



DAVID OHDE & ASSOCIATES

EDAW AVI HAYDEN-WING & ASSOCIATES RECREATIONAL ENGINEERING & PLANNING

BY

CITY OF CHEYENNE, WYOMING

PREPARED FOR THE

JULY 8, 1992

A RECREATIONAL TRANSPORTATION SYSTEM



RESOLUTION NO. 3313

ENTILED .	OF THE COMPREHENSIVE PLA RECREATION AND TRANSPORT
WHEREAS :	The voters of Laramle County a Facilities Tax on May 7, 1991, and the term of the tax; and,
WHEREAS :	The Mayor created the Greenway of the City Council and charg recommendations for the develop
WHEREAS :	The City, after recommendation o consulting team of David Ohde a and Recreational Engineering & close cooperation with the Green
WHEREAS :	The Greenway Technical Review Intensely involved in the develop
WHEREAS :	The Greenway Technical Review meetings on the Plan and those May 20, 1992, and June 2, 1992;
WHEREAS :	The comments and concerns expinite the Plan where appropriate;
WHEREAS :	The Appendix Document of the C Committee proceedings and all
WHEREAS :	A Public Hearing was advertised County Regional Planning Comm
WHEREAS :	The Greenway Technical Review Planning Commission have adop the City of Cheyenne for adoptic
NOW, THERE WYOMING, T	efore, be it resolved by th hat:
	The Greenway Development Pla

ENTITIED .

The Greenway Development Plan is adopted for the development of the Allison Draw, Railroad, Dry Creek, and Crow Creek Greenway Sections and further that this Greenway Development Plan shall be used as a guide for the acquisition of easements and rights-ofways, the specific design and construction and implementation of the Greenway for those sections, and shall be used to assist in the design of streets, drainage, recreation, and other public and private projects along those sections, and the Greenway Development Plan shall be considered an element of the Comprehensive Plan for both recreation and transportation.

PRESENTED, READ AND ADOPTED THIS 1

(SEAL) ATTEST: GALEN NIGHSWONGER, C

"A RESOLUTION ADOPTING THE GREENWAY DEVELOPMENT PLAN AS AN ELEMENT OF THE COMPREHENSIVE PLAN FOR THE GREATER CHEYENNE AREA FOR BOTH RECREATION AND TRANSPORTATION."

> approved the Greenway Project with the County Capital and funded that project at \$2.8 million to be accrued during

> y Technical Review Committee with the acknowledgement ged that Committee with the responsibility of making opment and implementation of the Greenway; and

> of the Greenway Technical Review Committee, selected the and Associates, EDAW, AVI, Hayden-Wing & Associates, Planning to prepare the Greenway Development Plan in enway Technical Review Committee; and,

> w Committee has been, along with the Governing Body, pment and review of this Plan; and,

v Committee and the Governing Body have held four public e meetings were held on February 26, 1992, April 9, 1992, 2; and,

pressed at those public meetings have been incorporated ; and,

Greenway Plan lists all of the Greenway Technical Review comments received concerning the Plan; and,

d on June 6, 1992 and held before the Cheyenne-Laramie mission on July 6, 1992; and,

w Committee and the Cheyenne-Laramie County Regional pted this Plan and recommend it to the Governing Body of ion.

HE GOVERNING BODY OF THE CITY OF CHEYENNE,

3th	DAY OF	July	, 1992.
	A	11 1:	
	GARY SCHAF	10	
	RI	1 1/21, WATON	

ACKNOWLEDGMENT

The following are acknowledged for their interest and assistance in the preparation of this Greenway Development Plan:

City of Chevenne

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Laramie County Commissioners

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Bob Allen City Traffic Department George Barnes former City Engineer Mike Bollinger Greater Cheyenne Recreation Commission Joe Bonds Greater Cheyenne Recreation Commission **Tom Bonds Regional Planning Director Randy Byers** Laramie County School District No. 1 Allison Draw Steering Committee Al Chandler Laramie County Recreation Board **Tom Eppler** Citizen At Large Crow Creek Greenway Committee Shelly Flot Dry Creek Greenway Committee Glen Garrett, Greater Cheyenne Chamber of Commerce Dan Gillgannon Crow Creek Greenway Committee Peter Laybourn Crow Creek Greenway Committee Chris Madson Plant the Cheyenne Forest Committee Wyoming Game & Fish Department John Mahoney Plant the Cheyenne Forest Committee Tom Mason **ChATPP** Director **Bert McCauley** Laramie County Engineer **David Romero Cheyenne Parks & Recreation Director** Steve Roseberry Urban Forestry Department Ken Shultz WY DOT Resident Engineer Mary Small Laramie County Extension Service Norm Soden One PerCent Sales Manager Dale Strickland, Allison Draw Steering Committee Jo Zunker **Greater Cheyenne Recreation Commission**

Greenway Technical Review Committee

(Current and Former Members)

Cindy Schneider Greenway Coordinator

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INTRODUCTION

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History of Greenway and Recreational Transportation Systems in Cheyenne

Interest in "greenways", paths, and bikeways extends back approximately sixty years in the City of Cheyenne.

In the early 1930's two Cheyenne businessmen retained S. R. DeBoer to create a scenic drive along Crow Creek. Their intent was to emphasize the creek's assets and to eliminate its hazards.

Since that time there have been numerous efforts and ideas for paths and beautification throughout the City, particularly along Crow Creek, some have been realized, at least in part, many have not.

Among the major efforts related to "greenways" and non-vehicular transportation systems in the City of Cheyenne are the following:

<u>1971 - Crow Creek Feasibility Study</u> - this plan described highly developed recreation and tourist areas along Crow Creek

<u>1975 - Open Space Plan - Chevenne</u> and Laramie County

- recommended a system of greenways and pathways throughout the Cheyenne area

1975 - Two Wheeling In Chevenne

- documented the growing interest in bicycling for recreation and transportation and stressed safety as a major goal 1978-1980 - Crow Creek improvements

- Martin Luther King Park and Optimist Park were developed along Crow Creek. Some erosion control work and general clean-up were also completed.

<u>1981 - The Cheyenne Bikeway System</u> - designated bike routes and installed signs to identify routes

1984 - South Chevenne Bikeway Plan

- completed as part of the Community Impact Planning Report by the U.S. Air Force in cooperation with the Wyoming Office of Industrial Siting Administration, the City of Cheyenne, Laramie county, and the Wyoming Highway Department as part of the Peacekeeper Missile System; this plan was never implemented

<u>1986 - Dry Creek Parkway Open Space</u> Plan

- land acquisition, flood control work and some landscaping work was completed as a result of the Plan; path work included in the Plan was not accomplished

1987 - Chevenne Bikeway Study

- the plan was never implemented

1989 - Bikeway System Plan

- developed by the Cheyenne Recreation Task Force; this plan was not fully implemented

Most recently, a grass roots group called the Crow Creek Greenway Committee was formed on Earth Day 1990. This committee included citizens interested in cleaning-up Crow Creek, enhancing the environment and building a path along the Creek. The Crow Creek Greenway Committee requested funding from the City for a portion of a path along Crow Creek and money was granted for this project. Construction of a segment in Martin Luther King Park was completed in 1991.

In 1991 the vision for Crow Creek was expanded to a community-wide "greenway" system. Other citizen groups such as the Plant the Cheyenne Forest Committee and the Allison Draw Steering Committee became involved and supported the concept of a community-wide recreational transportation system.

The overall system was eventually expanded to a system which included four off-street "greenway" sections and a comprehensive on-street system of bike lanes and bike routes. The four off-street corridors were along Dry Creek, Crow Creek, Allison Draw and a section of abandoned railroad bed south of Nationway.

The vision of the "greenway" corridors included major improvements related to recreation, transportation and beautification of the identified corridors.

In 1991 the voters of Laramie County passed the Laramie County Capitol Facilities Tax which provided for an additional 1% tax to fund a variety of local projects. Included on the ballot was "\$2,800,000 for the construction of a major portion of the Greenway Path System".

The CHEYENNE GREENWAY DEVELOPMENT PLAN presented herein has been prepared as a first step

toward the implementation of the Cheyenne Greenway. In many ways this plan integrates and supports several of the concepts and ideas initially presented in earlier plans and studies.

Purpose and Intent of the Development Plan

The agreement between the City and the Consultant selected to assist in the preparation of the Development Plan states (in part) the following:

"The consultant shall prepare a Greenway Development Plan for a recreational greenway approximately 15 miles long in the City of Cheyenne and adjacent area of Laramie County. The project will include pedestrian and bicycle paths, rest and view areas, nature trails, handicapped access and parking facilities. The consultant shall assist the City to develop criteria, prepare and evaluate alternatives, and prepare a preliminary route and details of the proposed system."

In addition the agreement for consulting services related to the Development Plan states that:

"The purpose of the Greenway Development Plan is to give an overview of the entire proposed greenway path system ...". "It is also intended to establish parameters for consistent design and quality throughout the system. In addition, the Greenway Development Plan shall be used to establish detailed preliminary costs of proposed elements of each segment of the pathway system. The Greenway Development Plan shall be used as a guide for subsequent design and construction of the greenway path system.

The Development Plan shall be concerned with the implementation of the bikeway system within the identified project corridors; it shall not be the responsibility of the consultant to address drainage improvement for purposes of flood control or other such concerns. The consultant shall however take reasonable steps to be aware of such improvements for other purposes and shall take such planned improvements into account throughout the course of his work on this project."

In addition, the charge given the consulting team by the GTRC and the governing body was to create a Greenway Development Plan which provides for a quality greenway system to be of recreational, transportation, environmental and economic benefit to the City of Cheyenne and Laramie County.

The Development Plan is a document which provides a vision of a complete quality project for the residents of Laramie County.

The total estimated cost of this Plan exceeds the \$2.8 million dollars initially approved as a part of the Laramie County Capitol Facilities Tax.

The approach taken by the Greenway Technical Review Committee and the governing body was to determine the best way to develop a quality greenway system, as opposed to just how to spend the money initially available through the Facilities Tax. The Greenway Technical Review Committee recognized early on in the planning process that additional funding would be necessary to fully complete the greenway system to the

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level of quality desired. As stated earlier the proposal presented to the voters of Laramie County was "for the construction of a major portion of the Greenway Path System".

The Committee and the governing body of the City are actively pursuing additional funding sources to allow the full implementation of the Greenway.

Project Area

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The area included in the scope of the Development Plan is shown on the following map.

The area includes Allison Draw, Dry Creek, Crow Creek, and a section of the abandoned railroad bed generally located south of Nationway.

Planning and Design Process

In order to achieve the objectives of the Development Plan the consulting team, consisting of a group of landscape architects, engineers and wildlife experts with regional and national greenway planning and design experience, worked closely and regularly with the Greenway Technical Review Committee (GTRC). This Committee was created for the purpose of overseeing the project and to provide input and direction to the Consultant.

The GTRC consists of approximately twenty members representing a wide range of interests, groups and agencies with interest and involvement in the Greenway project. The GTRC includes representatives of the following:

City Traffic Department City Construction Office Urban Forestry Department Laramie County Engineer Chevenne Area Transportation

Planning Process (CHATPP) Chevenne Parks and Recreation Greater Cheyenne Recreation Board Wy DOT Resident Engineer Laramie County Extension Services Crow Creek Greenway Committee Laramie County School Dist. No. 1 Allison Draw Steering Committee Plant the Chevenne Forest Committee City Engineer's Office Laramie County Recreation Board A "Citizen At Large" Chamber of Commerce Cheyenne-Laramie Co. Planning Office Dry Creek Greenway Committee

Several interested citizens attended many of the GTRC meetings although they were not regular voting members.

Meetings between the Consultant and the GTRC were held over a period of approximately six months. All aspects of the project were discussed in detail. Three extended workshop sessions were held with the GTRC in addition to regularly scheduled meetings. All workshops and the initial field tours of the the greenway corridors were open to the public.

Several public meetings were held during the course of the planning process to allow the general public an opportunity to become familiar with the plans and to provide input to the consultant and the GTRC. Public meetings were held on the following dates:

> February 26, 1992 (GTRC) April 9, 1992 (GTRC) May 20, 1992 (City Council) June 2, 1992 (City Council) July 6, 1992 (Cheyenne-Laramie **County Regional Planning** Commission)

At all public meetings citizens were encouraged to give both oral and written comments related to the project.

Copies of the draft Greenway Development Plan were available at City offices and at the Laramie County Public Library for review by the public from May 12-June 22, 1992. Written comments were accepted during this review period.

In addition, the City Council met on several occasions with the Consultant for purposes of reviewing the plans in progress and to provide direction to the Consultant on a variety of issues.

Numerous other meetings were held with a variety of individuals, and agencies throughout the planning process for input and coordination purposes.

The Cheyenne City Council approved a resolution adopting the Greenway Development Plan on July 13, 1992.

All written comments received during the planning process are included in an Appendix to this Plan which is available for review in the offices of the City.

The public will continue to be involved in the implementation of this Plan through public meetings to be held at a neighborhood level during the detailed design process for each segment. These public meetings will be scheduled and announced at appropriate times over the course of the project.

Additionally, the public will be encouraged to be involved in the annual review process as suggested in the Plan Implementation section of this document.

Development Plan Improvements

The physical and environmental improvements suggested in the Plan are generally included within three categories:

Path improvements - this includes those elements required for the completion of the path itself; this category of improvements accounts for approximately 85% of the total estimated project cost

Amenities - elements which make the path system more useable and enjoyable for a wide variety of users; improvements within this category account for approximately 2.5% of the total estimated project cost

Landscape and environmental improvements - elements included in this category include landscape plantings, seeding, and bank stabilization along Dry Creek and Crow Creek; this category accounts for approximately 12.5 % of the total estimated project cost.

Development Plan Use

The Plan provides a "blueprint" for guiding the construction and physical implementation of the Greenway. As such it should be viewed as a "dynamic" document subject to change and adjustment as new opportunities and changing conditions are identified throughout the course of the project.



CHEYENNE AREA MAP

GREENWAY DEVELOPMENT PLAN CHEYENNE WYOMING PREPARED BY DAVID OHDE & ASSOCIATES EDAW AVI HAYDEN-WING ASSOCIATES RECREATION PLANNING & ENGINEERING APRIL, 1992 W NIN NORTH

PROJECT AREA





INTRODUCTION

This portion of the Greenway Development Plan describes the physical improvements required or recommended as a part of a complete greenway system.

The plan drawings which follow, form the basis of the plan and are used to prepare cost estimates and sequencing plans.

Prior to reviewing the plans as presented here several considerations and factors should be understood; these are discussed below.

Section and Segment Terminology

When the term "section" is used in this document it refers to the full length of a portion of the Greenway: for example the Dry Creek "section" means the full extent of Dry Creek from the Cheyenne Country Club on the west to U.S Highway 30 on the east.

The term "segment" refers to a portion of a section which has a consistent character throughout. Segments vary in length depending on how quickly the character of the area changes. The Dry Creek section for example consists of 24 segments.

The end points of the segments are indicated on the drawings with a solid triangle.

The Greenway project consists of four sections: Allison Draw, Dry Creek, Crow Creek and Railroad. These are illustrated on the map included in the "preface" to this Plan.



CHEYENNE AREA GREENWAY LANDSCAPE CHARACTER - NATURAL OPEN

DAVE OHDE & ASSOCIATES EDAW Inc.



CHEYENNE AREA GREENWAY LANDSCAPE CHARACTER - NATURAL WOODED

DAVE OHDE & ASSOCIATES EDAW Inc.

Plan Sheets

The "plan sheets" illustrate in graphic and written form the full extent of recommended improvements along each segment of the Greenway system. The plan drawings generally show all improvements regardless of when or by whom they may be completed. In this way a total picture of the Greenway can be visualized and maximum coordination between involved parties can be achieved.

The plans are not construction drawings and should not be viewed or used as such. However, the plans give specific direction which can be used as the basis for preparation of detailed construction documents.

In certain cases alternative path alignments have been included for consideration. Alternative segments are intended to be substituted for the "original" segment and not in addition to the "original". Alternative segments are identified by an "A" behind the segment number.

Approach to Landscape Improvements

The Development Plan recommends the continuation of existing landscapes in most segments of the Greenway. It is not the intent to turn the length of the Greenway into a "park like" environment with bluegrass lawns, mowed and highly maintained.

In most segments the Plan recommends the use of native grasses which can receive a lower level of maintenance. In addition no irrigation is recommended or included in the plans for most segments.

Exceptions to the "natural" approach occur only where the path goes through an existing or recommended park area such as Mylar Park in the Dry Creed section or Optimist Park in the Crow Creek section.

Planting of trees and shrubs are recommended only in those locations where there is a need to provide some landscape interest for visual purposes, to screen views, or to enhance existing vegetation.

Amenities

The general location of "amenity" elements are indicated on the plan sheet. Precise location must be determined at the time of detailed design.

Lighting

The Development Plan does not include lighting along the path. Lighting should be considered only in a very few situations which require lighting for safety or security purposes.

Underpasses which are long, or which are not straight and which may have dark areas toward the center, may need to have lighting installed in order to provide a safe and "comfortable" condition. Users must feel secure when in an underpass even for a short period of time.

Additionally, it may be desirable to provide lighting at certain trailhead parking lots if not lit by normal street lights.

It is anticipated that Chevenne Light, Fuel and Power would cooperate in the installation of lighting where needed.

Therefore no street or parking lot lighting has been included in the costs for the Greenway.

Bank Stabilization

Recommendations for stabilization of creek banks have been identified on the Plan sheets where existing erosion or unsafe conditions require this type of work. It is generally the intent of the Plan to maintain the existing slopes and vegetation unless there is a specific and logical need to modify the current condition. This approach not only minimizes the cost of improvements but maintains a more natural appearance along the creek corridors.

Underpasses and At-grade Crossings

One of the primary objectives of the Greenway Plan is to avoid at-grade crossings whenever possible and reasonable.

This is an objective for both safety and enjoyment purposes. By minimizing the need for the user to cross streets atgrade the potential for accidents with vehicles is greatly reduced. Additionally, it is much more enjoyable to use the path if a person does not have to stop at streets and be concerned with vehicular traffic.

With a minimum recommended clearance height of 8' however, the opportunities to use existing underpasses along the route are limited. Most existing underpasses do not provide the height clearance needed for a safe condition. Where existing underpasses meet the design criteria, the Plan calls for the path to go under the street.

The cost to replace underpasses which do not meet design criteria is prohibitive within the Greenway budget. The Plan Planting of low density shrubs and trees does however call for the path to go will enhance bird habitat throughout the through underpasses in the future when area. Wildlife interpretation can be new culverts or bridges are installed as accomplished along this segment. a part of a separate project. Segment 5: East of College Drive The large drainage area on the north A common example of this is along Dry Creek where the Dry Creek Master side of the path alignment is owned by the Wy DOT and has good potential for Drainage Plan calls for new and larger culverts to handle flood conditions. At development as wildlife habitat. Bird the time drainage improvements are habitat can be enhanced by low density designed and installed the City should plantings of trees and shrubs. Although require that they meet the Greenway this area is not directly along the path alignment the potential to increase the design criteria so that the path can then habitat for birds would allow an be routed below street grades. increased level of enjoyment for the Wildlife Habitat Greenway user without direct disturbance of the habitat. The Wy DOT should be encouraged to work with Assessment of the opportunities for the enhancement and protection of existing other agencies to take advantage of this wildlife and fish habitats was an integral opportunity. part of the initial Greenway assessment and plan development. As with other **Crow Creek Section** aspects of the planning process, detailed design of particular areas was Segment: 1A: North of Happy Jack beyond the scope of the project. Road However, specific goals were identified This area of extensive natural/wetlands for appropriate segments of the could be used as an excellent wildlife Greenway based upon the existing viewing and interpretation area with conditions, adjacent land uses, health minimal improvements. F.E. Warren Air Force Base is working on this area as a and safety considerations, environmental conditions and other protected wildlife area. Any viewing of wildlife here should be done from the factors. perimeter of the area. Specific observations and recommendations related to terrestrial Seament 2: Along I-25 and aquatic habitat enhancement are This is a long open stretch with active offered below for the identified stream flow, isolated willows, and near native prairie and should be maintained segments. in its present condition. This is the largest open segment along the Crow Railroad Section Creek greenway corridor and provides Seament 3: Nationway to College Drive good viewing of pronghorn, deer, This is a long section of relatively waterfowl and prairie dogs. undisturbed area with natural vegetation paralleling the path Establishment of perching poles of alignment. Areas of wetlands and a few different heights for meadow larks and willows exist and offer good kestrels, and bird houses for mountain blue birds and kestrels would enhance opportunities for the viewing of bird.

the bird life and provide opportunities for educational interpretive signs.

Segment 3: I-25 to Westland Road The large natural area on the west end of this segment includes good blocks of wetland vegetation and has potential for wildlife viewing and appreciation. Vegetation plantings are not required, but selective establishment of shrubs and trees would further enhance the diversity of bird species.

Mature cottonwoods along the creek provide good nesting habitat for a number of bird species, including raptors. Some of the trees are dead and should be left standing to provide habitat for cavity nesting species of birds and mammals.

The size of this area along with the existing mix of upland and wetland vegetation and structural diversity provides habitats for a relatively wide variety of wildlife species and offers a fairly unique opportunity for in-town viewing of a better than average crosssection of wildlife species.

This site supports some beaver now. This species will have to be dealt with; if beavers are allowed to remain in the area they are likely to eventually cut and fell the mature cottonwood trees and thus reduce the structural diversity value and uniqueness of the area for other wildlife species. They are also likely to eliminate the existing willow food source and eventually radiate outward into other tree areas. If beavers are to be a part of this habitat their numbers will have to be maintained in balance with the food supply and the feasibility of a supplemental feeding program investigated through the Game & Fish.

The existing habitat probably supports skunks and raccoons. Some direct control of these species may be necessary periodically.

Wildlife plans in this segment should be considered in light of the proposed drainage improvements.

Segment 4: East of Westland Road Retain the nature willows and the natural ground cover along the creek bottom and bank slopes. Maintain clumps of natural understory on the upslope areas adjacent to the creek, but manicure the majority of the understory growth. A few select plants of trees and shrubs will enhance bird habitat.

Beaver are present and habitats for skunk and raccoon occur here; the need for periodic control is likely.

Segment: 5: North of 19th Street

This segment contains a significant amount and diversity of natural vegetation which should be maintained primarily for bird habitat. Maintain the existing good natural wetland cover and scattered trees along the stream course. Low density tree and shrub plantings to enhance bird habitat is appropriate in some areas adjacent to the creek.

Segment 6: Martin Luther King Park Maintain the natural vegetation in the creek bed and along the creek banks. Roadside plantings of dense conifers and low density plantings of trees and shrubs in the park would create bird habitat.

Segment 7: South of 16th Street This area is to narrow and close to heavy traffic volumes for development of significant wildlife habitat.

Seament 8: Deming Drive

This is a long stretch with decent aquatic vegetation in the channel and on banks and should be retained for bird habitat. This area has good channel flow with potential for development and enhancement of fisheries habitat. Work in this area should be done in close coordination with the Wy Game & Fish.

Low density plantings of shrubs and trees along the rims of the channel will enhance bird habitat.

Habitats for skunks and raccoon occur here and there is evidence of some beaver activity occurring here. The need for periodic control of these species is likely given the close proximity of residential neighborhoods to the south.

Segment 9: Optimist Park

Habitats for birds can be enhanced here by low density plantings of trees and shrubs.

Control of skunks and raccoon may be necessary here also.

Segment 11: West of Highway 85

Maintain the existing dense natural vegetation which includes herbaceous wetland species and some shrubs and small tree-sized willows.

Control of skunk and other undesirable species may be needed here.

Segment 13: 1st Street to Morrie Avenue

This long segment includes a relatively large amount of diverse natural vegetation and presents an excellent opportunity for the development of a nature trail and interpretation of wildlife. Raptor nesting on the south side of the creek is possible and would be within views of the path user on the north side of the creek.

Fishing habitat along the stretch of the creek south of 1st Street could be developed into a fishing area for children and the handicapped. A moderate stream impoundment in this area could be constructed to enhance habitats for fish and waterfowl.

The block of willow wetland on the far east end of this segment is relatively unique habitat for this area and should be saved as part of a nature/wildlife habitat interpretive program.

Habitat for skunk, raccoon and beaver occur here. The need for periodic control is not as great here given the relatively isolated location.

Wy Game & Fish should be closely consulted for potential work in this area.

Dry Creek Section

Segment 1: Cheyenne Country Club Opportunities for the enhancement of fishing, waterfowl habitat and other water associated birds exists here. Selective planting may enhance bird habitat along the lake.

Segment 4: Wy Game & Fish Signs along the Greenway should direct persons to the indoor and outdoor displays by the Game & Fish.

Segment 7: McCormick Jr. High (west) This is an excellent area for development of an upland ecology natural classroom for the schools. Work in this area should be coordinated with school officials and particularly with science teacher who might use the area in their classes.

1-4

Segment 8 - McCormick Jr. High (east) Enhancement of the existing, reasonably diverse wetland habitats lending itself to possible use for outdoor educational purposes. Coordinate work in this area with teachers as in Segment 7.

Segment 12 - Smalley Park Low density tree and shrub plantings here would help to diverse and enhance bird habitat.

Segment 13 - Mylar Park

Enhancement of existing fish habitat and recreational fishing is possible here. Consider deepening a portion of the lake and an increased turn-over or outflow rate in the pond to improve quality and capacity to support fish. Coordinate with Wy Game & Fish.

This area provides a good opportunity for enhancement of an already significant block of natural vegetation. Enhancement should include planting a large diversity of shrub and tree species and the reduction of mowing to include only a minimal peripheral edge around the park boundary. Coordinate wildlife uses with recreational uses as possible.

Segment 14 - Dell Range Blvd

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This area offers good bird habitat and viewing due to the large expanse of natural vegetation. When considered together with Segments 13 and 12 it constitutes the longest and largest acreage of contiguous natural vegetation on Dry Creek. This area could be enhanced by selective plantings.



