 3, Township 13 North, Range 66 West of the Sixth Principal Meridian, Wyoming, lying between the Northerly operating right of way of the Burlington Northern Inc. and a parallel line 50 feet to the left or Northerly side when measured at right angles or radially to the following described survey line, said parallel right of way line beginning on the West boundary of said Lot 2 and ending on the Northerly operating right of way boundary of the Union Pacific Railroad Company:

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Beginning at a point on the West boundary of said Lot 2 from which the Northwest corner thereof bears North 0° 07.8' West, a distance of 620.6 feet; thence North 86° 37.1' East, a distance of 315.1 feet to the point of beginning of a 3° 00' circular curve to the right, the radius of which is 1,909.9 feet; thence along said curve through a central angle of 37° 09', a distance of 1,238.3 feet to the point of ending of said curve; thence South 56° 13.9' East, a distance of 10.0 feet, more or less, until said parallel right of way line 50 feet to the left or Northerly side intersects said Northerly operating right of way boundary of the Union Pacific Railroad Company.

The above described parcel of land contains 4.8 acres, more or less.

✓ PARCEL 4

All that portion of the S1/2 NW1/4, N1/2 SW1/4 of Section 2, SE1/4 NE1/4 and Lot 1 of Section 3, all of Township 13 North, Range 66 West of the Sixth Principal Meridian, Wyoming, lying between the Southwesterly operating right of way boundary of the Burlington Northern Inc. or extension thereof and a parallel line 90 feet to the right or Northeasterly side when measured at right angles to the following described line, said parallel line ending on the Southerly right of way boundary of the relocated Campstool County Road:

[Handwritten red notes: "OPPOSITE" and "R/W"]

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Falcon 3/5

Beginning at a point which bears South 56° 13.9' East, a distance of 620 feet from a point which bears North 88° 46.1' East, a distance of 910.3 feet from a point on the West boundary of said Section 2 from which the Southwest corner thereof bears South 0° 17.4' East, a distance of 2,832.7 feet; thence North 56° 13.9' West, a distance of 2,550 feet, more or less, to a point on the Southerly right of way boundary of the relocated Campstool County Road.

The above described parcel of land contains 4.4 acres, more or less.

RESERVING, however, unto the Grantor, the right to construct, maintain, use, operate, relocate, reconstruct and renew such tracks and facilities as it may at any time, and from time to time, desire within the limits of the land hereinbefore described, including the right and privilege to use said land for any and all purposes, not inconsistent with the use thereof for highway purposes.

The foregoing easement is made subject to and upon the following express conditions:

1. To existing interests in the above described premises to whomsoever belonging and of whatsoever nature and any and all extensions and renewals thereof, including but not limited to underground pipe line or lines, or any type of wire line or lines, if any.

2. Any and all cuts and fills, excavations or embankments necessary in the construction, maintenance, or future alteration of said highway shall be made and maintained in such manner, form and extent as will provide adequate drainage of and from the adjoining lands and premises of the Grantor; and wherever any such fill or embankment shall or may obstruct the natural and pre-existing drainage from such lands and premises of the Grantor, the Grantee shall construct and maintain such culverts or drains as may be requisite to preserve such natural and pre-existing drainage, and shall also wherever necessary, construct extensions of existing drains, culverts or ditches through or along the premises of the Grantor, such extensions to be of adequate sectional dimensions to preserve the present flowage of drainage or other waters, and of materials and workmanship equally as good as those now existing.

QUITCLAIM DEED

COPY

That for and in consideration of the sum of Ten Dollars (\$10.00) and other valuable considerations, the receipt of which is hereby acknowledged and confessed, the TRANSPORTATION COMMISSION OF WYOMING, hereinafter called the grantor, hereby remises, releases and quit claims to The City of Cheyenne, its assigns or successors herein called the grantee, the following described lands located in the County of Laramie and State of Wyoming, to-wit:

Parcel No. 1

A parcel of land recorded in Book 1017 at Page 434 of the Laramie County Records being described as follows:

"All that portion of Lots 1 and 2 of Section 3, T. 13 N., R. 66 W. of the 6th P.M., Wyoming, lying north of the Union Pacific Railroad and north of the Burlington Northern Inc. Railroad and west of a line 300 feet west of and parallel to the east boundary of Lot 1, containing approximately 28.8 acres, more or less, and excepting from this conveyance all easements of record and reserving for public use a perpetual roadway easement 60 feet in width adjacent to and along the northern boundary of the northeast corner of said property from a point on an extension of the west boundary of Cleveland Avenue to the east to a point on the said line 300 feet west of and parallel to the east boundary line of Lot 1 for the purpose of access to the property (comprising approximately 5.4 acres) directly adjacent to and east of said line 300 feet west of the east boundary line of Lot 1."

The above described parcel of land contains 28.8 acres, more or less.

Parcel No. 2

A parcel of land recorded in Book 1006 at Page 592 of the Laramie County Records being described as follows:

"A tract of Land situate in T. 13 N., R. 66 W., 6th P.M., described as follows:

Beginning at the north one-quarter corner of said Section 3 and thence proceeding S. 0° 38' E. a distance of 339.98 feet;
 thence S. 89° 52' W. a distance of 1,050.70 feet to a point on the easterly right of way line of the proposed State Highway;
 thence N. 16° 54.5' E. along said highway right of way a distance of 355.57 feet to the north boundary of said Section 3;
 thence N. 89° 52' E. along the north line of said Section 3 a distance of 943.56 feet to the point of beginning hereinbefore described;
 LESS AND EXCEPTING THEREFROM, All of the South Eighty (80) feet, which said South Eighty (80) feet was reserved unto Urban Development Company, Inc., in Book 727 Deeds, at Page 197.

The parcel of land hereby conveyed contains 5.7 acres, more or less."

Parcel No. 3

A parcel of land recorded in Book 1007 at Page 145 of the Laramie County Records being described as follows:

"In the N1/2 of Section 3, T. 13N, R33W of the 6th P.M., Wyoming:

All of the South Eighty (80) feet of the following described Tract of Land:

Beginning at the north one-quarter of said Section 3 and thence proceeding S. 0° 38' E. a distance of 339.98 feet;
 thence S. 89° 52' W. a distance of 1,050.70 feet to a point on the easterly right of way line of the proposed State Highway;
 thence N. 16° 54.5' E. along said highway right of way a distance of 355.57 feet to the north boundary of said Section 3;
 thence N. 89° 52' E. along the north line of said Section 3, a distance of 943.56 feet to the point of beginning hereinabove described, in Township 13 North, Range 66 West, 6th P.M.

The parcel of land hereby conveyed contains 1.9 acres, more or less."

Parcel No. 4

A parcel of land recorded in Book 1007 at Page 146 of the Laramie County Records being described as follows:

"All that portion of Lot 3 of Section 3, T. 13 N., R. 66 W. of the 6th P.M., Wyoming, lying south of a tract of land as described in Book 727 at page 195 of the Laramie County Records, north of a tract of land as described in Book 47 at page 486 of the Laramie County Records, and east of the right of way as described in Parcel Number 1 of the Order of Conveyance recorded in Book 676 at Page 398-402 in the Laramie County Records.

The parcel of land hereby conveyed contains 1.0 acres, more or less."

The total of the above described Parcels (No. 1, No. 2, No. 3 and No. 4) is 37.4 acres, more or less.