CHEYENNE AREA GREENWAY LANDSCAPE CHARACTER - PARKLAND

DAVE OHDE & ASSOCIATES EDAW Inc.

Segment 15: Stillwater Road

A very long stretch of natural upland and creek herbaceous vegetation which will support a good variety of prairie and wetland bird species. Low density plantings may be appropriate here.

Segments 20 & 21 - Parkview

A relatively long and expansive stretch of natural vegetation with good potential for bird populations. Habitat would be enhanced by the planting of low density of mixed trees and shrubs.

Segments 22 & 23 - Dry Creek Parkway (west)

This is an area of extensive natural vegetation with a large stand of tall willow shrubs and scattered trees. This is a good location for a nature trail and interpretive signs. Bird life is a major feature. Current drainage master plans could have a significant impact on the vegetation and wildlife in this area if implemented. Immediate plantings of other less hydrophillic tree and shrub species might be a good precaution for long term maintenance of the unique woodlot. This would also increase the diversity of bird species.

Segment 24 - Highway 30

This is a unique and valuable area for wildlife by virtue of its size and extent. Combined with segments 22 and 23, the collective contiguous habitat is one of the largest on the route. Diversification of the entire block (22, 23 & 24) would greatly increase the value of the area to birds and the viewing of birds.

One pond exists and other water improvement area programmed through the Dry Creek Parkway Master Plan. The area is large enough to support nest waterfowl if left unmowed.

Volunteer Efforts

The Greenway project provides a wide variety of opportunities for volunteer groups or individuals to become involved in the development and maintenance of the Greenway.

While the construction of the path and other structural elements should be completed by licensed contractors, many of the "softer" elements can be donated and/or installed by volunteers. Many of the amenity elements fit nicely with the concept of volunteer efforts when done with proper instruction. In addition, the planting of trees and shrubs and general landscape work can be done by volunteers under the guidance of personnel experienced in that field.

Possibly one of the major contribution which can be made by volunteers is the general clean-up of the sections and the drainages. Many areas have a great deal of concrete rubble or other debris materials that need to be removed if the overall environment of the Greenway is to be improved. This type of work can be completed reasonable quickly by volunteers and would make a very significant difference in the success of the project.

Volunteer groups may wish to "adopt" a particular portion of the Greenway and be responsible for periodic clean-up of trash and general maintenance of the area. These groups could perform periodic inspection of their area and report needed work to the City. This extends the available man-power of the City and helps to ensure a consistently clean, safe and attractive Greenway.

Organization of Plan Sheets

The plan sheets which follow are organized by section in the following order:

Allison Draw Crow Creek Dry Creek Railroad







GREENWAY DEVELOPMENT PLAN WYOMING CHEYENNE

PREPARED BY DAVID OHDE & ASSOCIATES EDAW AVI HAYDEN-WING ASSOCIATES RECREATION PLANNING & EN







PLAN SHEET INDEX







GREENWAY DEVELOPMENT PLAN CHEYENNE WYOMING

PREPARED BY DAVID OHDE & ASSOCIATES EDAW AVI HAYDEN-WING ASSOCIATES RECREATION PLANNING & ENGINEERING





"NOT FOR CONSTRUCTION "

ON-STREET CONNECTION

PROVIDE CONNECTION TO ON-STREET ROUTE RUNNING SOUTH ALONG COLLEGE DRIVE FROM LCCC ENTRANCE DRIVE. PROVIDE TRAIL MARKER FOR IDENTIFICATION.

ALIGNMENT

RUN PATH ALONG DRIVE; STAY OFF SLOPE TO AVOID NEED FOR RETAINING WALLS IN THIS AREA.

GENTLY MEANDER PATH ALONG SOUTH SIDE OF CHANNEL ON TOP LEVEL.

PROVIDE HANDICAP CURB RAMPS AT DRIVE

ON-STREET CONNECTION

PROVIDE CONNECTION TO ON-STREET ROUTE RUNNING NORTH ALONG COLLEGE DRIVE. BREAK RIGHT-OF-WAY FENCE TO ALLOW ACCESS. PROVIDE TRAIL MARKER FOR IDENTIFICATION.

ALIGNMENT

MEANDER PATH ALONG PERIMETER OF LCCC PROPERTY OUTSIDE OF COLLEGE DRIVE RIGHT-OF-WAY. STAY CLOSE TO RIGHT-OF-WAY FENCE TO MINIMIZE IMPACT ON USEABLE LCCC PROPERTY. OFF-STREET SECTION HERE ELIMINATES NEED TO PROVIDE ON-STREET ROUTE BETWEEN CONNECTION POINTS AT NORTH AND SOUTH

PLANTING

PLANTINGS IN DRAINAGE CHANNEL PORTION OF SEGMENT 4 TO BE LARGE AND INTERMEDIATE SIZE DECIDUOUS TREES DUE TO LIMITED GROUND SPACE ON EDGES OF CHANNEL SECTION AND TO AVOID SHADING OF PATH IN WINTER







AS AN ALTERNATE TO THE PATH ALIGNMENT ON THE SOUTH SIDE OF HAPPY JACK ROAD, THE PATH MAY BE ROUTED UNDER THE BRIDGE AT THE CREEK AND WEST ALONG THE NORTH RIGHT-OF-WAY OF HAPPY JACK ROAD, A TRAILHEAD OF HAPPY JACK ROAD. A TRAILREAD SHOULD BE LOCATED ON THE NORTH SIDE OF HAPPY JACK IF THIS ALTERNATIVE ALIGNMENT IS SELECTED. COORDINATE ALL IMPROVEMENTS IN THIS AREA WITH THE WYOMING D.O.T. AND OBTAIN NECESSARY EASEMENTS.

TRAILHEAD

DEVELOP PARKING LOT FOR 6-10 CARS ON THE SOUTH SIDE OF HAPPY JACK ROAD. DEVELOP AS DRIVE THROUGH LOT WITH IN AND OUT ACCESS POINTS. COORDINATE LOCATION AND DESIGN WITH WYOMING DEPARTMENT OF TRANSPORTATION. DESIGN LOT TO STAY WITHIN HAPPY JACK RIGHT-OF-WAY.

EASEMENT THROUGH HIGHWAY RIGHT-OF-

LANDSCAPE APPROACH

MAINTAIN OPEN SPACE CHARACTER OF AREA. NO PLANTINGS SUGGESTED.

FUTURE CONNECTION TO BASE

ROUTE PROVIDES FOR A FUTURE EXTENSION OF THE PATH ONTO F.E. WARREN BY GOING UNDER THE HAPPY JACK BRIDGE. THIS CONNECTION SHOULD BE DEVELOPED BY THE BASE AND SHOULD INCLUDE SECURITY REQUIREMENTS AND ROUTING CONNECTIONS TO THE PATH SYSTEM ON BASE.

ALIGNMENT

ROUTE PATH WITHIN THE HAPPY JACK RIGHT-OF-WAY ALONG THE EXISTING FENCE LINE AND AWAY FROM THE ROADWAY.

ENOUGH SOUTH SO THAT THE STEEP SLOPES BETWEEN THE CREEK AND THE I-25 ON-RAMP CAN BE AVOIDED.

BRIDGE

ALIGNMENT

CONSTRUCT BRIDGE OVER THE DRAINAGE CHANNEL TO THE NORTH

THERE IS AN EXISTING CONCRETE RUBBLE DIKE ALONG THE NORTH SIDE OF THE CREEK TO THE SOUTH OF THE EXISTING TRAILER COURT. THE CROW CREEK

DRAINAGE MASTER PLAN CALLS FOR NEW EARTH BERMS TO BE CONSTRUCTED ON THE NORTH SIDE OF THE CHANNEL AND

NORTH OF THE EXISTING DIKE ALIGNMENT THE PATH SHOULD FOLLOW THE NORTH SIDE OF THE CREEK ON THE CREEK SIDE OF THE EXISTING BERM. CONSTRUCTION

OF THE EXISTING BERM, BANK STABILIZATION AND FLOOD CONTROL IS OF MAJOR CONCERN. COORDINATION WITH FUTURE DRAINAGE IMPROVEMENTS MAY

YIELD OTHER SOLUTIONS IN THIS AREA.

CULVERT

CONSTRUCT DRAINAGE CULVERT FOR DRAINAGE FROM THE EAST.

UNDERPASS

RUN PATH UNDER BRIDGE STRUCTURE AT 1-25. STAY ON NORTH SIDE OF THE BRIDGE ON THE BENCH SECTION.

LANDSCAPE APPROACH

RETAIN EXISTING OPEN GRASS-LAND CHARACTER OF THE AREAS WEST OF I-25. NO PLANTINGS ARE RECOMMENDED WITHIN THIS PORTION OF CROW CREEK.

ALONG THIS AREA WILL REQUIRE A RETAINING WALL APPROXIMATELY 300-350 FEET IN LENGTH OR THE RECONSTRUCTION

RETAINING WALL

ALIGNMENT

OF CREEK.

A RETAINING WALL WILL BE REQUIRED ALONG THE NORTH BANK AS THE PATH GOES UNDER THE 24TH STREET BRIDGE.

ON THIS SLOPE TO ALLOW ESTABLISHMENT OF GRASS COVER. MAINTAIN MAXIMUM 3 TO 1 SLOPE. COORDINATE PLANS WITH CITY ENGINEER AND CORP OF ENGINEERS

TO AVOID NEGATIVE IMPACT ON FLOOD

KEEP PATH BELOW THE SLOPE OF THE FILL BETWEEN THE 24TH STREET BRIDGE AND THE TRAILER COURT. MAINTAIN SEPARATION FROM LOW FLOW ELEVATION OF OPEN

GREENWAY DEVELOPMENT PLAN WYOMING CHEYENNE

PREPARED BY DAVID OHDE & ASSOCIATES EDAW AVI HAYDEN-WING ASSOCIATES **RECREATION PLANNING & ENGINEERING**





"NOT FOR CONSTRUCTION "

FUTURE PARK

CITY PROPERTY ON THE SOUTH SIDE OF THE CREEK PROVIDES A GOOD OPPORTUNITY TO DEVELOP A SMALL, LOW INTENSITY USE PARK. AREA COULD BE USED AS ACCESS TO PATH SYSTEM. VEHICULAR ACCESS TO AREA SHOULD BE FROM THE SOUTH SIDE OF THE 24TH STREET BRIDGE. ACCESS TO THE PATH ON THE NORTH SIDE OF THE CREEK SHOULD BE VIA A LOW WATER CROSSING OR PEDESTRIAN BRIDGE.

ALIGNMENT

KEEP PATH BELOW THE FILL AREA NORTH OF THE CREEK. RETAINING WALL REQUIRED ON WEST SIDE OF MISSILE.

RETAINING WALL

in Office

A RETAINING WALL WILL BE REQUIRED ALONG THE NORTH BANK AS THE PATH GOES UNDER THE 24TH STREET BRIDGE FROM THE EAST SIDE. MAJOR GRADING WILL BE REQUIRED TO MAINTAIN STANDARD SLOPES. PROVIDE CONNECTION TO STREET GRADE ON THE EAST SIDE OF 24TH STREET.

UNDERPASS

ROUTE PATH UNDER 24TH STREET BRIDGE ON THE NORTH SIDE OF THE CREEK. RECONSTRUCTION OF THE EXISTING BANK RIP-RAP WILL BE REQUIRED TO CONSTRUCT PATH UNDER THE BRIDGE AND TO PROTECT PATH FROM LOW FLOWS.

LANDSCAPE APPROACH

RETAIN THE EXISTING LANDSCAPE CHARACTER THROUGHOUT THE CREEK AREA BETWEEN 24TH STREET AND I-25. AREA BETWEEN 24 IN STREET AND 1-23. PLANTINGS SHOULD BE LIMITED TO SHRUB SPECIES USED IN CONJUNCTION WITH SLOPE WORK FOR BANK STABILIZATION PURPOSES.









OF THIS AREA THROUGH THE USE OF DIRT TRAILS LEADING INTO THE TREES. MINIMAL DEVELOPMENT IS SUGGESTED HERE.

ALIGNMENT

ROUTE PATH THROUGH THE NORTH SIDE OF THE CULVERT UNDER MISSILE DRIVE. PROTECT FROM LOW WATER FLOWS.

LOW WATER CROSSING

CROSS CREEK ABOUT 300 FEET DOWNSTREAM OF THE BRIDGE

ALIGNMENT

LOCATE PATH ON THE WEST SIDE OF THE CREEK. USE THE EXISTING TOPOGRAPHY TO KEEP THE PATH BELOW STREET GRADE. LANDSCAPE APPROACH

WORK WITH THE PROPERTY OWNER TO CLEAN UP AND OR SCREEN THE INDUSTRIAL USE ON THE EAST SIDE OF THE CREEK. HEAVY PLANTINGS OF TREES AND SHRUBS MAY BE ADEQUATE ALONG WITH REPAIR OF THE EXISTING WALL.

CURB CUTS WITH SAFETY SIGNS.

UNDERPASS

DRAINAGE IMPROVEMENTS AT 19TH STREET CALL FOR THE REALIGNMENT OF EXISTING CUI VEBTS AND THE ADDITION OF 3 NEW 8' HIGH ARCHED CULVERTS. ROUTE PATH THROUGH THE WEST CULVERT WHEN IMPROVED.

PARK IMPROVEMENTS

FOLLOW CURRENT PARK PLANS FOR IMPROVEMENTS IN THIS AREA. PLANS INCLUDE A PARKING LOT AND LANDSCAPING, PARKING LOT SHOULD BE CONSIDERED A TRAILHEAD WHEN BUILT. IMPROVEMENTS HERE SHOULD BE COMPLETED AS A CITY PROJECT RATHER THEN AS A DIRECT GREENWAY IMPROVEMENT. LANDSCAPE APPROACH SHOULD CONSIST OF PARK CHARACTER ON THE WEST SIDE OF THE PATH WITH TREES PER PLAN AND NATIVE GRASSES AND NATIVE PLANTINGS ON THE CREEK SIDE OF THE PATH. THIS ALLOWS THE PATH TO BE USED AS A MAINTENANCE EDGE BETWEEN THE DIFFERENT LANDSCAPE CHARACTERS

CIRCLE THE PARK ON THE WEST AND EAST SIDES OF THE CREEK. REPLACE WITH STANDARD CONCRETE PATH WHEN NECESSARY.

SLOPE STABILIZATION

SLOPE GRADING, CLEANUP AND STABILIZATION SHOULD BE DONE ALONG THE CREEK SIDE OF THE EXISTING PATHS. THIS WORK SHOULD BE CONTAINED ABOVE THE ELEVATION OF THE EXISTING VEGETATION. SMOOTH OUT THE EDGE OF THE SLOPES AND PULL EXCESS MATERIAL AWAY FROM THE CREEK. STABILIZE WITH NATIVE GRASSES ON THE CREEK SIDE OF THE PATH.

CULVERT

EXTEND THE EXISTING CULVERT APPROXIMATELY 50' TOWARD THE CREEK AND FILL OVER CULVERT TO MATCH INTO THE ADJACENT SLOPES TO IMPROVE SAFETY AND TO STABILIZE SLOPES.

LANDSCAPE

CONSTRUCT LANDSCAPE BERMING AND ORNAMENTAL TREES IN THE AREA BETWEEN THE EXISTING PATH AND DEY AVENUE.



VARIOUS BENEFITS AND DRAWBACKS OF THIS CONCEPT.

KEEP PATH BELOW STREET GRADE ALONG

AVENUE INTERSECTION. RETAINING WALLS MAY BE NECESSARY FOR PORTIONS OF

THE LENGTH. BRING PATH THROUGH THE STONE WALL AND REBUILD WALL WHERE CUT IS MADE FOR PATH.

ROUTE PATH UNDER THE EXISTING 16TH

STREET ALONG THE EAST SIDE OF THE BRIDGE. PROVIDE RETAINING WALL ON THE NORTH AND SOUTH SIDES OF THE BRIDGE.

REDIRECT LOW FLOWS OF THE CREEK TO

THE WEST SIDE. MAINTAIN STREET LEVEL CONNECTION ON THE NORTH SIDE OF 16TH

URVE OF DEY AVENUE AND TRANSITION

JP TO STREET GRADE NEAR THE AMES

ALIGNMENT

UNDERPASS

STREET.

RENOVATION OF THE EXISTING STONE BUILDING SHOULD BE COMPLETED BY THE CITY. THIS BUILDING OFFERS AN OPPORTUNITY FOR A VARIETY OF COMMUNITY USES INCLUDING RESTROOMS AND CONCESSIONS ALONG THE GREENWAY. IMPROVEMENTS OTHER THAN INTERIOR AND EXTERIOR ARCHITECTURAL RENOVATIONS SHOULD INCLUDE PARKING AND LANDSCAPING OF THE PROPERTY. AND LANDSCAFING OF THE PROPERTY. IMPROVEMENTS TO THIS PROPERTY. SHOULD BE COMPLETED OUTSIDE THE SCOPE OF THE GREENWAY PROJECT.

GREENWAY DEVELOPMENT PLAN CHEYENNE WYOMING





PATH ALIGNMENT TO FOLLOW EXISTING SIDEWALK ALONG THE EAST SIDE OF AMES AVENUE. THIS IS A NARROW SECTION OF WALK ALONG AN HISTORIC STONE WALL. ALLOW SECTION TO REMAIN NARROW WITHIN THE LIMITED SPACE BUT PROVIDE RAIL OR OTHER SAFETY SEPARATION ALONG THE CURB.

HISTORIC PUMPHOUSE

AT-GRADE CROSSING

CROSS DEY AND AMES AVENUES AT-GRADE. PROVIDE CROSSWALKS AND CURB CUTS. INCLUDE PEDESTRIAN SIGNAL AT CROSSING OF AMES AVENUE.





ALIGNMENT

PATH ALIGNMENT TO FOLLOW EXISTING SIDEWALK ALONG THE EAST SIDE OF AMES AVENUE. THIS IS A NARROW SECTION OF WALK ALONG AN HISTORIC STONE WALL, WIDEN WALK AS POSSIBLE BY NARROWING STREET AND PROVIDE BAIL OR OTHER SAFETY SEPARATION ALONG THE CURB.

STONE WALL

PROTECT EXISTING STONE WALL. PROVIDE INTERPRETATIVE SIGN DEPICTING HISTORY OF WALL.

RAILING

REPLACE EXISTING BAILING. PATH TO GO THROUGH WHERE RAILING NOW LOCATED.

ALIGNMENT

LOCATE PATH ALONG THE NORTH SIDE OF THE EXISTING BRIDGE ON THE EXISTING ROCK GABIONS. RECONSTRUCT AS REQUIRED FOR GRADE AND ALIGNMENT TO PATH STANDARDS. ROUTE PATH ALONG THE LOWER PORTION OF THE EXISTING GRADE TO THE EAST OF THE BRIDGE AND TRANSITION TO HIGHER GROUND APPROXIMATELY 500' EAST OF THE BRIDGE.

SLOPE STABILIZATION

EXISTING SLOPES ON THE NORTH SIDE OF THE PATH ALIGNMENT AND BELOW THE RAILROAD YARD NEED TO BE STABILIZED AND RE-VEGETATED. EXISTING MATERIALS ON THESE SLOPES AND WITHIN THE GENERAL AREA ARE EXTREMELY POOR. SLOPES SHOULD BE GRADED TO WORKABLE CONDITIONS AND MATERIALS CAPABLE OF SUPPORTING PLANT GROWTH SHOULD BE ADDED, THE CITY MAY WANT TO LOOK INTO THE POTENTIAL USE OF SLUDGE IN THIS AREA FOR NUTRITIONAL ALUE.

CLEAN-UP RUBBLE

CONCRETE RUBBLE NEEDS TO BE REMOVED FROM THIS AREA AND NEW VEGETATION ESTABLISHED WHERE NECESSARY



POCKET PARK

DEVELOP SMALL PARK AREA WITH BENCHES AND TABLE. FILL NEEDED TO LEVEL AREA FOR USE. FENCE

A SECURITY FENCE BETWEEN THE PATH ALIGNMENT AND THE RAILROAD WILL BE REQUIRED. LOCATE THE FENCE AT THE TOP OF THE SLOPE.

ACQUISITION

THE CITY CURRENTLY HAS A 20' WIDE EASEMENT ACROSS RAILROAD PROPERTY THROUGH THIS AREA. THE CITY SHOULD INITIATE NEGOTIATIONS TO ACQUIRE ALL RAILROAD AND PRIVATE PROPERTY BETWEEN DEMING DRIVE AND THE TOP OF THE SLOPE ALONG THE RAILROAD. THIS WOULD ALLOW A COMPLETED PARKWAY ENVIRONMENT FOR THE GREENWAY

LANDSCAPE APPROACH

THE NORTH SIDE OF THE CREEK SHOULD BE LANDSCAPED USING NATIVE GRASS, ORNAMENTAL AND LARGE SCALE DECIDUOUS TREES. THE SOUTH SIDE, BETWEEN DEMING DRIVE AND THE CREEK SHOULD BE LANDSCAPED WITH IRRIGATED GRASSES. EVERGREEN AND ORNAMENTAL TREES AND EARTH BERMS. THIS AREA HAS GOOD POTENTIAL TO BE DEVELOPED AS A "PARKWAY". THE AREA BETWEEN THE STREET AND THE CREEK IS AN IMPORTANT VISUAL ASPECT OF THE GREENWAY IN THIS LOCATION



A STRUCTURAL RETAINING WALL WILL BE REQUIRED AT THIS LOCATION DUE TO THE NARROW AREA BETWEEN THE CREEK AND THE RAILROAD BUILDINGS. SCREENING O THE RAILROAD BUILDING AND SURROUNDING AREA SHOULD BE DONE WITH PRIVACY FENCING.

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NEIGHBORHOOD

AT-GRADE CROSSING/UNDERPASS PROVIDE AT-GRADE CROSSING AT 9TH

STREET WITH CROSSWALK, CURB CUTS AND SIGNS. FUTURE PATH ROUTE UNDER THE STREET SHOULD BE DEVELOPED WHEN NEW CULVERTS ARE INSTALLED ACCORDING TO THE DRAINAGE MASTER PLAN.

OPTIMIST PARK

IMPROVEMENTS WITHIN THE PARK (OTHER THEN THE PATH ITSELF) SHOULD BE COMPLETED BY CITY PARKS AND RECREATION AS FUNDING BECOMES AVAILABLE. OPTIMIST PARK SHOULD BE A TRAILHEAD USING THE EXISTING PARKING

ALIGNMENT

ROUTE PATH ALONG THE EAST SIDE OF THE CREEK ALONG THE STREET RIGHT-OF-WAY THIS PORTION OF THE CROW CREEK SECTION COULD BE USED IMMEDIATELY AS A GREENWAY ROUTE (USING THE EXISTING GRAVEL AS A TEMPORARY SURFACE) BY PROPERLY SIGNING THE ROUTE AND

> REPLACE EXISTING PEDESTRIAN BRIDGE WITH NEW STRUCTURE MEETING GREENWAY STANDARDS

GREENWAY DEVELOPMENT PLAN CHEYENNE WYOMING



ALIGNMENT STREET CROSSINGS. CONNECT THE PATH TO EXISTING WALKS WITHIN OPTIMIST PARK. WIDEN EXISTING





CROW CREEK







AT-GRADE CROSSING

PROVIDE AT-GRADE CROSSING AT CENTRAL AVENUE WITH CROSSWALK AND CURB CUTS. CONTINUE AT-GRADE CROSSING UNDER THE HWY 85 BRIDGE AS A SIDEWALK SECTION ON THE NORTH SIDE. THE EXISTING WALK AND CONCRETE SLOPE AREA NEXT TO THE WALK WILL REQUIRE RECONSTRUCTION TO MEET WIDTH STANDARDS.

TEMPORARY ON-STREET ROUTE

PROVIDE A TEMPORARY ON-STREET ROUTE TO EVANS UNTIL CHANNEL IMPROVEMENTS ARE MADE AS A PART OF THE THIRD PHASE OF THE 1ST STREET RECONSTRUCTION PROJECT.

ALIGNMENT

PATH SHOULD GO OFF-STREET BETWEEN HWY 85 AND WARREN AVENUE AND UNDER THE WARREN AVENUE BRIDGE ON THE NORTH SIDE. A LOW WATER CROSSING WILL BE REQUIRED TO GET TO THE NORTH SIDE OF THE CREEK. BRING THE PATH TO THE TOP OF THE BANK EAST OF THE BRIDGE AND MAINTAIN THE ALIGNMENT ON THE TOP OF THE SLOPE TO THE BRIDGE BETWEEN HOUSE AND EVANS. ACOUISITION FOR THIS SECTION WILL BE REQUIRED AS PART OF THE CHANNEL WORK INCLUDED UNDER THE STREET RECONSTRUCTION PROJECT.

UNDERPASS

THE 1ST STREET BRIDGE IS PROGRAMMED TO BE RECONSTRUCTED AS PART OF THE STREET PROJECT IF FUNDING CAN BE OBTAINED. WHEN THE BRIDGE IS REBUILT THE PATH SHOULD GO UNDER 1ST STREET ON THE EAST SIDE OF THE BRIDGE.



ALIGNMENT

PATH SHOULD FOLLOW THE CREEK ALIGNMENT AND SHOULD BE ON THE LEVEL AREA AT THE TOP OF THE SLOPE.

POTENTIAL PARK

THE PORTION OF THIS AREA BETWEEN VAN LENNEN AND THE 1ST STREET BRIDGE SHOULD BE DEVELOPED AS A PARK AREA WITH CREEK SIDE ACCESS. ACOUISITION OF ALL PRIVATE PROPERTY IN THIS AREA SHOULD BE PURSUED. THIS AREA OFFERS POTENTIAL FOR ENHANCED WILDLIFE AND FISH HABITAT. PROVIDE PARKING LOT FOR TRAILHEAD. LANDSCAPE THE PARK AREA WITH TREES AND IRRIGATED GRASS WITHIN A LIMITED AREA. THE REMAINING PORTIONS OF THE AREA BETWEEN 1ST STREET AND MORRIE SHOULD REMAIN NATURAL.

SLOPE STABILIZATION

EXISTING SLOPES ON THE NORTH SIDE AND SOUTH SIDES OF THE CREEK ARE ERODING AND NEED TO BE STABILIZED. USE ROCK OR OTHER METHODS CAPABLE OF WITHSTANDING THE CONDITIONS AT THIS LOCATION. SLOPE STABILIZATION SHOULD BE DONE IN CONJUNCTION WITH THE UNDERPASS WORK IF COMPLETED IN THE NEAR FUTURE.

ALIGNMENT

ROUTE PATH ALONG THE NORTH SIDE OF THE CREEK AT THE TOP OF THE BANK. AVOID SLOPES BY ACOUISITION OF AN EASEMENT FROM PRIVATE PROPERTIES THROUGH THIS AREA. THE CITY IS CURRENTLY NEGOTIATING WITH AFFECTED PROPERTY OWNERS FOR EASEMENTS 25' MIDE. PRIVACY FENCING SHOULD BE INCLUDED ON THE NORTH SIDE OF THE PATH TO SEPARATE THE GREENWAY FROM THE COMMERCIAL AND INDUSTRIAL USES. EXISTING SLOPE CONDITIONS WILL REQUIRE STABILIZATION ALONG THIS PORTION, LOCATE THE PATH ALONG THE TOP OF THE EXISTING DIKE TOWARD THE EAST END OF THIS STRETCH. MINIMIZE DISRUPTION OF THE EXISTING VEGETATION AND WILDLIFE HABITAT THROUGH THIS

(0) INTERSTATE 80

CULVERT

85.2

CONSTRUCT CULVERT TO ACCOMMODATE DRAINAGE FROM THE NORTH.

AREA.

LOW WATER CROSSING

PROVIDE LOW WATER CROSSING FOR ACCESS ACROSS THE CREEK TO THE NATURE AREA ON THE SOUTH SIDE. THIS CROSSING SHOULD BE LIMITED IN WIDTH.



PREPARED BY DAVID OHDE & ASSOCIATES EDAW AVI HAYDEN-WING ASSOCIATES RECREATION PLANNING & ENGINEERING

PROVIDE PATH CONNECTIONS TO 1ST STREET AND MORRIE AVENUE FOR FUTURE EXTENSION TO THE EAST. DRAINAGE PLANS CALL FOR THE ADDITION OF LARGE CULVERTS AT MORRIE AVENUE. A FUTURE ROUTE UNDER THE ROAD SHOULD BE COMPLETED DURING THE CULVERT CONSTRUCTION OR WHEN THE GREENWAY IS EXTENDED. PROVIDE A CONNECTION ALONG MORRIE FROM THE PATH ON THE NORTH TO THE NATURE TRAIL ON THE SOUTH

NATURAL AREA

ALIGNMENT

THE AREA SOUTH OF THE CREEK OFFERS A UNIQUE WILDLIFE AND NATURAL AREA WITH EXTENSIVE THEE COVER AND UNDERGROWTH. THIS AREA SHOULD BE MAINTAINED IN ITS NATURAL STATE. A NAREOW DUET DATU BUT A STATE. A NARROW DIRT PATH, SUCH AS THAT EXISTING, CAN ALLOW ACCESS FOR WALKING ONLY THROUGH THIS AREA. PROVIDE SIGNS FOR THE INTERPRETATION

OF WILDLIFE AND NATURE.



1ST STREET/DEMING DRIVE RECONSTRUCTION

THE CITY IS CURRENTLY WORKING ON A PROJECT TO RECONSTRUCT 1ST STREET FROM WALTERSCHEID TO MORRIE AVENUE. CERTAIN GREENWAY RELATED IMPROVEMENTS BETWEEN MORRIE AND WARREN HAVE BEEN PROGRAMMED INTO THIS PROJECT. ALL ASPECTS OF THE GREENWAY PROJECT SHOULD BE COORDINATED WITH THE STREET CONSTRUCTION IN TERMS OF DESIGN, ACQUISITION, CONSTRUCTION AND FUNDING.

AERIAL PHOTOGRAPHY AND CONTOURS, CITY OF CHEYENNE, APRIL, 1984

CROW CREEK







"NOT FOR CONSTRUCTION '

CHEYENNE COUNTRY CLUB

ALIGNMENT

ROUTE PATH TO THE EAST OF NO. 5 TEE. PROVIDE LANDSCAPE SEPARATION BETWEEN TEE AND PATH. RELOCATION OF NO. 5 TEE WILL PROBABLY BE REQUIRED. NEGOTIATE AN ACCEPTABLE AGREEMENT IN THIS REGARD.

ALIGNMENT

ROUTE PATH BETWEEN THE EXISTING MAINTENANCE YARD AND I-25. MOVE EXISTING FENCE TO THE WEST TO ALLOW WIDER AREA FOR PATH AND TO SEPARATE PATH FROM I-25. PROVIDE LANDSCAPE SCREENING ON BOTH SIDES OF THE PATH IN THIS LOCATION.

ALIGNMENT

FOLLOW ALIGNMENT OF EXISTING GOLF COURSE PATH ALONG LAKE AND PAST TENNIS COURTS. FOLLOW PATH ALIGNMENT UP THE SOUTH FACING SLOPE AND BEHIND NO. 4 GREEN. PROVIDE SAFETY FENCING AS REQUIRED.

CHEYENNE COUNTRY CLUB

ALL ALIGNMENTS AND IMPROVEMENTS WITHIN THE CHEVENNE COUNTRY CLUB PROPERTY MUST BE COORDINATED WITH THE CLUB. OPTIONAL ALIGNMENTS THROUGH THIS AREA MAY BE POSSIBLE

ALIGNMENT

CONNECT TO EXISTING GOLF COURSE PATH WHERE PATH MEETS DRIVE MAINTAIN MAXIMUM POSSIBLE DISTANCE FROM TEE.

ON-STREET CONNECTION

PROVIDE ON-STREET CONNECTION ON STINNER BLVD ACROSS I-25 FOR CONNECTION TO LIONS PARK AREA.

TRAILHEAD

NEGOTIATE EASEMENT WITH CHEYENNE COUNTRY CLUB TO USE FAR EAST PORTION OF PARKING LOT (CURRENTLY GRAVEL) FOR TRAILHEAD PARKING.

BRIDGE

PROVIDE PEDESTRIAN BRIDGE OVER FINGER OF LAKE ON THE EAST SIDE OF THE EXISTING TREES.

ALIGNMENT

ROUTE PATH ALONG EDGE OF LAKE AWAY FROM PARKING.

BRIDGE

PROVIDE SHORT BRIDGE OVER DRAINAGE FROM WEST.

ALIGNMENT

KEEP PATH ALONG THE LAKE SHORE. AVOID SLOPES TO THE LAKE AND PROTECT PATH AS REQUIRED. ROUTE PATH ON THE NORTH AND EAST SIDE OF THE EXISTING TREES







GREENWAY DEVELOPMENT PLAN WYOMING CHEYENNE

PREPARED BY DAVID OHDE & ASSOCIATES EDAW AVI HAYDEN-WING ASSOCIATES RECREATION PLANNING & ENGINEERING



ALTERNATE ROUTING PLAN

THE ALIGNMENTS SHOWN ON THIS SHEET ARE ALTERNATE PATH ALIGNMENTS TO ROUTES SHOWN ON SHEET D1.

D1A





OVERPASS

USE EXISTING PEDESTRIAN OVERPASS FOR CROSSING I-25.

ALIGNMENT

LOCATE PATH ALONG WEST PROPERTY LINE OF SCHOOL PROPERTY TO AVOID CONFLICTS WITH AND IMPACTS ON ATHLETIC FACILITIES.

COORDINATE WITH SCHOOL DISTRICT

WORK WITH SCHOOL DISTRICT NO. 1 TO COORDINATE ALL IMPROVEMENTS WITHIN THE MCCORMICK AND CENTRAL SCHOOL SITES.

CULVERT

INSTALL CULVERT TO ALLOW DRAINAGE FROM NORTH

EXISTING MANHOLES

DEVELOP METHOD TO TREAT RAISED MANHOLES FOR BETTER VISUAL IMPACT.

WILDLIFE AND LANDSCAPE

COORDINATE WITH SCHOOL DISTRICT AND TEACHERS TO ENHANCE EXISTING HABITAT AREA. OPPORTUNITY FOR OUTDOOR CLASSROOM USE. CONSIDER PLANTING WIDE VARIETY OF NATIVE PLANT SPECIES FOR HABITAT ENHANCEMENT. INCLUDE INTERPRETIVE SIGNS. SELECTIVE PLANTING OF DECIDUOUS TREES AND SHRUBS ALONG THE NORTH SIDE OF THE PATH WILL HELP CREATE A DIFFERENT ENVIRONMENT AND SEPARATE THE PATH AREA FROM THE ATHLETIC FIELDS.

ALIGNMENT

BOUTE PATH ON THE NORTH SIDE OF DRY CREEK. KEEP PATH ON SLIGHTLY HIGHER GROUND AND MEANDER WITH EDGE OF HABITAT AREA.

CULVERT

INSTALL CULVERT TO ALLOW DRAINAGE FROM NORTH.

EXISTING MANHOLES

DEVELOP METHOD TO TREAT RAISED MANHOLES FOR BETTER VISUAL IMPACT

CULVERT

INSTALL NEW CULVERT IN THE FUTURE AS NORTH LOOP MAY BE REBUILT. ELIMINATE DEPRESSION IN PATH AND DIRECT DRAINAGE UNDER PATH.

ALIGNMENT

USE EXISTING ASPHALT PATH ON THE NORTH SIDE OF THE POND FOR PORTION OF THE LOOP SYSTEM AROUND THE LAKE REPLACE EXISTING ASPHALT PATH ON THE SOUTH SIDE OF THE POND. CORRECT CROSS-SLOPE AND DRAINAGE CONDITIONS ACROSS PATH FROM THE SOUTH.

EXISTING POND

PROTECT POND AND EDGES FROM DISTURBANCE DURING ALL CONSTRUCTION AND USE. LOCATE BENCHES AND OTHER IMPROVEMENTS AWAY FROM THE POND EDGE AS REOUIRED.

BRIDGE

USE EXISTING PEDESTRIAN BRIDGE TO CONNECT LOOP SYSTEM AROUND POND.



INSTALL NEW CURB CUTS AT ENTRANCE DRIVE TO WESTGATE DEVELOPMENT.

ALIGNMENT

CONSTRUCT PATH AS SIDEWALK SECTION ALONG EXISTING CURB. REMOVE EXISTING WALK AND REPLACE WITH 10' PATH. MOVE STREET LIGHTS TO SOUTH SIDE OF PATH AS FAR AS POSSIBLE TO AVOID CONFLICTS WITH PATH USE. WORK WITH PROPERTY OWNERS TO RELOCATE EXISTING LANDSCAPING AND SIGNS. CONSTRUCT NEW CURB CUTS AT DRIVES.

ALIGNMENT

CONSTRUCT PATH AS SIDEWALK SECTION ALONG EXISTING CURB. REMOVE EXISTING WALK AND REPLACE WITH 10' PATH. MOVE FIRE HYDRANT AND STREET LIGHT TO SOUTH SIDE OF PATH AS FAR AS POSSIBLE TO AVOID CONFLICTS WITH PATH USE. LEAVE EXISTING FENCE IN PLACE.

AT-GRADE CROSSING

PROVIDE CROSSWALK AND CURB CUTS AT INTERSECTION. INCLUDE SIGNS FOR SAFETY.

TRAILHEAD

USE EXISTING PARKING LOT AT CENTRAL HIGH FOR TRAILHEAD LOCATION.



EXISTING CULVERT AREA

REBUILD WALK AND CURB CUTS AS NECESSARY.

BOX CULVERTS UNDER YELLOWSTONE

ROAD. COORDINATE DESIGN TO ALLOW SUFFICIENT CLEARANCE FOR PATH

ACQUIRE EASEMENT ALONG PROPERTY LINE FOR FUTURE OFF-STREET ROUTE WHEN NEW UNDERPASS IS BUILT.

AREA.

ALIGNMENT

SHRUB REMOVAL.

ALIGNMENT

FUTURE ALIGNMENT

THROUGH CULVERT.

GREENWAY DEVELOPMENT PLAN WYOMING CHEYENNE

PREPARED BY DAVID OHDE & ASSOCIATES EDAW AVI HAYDEN-WING ASSOCIATES RECREATION PLANNING & ENGINEERING











GREENWAY DEVELOPMENT PLAN CHEYENNE WYOMING

RECREATION PLANNING & ENGINEERING

PREPARED BY DAVID OHDE & ASSOCIATES EDAW AVI HAYDEN-WING ASSOCIATES

"NOT FOR CONSTRUCTION '

FRONTIER MALL

FUTURE DRAINAGE AREA

DRAINAGE MASTER PLAN FOR DRY CREEK CALLS FOR A MAJOR STORM DETENTION AREA TO BE CONSTRUCTED ALONG THE CREEK BETWEEN POWDERHOUSE AND PRAIRIE AVENUE AND WOULD INCLUDE THIS ENTIRE OPEN SPACE AREA.

POWDER HOUSE I

ROI 6

LANDSCAPE APPROACH

HEAVY PLANTING SCREEN OF EVERGREEN AND DECIDUOUS TREES AND DECIDUOUS SHRUBS SHOULD BE INSTALLED BETWEEN THE PATH AND DELL RANGE TO PROVIDE VISUAL AND PHYSICAL SEPARATION. WORK TO PROTECT EXISTING BIRD HABITAT.

ALIGNMENT

LOCATE PATH NEAR RIGHT-OF-WAY FENCE AWAY FROM DELL RANGE BLVD. SEPARATE PATH AND STREET BY USE OF VERTICAL GRADES AND DISTANCE.

LOW WATER CROSSING

PROVIDE LOW WATER CROSSING AT LOCATION WHICH ALLOWS STANDARD PATH GRADES TO BE MAINTAINED.

RETAINING WALL

CONSTRUCT NEW RETAINING WALL ON SOUTH SIDE OF CULVERT AS PATH EXITS. REPLACE EXISTING GABIONS AS REQUIRED FOR PATH GRADE.

AT-GRADE CROSSING

PROVIDE AT GRADE CROSSINGS FOR OPTIONAL ROUTE ACROSS DELL RANGE. PROVIDE CROSSWALKS AND CURBS CUTS WITH SAFETY SIGNS ACROSS FREE RIGHT TURN AT POWDERHOUSE. USE EXISTING ISLAND FOR SAFETY ZONE. INTERSECTION HAS EXISTING TRAFFIC AND PEDESTRIAN SIGNALS.

UNDERPASS

PROVIDE PATH THROUGH THE SOUTH CELL OF THE EXISTING BOX CULVERT. INCLUDE LIGHTING AND OTHER IMPROVEMENT IN THE CULVERT FOR SAFETY AND SECURITY REASONS.

D3







ALTERNATE ROUTING

THE ALIGNMENTS SHOWN ON THIS SHEET ARE ALTERNATE ROUTES SHOWN ON SHEET D4.



GREENWAY DEVELOPMENT PLAN CHEYENNE WYOMING

DEDARED BY DAVID OHDE & ASSOCIATES EDAW

HAYDEN-WING ASSOCIATES RECREATION PLANNING & ENGINEERING



SUFFICIENT CLEARANCE FOR PATH TO GO THROUGH CULVERT IN THE FUTURE.

SHEET LOCATION KEY

D5











ROUTE PATH ALONG THE NORTH SIDE OF THE PARKING LOT AND TO THE EAST OF

THE ALIGNMENTS SHOWN ON THIS SHEET ARE ALTERNATE PATH ALIGNMENTS TO ROUTES SHOWN ON SHEET D5. THE SHERIDAN STREET ROUTE



ALIGNMENT

ROUTE PATH ALONG THE NORTH AND EAST SIDES OF DRY CREEK.

TRAILHEAD

FILLMORE

h

AVENUE

t

(牛!!

PROVIDE TRAILHEAD AT FILLMORE AVENUE. COORDINATE TRAILHEAD FACILITIES WITH OTHER COUNTY IMPROVEMENTS AT THIS LOCATION.

DRY CREEK PARKWAY

A MASTER PLAN FOR DRY CREEK PARKWAY HAS BEEN PREPARED BY OTHERS. PATHS THROUGH THIS AREA SHOULD BE CONSTRUCTED AND COORDINATED WITH THAT MASTER PLAN AND OTHER ELITIDE HURDOWENETS DW AND OTHER FUTURE IMPROVEMENTS BY THE COUNTY RECREATION BOARD.

LANDSCAPE APPROACH

THE DRY CREEK PARKWAY MASTER PLAN INDICATES A GENERAL APPROACH TO LANDSCAPE IMPROVEMENTS AND LANDSCAPE CHARACTER WITHIN THE AREA. LANDSCAPE IMPROVEMENTS ALONG THE GREENWAY PATH THROUGH THE PARKWAY SHOULD BE DEVELOPED IN COMPLIANCE WITH THOSE INDICATED IN COORDINATE ALL LANDSCAPE PLAN. COORDINATE ALL LANDSCAPE PLANTINGS AND OTHER RELATED IMPROVEMENTS WITH THE COUNTY AS THE AREA IS DEVELOPED.

BRIDGE

PROVIDE BRIDGE OVER CHANNEL.

STREE

RAWLINS

K1

F1

5

FUTURE UNDERPASS

DRY CREEK DRAINAGE MASTER PLAN CALLS FOR BOX CULVERTS UNDER RAWLINS IN THE FUTURE. AT SUCH TIME AS THESE BOX CULVERTS ARE INSTALLED, COORDINATE DESIGN TO ALLOW PATH TO GO THROUGH CULVERT AND UNDER STREET.

AT-GRADE CROSSING

PROVIDE CROSSWALK, CURB CUTS AND SIGNS FOR SAFETY TO CROSS RAWLINS STREET AT-GRADE.

ON-STREET CONNECTION

PROVIDE CONNECTION TO PIERCE AVENUE FOR NEIGHBORHOOD ACCESS.

SECONDARY TRAILS

SECONDARY LEVEL TRAILS THROUGHOUT THE PARKWAY AREA SHOULD BE DEVELOPED IN KEEPING WITH THE DRY CREEK PARKWAY MASTER PLAN. SECONDARY TRAILS SHOULD CONNECT TO THE GREENWAY BUT SHOULD BE CONSTRUCTED BY THE COUNTY RECREATION BOARD UNDER SEPARATE AUTHORITY.

FUTURE ROUTE EXTENSION

STREET

00

06

POLA NARA

DRY

CREEK

HIGHWAI

U.S.

LARAME

K

THE GREENWAY PATH HAS THE POTENTIAL TO BE EXTENDED TO THE SOUTH UNDER US HWY 30 AT SOME TIME IN THE FUTURE. PROVIDE FOR THIS EXTENSION IN THE DEVELOPMENT OF DRY CREEK PARKWAY

TRAILHEAD

PROVIDE PARKING AND TRAILHEAD IN CONJUNCTION WITH DRY CREEK PARKWAY MASTER PLAN. PARKING AND OTHER SUCH IMPROVEMENTS SHOULD BE DEVELOPED BY THE COUNTY RECREATION BOARD. TEMPORARY SURFACES FOR THE PARKING AREA COULD BE USED UNTIL PERMANENT IMPROVEMENTS ARE MADE.

WILDLIFE HABITAT

DRY CREEK PARKWAY AS A WHOLE PROVIDES A UNIQUE AND VALUABLE OPPORTUNITY TO PROTECT AND ENHANCE EXISTING DIVERSE WILDLIFE HABITATS. EXTENSIVE NATURAL VEGETATION SHOULD BE MAINTAINED AND ENHANCED BY PROPERLY IMPLEMENTING PROGRAMMED IMPROVEMENTS WITHIN SENSITIVE AREAS. FUTURE DRAINAGE IMPROVEMENTS COULD HAVE NEGATIVE AFFECTS ON HABITAT. EFFORTS TO RETAIN THE NATURAL CHARACTER OF THE AREA SHOULD BE OF DRIMARY CONCEPT. PRIMARY CONCERN.

GREENWAY DEVELOPMENT PLAN CHEYENNE WYOMING

Spanes St

ROCK

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PREPARED BY DAVID OHDE & ASSOCIATES EDAW AVI HAYDEN-WING ASSOCIATES RECREATION PLANNING & ENGINEERING APRIL, 1992

DRY CREEK







Dry Creek Parkway: an open space masterplan RANDE POUPPIRT, ARCHITECT.






ALIGNMENT

KEEP PATH OUT OF DRAINAGE AREAS AND AVOID STEEP SLOPES. PURCHASE OF TRIANGULAR PORTION OF PRIVATE PROPERTY (OR EASEMENT) MAY BE REQUIRED FOR ALIGNMENT.

ALIGNMENT

OBTAIN EASEMENT FROM OWNER OR NEGOTIATE FOR TRANSFER OF OWNERSHIP. LOCATE PATH AWAY FROM RAILROAD AND QUT OF THE LOWER ELEVATION DRAINAGE AREAS.

SECURITY FENCE MAY BE REQUIRED FOR SAFETY AND SEPARATION BETWEEN PATH AND RAILROAD. NEGOTIATE SOLUTION WITH OWNER. MEANDER FENCE ALIGNMENT TO SOFTEN VISUAL IMPACT AND LOCATE SOME DISTANCE AWAY FROM PATH ALIGNMENT SO THAT PATH IS NOT IMMEDIATELY ADJACENT TO FENCE.

AERIAL PHOTOGRAPHY AND CONTOURS, CITY OF CHEVENNE, APRIL, 1984





GREENWAY DEVELOPMENT PLAN CHEYENNE WYOMING PREPARED BY DAVID OHDE & ASSOCIATES EDAW AVI HAYDEN-WING ASSOCIATES RECREATION PLANNING & ENGINEERING











GREENWAY DEVELOPMENT PLAN WYOMING CHEYENNE

PREPARED BY DAVID OHDE & ASSOCIATES EDAW AVI HAYDEN-WING ASSOCIATES RECREATION PLANNING & ENGINEERING

APRIL, 1992



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AERIAL PHOTOGRAPHY AND CONTOURS, CITY OF CHEYENNE, APRIL, 1984

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INTRODUCTION

The design criteria and standard elements presented in this chapter are intended to guide the overall development of the physical, amenity and landscape features of the Greenway and to establish a consister level of quality for the project.

Design criteria for "physical" elements are important in order to provide a recreational transportation system which is both safe and functional for a wide range of users. By applying a consistent set of physical design criter the user can reasonably expect not to encounter conditions which might be unsafe, difficult to travel or intimidating Sharp turns, steep slopes, steep side embankments, short sight distances, o potential hiding places along the path are examples of the type of conditions which can be avoided through a consistently applied series of appropriate design criteria.

Additionally, established design criteri provide for a continually applied approach regardless of when improvements are made or the personnel involved. Maintenance requirements can be applied consistently over the full length of the system (for "hard improvements") and the need to program different maintenance approaches, equipment and budgets for a variety of path conditions or other improvements is minimized if not eliminated.

-

Examples of physical features subject to established and consistent design criteria would include the path itself, regulatory signs (stop signs, caution signs, etc.) railings, bridges and other similar items.

Design criteria for a landscape features visually pleasing an appropriate charact e Greenway system.	menity items and help to create a id environmentally er for the Cheyenne
The consistent use	of standard
"amenities", such as	s non-regulatory
signs, benches, and	l trash containers
has several benefits	s.
First it provides an i	dentification which
is unique to the Gre	enway. Consistent
use of such elemen	ts throughout the
system allows the u	ser to develop a
"familiarity" with all	sections of the
system regardless o	of location and
provides a visual "th	nread of continuity".
g. More importantly per	erhaps, the design
and use of consister	nt amenity elements
allows easier and le	ess costly
maintenance. Com	mon maintenance
procedures, schedu	iles and budgets
can be uniformly ap	plied to the amenity
items along the Gre	enway system.
Personnel responsite	ble for the care of
the Greenway can e	easily become
familiar with the ma	intenance
requirements and p	rocedures for all
elements saving time	the and expense.
Landscape features elements", provide a flexibility and variety Greenway and can range of environme Landscape design s the existing environ any particular locatio intent to develop on landscape approach Greenway. Howeve	, unlike the "hard an opportunity for 7 throughout the offer the user a wide nt experiences. should respond to mental character of on. It is not the
landscape design o	e "common" along the er, certain bjectives, such as

appropriate placement of trees and shrubs, can and should be applied.

DESIGN CRITERIA

The following general objectives have been instrumental in guiding the preparation of the standard elements and plan recommendations:

Path Construction and Alignment

- provide a surface usable by pedestrians and non-motorized means of transportation

- provide a path width which allows safe two-way movements

- provide for the easy access and use by the handicapped;

- design to standards established by the following,

> ADA ACCESSIBILITY **GUIDELINES FOR BUILDINGS** AND FACILITIES, (Federal Register, July 26, 1991)

> MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), Federal Highway Administration, 1988

GUIDE FOR DEVELOPMENT OF NEW BICYCLE FACILITIES, **AASHTO**, 1991

WYOMING PUBLIC WORKS STANDARD SPECIFICATION. 1984 Revised

Chevenne and Laramie County ROAD. STREET & SITE PLANNING AND DESIGN STANDARDS, 1990, Revised

PAVEMENT MARKING MANUAL Wyoming State Highway Depart. Traffic Operations Branch, 1985

- where standards are in conflict the most restrictive should apply

- utilize existing topography where possible to avoid disturbance of existing vegetation, to minimize grading and construction costs, and to minimize the potential for future maintenance problems

- use alignments which minimize impacts on private property and which reduce the need for acquisition of or easements across private property

- avoid at-grade street crossings when possible

- recognize the potential for flooding along Dry Creek and Crow Creek and design to minimize the potential for future flood damage

- allow for the future coordination of possible drainage improvements along Dry Creek and Crow Creek

- provide convenient access to the path including parking at appropriate locations

- provide for easy access for maintenance of the path and other improvements

- allow for maintenance vehicle traffic in the structural and alignment design of the path

Environment and Landscaping

- provide for the enhancement of the existing landscape character through the use of appropriately placed trees and shrubs and the use of native grasses

- encourage the use of hardy and proven plant material and which is generally available locally

- provide for slope stabilization where existing erosion or other conditions warrant

- provide for the protection and enhancement of existing wildlife habita

- provide opportunities for the involvement of volunteer efforts and donations of materials related to landscape improvements and wildlife enhancement

- minimize the need for unusual or high levels of maintenance for plant materials and grasses

Amenities

- provide for an appropriate leve of amenity elements along the Greenway for the enjoyment of the use

- encourage the use of locally available materials and labor in the production and installation of amenities

- provide for the use of materials which are low in maintenance and vandal resistant

- provide opportunities for use of donations of materials and labor for installation of amenity elements

f	- provide for a Greenway identity through the use of materials, logos and colors
ł	Standard Elements
d	Design criteria sheets are included for the following Greenway elements:
-	Trail Section Trail Surfaces Trail Alignment Trail Design Criteria Curb Ramps Low Water Crossing Bridge
ıt	Guardrail w/ Handrail Retaining Wall Type "A" Landscape Retaining Wall
	Security Fence Privacy Fence Plant Material Plant List
	Planting Details Clearance Sign
	Identity Marker Interpretive Sign
	Mileage Marker Regulatory Signage Trail Directory Bench
əl	Bike Rack Picnic Table
er	Trash Container Removable Bollard Shelter Thematic Design
S	Typography/Colors Parking Lot
S	

TRAIL SECTION

Purpose:

To provide adequate clearance and surface for trail use.

Location/Use:

Throughout entire trail system.

Description/Design Concept:

The 10' wide trail provides a safe all-weather surface to accommodate a variety of users and is handicap accessible. Trails are wide enough for two way traffic and has additional clearance and shoulder width to avoid accidents and provide a softer surface for jogging.



TRAIL FROM CONCRETE WHERE POSSIBLE. (FOR HIKERS & RUNNERS)

GREENWAY DEVELOPMENT PLAN CHEYENNE WYOMING

EDAW AVI HAYDEN-WING ASSOCIATES

Trail Section

OPTIONAL TRAIL PAVING SURFACES

The following three paving options may be used as appropriate. The actual pavement surfacing type and thickness shall be determined during detailed design phases based on site specific conditions and subgrade investigations.

SURFACE	THICKNESS	BASE	SUBGRADE
Concrete	6'	4" crushed aggregate	topsoil stripped, scarify & recompact
Use Areas: hi	gh traffic areas where he high water lines	cavy vehicles access tr	ail; in deteriorated o
Concrete	4"	4" crushed aggregate	topsoil stripped, scarify & recompact
Use Areas: hi	gh traffic areas where he access; in deteriorated o	eavy vehicles do not no r unstable subgrade co	eed to access trail; in onditions; within char
Asphalt	3"	6'	topsoil

Asphan	3	0	topson
		crushed	stripped,
		aggregate	scarify &
		66. 8.	recompact:
			sterilize soil

Use Areas : away from unstable or saturated subsoil conditions; in above average subgrade areas; where not subject to flooding and normal high water conditions; where access and widths are conducive to pavement being laid with paving machine

GREENWAY DEVELOPMENT PLAN

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Ira

FINISH

JOINTS

broom finish perpendicular to trail length keyed expansion joints 200 feet on center, saw cut transverse joints 10 feet on center; no tooled joints

8

or unstable subgrade conditions; within channel

broom finish perpendicular to trail length keyed expansion joints 200 feet on center; saw cut transverse joints 10 feet on center; no tool joints

n areas where parallel roads allow maintenance nnel high water lines

il Surfaces



TRAIL ALIGNMENT

Purpose:

in horizontal and vertical alignment.

Location/Use:

Along entire trail length.

Description/Design Concept:

The path is designed to complement the existing terrain, highlight natural features, and provide visual interest throughout the trail system.

GREENWAY DEVELOPMENT PLAN CHEYENNE WYOMING

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To provide a continuous, flowing system with rhythmic curves and safe, smooth transitions

Trail Alignment

TRAIL DESIGN CRITERIA:

Purpose:

the trail system.

Location/Use:

Along entire trail length.

Description/Design Intent:

The criteria shown is the optimum standards developed by the U.S. Department of Transportation Document FHWA-TS-77-201 "A Bikeway Criteria Digest". Assume a 10





To provide adequate stopping and sight distances and reduce the effort required to travel on



WYOMING

GREENWAY DEVELOPMENT PLAN

CHEYENNE

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CURB RAMPS

Purpose:

To allow handicap access at street curbs or similar conditions along trail system.

Location/Use:

At streets, intersections, and crosswalks to allow ease of access.

Description/Design Concept:

All ramps will meet or exceed minimum "accessible design" standards as set forth in ADA Accessibility Guidelines For Buildings and Facilities, Federal Register, Vol. 56, No. 144, July 26, 1991.





LOW WATER CROSSING

Purpose:

To provide a low profile stream crossing within the floodway.

Location/Use:

At short span crossings within the floodway.

Description/Design Intent:

Breakaway railings are designed to collapse in the event of high water so as not to collect debris. The low profile concrete bridge is inexpensive and visually compatible with short stream crossings.

GREENWAY DEVELOPMENT PLAN WYOMING CHEYENNE

DAVID OHDE & ASSOCIATES BDAW OHDE & ASSOCIATES BDAW AND AND AND



Low Water Crossing



BRIDGE

Purpose:

For continuity and ease of access along trail system.

Location/Use:

At creek crossings and other difficult terrain areas along the trail system.

Description/Design Concept:

This easily assembled bridge can be custom made to fit any span needed over various trail features. The bridge is sized and rated for maintenance vehicles. The decking is made of pressure treated wood and the side braces of tubular steel are painted blue to match the overall color scheme. The bridge is prefabricated, shipped to the site, and simply connected to the constructed abutment. Transitions from trail to bridge are protected with wood bollards on the bridge ends, and by groups of boulders at each corner. Suggested manufacturers are Excel Bridge manufacturing 800/944-0701, Steadfast Bridges 800/456-2534, and Continental Bridge 800/328-2047.

GREENWAY	DEVELOPMENT PLAN
CHEYENNE	WYOMING







GUARDRAIL/HANDRAIL

Purpose:

To provide safety along trail system.

Location/Use:

At areas along trail system where side slope conditions at trail edge require protection from sharp, sudden grade changes such as walls below trail and low water crossings.

Description/Design Concept:

Guardrails and handrails are made with steel posts set into drilled holes as shown. The radii bent into rails and their painting will serve to match other elements of the trail system.

GREENWAY	DEVELOPMEN	FPLAN
CHEYENNE	of and a state of a second a state	WYOMING



Guardrail w/Handrail



RETAINING WALL TYPE A

Purpose:

To allow rapid changes in elevation along trail system.

Location/Use:

Where side slope conditions require a vertical solution, and where drainage, flood or other criteria require a structurally reinforced wall.

Description/Design Concept:

The wall is poured in place and constructed of reinforced concrete with integral color and formliner pattern on exposed surfaces. The wall may be above or below the trail elevation.

GREENWAY DEVELOPMENT PLAN WYOMING CHEYENNE





Retaining Wall Type "A"



MATERIAL: VERSALOK OR ERVINL. INSTALL PER MANUFACTURERS SPECIFICATIONS.

LANDSCAPE RETAINING WALL

Purpose:

To provide earth retention along trail system as needed.

Location/Use:

Where side slope conditions require not necessary.

Description/Design Concept:

The wall is made up of individual interlocking units that are available in a variety of colors, textures, and finishes to match overall design scheme. Walls are tiered with a 4' maximum wall height, allowing for planting between tiers. A suggested manufacturer is Versalok of St. Paul, Minnesota.

GREENWAY DEVELOPMENT PLAN

ENTERLOCKING CONCRETE

RETAINING WALL SYSTEM,

TEXTURED SURFACE,

TIERS TO BE 4'-0" MAX HOT., 28" MIN. WALL HOT.

GREY IN COLOR

Where side slope conditions require sharp vertical grade changes and a reinforced wall is

dscape Retaining Wall



SECURITY FENCE

Purpose:

To provide physical separation between trail system and adjacent property.

Location/Use:

Where physical separation is needed for safety and security between trail and adjacent property, but visual privacy is not required.

Description/Design Concept:

Fence is made of steel posts and vinyl coated chain link fencing. Color to blend with the landscape character and minimize visual impact.

GREENWAY	DEVELOPMEN	IT PLAN
CHEYENNE		WYOMING

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HAYDEN-WING A	SBOCIATES
RECREATION PLANNER	

Secu

rity Fence



PRIVACY FENCE

Purpose:

To provide physical and visual separation between trail system and adjacent properties.

Location/Use:

Where trail is in close proximity to advisual screening.

Description/Design Concept:

For soft wood appearance, posts and a wood to weather naturally.

GREENWAY	DEVELOPMENT	PLAN
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Where trail is in close proximity to adjacent property and requires physical separation and

For soft wood appearance, posts and fence are not to be painted to allow pressure treated

acy Fence

1



NOTE: DENSITY OF PLANTINGS VARIES BY LOCATION & PURPOSE

PLANT MATERIAL

Purpose:

To enhance the overall experience to prevent soil erosion.

Location/Use:

Along entire trail system with density and use of various species dependent on location and design intent.

Description/Design Concept:

Planting should not shade trail in the winter months to allow the sun to melt snow and ice on trail surface. Fruiting plants are located far enough off trail so as to avoid dropping fruit on trail surface. Maintenance and appearance will be considered in the selection of grass and other plant species. Planting is used along trail to screen undesirable views, for enframement and gateway effects, and to emphasize landscape features.

GREENWAY	DEVELO	PMEN	r plan
CHEYENNE		,	WYOMING

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	DAVID OHDE & ABBOCIATES
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	HAYDEN-WING ABBOCIATES
	ABORDATION PLANSING & ENGINEERING
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To enhance the overall experience along the trail system, provide for wildlife habitat, and

t Material

CODE KEY C. This plan

- This plant is susceptible to iron deficiencies in our soil. This is seen when the new growth yellows. Add iron at reccommended rates when this happens.
- This plant can survive dry spells after it has been established for a few years. This plant displays colorful leaves in the fall. D.
- F.
- G. This plant is best used as a ground cover
- This plant is good if planted in low lying areas along the creek. L.
- N. This plant is native to our area and is highly recommended for planting along the greenway.
- This plant can tolerate growing in some shade. S.
- Sh. This plant, when mature, is a good shade tree.
- Th. This plant is thirsty for water year-round.
- W. This plant has edible portions which attract wildlife.

TREES, EVERGREEN Code D,N **Botanical Name** Common Name Concolor Fir Abies concolor D **Oneseed** Juniper Juniperus monosperma D.N Rky. Mtn. Juniper Juniperus scopulorum Eastern Red Cedar D Juniperus virginiana D,N,L,Th Colorado Blue Spruce Picea pungens D,N Picea aristata Bristlecone Pine D.N.W **Pinyon Pine** Pinus edulis Limber Pine D.N **Pinus** flexilis D,N Pinus ponderosa Ponderosa Pine Pinus nigra Austrian Pine D TREES, BROADLEAF Code C,F,L Common Name **Botanical Name** Acer ginnala Amur Maple Sh,F,L Horsechestnut, Buckeye Aesculus sp. Sh,D Celtis occidentalis Hackberry D,W Russian Hawthorn Cretaegus ambigua D Elacagnus angustifolia **Russian** Olive Sh,Th Fraxinus penn. 'Patmore' Patmore Green Ash D Gleditsia triacanthos Honeylocust Sh,W,Th Flowering Crabapple Malus sp. Sh.N Cottonwood Populus sp. Bur Oak Sh,F Ouercus macrocarpa C,F,W European Mountain Ash Sorbus aucuparia Sh American Linden Tilia americana

SHRUBS, EVERGREEN

Botanical Name	Common Name	Code
Pinus mugo	Mugo Pine	D
luninents chinensis	Pfitzer Juniper	D
luniperus communis	Common Juniper	D.N
luninerus sabina	Savin Juniper	D
funiperus horizontalis	Groundcover Junipers	D,G

BROADI FAF SHRUBS,

SHRUBS, BRUADLEAF	Common Name		Code
Botanical Name	Common Name		CEN
Acer glabrum	Rocky Mountain Maple		DETH
Acer granidentatum	Big-tooth Maple		N.
Amelanchier alhifolia	Native Serviceberry		D
Caragana arborescens	Siberian Peasnrub		DN
Cercocarpus montanus	Mountain Manogany		D,N
Chrysothamnus spp.	Rabbitbrush		D.N
Cornus sericea	Redtwig dogwood		C,N,L
Cornus sericea	Yellowtwig dogwood	•	C.L
Cotoneaster acutifolia	Peking Cotoneaster		w,in
Fallugia paradoxa	Apache Plume	-	D,N
Forestiera neomexicana	New Mexico Privet		N
Lonicera spp.	Honeysuckle		L
Perovskia atriplicifolia	Russian Sage		D
Physocarpus monogynus	Native Ninebark		S
Potentilla fruticosa	Potentilla/Cinquefoil		C,D,N
Prunus americana	American Plum		C,N,W
Prunus besseyi	Western Sand Cherry		C,N,W
Prunus tomentosa	Nanking Cherry		C,N,W
Prunus virginiana	Chokecherry		N,W
Ptelea trifoliata	Wafer Ash		F
Ouercus gambeli	Gambel Oak		F,N
Rhus 'aromatica	Dwarf Fragrant Sumac		F
Rhus glabra cismontana	Rocky Mountain Sumac		F,N
Rhus trilobata	Sumac		F
Ribes alnina	Alpine Currant		F.N.W
Ribes aureum	Yellow Currant		F,N,W
Ribes cereum	Edible Currant		F,N,W
Rosa woodsi	Native Pink Rose		N,W,Sh
Rubus deliciosus	Thimbleberry		N.W.Sh
Salix con	Willow		N.Th.L
Sambucus canadensis	Fiderberry		L.N.Th.W
Sheperdia argentes	Silver Buffaloberry		N.W.L
Snipperuna argentea	Spires		Th
Springe chinensis	Lilac		L.Th
Viburgurg con	Viburnum		Th
Viounum spp.	Vucca/soapweed		N
rucca glauca	r ucca/soapweeu		

GREENWAY DEVELOPMENT PLAN WYOMING CHEYENNE

EDAW AVI HAYDEN-WING ABSOCIATES

Plant List

Notes:

The list is derived from the Volunteer Handbook "A Guide to Volunteerism" Cheyenne Greenway Project in conjunction with the Cheyenne Botanical Gardens. For more information on any of the plants listed please contact the Cheyenne Botanic Gardens (637-6458) or the Cheyenne Forestry Department (637-6428).

Broadleaf trees should be 1 1/2" to 2" caliper or larger. Evergreen Trees should be 5' to 6' in height. Planting dates should fall between April 15 and June 15.







PREPARED BY DAVID OHDE & ASSOCIATES EDAW AV HAYDEH-WING ASSOCIATES NOCIATION IL ANNUE & EXEMPLEMENT

Planting Details



CLEARANCE SIGN

Purpose:

To provide warning of low underpasses along the trail system.

Location/Use:

Along the trail before bridges and any low obstructions over the trail to a minimum of 6'-8".

Description/Design Concept:

The warning signs are made up of two wood posts which support a weather proof fabric describing the upcoming clearance height along the trail. The posts are detailed as other trail elements. The fabric background displays 4" high reflective lettering and banding for night visibility.

GREENWAY	DEVELOPMENT PLAN
CHEYENNE	WYOMING

.

DAVID OHDE	& ABBOCIATES
EDAW	AVI
HATDEN-WE	G ABBOCIATES
ADDITATION PLAT	



Clearance Sign





IDENTITY MARKER

Purpose:

system.

Location/Use:

system.

Description/Design Concept:

the alignment of the trail.

GREENWAY	DEVELOPMENT PLAN
CHEYENNE	WYOMING

PHEPA	
DAVID CHDE	ABBOCIATE
EDAW	IVA
HATDER-WER	G ASSOCIATES
RECREATION PLAN	

-	
	Ident

To establish a coordinated system for identifying park areas and trail sections along the trail

At park entrances and boundaries, and at selected road or creek crossings along the trail

The markers are constructed of heavy wood timbers with routed detailing consistent with the other trail elements. The feature name is routed on the marker face parallel to the

tity Marker



INTERPRETIVE SIGN

Purpose:

To provide information on natural or historic features along trail system.

Location/Use:

At unique natural areas and features by way of viewpoints and pullouts along the trail.

Description/Design Concept:

Style and theme are carried through the design of the interpretive sign in the same materials and accent banding of other elements. The sign is a silkscreened graphic on the reverse side of vandal resistant Lucite mounted on plywood. They are constructed of heavy treated timbers and permanently set in concrete.

GREENWAY DEVELOPMENT PLAN

PREPARED BY DAVID OHDE & ASSOCIATES EDAW MAYDEN-WING ASSOCIATES RECREATION PLANELS & EMANDERING

	Inter
	Inter

rpretive Sign



MILAGE MARKER

Purpose:

To provide a system for gauging distances throughout the length of the trail systems.

Location/Use:

At specified distances, miles or kilometers from trailheads, parks, or landmarks.

Description/Design Intent:

The markers are short, single poles with detailing similar to other trail elements. Distances are routed into the tops. Since multiple trail heads are common along the system, distances should be measured from the trail starting point (ie. Holiday Park).

GREENWAY DEVELOPMENT PLAN CHEYENNE WYOMING





Mileage Marker



REGULATORY SIGNAGE:

Purpose:

To provide directional, informational, and regulatory signage, and warn of hazards along the trail system.

Location/Use:

Preceding hazards such as blind curves, road crossings, low speed areas, etc., and for regulatory signage.

Description/Design Concept:

Signs are printed on the reverse side of vandal resistant Lucite and backed with weatherproof plywood. The surface is easily cleaned and durable. Posts are heavy, treated timbers with routed detailing to match all other trail elements.

GREENWAY DEVELOPMENT PLAN

PREPARED BY DAVID OHDE & ASSOCIATES EDAW AVI HAYDEN WING ASSOCIATES RECRUINTON PLANSING & EXTERNMENT Regu

Regulatory Signage

.



NOTE: WOOD POSTS SHALL BE ROLGH CUT PRESSURE TREATED PINE,

TRAIL DIRECTORY

Purpose:

To convey information and location on trail system, as well as to define trailheads.

Location/Use:

At trailheads and parking areas t sections.

Description/Design Concept:

The trail directory reflects design and material of other trail elements. A location map is printed on the reverse side of vandal resistant Lucite and backed with weatherproof plywood. Special cap detailing reflects the greenway theme. The structures are easily constructed and durable.

FRONT ELEVATION.

GIDE ELEVATION

GREENWAY	DEVELOPMENT PLAN
CHEYENNE	WYOMING

ATES
1.1

	Tro

At trailheads and parking areas to identify, name and provide information about trail

il Directory



BENCHES

Purpose:

To provide seating along trail system.

Location/Use:

At selected locations along the trail, at interpretive stops and trailheads, and park areas.

Description/Design Concept:

Benches are prefabricated catalog items permanently fixed in place with concrete. Special detailing is routed in the wood backing to match other trail elements. Shown is model 883-0076 by Landscape Structures Inc. 800/323-0035. Other suggested manufacturers are Timberform by Columbia Cascade in Portland, Oregon, and DuMor inc. 717-436-2106.

GREENWAY	DEVELOPMENT PLAN
CHEYENNE	WYOMING

PREPARED BY DAVID OHDE & ASSOCIATES EDAW AV HAYDEH-WING ASSOCIATES RECREATION FLAMME & ENGINEERING

Bend





BIKE RACK

Purpose:

To provide areas for locking and securing bicycles along the trail system.

Location/Use:

At trailheads, interpretive areas, and along sections of the trail system in parks.

Description/Design Concept:

Bike racks are made of heavy wood timbers with detailing to match other trail elements. They are set in concrete at the edge of the trail near trailheads and interpretive stops.



Bike

Rack



PRECAST LEGG ARE AVAILABLE FROM ARCHITECTURAL DESIGN PRECAST CONCRETE INC, P.O. BOX 100 RUPONT, COLO 80024-0100 (303) 286-7339

PICNIC TABLE

Purpose:

For seating at picnic areas along the trail system.

Location/Use:

In picnic shelters and open space ar off the trail edge.

Description/Design Concept:

The picnic tables have heavy concrete legs with treated timber benches and tops. Legs may be precast locally or are available from Architectural Design and Precast Concrete Inc. P.O. Box 100 Dupont, COLO. 80042-0100 (303)286-7339.

GREENWAY	DEVELOPMENT PLAN
CHEYENNE	WYOMING

DAVID OHDE &	ASBOCIATES
EDAW	IVA
HATDER-WING	ABBOCIATES
RECREATION PLANED	

Dien
FICI

In picnic shelters and open space areas in the trail system. Tables should be 10' or more

nic Table



TRASH CONTAINERS

Purpose:

For litter control along the trail system.

Location/Use:

In conjunction with benches, at trails use areas in the trail system.

Description/Design Concept:

These trash containers are similar in material and detailing of other trail elements. The container is secured in place by an inground pole mount sleeved in concrete. The dome top is secured to the container with a chain assembly and discourages 'dumping' of household trash and scattering by animals and pests. Shown is model TRH/P-32 by Pilot Rock 800/762-5002. Other suggested manufacturers are Game Time 800/235-2400 and Landscape Structures Inc. 800/328-0035.

GREENWAY	DEVELOP	PMENT PLAN
CHEYENNE		WYOMING

PREPARED BY DAVID OHDE & ASSOCIATES EDAW MAYDEN-WING ASSOCIATES RECREATION PLAYERS & BUSINESSON

Tree
Iras

In conjunction with benches, at trailheads and parking areas, and concentrated at other high

sh Container



NOTE : 13000 POST SHALL BE ROLGH CUT PINE. PRESSURE TREATED WITH COPPER SULFATE,

SPACE BOLLARD POSTS 4'-0" O.C.



BOLLARDS

Purpose:

inappropriate.

Location/Use:

emergency access is necessary.

Description/Design Concept:

The bollards are heavy timbers locked in place by a pipe/concrete sleeve anchoring system. for emergency access, they are easily removed by unlocking a steel pin and lifting from their concrete seat. The locking mechanism is simple and unobtrusive. Only those bollards blocking emergency access need be removable. Others should be permanently anchored in place with concrete.

GREENWAY DEVELO	OPMENT PLAN	PREPARED BY DAVID ONDE & ABSOCIATES EDAW AVI
CHEYENNE	WYOMING	

To restrict vehicular access to the trail and adjacent open space where fencing would be

At trail access points such as trailheads and street crossings, and at breaks in fencing where

Removable Bollard



SHELTER

Purpose:

For shelter and shade in rest areas along the trail system.

Location/Use:

In parklands and open areas of the trail system.

Description/Design Concept:

The shelters are prefabricated catalog items or may be constructed locally of either of wood or steel. The design should be easy to install and durable. 16' by 16' dimension is standard and offers enough coverage for 2 picnic tables. Suggested manufacturers are Quality Industries inc. 800/766-9458, Scenic Shelters (314)265-7321, and Poligon by W. H. Porter, Inc. (616)399-1963.

GREENWAY DEVELOPMENT PLAN

PREPARED BY DAVID OHDE & ASSOCIATES EDAW ASSOCIATES NUMBER WING ASSOCIATES RECREATION PLANENS & EXEMPLEMENT

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	Cha
	JIC

elter



Purpose:

To create a special, unified look to all greenway structures.

Location/Use:

At column caps of identity markers, trail directories, benches, and elements located in high use areas where trail image is important.

Description/Design Concept:

THEMATIC DETAILING

The timber elements are heavy and rugged, of a scale comparable to their open space setting and use. The caps have been specially cut to identify all the stuctures as elements of the greenway system. The detailing is designed to convey an image of the New West. Forms were chosen to reflect contemporary western fashion or a military chevron. The look is special, refined, and unique to Cheyenne.

SCALE 14"=1"



Thematic Detailing



TYPOGRAPHY

Description/Design Concept:

Century Schoolbook Bold is the typeface selected for the greenway trail system. It is strong, simple and conveys a refined Western image. Century Schoolbook Bold upper and lower case will be used for all identity signs, kiosk information headings, distance markers and logos, with Century Schoolbook Medium used for regulatory signs and informational/interpretive text.

abcdefghijklmnopqrstuvwxyz ABCDEFGHIJKLMNOPQRSTUVWXYZ 1234567890 ß &?!£\$(.,;:)

COLORS



ACCENT STRIPES, DOTS, CHEVRONS, LOSOS, AND LETTERING



CHEYENNE

·BASE/ BACK GROUND FOR ALL DURA-PLY SIGNAGE INCLUDING: TRAIL DIRECTORY INFO/REGULATORY SIGNS, AND INTERPRETIVE SIGNS,

WYOMING

ALL ROUGH OUT WOOD MEMBERSGHALL REMAIN UNFINISHED (GREEN) PER TREATMENT W/ COPPER SULFATE,

GREENWAY DEVELOPMENT PLAN

COLORS

CIATE

EDAW

Description/Design Concept:

The green treated timbers and blue accent banding and lettering are cool colors chosen to contrast with the warm earth tones that characterize the greenway landscape throughout much of the year. Repeated material colors reinforce the idea of a special, unified system, linking all elements throughout the greenway.

Typography / Colors



PARKING LOT

Purpose:

To provide parking at trailheads.

Location/Use:

Description/Design Concept:

handicapped access at each lot.

GREENWAY DEVELOPMENT PLAN WYOMING CHEYENNE

DAVID OHOF A	ABBOCIATE
BOAW .	AVI
HAYDEN-WENG	ABBOCIATES
FECHEATION PLANNE	

Park

At trailhead locations where parking is not presently available.

Lots are paved with a bituminous surface surrounded with concrete curbs and gutters as needed for stormwater drainage. Provide one handicapped parking space and appropriate

ing Lot


INTRODUCTION

Estimated construction costs for the Greenway have been prepared and are presented here in a variety of formats.

The following should be kept in mind when reviewing the estimates:

- all costs are given in 1992 construction dollars and do not reflect inflation or other similar factors which may affect the actual cost at some later date

- the estimated costs are based upon the plans and design elements as shown in this document; detailed design and modifications to the plans as shown may affect the actual cost

- the estimated costs should be periodically updated as actual bids and construction prices are established

- costs given assume that all improvements will be made under contract with a qualified contractor; no adjustment has been made for volunteer labor or donated materials; the degree of donated time and materials may have a significant affect on the actual final costs

- estimates presented here do not include costs for land acquisition or easements on private land or on "public" land not directly controlled by the City of Cheyenne

- estimated design fees which may be necessary for the detailed design and construction administration of Greenway segments are shown in Summary Table 5 on page 3-4

Improvement Categories

Three categories of improvements have been used to prepare the estimates. These categories and the elements included in each are as follows:

PATH IMPROVEMENTS

PATH (OFF-STREET,6" CONCRETE) PATH (SIDEWALK, 4" CONCRETE) PATH (ON-STREET, STRIPED) BRIDGE CROSSWALK CULVERT DEMOLITION FENCING HANDICAP CURB CUTS LOW WATER CROSSING RETAINING WALL SIGNAGE (REGULATORY) SIGNALIZATION UNDERPASS

AMENITIES

BENCH BIKE RACKS BOLLARDS IRRIGATION LIGHTING PARKING LOT PICNIC TABLES RESTROOM SHELTER SIGNAGE (NON-REGULATORY) TRASH CONTAINER

LANDSCAPING

LANDSCAPE PLANTINGS SLOPE STABILIZATION SEEDING WILDLIFE ENHANCEMENT

Path improvements are those elements which may be necessary to complete the path in a continuous and safe condition. Although not all elements are included in each segment of the Greenway, when used they are considered to be required as opposed to optional. Amenity items are those elements which are not required for the use of the path or for safety, but are considered desirable to increase the quality of the overall Greenway experience.

Landscape elements are those which deal with the improvement of the landscape and natural features of the Greenway.

Estimated Construction Costs

Cost estimates are given for both "initial" and "future" improvements. For purposes of these estimates "Initial costs" are for those elements or improvements which can be made as a part of the Greenway regardless of other projects. It is important to understand that "initial" elements do not necessarily mean that they must be constructed immediately for any particular segment. For instance, landscape improvements listed under the "initial" column may be installed at some time after the path construction.

"Future costs" are those elements which are considered dependent on other projects. In most cases this refers to drainage improvements along Dry Creek or Crow Creek. For instance, portions of the path which are shown to go through an underpass are generally dependent on the underpass being constructed as a part of the drainage master plan at some time in the future.

Estimated Design Fees

The estimated design fees shown in Summary Table 5 are provided for general planning and budgeting purposes only. A 15% fee is assumed for purposes of this plan; an actual range of 12%-18% may be required for the detailed design of any particular segment of the greenway. The fee required will range depending on the complexity, scope and extent of the greenway segments to be designed at any one time.

The design fees should be negotiated with qualified professionals as each phase of the project proceeds.

Cost of Work by Others

For certain segments costs are shown under a heading called "related work by others". When included, these costs are for improvements which are recommended to be completed under the jurisdiction of an agency, department or group other then the Greenway project directly.

Improvements included under this heading are related to the Greenway but are not vital to the successful completion of this project. For example, certain improvements are shown to be completed by the Cheyenne Parks and Recreation Department in Mylar Park. These additional improvements would benefit and relate directly to the Greenway improvements but can be completed independently at a later date if necessary.

Volunteer Efforts

It is the intent of this plan and the City of Cheyenne to encourage the involvement of volunteer efforts during the development and longer term maintenance of the greenway system.

Organized groups, individuals, businesses or other such entities can make a valuable contribution immediately and long-term toward the overall success of this project.

While the initial construction of the path itself, related structures and work

requiring heavy equipment or technical expertise will probable be best accomplished by licensed contractors under contract with the City, there are a variety of areas where volunteer efforts can be most beneficial.

Among the work which might be accomplished by volunteer efforts are the following:

- clean-up of the greenway corridors

 installation of landscaping improvements including plantings

- installation of amenity items such as benches, trash containers and signs

- donations of materials or monies to fund landscaping and amenity improvements

- day-to-day maintenance of areas through coordinated efforts such as an "adopt-a-spot" program.

For cost estimating purposes no adjustments have been made for the potential value of volunteer efforts and contributions. As these volunteer efforts are realized they will help to reduce the overall cost of the greenway development and maintenance.

Estimate Formats

The following pages present the estimated construction costs in a variety of formats and options for review on an overall or detailed basis.

Summary estimates are presented for all four of the Greenway sections. These are followed by detailed estimates for each of the four sections and for each segment within the respective section of the Greenway.

SUMMARY TABLE 1- ESTIMATED INITIAL COST BY SECTION

SECTION	LIN. FT	TOTAL	PATH	PATH COST	AMENITY	AMENITY	LANDSCAPE	LANDSCAPE
	OF PATH	COST	COST	% OF TOTAL	COST	% OF TOTAL	COST	% OF TOTAL
ALLISON	20,800	\$629,730	\$604,550	96.00%	\$12,480	1.98%	\$12,700	2.02%
CROW	16,060	\$1,043,940	\$820,550	78.60%	\$37,740	3.62%	\$185,650	17.78%
DRY	37,050	\$1,396,920	\$1,122,500	80.36%	\$24,020	1.72%	\$250,400	17.93%
RAILROAD	18,375	\$689,490	\$622,750	90.32%	\$21,690	3.15%	\$45,050	6.53%
TOTALS	92,285	\$3,760,080	\$3,170,350	84.32%	\$95,930	2.55%	\$493,800	13.13%
	NOTE: COST	S ARE ESTIMATE	D CONSTRUC	TION COSTS IN	1992 DOLLARS			
N	OTE: COSTS I	DO NOT INCLUDE	WORK BY O	THERS"				
	NOTE: COSTS	DO NOT INCLUD	E ALTERNATI	VE ROUTES.				

SUMMARY TABLE 2 - ESTIMATED FUTURE COST BY SECTION

SECTION	LIN. FT	TOTAL	PATH	PATH COST	AMENITY	AMENITY	LANDSCAPE	LANDSCAPE
	OF PATH	COST	COST	% OF TOTAL	COST	% OF TOTAL	COST	% OF TOTAL
ALLISON	0	\$0	\$0	0.00%	\$0	0.00%	\$0	0.00%
CROW	2,440	\$96,050	\$96,050	100.00%	\$0	0.00%	\$0	0.00%
DRY	9,200	\$331,900	\$302,100	91.02%	\$0	0.00%	\$29,800	8.98%
RAILROAD	0	\$0	\$0	0.00%	\$0	0.00%	\$0	0.00%
TOTALS	11,640	\$427,950	\$398,150	93.04%	\$0	0.00%	\$29,800	6.96%
	NOTE: COSTS	S ARE ESTIMATE	D CONSTRUC	TION COSTS IN	1992 DOLLARS			
N	NOTE: COSTS D	DO NOT INCLUDE	WORK BY O	THERS"				
	NOTE: COSTS	DO NOT INCLUD	E ALTERNATI	VE ROUTES.				

SUMMARY TABLE 3 - ESTIMATED INITIAL AND FUTURE COST BY SECTION

SECTION	LIN. FT	TOTAL	PATH	PATH COST	AMENITY	AMENITY	LANDSCAPE	LANDSCAPE
OLOHON	OF PATH	COST	COST	% OF TOTAL	COST	% OF TOTAL	COST	% OF TOTAL
ALLISON	20.800	\$629,730	\$604,550	96.00%	\$12,480	1.98%	\$12,700	2.02%
CROW	18.500	\$1,139,990	\$916,600	80.40%	\$37,740	3.31%	\$185,650	16.29%
DRY	46.250	\$1,728,820	\$1,424,600	82.40%	\$24,020	1.39%	\$280,200	16.21%
RAILROAD	18,375	\$689,490	\$622,750	90.32%	\$21,690	3.15%	\$45,050	6.53%
								1
TOTALS	103,925	\$4,188,030	\$3,568,500	85.21%	\$95,930	2.29%	\$523,600	12.50%
	NOTE: COST	S ARE ESTIMATE	D CONSTRUC	TION COSTS IN	1992 DOLLARS			
N	OTE: COSTS	DO NOT INCLUDE	E WORK BY O	THERS"				
	NOTE: COSTS	DO NOT INCLUE	E ALTERNATI	VE ROUTES.				

SUMMARY TABLE 4 - ESTIMATED INITIAL COST BY SECTION WITH ALTERNATIVES

SECTION	LIN. FT	TOTAL	PATH	PATH COST	AMENITY	AMENITY	LANDSCAPE	LANDSCAPE
	OF PATH	COST	COST	% OF TOTAL	COST	% OF TOTAL	COST	% OF TOTAL
ALLISON	20,800	\$629,730	\$604,550	96.00%	\$12,480	1.98%	\$12,700	2.02%
CROW	16,310	\$1,047,140	\$838,550	80.08%	\$22,750	2.17%	\$185,850	17.75%
DRY	33,850	\$1,516,620	\$1,332,900	87.89%	\$26,720	1.76%	\$157,000	10.35%
RAILROAD	18,375	\$689,490	\$622,750	90.32%	\$21,690	3.15%	\$45,050	6.53%
TOTALS	89,335	\$3,882,980	\$3,398,750	87.53%	\$83,640	2.15%	\$400,600	10.32%
	NOTE: COST	S ARE ESTIMATE	D CONSTRUC	TION COSTS IN	1992 DOLLARS			
N	OTE: COSTS I	DO NOT INCLUDE	WORK BY O	THERS"				
	NOTE: COSTS	DO NOT INCLUD	E ALTERNATI	VE ROUTES.				

SUMMARY TABLE 5 - ESTIMATED INITIAL AND FUTURE COSTS INCLUDING DESIGN FEES

FUTURE	%(FUTURE	% OF INITIAL	INITIAL	% OF TOTAL	INITIAL & FUTURE	SECTION
L COST	TC	COST	TOTAL COST	COST	COST	TOTAL COST	
0.00%		\$0	14.56%	\$629,730	13.08%	\$629,730	ALLISON
19.52%		\$96,050	24.14%	\$1,043,940	23.67%	\$1,139,990	CROW
67.44%		\$331,900	32.31%	\$1,396,920	35.90%	\$1,728,820	DRY
0.00%		\$0	15.95%	\$689,490	14.32%	\$689,490	RAILROAD
	1	\$427,950	1	\$3,760,080		\$4,188,030	SUBTOTAL
13.04%		\$64,190	13.04%	\$564,012	13.04%	\$628,202	DESIGN FEE
100.00%	<u> </u>	\$492,140	100.00%	\$4,324,092	100.00%	\$4,816,232	TOTAL COST
NOTE: COSTS ARE ESTIMATED CONSTRUCTION AND DESIGN COSTS IN 1992 DOLLARS.							
				OTHERS"	UDE "WORK BY	COSTS DO NOT INCL	NOTE:
				TIVE ROUTES.	LUDE ALTERNA	COSTS DO NOT INC	NOTE:
	ARS	\$427,950 \$64,190 \$492,140 S IN 1992 DOLL	13.04% 100.00% DESIGN COST	\$3,760,080 \$564,012 \$4,324,092 TRUCTION AND OTHERS" TIVE ROUTES.	13.04% 100.00% TIMATED CONS UDE "WORK BY LUDE ALTERNA	\$4,188,030 \$628,202 \$4,816,232 OTE: COSTS ARE ES COSTS DO NOT INCL COSTS DO NOT INC	SUBTOTAL DESIGN FEE TOTAL COST NOTE: NOTE:

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ALLISON DRAW SECTION ESTIMATED COSTS

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SEGMENT	LIN. FT.	PATH	AMENITY	LANDSCAPE	TOTAL	LIN. FT.
	OF PATH	COST	COST	COST	COST	COST
1	3,400	\$108,050	\$2,300	\$0	\$110,350	\$32.46
2	4,900	\$151,650	\$1,840	\$0	\$153,490	\$31.32
3	3,500	\$95,700	\$2,700	\$0	\$98,400	\$28.11
4	9,000	\$249,150	\$5,640	\$12,700	\$267,490	\$29.72
TOTALS	20,800	\$604,550	\$12,480	\$12,700	\$629,730	\$30.26
NC	TE: COSTS ARE	ESTIMATED C	ONSTRUCTION	COSTS IN 1992	DOLLARS.	
NOT	E: COSTS DO N	OT INCLUDE "R	ELATED WORK	BY OTHERS".		

ALLISON DRAW - SUMMARY OF INITIAL COST BY SEGMENT

ALLISON DRAW SEGMENT 2

ALLISON DRAW SEGMENT 1

	GREENWAY IMP	PROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	DRAINAGE DISTRICT
PATH IMPROVEMENTS		•·	
PATH (OFF-STREET 6" CONCRETE)	\$91,800		
PATH (SIDEWALK 4" CONCRETE)	401,000	·	
PATH (ON-STREET STRIPED)			
BRIDGE			
CROSSWALK			
CULVERT			
DEMOLITION			
FENCING	\$3.600		
HC CUBB CUTS	\$500		
I OW WATER CROSSING	\$10,400		
RETAINING WALL			
	\$1,750		
	φ1,750	·	
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$108.050	\$0	n»
	4100,000	φυ	
AMENITIES			
PENOL			\$200
	\$300		\$300
BINE HACKS			
BOLLAHDS			
IRRIGATION		· · · · · · · · · · · · · · · · · · ·	·
	·		£15.000
			\$15,000
PICNIC TABLES			
IRESTROOM			¢4.500
SHELTER	<u> </u>		\$4,500
SIGNAGE (NON-REGULATORY)	\$2,000		¢100
TRASH CONTAINER	A D 000		\$400
AMENITY COSTS (SUBTOTAL)	\$2,300		\$21,040
LANDSCAPING			
LANDSCAPE PLANTINGS			\$29,300
SLOPE STABILIZATION			
SEEDING			
WILDLIFE ENHANCEMENT			
LANDSCAPE COSTS (SUBTOTAL)	\$0	\$0	\$29,300
TOTAL ESTIMATED COST	\$110,350	\$0	\$50,340
NOTE: ASSUMES ALL SEEDING COMPL	ETED AS PART OF DR	AINAGE IMPROVEME	NTS.
NOTE: TOTAL SCS PLANTING BUDGET	OF \$149.000 PRORATE	ED FOR THIS SEGME	NT.
NOTE: BELATED WORK INCLUDES PAE	TIAL DEVELOPMENT	OF PROPOSED PARK	
NOTE. REDATED WORK INCESSEOT A	CHITC MAY DE DI ANNI	ED AND DEVELOPED	
ADDITIONAL PARK IMPROVEN	ENTS MAT BE PLANN	ED AND DEVELOPED	BT OTHERS.
NOTE: LOW WATER CROSSINGS MAY N	OT BE REQUIRED DEI	PENDING ON NORMA	L FLOW CONDITIONS.
		l	
"INITIAL" IMPROVEMENTS ARE THOSE WHI	CH ARE NOT DEPENDEN	T ON OTHER PROJECT	S.
"FUTURE" IMPROVEMENTS ARE THOSE WH	IICH ARE DEPENDENT O	N OTHER PROJECTS (i.	e. DRAINAGE WORK).
COSTS ARE 1992 DOLLARS; COSTS ARE PL	ANNING LEVEL ESTIMAT	ES AND ARE NOT BAS	ED ON DETAILED DESIGN.
ACTUAL COSTS MAY VARY DEPENDING ON	I FINAL DESIGN, COST SI	HAHING WITH OTHER P	
DUNATIONS, VOLUNTEEH WORK, AND OTH	TINCLUDED IN THE ARC	VE ESTIMATES	
AUGUISITION AND DESIGN COSTS ARE NO	T INGLODED IN THE ABO	VE ESTIMATES.	

	GREENWAY IMP	POVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	DRAINAGE DISTRICT
PATH IMPROVEMENTS			
PATH (OFF-STREET.6" CONCRETE)	\$132,300		
PATH (SIDEWALK, 4" CONCRETE)			
PATH (ON-STREET, STRIPED)			
BRIDGE			
CROSSWALK			
CULVERT			
DEMOLITION			
FENCING	\$7,200		
HC CURB CUTS			
LOW WATER CROSSING	\$10,400		
RETAINING WALL			
SIGNAGE (REGULATORY)	\$1,750		
SIGNALIZATION			
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$151,650	\$0	\$0
AMENITIES			
BENCH			
BIKE RACKS			
BOLLARDS	\$440		
IRRIGATION			
LIGHTING			
PARKING LOT			
PICNIC TABLES			
RESTROOM			
SHELTER			
SIGNAGE (NON-REGULATORY)	\$1,400		
TRASH CONTAINER			
AMENITY COSTS (SUBTOTAL)	\$1,840	\$0	\$0
LANDSCAPING			
LANDSCAPE PLANTINGS			\$42,200
SLOPE STABILIZATION			
SEEDING			
VILDLIFE ENHANCEMENT			
LANDSCAPE COSTS (SUBTOTAL)	\$0	\$0	\$4,2,200
TOTAL ESTMATED COST	\$153,490	\$0	\$42,200
NOTE: ASSUMES ALL SEEDING COMPLE	TED AS PART OF DR	AINAGE IMPROVEME	NTS.
NOTE: TOTAL SCS PLANTING BUDGET	OF \$149,000 PHORATE	D FOR THIS SEGME	N1.
NOTE: LOW WATER CROSSINGS MAY NO	OT BE REQUIRED DEP	EINDING ON NORMA	L FLOW CONDITIONS.
"INITIAL" IMPROVEMENTS ARE THOSE WHIC		T ON OTHER PROJECT	S
"FUTURE" IMPROVEMENTS ARE THOSE WHI	CH ARE DEPENDENT O	N OTHER PROJECTS (i.	e. DRAINAGE WORK).
COSTS ARE 1992 DOLLARS; COSTS ARE PLA	ANNING LEVEL ESTIMAT	ES AND ARE NOT BASE	ED ON DETAILED DESIGN.
ACTUAL COSTS MAY VARY DEPENDING ON	FINAL DESIGN, COST SI	HARING WITH OTHER P	ROJECTS,
DONATIONS, VOLUNTEER WORK, AND OTHE	R FACTORS.		
ACQUISITION AND DESIGN COSTS ARE NOT	INCLUDED IN THE ABO	VE ESTIMATES.	

ALLISON DRAW SEGMENT 3

	GREENWAY IMPR	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	DRAINAGE DISTRICT
PATH IMPROVEMENTS			
PATH (OFF-STREET 6" CONCRETE)	\$94.500		
PATH (SIDEWALK 4" CONCRETE)			
PATH (ON-STREET, STRIPED)			
BRIDGE			
CROSSWALK			
CULVERT			
DEMOLITION			
FENCING			
HC CURB CUTS	\$500		-
LOW WATER CROSSING			
RETAINING WALL			
SIGNAGE (REGULATORY)	\$700		
SIGNALIZATION			
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$95,700	\$0	\$0
AMENITIES			· · · · · · · · · · · · · · · · · · ·
BENCH	\$300		\$300
BIKE RACKS			\$440
BOLLARDS			
IRRIGATION			
LIGHTING			
PARKING LOT			\$15,000
PICNIC TABLES		······································	\$400
RESTROOM			\$20,000
SHELTER	<u> </u>		\$4,500
SIGNAGE (NON-REGULATORY)	\$2,400		
TRASH CONTAINER			\$400
AMENITY COSTS (SUBTOTAL)	\$2,700	<u>\$0</u>	\$41,040
		·	
LANDSCAPE PLANTINGS			\$30,100
SLOPE STABILIZATION			
SEEDING			
WILDLIFE ENHANCEMENT			
LANDSCAPE COSTS (SUBTOTAL)	\$0	\$0	\$30,100
TOTAL ESTIMATED COST	\$98,400	\$0	\$71,140
NOTE: ASSUMES ALL SEEDING COMPL	ETED AS PART OF DRA	AINAGE IMPROVEME	
NOTE: TOTAL SCS PLANTING BUDGET	OF \$149,000 PRORATE	D FOR THIS SEGME	NI
NOTE: RELATED WORK INCLUDES PAP	TIAL DEVELOPMENT O	F PROPOSED PARK	· · · · · · · · · · · · · · · · · · ·
ADDITIONAL PARK IMPROVEN	ENTS MAY BE PLANNE	D AND DEVELOPED	BY OTHERS.
INITIAL I IMPROVEMENTS ARE THOSE WHI	CH ARE NOT DEPENDENT	ON OTHER PROJECT	S
FUTURE" IMPROVEMENTS ARE THOSE WH	ICH ARE DEPENDENT ON	OTHER PROJECTS (i.	e. DRAINAGE WORK).
COSTS ARE 1992 DOLLARS; COSTS AR	E PLANNING LEVEL ES	TIMATES AND ARE	NOT BASED ON DETAILED DE
ACTUAL COSTS MAY VARY DEPENDING ON	I FINAL DESIGN, COST SH	IARING WITH OTHER F	PROJĒCTS,
DONATIONS, VOLUNTEER WORK, AND OTH	IER FACTORS.		· · · · · · · · · · · · · · · · · · ·
ACQUISITION AND DESIGN COSTS ARE NO	T INCLUDED IN THE ABOV	/E ESTIMATES.	<u> </u>

	GREENWAY IMP	ROVEMENTS	RELATED WORK BY	
ELEMENT	INITIAL	FUTURE	DRAINAGE DISTRICT	
PATH IMPROVEMENTS				
PATH (OFE-STREET 6" CONCRETE)	\$199,800			
PATH (SIDEWALK 4" CONCRETE)	\$38,400	·		
PATH (ON-STREET STRIPED)				
CROSSWALK				
DEMOLITION				
FENCING	\$4,200			
	\$500			
	\$5,200			
DETAINING WALL				
	\$1,050			
	••••••			
	\$249,150	\$0	\$0	
FAIR COSTS (SOBIOTAL)	42101100			
AMENITIES				
BENCH	\$1,200			
BIKE BACKS	\$440			
BOLLARDS	\$1,300			
IBBIGATION				
LIGHTING				
PARKING LOT				
PICNIC TABLES				
RESTROOM				
SHELTER				
SIGNAGE (NON-REGULATORY)	\$2,300			
TRASH CONTAINER	\$400			
AMENITY COSTS (SUBTOTAL)	\$5,640	\$0	\$0	
LANDSCAPING				
LANDSCAPE PLANTINGS	\$10,000		\$47,400	
SLOPE STABILIZATION				
SEEDING	\$2,700			
WILDLIFE ENHANCEMENT				
LANDSCAPE COSTS (SUBTOTAL)	\$12,700	\$0	\$47,400	
TOTAL ESTIMATED COST	\$267,490	\$0	\$47,400	
NOTE: ASSUMES ALL SEEDING COMPL	ETED AS PART OF DR.	AINAGE IMPROVEME	NTS.	
NOTE: TOTAL SCS PLANTING BUDGET	OF \$149,000 PRORATE	ED FOR THIS SEGME	NT.	
NOTE: LOW WATER CROSSINGS MAY N	OT BE REQUIRED DEF	PENDING ON NORMA	L FLOW CONDITIONS.	
NOTE: LOW WITCH CHOODINGS INTER				
	<u> </u>		<u> </u>	
NAUTIAL & HADROVENENTS ARE THOSE MUL	HARENOT DEPENDEN	T ON OTHER PROJECT	<u> </u>	
"INITIAL" IMPHOVEMENTS ARE THOSE WHIL	CH ARE DEPENDENT O	NOTHER PROJECTS (e. DRAINAGE WORK).	
COSTS ARE 1992 DOLLARS COSTS ARE PI	ANNING LEVEL ESTIMAT	ES AND ARE NOT BAS	ED ON DETAILED DESIGN.	
ACTUAL COSTS MAY VARY DEPENDING ON	FINAL DESIGN. COST SI	HARING WITH OTHER P	PROJECTS,	
DONATIONS, VOLUNTEER WORK, AND OTH	ER FACTORS.			
ACQUISITION AND DESIGN COSTS ARE NO	T INCLUDED IN THE ABO	VE ESTIMATES.		

ALLISON DRAW SEGMENT 4

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CROW CREEK SECTION ESTIMATED COSTS

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SEGMENT	LIN. FT.	PATH	AMENITY	LANDSCAPE	TOTAL	LIN. FT.
	OF PATH	COST	COST	COST	COST	COST
1	750	\$21,500	\$16,500	\$700	\$38,700	\$51.60
2	1,700	\$51,600	\$0	\$1,500	\$53,100	\$31.24
3	1,500	\$193,700	\$1,600	\$12,800	\$208,100	\$138.73
4	900	\$73,850	\$9,740	\$10,000	\$93,590	\$103.99
5	1,200	\$43,200	\$1,400	\$14,000	\$58,600	\$48.83
6	300	\$41,800	\$3,200	\$10,000	\$55,000	\$183.33
7	1,110	\$58,200	\$1,000	\$550	\$59,750	\$53.83
8	2,200	\$121,200	\$1,100	\$88,000	\$210,300	\$95.59
9	350	\$10,800	\$3,200	\$3,500	\$17,500	\$50.00
10	1,350	\$38,300	\$0	\$9,000	\$47,300	\$35.04
11	1,500	\$75,100	\$0	\$9,100	\$84,200	\$56.13
12	600	\$2,300	\$0	\$0	\$2,300	\$3.83
13	2,600	\$89,000	\$0	\$26,500	\$115,500	\$44.42
TOTALS	16,060	\$820,550	\$37,740	\$185,650	\$1,043,940	\$65.00
NC	TE: COSTS ARE	ESTIMATED C	ONSTRUCTION	COSTS IN 1992	DOLLARS.	
NOT	E: COSTS DO NO	OT INCLUDE "R	ELATED WORK	BY OTHERS".		

CROW CREEK - SUMMARY OF INITIAL COST BY SEGMENT

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CROW CREEK - SUMMARY OF FUTURE COST BY SEGMENT

SEGMENT	LIN. FT.	PATH	AMENITY	LANDSCAPE	TÖTAL	LIN. FT.
	OF PATH	COST	COST	COST	COST	COST
1	0	\$0	\$0	\$0	\$0	\$0.00
2	0	\$0	\$0	\$0	\$0	\$0.00
3	0	\$0	\$0	\$0	\$0	\$0.00
4	0	\$0	\$0	\$0	\$0	\$0.00
5	290	\$8,000	\$0	\$0	\$8,000	\$27.59
6	100	\$2,700	\$0	\$0	\$2,700	\$27.00
7	0	\$0	\$0	\$0	\$0	\$0.00
8	0	\$0	\$0	\$0	\$0	\$0.00
9	200	\$5,400	\$0	\$0	\$5,400	\$27.00
10	250	\$36,750	\$0	\$0	\$36,750	\$147.00
11	400	\$10,800	\$0	\$0	\$10,800	\$27.00
12	1,000	\$27,000	\$0	\$0	\$27,000	\$27.00
13	200	\$5,400	\$0	\$0	\$5,400	\$27.00
TOTALS	2,440	\$96,050	\$0	\$0	\$96,050	\$39.36
NC	TE: COSTS ARE	E ESTIMATED C	ONSTRUCTION	COSTS IN 1992	DOLLARS.	
NOT	E: COSTS DO N	OT INCLUDE "R	ELATED WORK	BY OTHERS".		

SEGMENT	LIN. FT.	PATH	AMENITY	LANDSCAPE	TOTAL	LIN. FT.
	OF PATH	COST	COST	COST	COST	COST
1A	1,000	\$39,500	\$1,500	\$900	\$41,900	\$41.90
2	1,700	\$51,600	\$0	\$1,500	\$53,100	\$31.24
3	1,500	\$193,700	\$1,600	\$12,800	\$208,100	\$138.73
4	900	\$73,850	\$9,740	\$10,000	\$93,590	\$103.99
5	1,200	\$43,200	\$1,400	\$14,000	\$58,600	\$48.83
6	300	\$41,800	\$3,200	\$10,000	\$55,000	\$183.33
7	1,110	\$58,200	\$1,000	\$550	\$59,750	\$53.83
8	2,200	\$121,200	\$1,100	\$88,000	\$210,300	\$95.59
9	350	\$10,800	\$3,200	\$3,500	\$17,500	\$50.00
10	1,350	\$38,300	\$0	\$9,000	\$47,300	\$35.04
11	1,500	\$75,100	\$0	\$9,100	\$84,200	\$56.13
12	600	\$2,300	\$0	\$0	\$2,300	\$3.83
13	2,600	\$89,000	\$0	\$26,500	\$115,500	\$44.42
TOTALS	16,310	\$838,550	\$22,740	\$185,850	\$1,047,140	\$64.20
NC	TE: COSTS ARE	ESTIMATED C	ONSTRUCTION	COSTS IN 1992	DOLLARS.	
NOT	E: COSTS DO NO	OT INCLUDE "R	ELATED WORK	BY OTHERS".		

CROW CREEK - SUMMARY OF INITIAL COST WITH ALTERNATE SEGMENT

CROW CREEK SEGMENT 1

	GREENWAY IMPROVEMENTS		RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS	<u> </u>		
PATH (OFF-STREET.6" CONCRETE)	\$20,300		
PATH (SIDEWALK, 4" CONCRETE)			
PATH (ON-STREET, STRIPED)			
BRIDGE			
CROSSWALK			
CULVERT	\$500		
DEMOLITION			
FENCING			
HC CURB CUTS			
LOW WATER CROSSING			
RETAINING WALL			
SIGNAGE (REGULATORY)	\$700		
SIGNALIZATION			
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$21,500	\$0	\$0
AMENITIES			
BENCH			
BIKE BACKS			
BOLLARDS			
IBRIGATION			
LIGHTING			
PARKING LOT	\$15,000		
PICNIC TABLES			
RESTROOM			
SHELTER			
SIGNAGE (NON-REGULATORY)	\$1,100		
TRASH CONTAINER	\$400		
AMENITY COSTS (SUBTOTAL)	\$16,500	\$0	\$0
LANDSCAPE PLANTINGS			
SLOPE STABILIZATION			
SEEDING	\$700		
WILDLIFE ENHANCEMENT			
LANDSCAPE COSTS (SUBTOTAL)	\$700	\$0	\$0
TOTAL ESTIMATED COST	\$38,700	\$0	\$0
		T ON OTHER PROJECT	<u> </u>
"INITIAL" IMPROVEMENTS ARE THOSE WIT	E WHICH MAY RE SUBSTI	TUTED FOR "INITIAL" IN	APROVEMENTS (SEE PLAN SHE
COSTS ARE 1992 DOLLARS COSTS ARE F	LANNING LEVEL ESTIMAT	ES AND ARE NOT BAS	ED ON DETAILED DESIGN.
ACTUAL COSTS MAY VARY DEPENDING O	N FINAL DESIGN. COST SI	HARING WITH OTHER I	PROJECTS,
DONATIONS, VOLUNTEER WORK, AND OT	HER FACTORS.		
ACQUISITION AND DESIGN COSTS ARE NO	OT INCLUDED IN THE ABO	VE ESTIMATES.	

	GRE
FLEMENT	- 1
PATH IMPROVEMENTS	
PATH (OFF-STREET 6" CONCRETE)	
PATH (SIDEWALK 4" CONCRETE)	
PATH (ON-STREET STRIPED)	
BBIDGE	
CROSSWALK	
DEMOLITION	
FENCING	
HC CURB CUTS	
LOW WATER CROSSING	
RETAINING WALL	ļ
SIGNAGE (REGULATORY)	
SIGNALIZATION	
UNDERPASS	
PATH COSTS (SUBTOTAL)	
AMENITIES	
BENCH	
BIKE RACKS	
BOLLARDS	
IRRIGATION	
LIGHTING	
PICNIC TABLES	ļ
RESTROOM	
SHELTER	
SIGNAGE (NON-REGULATORY)	
	+
AMENITY COSTS (SUBTOTAL)	
	┦━
	<u> </u>
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LANDSCAPE COSTS (SUBTOTAL)	
	1
TOTAL ESTIMATED COST	
NOTE: PARKING FOR ALTERNATE ALIG	MENT
AT HISTORIC MARKER ON NO	BTH SI
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	1
"INITIAL" IMPROVEMENTS ARE THOSE WHI	
"ALTERNATE" IMPHOVEMENTS ARE THOSE	ANNING
ACTUAL COSTS MAY VARY DEPENDING ON	FINAL
DONATIONS, VOLUNTEER WORK, AND OTH	ER FAC
ACQUISITION AND DESIGN COSTS ARE NO	T INCLU

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NWAY IMPROVEMENTS		RELATED WORK BY		
ITIAL	FUTURE	OTHERS		
\$27,000				
# 500				
		5		
	· ··			
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\$12,000				
\$39,500	\$0	\$0		
	······			
EXISTING)				
		Econol.		
\$1,100				
\$400				
\$1,500	\$0	\$U		
\$000				
4900				
\$900	\$0	\$0		
\$41,900	\$0	\$0		
SSUMES WY	D.O.T. PERMISSION	TO USE PULLOFF		
E OF HAPPY	JACK ROAD.			
		· · · · ·		
	I	I S.		
AAY BE SUBST	TUTED FOR "INITIAL" IN	IPROVEMENTS (SEE PLAN SHEE		
LEVEL ESTIMA	TES AND ARE NOT BASI	ED ON DETAILED DESIGN.		
ESIGN, COST S	HARING WITH OTHER F	ROJECTS,		
OHS.	VE ESTIMATES	l		
	AL COLUMNIED.	1		

	GREENWAY IMPROVEMENTS		RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			
PATH (OFF-STREET 6" CONCRETE)	\$45,900		
PATH (SIDEWALK, 4" CONCRETE)			
PATH (ON-STREET, STRIPED)			
BRIDGE			
CROSSWALK			
CULVERT	\$500		
DEMOLITION			
FENCING			
HC CURB CUTS			
LOW WATER CROSSING	\$5,200		·
RETAINING WALL			
SIGNAGE (REGULATORY)			
SIGNALIZATION			
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$51,600	\$0	\$0
BENCH			
BIKE RACKS			
BOLLARDS			
IRRIGATION			
			· · · · · · · · · · · · · · · · · · ·
PARKING LOT			
PICNIC TABLES			
RESTROOM			
SHELTER			
SIGNAGE (NON-REGULATORY)			
TRASH CONTAINER			
AMENITY COSTS (SUBTOTAL)	\$0 \$0	ŞU ŞU	
LANDSCAPE PLANTINGS			
SLOPE STABILIZATION			
SEEDING	\$1,500		
WILDLIFE ENHANCEMENT			
LANDSCAPE COSTS (SUBTOTAL)	\$1,500	\$0	\$(
TOTAL ESTIMATED COST	\$53,100	\$0	\$0
			······
			······································
·			
"INITIAL" IMPROVEMENTS ARE THOSE WH	ICH ARE NOT DEPENDENT	ON OTHER PROJECT	S. e. DRAINAGE WORK).
COSTS ARE 1992 DOLLARS: COSTS ARE F	LANNING LEVEL ESTIMATE	S AND ARE NOT BASE	D ON DETAILED DESIGN.
ACTUAL COSTS MAY VARY DEPENDING O	N FINAL DESIGN, COST SH	ARING WITH OTHER P	ROJECTS,
DONATIONS, VOLUNTEER WORK, AND OT	HER FACTORS.		
ACQUISITION AND DESIGN COSTS ARE NO	OT INCLUDED IN THE ABOV	E ESTIMATES.	

	GREENWAY IMPR	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			
PATH (OFF-STREET.6" CONCRETE)	\$40,500		
PATH (SIDEWALK, 4" CONCRETE)			
PATH (ON-STREET, STRIPED)			
BRIDGE	\$17,500		
CROSSWALK			
CULVERT	\$500		
DEMOLITION			
FENCING			
HC CURB CUTS			<u> </u>
LOW WATER CROSSING	\$5,200		
RETAINING WALL	\$120,000		
SIGNAGE (REGULATORY)			
SIGNALIZATION	,		
UNDERPASS	\$10,000		
PATH COSTS (SUBTOTAL)	\$193,700	\$0	\$0
AMENITIES	·		
BENCH			
BIKE RACKS			
BOLLARDS			
IRRIGATION			
LIGHTING			
PARKING LOT			
PICNIC TABLES			· · · · · · · · · · · · · · · · · · ·
RESTROOM			
SHELTER			
SIGNAGE (NON-REGULATORY)	\$1,600		
TRASH CONTAINER			
AMENITY COSTS (SUBTOTAL)	\$1,600	\$0	\$0
LANDSCAPE PLANTINGS			
SLOPE STABILIZATION	\$5,000		
SEEDING	\$1,300		
	\$6,500		
LANDSCAPE COSTS (SUBTOTAL)	\$12,800	\$0	\$0
TOTAL ESTIMATED COST	\$208.100	\$0	\$0
NOTE: ALTHOUGH INITIAL IMPROVEME	NTS CAN BE MADE WIT	THOUT BENEFIT OF	DRAINAGE IMPROVEMENTS,
COST SHARING WITH POTEN	TIAL FUTURE DRAINAG	E WORK WOULD AL	
ECONOMICAL SOLUTION.	<u>]</u>		
NOTE: RETAINING WALLS ARE FOR THE	TRAILER COURT ARE	A AND WESTLAND F	IOAD BRIDGE.
"INITIAL" IMPROVEMENTS ARE THOSE WHI	CH ARE NOT DEPENDENT	ON OTHER PROJECT	S
"FUTURE" IMPROVEMENTS ARE THOSE WH	IICH ARE DEPENDENT ON	I OTHER PROJECTS (i.	e. DRAINAGE WORK).
COSTS ARE 1992 DOLLARS; COSTS ARE PL	ANNING LEVEL ESTIMATI	ES AND ARE NOT BAS	ED ON DETAILED DESIGN.
ACTUAL COSTS MAY VARY DEPENDING ON	FINAL DESIGN, COST SH	IAHING WITH OTHER F	HOUECTS,
DONATIONS, VOLUNTEEH WORK, AND OTH		VE ESTIMATES	l · · ·
ACCOUSTION AND DESIGN COSTS ARE NO	I INOLODED IN THE ABOY		I

	GREENWAY IMPR	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	CITY
PATH IMPROVEMENTS			
PATH (OFF-STREET,6" CONCRETE)	\$24,300		\$5,400
PATH (SIDEWALK, 4" CONCRETE)			
PATH (ON-STREET, STRIPED)			
BRIDGE			
CROSSWALK			
CULVERT			
DEMOLITION			
FENCING			
HC CURB CUTS			
LOW WATER CROSSING	\$5,200		\$5,200
RETAINING WALL	\$20,000		
SIGNAGE (REGULATORY)	\$350		\$400
SIGNALIZATION			
UNDERPASS	\$24,000		
PATH COSTS (SUBTOTAL)	\$73,850	\$0	\$11,000
AMENITIES			
BENCH	\$300		\$600
BIKE RACKS			\$440
BOLLARDS	\$440		
IRRIGATION			
LIGHTING	\$7,000		1.1.1
PARKING LOT			\$15,000
PICNIC TABLES			\$400
RESTROOM			
SHELTER			
SIGNAGE (NON-REGULATORY)	\$1,600		\$1,000
TRASH CONTAINER	\$400		\$400
AMENITY COSTS (SUBTOTAL)	\$9,740	\$0	\$17,840
LANDSCAPING			
LANDSCAPE PLANTINGS			
SLOPE STABILIZATION	\$6,000		
SEEDING	\$1,000		\$14,500
WILDLIFE ENHANCEMENT	\$3,000		
LANDSCAPE COSTS (SUBTOTAL)	\$10,000	\$0	\$14,500
TOTAL ESTIMATED COST	\$93,590	\$0	\$43,340
NOTE: WORK BY CITY IS FOR A FUTUR	E PARK AREA ON THE S	SOUTH SIDE OF THE	CREEK.
NOTE: BETAINING WALL IS AT MISSILE	DRIVE UNDERPASS.	BEEN DESIGNED.	
NOTE: LIGHTING COST IS FOR INSIDE	MISSILE DRIVE UNDERP	ASS.	
"INITIAL" IMPROVEMENTS ARE THOSE WHI		ON OTHER PROJECTS	
"FUTURE" IMPROVEMENTS ARE THOSE W	ICH ARE DEPENDENT ON	OTHER PROJECTS (i e	DRAINAGE WORK).
COSTS ARE 1992 DOLLARS: COSTS ARE PL	ANNING LEVEL ESTIMATE	S AND ARE NOT BASE	D ON DETAILED DESIGN.
ACTUAL COSTS MAY VARY DEPENDING ON	I FINAL DESIGN, COST SHA	RING WITH OTHER PR	ROJECTS,
DONATIONS, VOLUNTEER WORK, AND OTH	IER FACTORS.		
ACQUISITION AND DESIGN COSTS ARE NO	T INCLUDED IN THE ABOVE	E ESTIMATES.	

	GREENWAY IMPR	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			
PATH (OFF-STREET 6" CONCRETE)	\$32 400	\$8,000	
PATH (SIDEWALK, 4" CONCRETE)	40-1100	40,000	
PATH (WOOD CHIP NATURE TRAIL)	\$2,000		
BRIDGE			
CROSSWALK	\$100		
CULVERT	\$500		
DEMOLITION (CLEARING & GRUBBING)	\$1,500		
FENCING			
HC CURB CUTS	\$1,000		
LOW WATER CROSSING	\$5,200		and the second sec
RETAINING WALL			
SIGNAGE (BEGULATORY)	\$500		
SIGNALIZATION	1000		
UNDEBPASS			and the second second
PATH COSTS (SUBTOTAL)	\$43,200	\$8,000	\$0
AMENITICO			
AMENITIES	0000		
BENCH	\$300		
BIKE HACKS			
BOLLARDS			
INRIGATION			
LIGHTING			
PARKING LOT			
PICNIC TABLES			
RESTROOM			
SHELTER			
SIGNAGE (NON-REGULATORY)	\$700		
TRASH CONTAINER	\$400		
AMENITY COSTS (SUBTOTAL)	\$1,400	\$0	\$0
LANDSCAPING			
LANDSCAPE PLANTINGS	\$10,000		
SLOPE STABILIZATION	410,000		
SEEDING	\$1,000		
WILDLIFE ENHANCEMENT	\$3,000		
LANDSCAPE COSTS (SUBTOTAL)	\$14,000	\$0	\$0
TOTAL FOTBLATED COOT	450.000	AD 000	
TOTAL ESTIMATED COST	\$58,600	\$8,000	\$0
NOTE: CLEARING AND GRUBBING IS FOR	THE WOODED NATUR	AL AREA.	
"INITIAL" IMPROVEMENTS ARE THOSE WHICH	ARE NOT DEPENDENT	ON OTHER PROJECTS	
"FUTURE" IMPROVEMENTS ARE THOSE WHIC	HARE DEPENDENT ON	OTHER PROJECTS (i.e	DRAINAGE WORK).
COSTS ARE 1992 DOLLARS; COSTS ARE PLAI	VNING LEVEL ESTIMATES	S AND ARE NOT BASE	D ON DETAILED DESIGN.
ACTUAL COSTS MAY VARY DEPENDING ON F	INAL DESIGN, COST SHA	RING WITH OTHER PR	ROJECTS,
DONATIONS, VOLUNTEER WORK, AND OTHEI	R FACTORS.		
ACQUISITION AND DESIGN COSTS ARE NOT I	NCLUDED IN THE ABOVE	ESTIMATES.	

	GREENWAY IMPR	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	CITY
PATH IMPROVEMENTS			and the second
PATH (OFF-STREET 6" CONCRETE)	\$8,100	\$2,700	
PATH (SIDEWALK, 4" CONCRETE)	401100		
PATH (ON-STREET STRIPING)			
BRIDGE			
CROSSWALK			
CULVERT	\$3,000		
DEMOLITION			
FENCING			
HC CURB CUTS			
LOW WATER CROSSING			
RETAINING WALL	\$30.000		
SIGNAGE (REGULATORY)	\$700		
SIGNALIZATION			
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$41,800	\$2,700	\$0
AMENITIES			
BENCH	\$600		
BIKE BACKS			\$440
BOLLARDS			
IRRIGATION			
LIGHTING			
PARKING LOT			\$15,000
PICNIC TABLES			1.11.
RESTROOM			
SHELTER			\$4,500
SIGNAGE (NON-REGULATORY)	\$2,200		
TRASH CONTAINER	\$400		
AMENITY COSTS (SUBTOTAL)	\$3,200	\$0	\$19,940
LANDSCAPING			
LANDSCAPE PLANTINGS		and the second se	\$8.000
SLOPE STABILIZATION	\$7,500		401000
SEEDING	\$500		
WILDLIFE ENHANCEMENT	\$2,000		
LANDSCAPE COSTS (SUBTOTAL)	\$10,000	\$0	\$8,000
TOTAL ESTIMATED COST	\$55,000	\$2,700	\$27,940
NOTE: FUTURE PATH IS UNDER 191H	SINEEI.		
NOTE: RELATED WORK BY CITY IS FOR	PARK DEVELOPEMENT	BETWEEN CROW C	REEK AND MISSILE DRIVE.
"FUTURE" IMPROVEMENTS ARE THOSE WHI	HICH ARE DEPENDENT ON	OTHER PROJECTS (i	DRAINAGE WORK
COSTS ARE 1992 DOLLARS COSTS ARE PI	ANNING LEVEL ESTIMATE	S AND ARE NOT BASE	D ON DETAILED DESIGN
ACTUAL COSTS MAY VARY DEPENDING ON	FINAL DESIGN. COST SHA	ARING WITH OTHER PI	POJECTS.
DONATIONS, VOLUNTEER WORK, AND OTH	ER FACTORS.		
ACQUISITION AND DESIGN COSTS ARE NO	T INCLUDED IN THE ABOVE	E ESTIMATES.	

	GREENWAY IMPI	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	CITY
PATH IMPROVEMENTS			
PATH (OFF-STREET 6" CONCRETE)	\$16,200		
PATH (SIDEWALK 4" CONCRETE)	\$12,200		
PATH (ON-STREET STRIPING)	+12,200		and a second
BRIDGE			
CROSSWALK	\$100		
CULVERT	\$100		
DEMOLITION			
FENCING			
	\$2,000		
I OW WATER CROSSING	\$2,000		
DETAINING WALL	\$6 500		
SIGNAGE (BEGUL ATORY)	\$0,500		
	\$1,200		
	\$20,000		
	£50.000	01	¢0
PATH COSTS (SOBIOTAL)	\$30,200		30
AMENITIES			1
BENCH			
BIKE BACKS			
BOLLARDS			
IBBIGATION			
LIGHTING			
PARKINGLOT			\$20,000
PICNIC TABLES			
BESTROOM			
SHELTER			
SIGNAGE (NON-REGULATORY)	\$1,000		
TRASH CONTAINER	\$1,000		
AMENITY COSTS (SUBTOTAL)	\$1 000	\$0	\$20,000
	+1,000	**	
LANDSCAPING			
LANDSCAPE PLANTINGS			\$10,000
SLOPE STABILIZATION			410,000
SEEDING	\$550		
WILDLIEF ENHANCEMENT	4000		the second second second
ANDSCAPE COSTS (SUBTOTAL)	\$550	\$0	\$10.000
			+10,000
TOTAL ESTIMATED COST	\$59,750	\$0	\$30,000
NOTE: SIDEWALK PATH INCLUDES RAI	LING ALONG NARROW	SECTIONS.	
NOTE: RELATED WORK BY CITY IS FOR	PARTIAL DEVELOPMEN	NT OF THE OLD PUM	P HOUSE
FOR USE AS A COMMUNITY CE	ENTER ALONG THE GRE	ENWAY. COSTS DO	NOT INCLUDE
ALL NECESSARY SITE IMPRO	VEMENTS AND DO NOT	INCLUDE BUILDING	RENOVATION COSTS.
DESIGN AND RENOVATION OF	THE PUMP HOUSE SITE	SHOULD BE UNDER	TAKEN AS A
BELATED BUT SEPARATE PRO	JECT.		
"INITIAL" IMPROVEMENTS ARE THOSE WHI	CHARE NOT DEPENDENT	ON OTHER PROJECTS	
"FUTURE" IMPROVEMENTS ARE THOSE W	ICH ARE DEPENDENT ON	OTHER PROJECTS (i	DRAINAGE WORK
COSTS ARE 1992 DOLLARS: COSTS ARE PL	ANNING LEVEL ESTIMATE	S AND ARE NOT BASE	D ON DETAILED DESIGN.
ACTUAL COSTS MAY VARY DEPENDING ON	FINAL DESIGN, COST SH	ARING WITH OTHER PI	ROJECTS,
DONATIONS, VOLUNTEER WORK, AND OTH	IER FACTORS.		
ACQUISITION AND DESIGN COSTS ARE NO	T INCLUDED IN THE ABOV	E ESTIMATES.	

CROW CREEK SEGMENT 8

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	GREENWAY IMPR	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			
PATH (OFF-STREET 6" CONCRETE)	\$59,400		
PATH (SIDEWALK, 4" CONCRETE)			
PATH (ON-STREET STRIPING)			<u> </u>
BRIDGE			
CROSSWALK			
CULVERT			
DEMOLITION			-
FENCING	\$19,800		
HC CURB CUTS			
LOW WATER CROSSING			
RETAINING WALL	\$30,000		
SIGNAGE (REGULATORY)			
SIGNALIZATION			
UNDERPASS	\$12,000		
PATH COSTS (SUBTOTAL)	\$121,200	\$0	\$0
AMENITIES			·
BENCH	\$300		
BIKE BACKS			
BOLLARDS			
IRRIGATION			
LIGHTING			
PARKING LOT			
PICNIC TABLES	\$400		
RESTROOM			
SHELTER			
SIGNAGE (NON-REGULATORY)			
TRASH CONTAINER	\$400		
AMENITY COSTS (SUBTOTAL)	\$1,100	\$0	\$1
LANDSCAPING			
LANDSCAPE PLANTINGS	\$30,000		
	\$45,000		
SEEDING	\$13,000		
LANDSCAPE COSTS (SUBTOTAL)	\$88.000	\$0	\$
TOTAL ESTIMATED COST	\$210.300	\$0	\$1
			· · · · · · · · · · · · · · · · · · ·
NOTE: LANDSCAPE COSTS INCLUDE I	HE BOULEVARD AREA D		
····			
· · · · · · · ·			
"INITIAL" IMPROVEMENTS ARE THOSE WH	ICH ARE NOT DEPENDENT	ON OTHER PROJECT	5.
"FUTURE" IMPROVEMENTS ARE THOSE W	HICH ARE DEPENDENT ON	OTHER PROJECTS (i.	ø. DRAINAGE WORK).
COSTS ARE 1992 DOLLARS: COSTS ARE F	LANNING LEVEL ESTIMATE	S AND ARE NOT BASI	ED ON DETAILED DESIGN.
ACTUAL COSTS MAY VARY DEPENDING C	N FINAL DESIGN, COST SH	ARING WITH OTHER F	PROJECTS,
DONATIONS, VOLUNTEER WORK, AND OT	HER FACTORS.		
ACQUISITION AND DESIGN COSTS ARE N	OT INCLUDED IN THE ABOV	E ESTIMATES.	

· · · · · · · · · · · · · · · · · · ·	GREENWAY IMPI	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	CITY
PATH IMPROVEMENTS			
PATH (OFF-STREET 6" CONCRETE)	\$5.400	\$5,400	
PATH (PARK AREA 4" CONCRETE)	\$3,600		
PATH (ON-STREET STRIPING)	40,000		
IBRIDGE	+ +		
CROSSWALK	\$100		
	+100		
EENICING	++-		
HC CUBB CUTS	\$1.000		
LOW WATER CROSSING	\$1,000		
BETAINING WALL			
SIGNAGE (REGULATORY)	\$700		······································
SIGNALIZATION	\$7.00		
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$10,800	\$5,400	\$0
	410,000	+++++++++++++++++++++++++++++++++++++++	·
AMENITIES			
	. ¢200		
	4300		
BOLLARDS	¢1 000		
	\$1,000		
PARKING LOT			· · · · · · · · · · · · · · · · · · ·
PICNIC TABLES			\$20,000
RESTROOM	- <u> </u>		420,000
	\$1.500		
TRACH CONTAINER	\$400		· · · · · · · · · · · · · · · · ·
	\$400	\$0	\$20.000
AMENITY COSTS (SOBIOTAL)	43,200	ΨŪ	+20,000
			·
	\$3,000		
	*500		
SOD	\$500		· · · · · · · · · · · · · · · · · · ·
	<u> 62 500</u>		03
LANDSCAPE COSTS (SUBTOTAL)	\$3,500		
TOTAL FOTHATED COST	\$17,500	\$5.400	\$20.0 <u>00</u>
TOTAL ESTIMATED COST	\$17,500	φ0,400	\$20,000
	1		
NOTE: FURTHER DEVELOPMENT OF OI	PTIMIST PARK MAY BE I	PROGRAMMED BY T	HE CITY.
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			<u> </u>
"INITIAL" IMPROVEMENTS ARE THOSE WHI	UH ARE NUT DEPENDENT	ON UTHER PHOJECTS	DRAINAGE WORK
TUTUHE IMPHOVEMENTS ARE THOSE WI	ANNING LEVEL CETHAT	ES AND ARE NOT PAGE	D ON DETAILED DESIGN
ACTUAL COSTS MAY VARY DEPENDING ON	FINAL DESIGN COST SH	ARING WITH OTHER P	BOJECTS
DONATIONS VOLUNTEER WORK AND OTH	ER FACTORS	as any many many	
ACOUISITION AND DESIGN COSTS ARE NO	T INCLUDED IN THE ABOV	/E ESTIMATES.	
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	GREENWAY IMPR	OVEMENTS	RELATED WORK BY
FLEMENT	INITIAL	FUTURE	OTHERS
DATH IMPROVEMENTS			
PATH (OFE STREET STOONCRETE)	\$36 500	\$6 750	
PATH (OFF-STREET, & CONCRETE)	\$30,500	40,100	
PATH (PARK AREA, 4 CONCRETE)			
PATH (UN-STREET STRIFING)			\$24,000
	\$100		+= 1,000
	\$100		
DEMOLITION			
	\$1.000		
	\$1,000		
		\$30,000	
	\$700	400,000	
	\$100		
	\$29,200	\$36 750	\$24,000
PATH COSTS (SUBTOTAL)	\$30,500	400,700	+= 1000
AMENITIES			
BENCH			
BIKE BACKS			
BOLLABOS			
IBBIGATION			
PARKINGLOT			
PICNIC TABLES			
BESTBOOM			
SHELTER			
SIGNAGE (NON-BEGUI ATOBY)			
TRASH CONTAINER			
AMENITY COSTS (SUBTOTAL)	\$0	\$0	\$(
LANDSCAPING			
LANDSCAPE PLANTINGS	\$4,000		
SLOPE STABILIZATION	\$2,000		
SEEDING	\$3,000		
WILDLIFE ENHANCEMENT			
LANDSCAPE COSTS (SUBTOTAL)	\$9,000	\$0	\$
	¢47 200	\$26 750	\$24.000
TOTAL ESTIMATED COST	\$47,300	\$30,750	φ24,000
			l
"INITIAL" IMPROVEMENTS ARE THOSE WH	ICH ARE NOT DEPENDENT	ON OTHER PROJECT	S.
"FUTURE" IMPROVEMENTS ARE THOSE W	HICH ARE DEPENDENT ON	OTHER PROJECTS (i.	e. DRAINAGE WORK).
COSTS ARE 1992 DOLLARS; COSTS ARE P	LANNING LEVEL ESTIMATE	S AND ARE NOT BAS	ED ON DETAILED DESIGN.
ACTUAL COSTS MAY VARY DEPENDING O	N FINAL DESIGN, COST SHA	ARING WITH OTHER F	PROJECTS,
THE REAL PROPERTY AND OTHER	HER FACTORS		

	GREENWAY IMPR	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			
PATH (OFF-STREET 6" CONCRETE)	\$32,400	\$10.800	
PATH (SIDEWALK 4" CONCRETE)	\$7,200		
PATH (ON-STREET STRIPING)			
BRIDGE	\$24,000		
CROSSWALK	\$100		
	1.00		
	\$3.500		
FENCING			
	\$2 000		
I OW WATER CROSSING	\$5,200		
	40,200		
	\$700		
	4100		
	\$75 100	\$10,800	\$0
PATH COSTS (SOBTOTAL)	\$10,100	410,000	
AMENITIES			
BENCH			
BIKE BACKS			
BOLLARDS			
IBBIGATION			
LIGHTING			
PARKINGLOT			
PICNIC TABLES			
RESTROOM			
SHELTER			
SIGNAGE (NON-REGULATORY)			
TRASH CONTAINER			
AMENITY COSTS (SUBTOTAL)	\$0	\$0	\$0
LANDSCAPING			
LANDSCAPE PLANTINGS	\$4,500		
SLOPE STABILIZATION	\$3,500		
SEEDING	\$1,100		
WILDLIFE ENHANCEMENT			
LANDSCAPE COSTS (SUBTOTAL)	\$9,100	\$0	\$0
TOTAL FOTILIATED COOT	000 100	\$10 900	02
TOTAL ESTIMATED COST	\$04,200	\$10,000	φu
	-		
INITIAL INAPPOVEMENTS ARE THOSE WH	ICH ARE NOT DEPENDENT	ON OTHER PROJECT	<u> </u>
"FUTURE" IMPROVEMENTS ARE THOSE WI	HICH ARE DEPENDENT ON	OTHER PROJECTS (i.	e. DRAINAGE WORK).
COSTS ARE 1992 DOLLARS: COSTS ARE P	LANNING LEVEL ESTIMATE	S AND ARE NOT BASE	ED ON DETAILED DÉSIGN.
ACTUAL COSTS MAY VARY DEPENDING O	N FINAL DESIGN. COST SH	ARING WITH OTHER P	ROJECTS,
DONATIONS, VOLUNTEER WORK, AND OT	HER FACTORS.		
ACOUISITION AND DESIGN COSTS ARE NO	OT INCLUDED IN THE ABOV	E ESTIMATES.	

	GREENWAY IMP	PROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			· · · · · · · · · · · · · · · ·
PATH (OFE-STREET 6" CONCRETE)	-	\$27,000	
PATH (SIDEWALK 4" CONCRETE)			
PATH (ON-STREET STRIPING)	\$500		
BRIDGE			
CROSSWALK	\$100		
CULVERT			
DEMOLITION			
FENCING			
HC CURB CUTS	\$1,000		
LOW WATER CROSSING			
RETAINING WALL			
SIGNAGE (REGULATORY)	\$700		
SIGNALIZATION			
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$2,300	\$27.000	\$0
AMENITIES			
BENCH			
BIKE BACKS			
BOLLARDS			
IBBIGATION			
PARKINGLOT			· · · · · · · · · · · · · · · · · · ·
PICNIC TABLES			· · · · · · · · · · · · · · · · · · ·
RESTROOM			
SHELTER			· · · · · · · · · · · · · · · · · · ·
SIGNAGE (NON-REGULATORY)			
TRASH CONTAINER	<u> </u>		
AMENITY COSTS (SUBTOTAL)	\$0	\$0	\$0
		······································	
		000 C\$	
		\$3,000	
		\$3,500	
			· · · · · · · · · · · · · · · · · · ·
		\$7 400	
LANDSCAPE COSTS (SOBIOTAL)		\$7,400	
TOTAL ESTIMATED COST	\$2 200	\$24.400	¢0
TOTAL ESTIMATED 0001	\$2,000	φυτ,του	φυ
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WANTER & MADROVENENTS ARE THOSE WHI			
"FLITURE" IMPROVEMENTS ARE THOSE WHI	ICH ARE DEPENDENT O	NOTHER PROJECTS	
COSTS ARE 1992 DOI I ARS: COSTS ARE PI	ANNING LEVEL ESTIMAT	ES AND ARE NOT BASE	D ON DETAILED DESIGN
ACTUAL COSTS MAY VARY DEPENDING ON	I FINAL DESIGN. COST SI	ARING WITH OTHER P	ROJECTS.
DONATIONS, VOLUNTEER WORK, AND OTH	IER FACTORS.		
ACQUISITION AND DESIGN COSTS ARE NO	T INCLUDED IN THE ABO	VE ESTIMATES.	

	RELATED WORK BY		
ELEMENT	INITIAL	FUTURE	CITY
PATH IMPROVEMENTS			
PATH (OFF-STREET.6" CONCRETE)	\$70,200	\$5,400	· · · · · · · · · · · · · · · · · · ·
PATH (SIDEWALK, 4" CONCRETE)			
PATH (WOOD CHIP NATURE TRAIL)	\$8,500		
BRIDGE			
CROSSWALK	\$100		
CULVERT			
DEMOLITION			
FENCING	\$4,000		
HC CURB CUTS			
LOW WATER CROSSING	\$5,200		
RETAINING WALL			
SIGNAGE (REGULATORY)	\$1,000		
SIGNALIZATION			
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$89,000	\$5,400	\$0
RENCH			\$000
BIKE BACKS			\$300
			\$15,000
			\$400
RESTROOM			4400
SHELTER			\$4,500
SIGNAGE (NON-REGULATORY)	· · · · · · · · · · · · · · · · · · ·	·	\$1,800
TRASH CONTAINER			\$400
AMENITY COSTS (SUBTOTAL)	\$0	\$0	\$23,440
LANDSCAPING			
LANDSCAPE PLANTINGS	\$2,000		\$3,500
SLOPE STABILIZATION	\$8,000		
SEEDING	\$1,500		
WILDLIFE ENHANCEMENT	\$15,000		
LANDSCAPE COSTS (SUBTOTAL)	\$26;500	\$0	\$3,500
TOTAL ESTIMATED COST	\$115,500	\$5,400	\$26,940
NOTE: WORK BY OFFICE FOR THE FUTUR		PEET	· · · · · · · · · · · · · · · · · · ·
NOTE: WORK BY CITY IS FOR THE FUTU	RE PARK NEAR 151 5		
		·	
	·····		
"INITIAL" IMPROVEMENTS ARE THOSE WHIC		ON OTHER PROJECTS	
"FUTURE" IMPROVEMENTS ARE THOSE WHIC	CH ARE DEPENDENT ON	OTHER PROJECTS (i	DRAINAGE WORKI
COSTS ARE 1992 DOLLARS: COSTS ARE PLA	NNING LEVEL ESTIMATE	S AND ARE NOT BASE	D ON DETAILED DESIGN
ACTUAL COSTS MAY VARY DEPENDING ON I	FINAL DESIGN, COST SH	ARING WITH OTHER PI	ROJECTS,
DONATIONS, VOLUNTEER WORK, AND OTHE	R FACTORS.	•	
ACQUISITION AND DESIGN COSTS ARE NOT	INCLUDED IN THE ABOV	E ESTIMATES.	

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DRY CREEK SECTION ESTIMATED COSTS

DRY CREEK - SUMMARY OF INITIAL COST BY SEGMENT

SEGMENT	LIN. FT.	PATH	AMENITY	LANDSCAPE	TOTAL	LIN. FT.
	OF PATH	COST	COST	COST	COST	COST
1	600	\$28,200	\$1,200	\$5,600	\$35,000	\$58.33
2	1,200	\$35,000	\$0	\$18,700	\$53,700	\$44.75
3	1,500	\$49,700	\$0	\$0	\$49,700	\$33.13
4	1,700	\$48,700	\$0	\$4,300	\$53,000	\$31.18
5	1,300	\$50,200	\$300	\$9,800	\$60,300	\$46.38
6	1,000	\$2,500	\$300	\$0	\$2,800	\$2.80
7	1,400	\$38,900	\$1,100	\$13,300	\$53,300	\$38.07
8	1,200	\$34,200	\$3,040	\$10,600	\$47,840	\$39.87
9	600	\$16,200	\$0	\$1,300	\$17,500	\$29.17
10	850	\$22,700	\$300	\$5,200	\$28,200	\$33.18
11	1,500	\$42,900	\$0	\$11,400	\$54,300	\$36.20
12	1,300	\$39,700	\$2,840	\$4,200	\$46,740	\$35.95
13	1,900	\$78,000	\$3,440	\$18,800	\$100,240	\$52.76
14	1,900	\$117,200	\$8,600	\$13,700	\$139,500	\$73.42
15	4,300	\$158,500	\$300	\$21,900	\$180,700	\$42.02
16	1,750	\$84,200	\$0	\$13,600	\$97,800	\$55.89
17	1 200	\$36,500	\$300	\$20,100	\$56,900	\$47.42
18	1,500	\$7,400	\$0	\$13,000	\$20,400	\$13.60
19	2,850	\$2,300	\$0	\$44,000	\$46,300	\$16.25
20	1,300	\$38,400	\$0	\$8,200	\$46,600	\$35.85
21	1,000	\$29,600	\$0	\$2,400	\$32,000	\$32.00
22	1,400	\$44,400	\$1,100	\$9,300	\$54,800	\$39.14
23	2,800	\$77,400	\$0	\$0	\$77,400	\$27.64
24	1,000	\$39,700	\$1,200	\$1,000	\$41,900	\$41.90
TOTAL	37,050	\$1,122,500	\$24,020	\$250,400	\$1,396,920	\$37.70
NC	NOTE: COSTS ARE ESTIMATED CONSTRUCTION COSTS IN 1992 DOLLARS.					
NOTE: COSTS DO NOT INCLUDE "RELATED WORK BY OTHERS".						

SEGMENT	LIN. FT.	PATH	AMENITY	LANDSCAPE	TOTAL	LIN. FT.	
	OF PATH	COST	COST	COST	COST	COST	
1	0	\$0	\$0	\$0	\$0	\$0.00	
2	0	\$0	\$0	\$0	\$0	\$0.00	
3	0	\$0	\$0	\$0	\$0	\$0.00	
4	0	\$0	\$0	\$0	\$0	\$0.00	
5	0	\$0	\$0	\$0	\$0	\$0.00	
6	0	\$0	\$0	\$0	\$0	\$0.00	
7	0	\$0	\$0	\$0	. \$0	\$0.00	
8	0	\$0	\$0	\$0	\$0	\$0.00	
9	0	\$0	\$0	\$0	\$0	\$0.00	
10	500	\$13,500	\$0	\$500	\$14,000	\$28.00	
11	100	\$2,700	\$0	\$0	\$2,700	\$27.00	
12	200	\$5,400	\$0	\$0	\$5,400	\$27.00	
13	300	\$8,100	\$0	\$0	\$8,100	\$27.00	
14	200	\$5,400	\$0	\$0	\$5,400	\$27.00	
15	0	\$0	\$0	\$0	\$0	\$0.00	
16	0	\$0	\$0	\$0	\$0	\$0.00	
17	1,500	\$40,500	\$0	\$7,400	\$47,900	\$31.93	
18	1,700	\$58,200	\$0	\$6,500	\$64,700	\$38.06	
19	3,000	\$122,400	\$0	\$14,500	\$136,900	\$45.63	
20	600	\$16,200	\$0	\$600	\$16,800	\$28.00	
21	300	\$8,100	\$0	\$300	\$8,400	\$28.00	
22	0	\$0	\$0	\$0	\$0	\$0.00	
23	0	\$0	\$0	\$0	\$0	\$0.00	
24	800	\$21,600	\$0	\$0	\$21,600	\$27.00	
TOTAL	9,200	\$302,100	\$0	\$29,800	\$331,900	\$36.08	
NC	NOTE: COSTS ARE ESTIMATED CONSTRUCTION COSTS IN 1992 DOLLARS.						
NOT	NOTE: COSTS DO NOT INCLUDE "RELATED WORK BY OTHERS".						

DRY CREEK - SUMMARY OF FUTURE COST BY SEGMENT

DRY CREEK - SUMMARY OF INITIAL COST WITH ALTERNATE SEGMENTS

SEGMENT	LIN. FT.	PATH	AMENITY	LANDSCAPE	TOTAL	LIN. FT.
· · · · · · · · · · · · · · · · · · ·	OF PATH	COST	COST	COST	COST	COST
· · · · ·						
1-6A	1,900	\$104,600	\$1,200	\$16,800	\$122,600	\$64.53
7	1,400	\$38,900	\$1,100	\$13,300	\$53,300	\$38.07
8	1,200	\$34,200	\$3,040	\$10,600	\$47,840	\$39.87
9	600	\$16,200	\$0	\$1,300	\$17,500	\$29.17
10	1,250	\$22,700	\$300	\$5,200	\$28,200	\$22.56
11	1,500	\$42,900	\$0	\$11,400	\$54,300	\$36.20
12	1,300	\$39,700	\$2,840	\$4,200	\$46,740	\$35.95
13	1,900	\$78,000	\$3,440	\$18,800	\$100,240	\$52.76
14	1,900	\$117,200	\$8,600	\$13,700	\$139,500	\$73.42
15	4,300	\$158,500	\$300	\$21,900	\$180,700	\$42.02
16A	1,400	\$94,000	\$700	\$3,300	\$98,000	\$70.00
17A	1,800	\$130,500	\$300	\$4,000	\$134,800	\$74.89
18A	2,400	\$130,500	\$1,000	\$5,600	\$137,100	\$57.13
19A	3,500	\$95,500	\$1,600	\$6,000	\$103,100	\$29.46
20	1,300	\$38,400	\$0	\$8,200	\$46,600	\$35.85
21	1,000	\$29,600	\$0	\$2,400	\$32,000	\$32.00
22	1,400	\$44,400	\$1,100	\$9,300	\$54,800	\$39.14
23	2,800	\$77,400	\$0	\$0	\$77,400	\$27.64
24	1,000	\$39,700	\$1,200	\$1,000	\$41,900	\$41.90
TOTAL	33,850	\$1,332,900	\$26,720	\$157,000	\$1,516,620	\$44.80
NC	DTE: COSTS ARE	ESTIMATED C	ONSTRUCTION	COSTS IN 1992	DOLLARS.	
NOT	E: COSTS DO NO	DT INCLUDE "R	ELATED WORK	BY OTHERS".		
NOT	NOTE: NO FUTURE WORK INVOLVED IN ALTERMATIVE SEGMENTS.					

	GREE
ELEMENT	IN
PATH IMPROVEMENTS	
PATH (OFF-STREET 6" CONCRETE)	_
PATH (SIDEWALK 4" CONCRETE)	
PATH (ON-STREET, STRIPED)	
BRIDGE	
CROSSWALK	
CULVERT	
DEMOLITION	
FENCING	
HC CURB CUTS	-
LOW WATER CROSSING	
RETAINING WALL	
SIGNAGE (REGULATORY)	
SIGNALIZATION	
UNDERPASS	
PATH COSTS (SUBTOTAL)	
PENCH	·
PARKINGLOT	
PICNIC TABLES	
BESTROOM	
SHELTER	
SIGNAGE (NON-REGULATORY)	
TRASH CONTAINER	
AMENITY COSTS (SUBTOTAL)	
SEEDING	
LANDSCAPE COSTS (SUBTOTAL)	
TOTAL ESTIMATED COST	
"INITIAL" IMPROVEMENTS ARE THOSE WHI	CH ARE NO
"FUTURE" IMPROVEMENTS ARE THOSE WI	HICH ARE D
COSTS ARE 1992 DOLLARS; COSTS ARE PL	ANNING LE
ACTUAL COSTS MAY VARY DEPENDING ON	FINAL DES
DONATIONS, VOLUNTEER WORK, AND OTH	IER FACTO
ACQUISITION AND DESIGN COSTS ARE NO	INCLUDE

ENWAY IMP	ROVEMENTS	RELATED WORK BY
IITIAL	FUTURE	OTHERS
\$16,200		
\$12,000		
	· · · · · · · · · · · · · · · · · · ·	
\$28,200	\$0	\$0
		······
		· · · · · · · · · · · · · · · · · · ·
		·
\$1,200		
\$1,200	\$0	\$0
	·····	
\$2,000		
\$2,000		
\$600		
\$5,600	\$0	\$0
\$35,000	\$0	\$0
	······	
· · · · ·		
	T GN OTHER PROJECTS	S
DEFENDENT O	NOTHER PROJECTS (i.	. DRAINAGE WORK).
EVEL ESTIMAT	ES AND ARE NOT BASE	D ON DETAILED DESIGN.
SIGN, COST SI IBS	MAMING WITH OTHER P	HWEUIS,
D IN THE ABO	VE ESTIMATES.	

DRY CREEK ALTERNATIVE SEGMENT 1-6A

	GREENWAY IMP	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			······································
PATH (OFF-STREET.6" CONCRETE)			
PATH (SIDEWALK, 4" CONCRETE)	\$45,600		
PATH (ON-STREET, STRIPED)			
BRIDGE			
CROSSWALK	\$200		
CULVERT			
DEMOLITION	\$6,000		
FENCING	\$18,000		
HC CURB CUTS	\$5,000		
LOW WATER CROSSING			
RETAINING WALL	\$16,000		
SIGNAGE (REGULATORY)	\$1,800		
SIGNALIZATION			
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$92,600	\$0	\$0
AMENITIES			
BENCH			······
BIKE RACKS			
BOLLARDS			
IRRIGATION			
LIGHTING			
PARKING LOT			
PICNIC TABLES			
RESTROOM			······································
SHELTER			
SIGNAGE (NON-REGULATORY)	\$1,200		
TRASH CONTAINER			
AMENITY COSTS (SUBTOTAL)	\$1,200	\$0	\$0
LANDSCAPE PLANTINGS	\$15,000		
SLOPE STABILIZATION	410,000		······································
SEEDING	\$1,800		
	41,000		······
LANDSCAPE COSTS (SUBTOTAL)	\$16,800	\$0	\$0
TOTAL ESTIMATED COST	\$110 600	02	\$0
TOTAL ESTIMATED COST	\$110,000	\$0	
·			
"FUTURE" IMPROVEMENTS ARE THOSE WHIC	CHARE DEPENDENT	ON OTHER PROJECTS	
COSTS ARE 1992 DOLLARS COSTS ARE PLA	NNING LEVEL ESTIMATI	ES AND ARE NOT BASE	D ON DETAILED DESIGN
ACTUAL COSTS MAY VARY DEPENDING ON	FINAL DESIGN. COST SH	ARING WITH OTHER P	ROJECTS.
DONATIONS, VOLUNTEER WORK, AND OTHE	R FACTORS.		
ACQUISITION AND DESIGN COSTS ARE NOT	INCLUDED IN THE ABOV	/E ESTIMATES.	

	GREENWAY IMPR	OVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			
PATH (OFF-STREET.6" CONCRETE)	\$32,400		
PATH (SIDEWALK, 4" CONCRETE)			
PATH (ON-STREET, STRIPED)			
BRIDGE			
CROSSWALK			
CULVERT			
DEMOLITION			
FENCING	\$1,400		
HC CURB CUTS			
LOW WATER CROSSING			
RETAINING WALL			
SIGNAGE (REGULATORY)	\$1,200		
SIGNALIZATION			
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$35,000	\$0	\$0
AMENITIES			
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PEETROOM	┠╼────┤╼		
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	· · · · · · · · · · · · · · · · · · ·		
TRASH CONTAINER			
AMENITY COSTS (SUBTOTAL)		\$0	\$0
LANDSCAPING			
I ANDSCAPE PLANTINGS	\$2,000		
SLOPE STABILIZATION			
SOD	\$1,700		
MOVE TEE	\$15,000		
LANDSCAPE COSTS (SUBTOTAL)	\$18,700	\$0	\$0
TOTAL ESTIMATED COST	\$53,700	\$0	\$0
			·
	<u>├</u>		
"INITIAL" IMPROVEMENTS ARE THOSE WHIC	HARE NOT DEPENDENT (ON OTHER PROJECTS	
"FUTURE" IMPROVEMENTS ARE THOSE WHI	CH ARE DEPENDENT ON (OTHER PROJECTS (i.e	DRAINAGE WORK).
COSTS ARE 1992 DOLLARS; COSTS ARE PLA	NNING LEVEL ESTIMATES	AND ARE NOT BASE	D ON DETAILED DESIGN.
ACTUAL COSTS MAY VARY DEPENDING ON	FINAL DESIGN, COST SHA	RING WITH OTHER PI	ROJECTS,
DONATIONS, VOLUNTEER WORK, AND OTHE	R FACTORS.		
ACQUISITION AND DESIGN COSTS ARE NOT	INCLUDED IN THE ABOVE	ESTIMATES.	

	GREENWAY IMPR	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			
PATH (OFF-STREET 6" CONCRETE)	\$40,500		
PATH (SIDEWALK, 4" CONCRETE)			
PATH (ON-STREET, STRIPED)			
BRIDGE			
CROSSWALK	\$100		
CULVERT			
DEMOLITION			
FENCING	\$8,100		
HC CURB CUTS	\$1,000		
LOW WATER CROSSING			
RETAINING WALL			
SIGNAGE (REGULATORY)			
SIGNALIZATION			
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$49,700	\$0	\$0
AMENITIES			
RENCH			
BIKE BACKS			
POLIADOS	1		and the second sec
IPPICATION			· · · · · · · · · · · · · · · · · · ·
			and the second sec
RESTROOM			
SIGNAGE (NON-REGULATORY)			
TRASH CONTAINER			
AMENITY COSTS (SUBTOTAL)	\$0	\$0	\$0
LANDSCAPING			
LANDSCAPE PLANTINGS			
SLOPE STABILIZATION	-		
SEEDING			
WILDLIFE ENHANCEMENT			
LANDSCAPE COSTS (SUBTOTAL)	\$0	\$0	şu
TOTAL ESTIMATED COST	\$49,700	\$0	\$0
"INITIAL" IMPROVEMENTS ARE THOSE WHIC	CH ARE NOT DEPENDENT	ON OTHER PROJECTS	5.
"FUTURE" IMPROVEMENTS ARE THOSE WH	ICH ARE DEPENDENT ON	OTHER PROJECTS (i.e	. DRAINAGE WORK).
COSTS ARE 1992 DOLLARS; COSTS ARE PL	ANNING LEVEL ESTIMATE	S AND ARE NOT BASE	D ON DETAILED DESIGN.
ACTUAL COSTS MAY VARY DEPENDING ON	FINAL DESIGN, COST SHA	RING WITH OTHER P	ROJECTS,
DONATIONS, VOLUNTEER WORK, AND OTH	EH FACTORS.	C COTALATEO	
ACQUISITION AND DESIGN COSTS ARE NO	I INCLUDED IN THE ABOVE	EESTIMATES.	

	GREENWAY IMPR	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			
PATH (OFF-STREET.6" CONCRETE)	\$37,800		
PATH (SIDEWALK, 4" CONCRETE)	\$7,200		
PATH (ON-STREET, STRIPED)			
BRIDGE			
CROSSWALK	\$200		
CULVERT			
DEMOLITION			
FENCING			
HC CURB CUTS	\$2,000		
LOW WATER CROSSING			
RETAINING WALL			
SIGNAGE (BEGULATORY)	\$1,500		
SIGNALIZATION			
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$48,700	\$0	\$0
AMENITIES			
BENCH			
BIKE BACKS			
BOLLABOS			· · · · · · · · · · · · · · · · · · ·
IRRIGATION			
LIGHTING			
PARKINGLOT			
PICNIC TABLES			
PESTROOM			· · · · · · · · · · · · · · · · · · ·
			100
SIGNAGE (NON-REGULATORY)			······································
TRASH CONTAINER			
AMENITY COSTS (SUBTOTAL)	\$0	\$0	\$0
AMERITI COSTS (SOBIOTAL)			
LANDSCADING			
	000 63		
	\$3,000		
SLOPE STABILIZATION	¢1 000		
SEEDING	\$1,300		······································
WILDLIFE ENHANCEMENT	£4.000	03	***
LANDSCAPE COSTS (SUBIOTAL)	\$4,300	30	30
TOTAL ESTIMATED COST	\$52.000	69	02
TOTAL ESTIMATED COST	\$53,000	40	φ υ
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	IN ARE NOT DERENDENT	ON OTHER BRO ISOT	
"INITIAL" IMPROVEMENTS ARE THOSE WH	UCH ARE NOT DEPENDENT	OTHER PROJECTS	
COSTS ARE 1002 DOLLARS COSTS ARE D	ANNING I EVEL ESTIMATE	S AND ARE NOT BASE	DON DETAILED DESIGN
ACTUAL COSTS MAY VARY DEPENDING O	N FINAL DESIGN COST SH	ARING WITH OTHER P	ROJECTS.
DONATIONS, VOLUNTEER WORK, AND OT	HER FACTORS.	in the first official	
ACQUISITION AND DESIGN COSTS ARE NO	T INCLUDED IN THE ABOV	E ESTIMATES.	

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GREENWAY IMPROVEMENTS RELATED WORK			RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			
PATH (OFF-STREET.6" CONCRETE)	\$35,100		· · · · · · · · · · · · · · · · · · ·
PATH (SIDEWALK, 4" CONCRETE)			
PATH (ON-STREET, STRIPED)			
BRIDGE			
CROSSWALK			
CULVERT			
DEMOLITION			
FENCING	\$14,300		
HC CURB CUTS	\$500		
LOW WATER CROSSING			
RETAINING WALL			······································
SIGNAGE (REGULATORY)	\$300		
SIGNALIZATION			
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$50,200	\$0	\$0
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	\$200		· · · · · · · · · · · · · · · · · · ·
		·	
AMENITY COSTS (SUBTOTAL)	\$300	\$0	\$0
AMENITI COSTS (SOBTOTAL)	4000		¥¥
LANDSCAPING			
LANDSCAPE PLANTINGS	\$8,600		
SLOPE STABILIZATION			
SEEDING	\$1,200		
WILDLIFE ENHANCEMENT			
LANDSCAPE COSTS (SUBTOTAL)	\$9,800	\$0	\$0
TOTAL ESTIMATED COST	\$60,300	\$0	
TOTAL LOTIMATED COOT	400,000		
		·······	
INITIAL & MODOWENCHITS ADDE TUDOE WING			
"EUTURE" IMPROVEMENTS ARE THOSE WHIL	ICH ARE DEPENDENT ON	NOTHER PROJECTS (e DRAINAGE WORKI
COSTS ARE 1992 DOLLARS: COSTS ARE PL	ANNING LEVEL ESTIMAT	ES AND ARE NOT BASI	ED ON DETAILED DESIGN
ACTUAL COSTS MAY VARY DEPENDING ON	FINAL DESIGN. COST SH	ARING WITH OTHER P	PROJECTS.
DONATIONS, VOLJINTEER WORK, AND OTH	ER FACTORS.		
ACQUISITION AND DESIGN COSTS ARE NOT INCLUDED IN THE ABOVE ESTIMATES.			

	GREENWAY IMPR	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			
PATH (OFF-STREET 6" CONCRETE)			· · · · · · · · · · · · · · · · · · ·
PATH (SIDEWALK, 4" CONCRETE)			
PATH (ON-STREET, STRIPED)	\$500		
BBIDGE			
CROSSWALK	\$100		
CULVERT			
DEMOLITION			
FENCING			
HC CURB CUTS	\$1,000		
OW WATER CROSSING			
BETAINING WALL			
SIGNAGE (BEGULATORY)	\$900		•
SIGNALIZATION			
PATH COSTS (SUBTOTAL)	\$2,500	\$0	\$0
AMENITIES			
RENCH			
BIKE BACKS			
			· · · · · · · · · · · · · · · · · · ·
	\$200		
			\$0
AMENITI COSTS (SUBTOTAL)			
LANDSCAPE PLANTINGS			
SLOPE STABILIZATION			
SEEDING			
LANDSCAPE COSTS (SUBTOTAL)		<u>\$0</u>	\$U
TOTAL FOTULATED COOT		60	
TOTAL ESTIMATED COST	\$2,800	<u>ወ</u> ር	\$0
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"IN ITIAL" IMPROVEMENTS ARE THOSE WH	ICH ARE NOT DEPENDENT	ON OTHER PROJECT	5.
FUTURE" IMPROVEMENTS ARE THOSE W	HICH ARE DEPENDENT ON	OTHER PHOJECTS (I.	B. DHAINAGE WORK).
COSTS ARE 1992 DOLLARS; COSTS ARE P	LANNING LEVEL ESTIMATE	S AND AHE NOT BASE	DUNDETAILED DESIGN.
DONATIONS VOLUNTEER WORK AND OT	HER FACTORS		noveo 13,
ACOUISITION AND DESIGN COSTS ARE NO	TINCLUDED IN THE ABOV	EESTIMATES	

GREENWAY IMPROVEMENTS RELATED WORK			RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS	· · · · · · · · · · · · · · · · · · ·	·	
PATH (OFF-STREET 6" CONCRETE)	\$37,800		<u> </u>
PATH (SIDEWALK, 4" CONCRETE)	401,000		· · · · · · · · · · · · · · · · · · ·
PATH (ON-STREET, STRIPED)			
BRIDGE			
CROSSWALK			
CULVERT	\$1,100		
DEMOLITION		· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·
FENCING			
HC CURB CUTS			
LOW WATER CROSSING	[
RETAINING WALL			
SIGNAGE (REGULATORY)			
SIGNALIZATION			
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$38,900	\$0	\$0
AMENITIES	·········		
BENCH	\$200		
BIKE BACKS	\$300		
	· · · · · · · · · · · · · · · · · · ·		
	<u> </u>		
PARKINGLOT			······································
	<u>├</u>		
BESTROOM			
SHELTER	·		
SIGNAGE (NON-REGULATORY)	\$800		
TRASH CONTAINER			
AMENITY COSTS (SUBTOTAL)	\$1,100	\$0	\$0
LANDSCAPING			
LANDSCAPE PLANTINGS	\$3,000		
SLOPE STABILIZATION			
SEEDING	\$1,300		
WILDLIFE ENHANCEMENT	\$9,000		· · · · · · · · · · · · · · · · · · ·
LANDSCAPE COSTS (SUBTOTAL)	\$13,300	\$0	\$0
TOTAL ESTIMATED COST	650.000		
TOTAL ESTIMATED COST	\$53,300	\$0	\$0
			· · · · · · · · · · · · · · · · · · ·
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"INITIAL" IMPROVEMENTS ARE THOSE WHIC	HARE NOT DEPENDENT	ON OTHER PROJECTS	
COSTS ARE 1992 DOLLARS: COSTS ARE PLANNING LEVELESTIMATES AND ARE NOT BASED ON DETAILED DESIGN			
ACTUAL COSTS MAY VARY DEPENDING ON	FINAL DESIGN. COST SH	ARING WITH OTHER P	ROJECTS.
DONATIONS, VOLUNTEER WORK, AND OTHI	ER FACTORS.		
ACQUISITION AND DESIGN COSTS ARE NOT	INCLUDED IN THE ALION	ESTIMATES.	

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	GREENWAY IMP	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			
PATH (OFF-STREET 6" CONCRETE)	\$32,400		\$32,400
PATH (SIDEWALK, 4" CONCRETE)			
PATH (ON-STREET, STRIPED)			
BRIDGE			
CROSSWALK	\$100		
CULVERT			\$1,000
DEMOLITION			
FENCING			
HC CURB CUTS	\$1,000		
LOW WATER CROSSING			
RETAINING WALL			
SIGNAGE (REGULATORY)	\$700		
SIGNALIZATION			
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$34,200	\$0	\$33,400
AMENITIES			
BENCH	\$600		\$300
BIKE BACKS	\$440		
BOLLABOS			
IBRIGATION			
LIGHTING			
PARKING LOT			
PICNIC TABLES			
RESTROOM			
SHELTER			
SIGNAGE (NON-REGULATORY)	\$1,600		
TRASH CONTAINER	\$400		
AMENITY COSTS (SUBTOTAL)	\$3,040	\$0	\$300
	\$3.500		
	\$0,000		
SEEDING	\$1 100		\$1.100
	\$6,000		•1,100
LANDSCAPE COSTS (SUBTOTAL)	\$10,600	50	\$1.100
TOTAL ESTIMATED COST	\$47,840	\$0	\$34,800
NOTE: WORK BY OTHER IS FOR THE RE	PLACEMENT OF EXIST	ING ASPHALT PATH	WHEN NECESSARY.
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		ON OTHER DOOLS	
"INITIAL" IMPROVEMENTS ARE THOSE WHIC	AFIE NOT DEPENDENT	ON UTHER PHOJECTS	
COSTS ARE 1002 DOLLARS: COSTS ARE DI	UNNING LEVEL ESTIMATE	S AND ARE NOT BASE	D ON DETAILED THESIGN
ACTUAL COSTS MAY VARY DEPENDING ON	FINAL DESIGN COST ST	TING WITH OTHER P	ROJECTS.
DONATIONS, VOLUNTEER WORK, AND OTHE	R FACTORS.		
ACQUISITION AND DESIGN COSTS ARE NOT	INCLUDED IN THE ABOV	E ESTIMATES.	

	GREENWAY IMP	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			
PATH (OFF-STREET 6" CONCRETE)			
PATH (SIDEWALK 4" CONCRETE)	\$14,400		
PATH (ON-STREET STRIPED)	+++++++++++++++++++++++++++++++++++++++		
BRIDGE			
CROSSWALK	\$100		
			<u> </u>
FENCING			
HC CUBB CUTS	\$1 000		·····
LOW WATER CROSSING			
BETAINING WALL			
SIGNAGE (REGULATORY)	\$700		
SIGNALIZATION			
UNDERPASS	· [
PATH COSTS (SUBTOTAL)	\$16,200	\$0	\$0
			· · · · · · · · · · · · · · · · · · ·
AMENITIES			
BENCH			
BOLLARDS			······
IRRIGATION			
PARKING LOT			
HESTROOM			
SHELTER			
SIGNAGE (NON-REGULATORY)			
TRASH CONTAINER		A 0	
AMENITY COSTS (SUBTOTAL)	\$0	\$0	
LANDSCAPING			
LANDSCAPE PLANTINGS	\$700		
SLOPE STABILIZATION			
SOD	\$600		
WILDLIFE ENHANCEMENT			
LANDSCAPE COSTS (SUBTOTAL)	\$1,300	\$0	\$0
TOTAL ESTIMATED COST	\$17.500	\$0	02
·			
"INITIAL" IMPROVEMENTS ARE THOSE WHI	CHARENOT DEPENDENT	ON OTHER PROJECT	S.
TUTUHE IMPHOVEMENTS ARE THOSE WI	ANNING LEVEL COTINAT	I O THEN PHOJECTS (I.	D ON DETAILED DESIGN
ACTUAL COSTS MAY VARY DEPENDING OF	FINAL DESIGN COST SH	ARING WITH OTHER	ROJECTS
DONATIONS VOLUNTEER WORK AND OT	IER FACTORS	ADING MITH VINER P	1002010,
ACQUISITION AND DESIGN COSTS ARE NO	T INCLUDED IN THE AROU	ESTIMATES.	

	GREENWAY IMPROVEMENTS RELATED WORK B		
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			
PATH (OFF-STREET.6" CONCRETE)	\$4,100	\$13,500	
PATH (SIDEWALK 4" CONCRETE)	\$16,800	*10,000	
PATH (ON-STREET, STRIPED)			
BRIDGE			
CROSSWALK	\$100		
CULVERT	*		
DEMOLITION			
FENCING			
HC CURB CUTS	\$1,000		
LOW WATER CROSSING			
RETAINING WALL	····		
SIGNAGE (REGULATORY)	\$700		
SIGNALIZATION			
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$22,700	\$13,500	\$0
	· · · · · · · · · · · · · · · · · · ·		
AMENITIES			
BENCH	<u> </u>		
BIKE BACKS			······································
BOLLARDS			
IBBIGATION			
LIGHTING			
PARKING LOT			
PICNIC TABLES			
RESTROOM			
SHELTER			
SIGNAGE (NON-REGULATORY)	\$300		
TRASH CONTAINER			
AMENITY COSTS (SUBTOTAL)	\$300	\$0	\$0
LANDSCAPING			
LANDSCAPE PLANTINGS	\$2,000		
SLOPE STABILIZATION	\$3,000		
SEEDING	\$200	\$500	
WILDLIFE ENHANCEMENT			······
LANDSCAPE COSTS (SUBTOTAL)	\$5,200	\$500	\$0
TOTAL ESTMATED COST	\$28,200	\$14,000	\$0
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"INITIAL" IMPROVEMENTS ARE THOSE WHIC	HARENOT DEPENDENT	ON OTHER PROJECTS	5.
"FUTURE" IMPROVEMENTS ARE THOSE WHI	CH ARE DEIPENDENT ON	OTHER PROJECTS (i.e	DRAINAGE WORK).
COSTS ARE 1992 DOLLARS; COSTS ARE PLA	NNING LEVEL ESTIMATE	ES AND ARE NOT BASE	D ON DETAILED DESIGN.
ACTUAL COSTS MAY VARY DEPENDING ON FINAL DESIGN, COST SHARING WITH OTHER PROJECTS,			
DONATIONS, VOLUNTEER WORK, AND OTHE	R FACTORS.		
ACQUISITION AND DESIGN COSTS ARE NOT INCLUDED IN THE ABOVE ESTIMATES.			

	GREENWAY IMPR	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			
PATH (OFF-STREET 6" CONCRETE)	\$41,500	\$2,700	
PATH (SIDEWALK, 4" CONCRETE)	41,000	44,700	
PATH (ON-STREET, STRIPED)			
BRIDGE			-
CROSSWALK	\$100		
CULVERT			
DEMOLITION			
FENCING			
HC CURB CUTS	\$1,000		
LOW WATER CROSSING			
RETAINING WALL			
SIGNAGE (REGULATORY)	\$300		
SIGNALIZATION			
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$42,900	\$2,700	\$0
AMENITIES	1		
BENCH			
BIKE BACKS			
BOLLARDS			
IBBIGATION			
PARKINGLOT			
PICNIC TABLES			
RESTROOM			
SHELTER			
SIGNAGE (NON-BEGULATORY)			
TRASH CONTAINER			
AMENITY COSTS (SUBTOTAL)	\$0	\$0	\$0
	\$4.000		
	\$4,000		
SEOPE STABILIZATION	\$0,000		
	\$1,400		
LANDSCARE COSTS (SURTOTAL)	\$11.400	¢0	¢0
LANDSCAPE COSTS (SUBTOTAL)	\$11,400		40
TOTAL ESTIMATED COST	\$54,300	\$2,700	\$0
		ON OTHER PROJECT	
"FUTURE" IMPROVEMENTS ARE THOSE WHI	HICH ARE DEPENDENT ON	OTHER PROJECTS	DRAINAGE WORK).
COSTS ARE 1992 DOLLARS: COSTS ARE PL	ANNING LEVEL ESTIMATE	S AND ARE NOT BASE	D ON DETAILED DESIGN.
ACTUAL COSTS MAY VARY DEPENDING ON	FINAL DESIGN, COST SHA	ARING WITH OTHER PI	ROJECTS,
DONATIONS, VOLUNTEER WORK, AND OTH	IER FACTORS.		
ACQUISITION AND DESIGN COSTS ARE NO	T INCLUDED IN THE ABOVE	E ESTIMATES.	

	GREENWAY IMPR	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			
PATH (OFF-STREET,6" CONCRETE)	\$35,100	\$5,400	
PATH (SIDEWALK, 4" CONCRETE)			
PATH (ON-STREET, STRIPED)			
BRIDGE			
CROSSWALK	\$100		
CULVERT	\$2,800		e sou de la companya
DEMOLITION			
FENCING			
HC CURB CUTS	\$1,000		
LOW WATER CROSSING			
RETAINING WALL			
SIGNAGE (REGULATORY)	\$700		
SIGNALIZATION			
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$39,700	\$5,400	\$0
AMENITIES			
BENCH	\$600		
BIKE RACKS	\$440		
BOLLARDS			-
IRRIGATION			
LIGHTING			
PARKING LOT			
PICNIC TABLES			
RESTROOM			
SHELTER			
SIGNAGE (NON-REGULATORY)	\$1,400		
TRASH CONTAINER	\$400		
AMENITY COSTS (SUBTOTAL)	\$2,840	\$0	\$0
LANDSCAPING			
ANDSCAPE PLANTINGS	\$3 000		
SLOPE STABILIZATION	40,000		
SEEDING	\$1 200		Yes the second sec
WILDLIEF ENHANCEMENT	+1,200		
ANDSCAPE COSTS (SUBTOTAL)	\$4 200	\$0	\$0
LANDOOAT E COOTO (CODTOTAL)	+1,200		••
TOTAL ESTIMATED COST	\$46 740	\$5 400	02
	\$10,110	40,100	<u><u></u></u>
NOTE ADDITIONAL INDDONENENTS T			(7) 5 0) 70
NOTE: ADDITIONAL IMPROVEMENTS TO	J SMALLET PARK MAT B	E PHOGHAMMED B	THE CITY.
			and the second se
"INITIAL" IMPROVEMENTS ARE THOSE WHI	CHARE NOT DEPENDENT	ON OTHER PROJECTS	
"FUTURE" IMPROVEMENTS ARE THOSE WI	HICH ARE DEPENDENT ON	OTHER PROJECTS (i.e	DRAINAGE WORK)
COSTS ARE 1992 DOLLARS; COSTS ARE PL	ANNING LEVEL ESTIMATES	SAND ARE NOT BASE	D ON DETAILED DESIGN.
ACTUAL COSTS MAY VARY DEPENDING ON	FINAL DESIGN, COST SHA	RING WITH OTHER PH	ROJECTS,
DONATIONS, VOLUNTEER WORK, AND OTH	IER FACTORS.		
ACQUISITION AND DESIGN COSTS ARE NO	T INCLUDED IN THE ABOVE	ESTIMATES.	

	GREENWAY IMP	PROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	CITY
PATH IMPROVEMENTS			
PATH (OFF-STREET 6" CONCRETE)	\$51.300	\$8,100	\$37.800
PATH (SIDEWALK 4" CONCRETE)			
PATH (ON-STREET, STRIPED)			
BRIDGE	\$15,000		\$15.000
CROSSWALK	\$100		\$13,000
CULVERT	\$1,200		
DEMOLITION			
FENCING	\$7.600		
HC CURB CUTS	\$1,000		
LOW WATER CROSSING	41,000	· · · · · · · · · · · · · · · · · · ·	
RETAINING WALL		·	
SIGNAGE (REGULATORY)	\$1,800		
SIGNALIZATION		<u> </u>	
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$78,000	\$8,100	\$52,800
AMENITIES			
BENCH	\$600		
BIKE RACKS	\$440		
BOLLARDS			
IRRIGATION			······································
PICNIC TABLES			
RESTROOM			
SHELTER			
SIGNAGE (NON-REGULATORY)	\$2,000		
TRASH CONTAINER	\$400		
AMENITY COSTS (SUBTOTAL)	\$3,440	\$0	\$0
	\$10,000		
	\$10,000		
	\$7,000		
	\$1,000		£40.000
LANDSCADE COSTS (SUBTOTAL)	É19 900	eo.	\$40,000
LANDSCAPE COSTS (SOBIOTAL)	\$10,000		\$40,000
TOTAL ESTIMATED COST	\$100,240	\$8,100	\$92,800
NOTE: WORK BY CITY IS OPTIONAL OF	FUTURE PARK IMPRO	VEMENT WORK.	
"INITIAL" IMPROVEMENTS ARE THOSE WHI	CH ARE NOT DEPENDEN	T ON OTHER PROJECTS	B
"FUTURE" IMPROVEMENTS ARE THOSE WI	HICH ARE DEPENDENT OF	NOTHER PROJECTS (i.e	DRAINAGE WORK).
COSTS ARE 1992 DOLLARS; COSTS ARE PL	LANNING LEVEL ESTIMAT	ES AND ARE NOT BASE	D ON DETAILED DESIGN.
ACTUAL COSTS MAY VARY DEPENDING OF	V FINAL DESIGN, COST SH	ARING WITH OTHER P	ROJECTS,
DONATIONS, VOLUNTEER WORK, AND OTH	IEH FACTORS	10 COTULATO	
ACQUISITION AND DESIGN COSTS ARE NO	I INCLUDED IN THE ABO	VE ESTIMATES.	

	GREE
ELEMENT	INI
PATH IMPROVEMENTS	
PATH (OFF-STREET,6" CONCRETE)	
PATH (SIDEWALK, 4" CONCRETE)	
PATH (ON-STREET, STRIPED)	
BRIDGE	
CROSSWALK	
CULVERT	
DEMOLITION	
FENCING	
HC CURB CUTS	
LOW WATER CROSSING	
RETAINING WALL	
SIGNAGE (REGULATORY)	
SIGNALIZATION	
UNDERPASS	
PATH COSTS (SUBTOTAL)	
AMENITIES	
BENCH	
BIKE RACKS	
BOLLARDS	
IRRIGATION	
LIGHTING	
PARKING LOT	
PICNIC TABLES	
RESTROOM	
SHELTER	
SIGNAGE (NON-REGULATORY)	
TRASH CONTAINER	
AMENITY COSTS (SUBTOTAL)	
LANDSCAPING	
LANDSCAPE PLANTINGS	
SLOPE STABILIZATION	
SEEDING	
WILDLIFE ENHANCEMENT	
LANDSCAPE COSTS (SUBTOTAL)	
TOTAL ESTIMATED COST	
NOTE. LIGHTING IS IN UNDERPASSAT P	OWDERH
	·
INITIAL " IMPROVEMENTS ARE THOSE WHICH	ARENOT
"FUTURE" IMPROVEMENTS ARE THOSE WHICH	HARE DE
COSTS ARE 1992 DOLLARS: COSTS ARE PLAT	VNING LEV
ACTUAL COSTS MAY VARY DEPENDING ON F	INAL DESI
DONATIONS, VOLUNTEER WORK, AND OTHER	R FACTORS
ACQUISITION AND DESIGN COSTS ARE NOT I	NCLUDED

NWAY IMP	PROVEMENTS	RELATED WORK BY
TIAL	FUTURE	OTHERS
\$56,700	\$5,400	
\$300		
\$1,200	······································	·······
\$2,500		
\$12,000		
\$1,500		
\$35,000		
\$8,000		
\$117,200	\$5,400	\$0
\$300		
· · · · ·		
\$8,000	······	
\$300		
\$8,600	\$0	\$0
¢10.000		
\$12,000		
\$1 700		
\$13,700	\$0	50
\$139,500	\$5,400	\$0
OUSE AND	DELL RANGE.	
	<u>_</u>	·
DEPENDEN	T ON OTHER PROJECT	s
PENDENT O	VOTHER PROJECTS (i.	. DRAINAGE WORK).
EL ESTIMAT	ES AND ARE NOT BASE	D ON DETAILED DESIGN.
GN, COST SI	ARING WITH OTHER P	ROJECTS,
D. IN THE ARO	VE ESTIMATES	
IN THE MOU	C LOTIMATES.	

GREENWAY IMPROVEMENTS RELATED WORK B					
ELEMENT	INITIAL	FUTURE	OTHERS		
PATH IMPROVEMENTS					
PATH (OFF-STREET 6" CONCRETE)	\$116,100				
PATH (SIDEWALK, 4" CONCRETE)					
PATH (ON-STREET, STRIPED)					
BRIDGE	\$12,000				
CROSSWALK					
CULVERT					
DEMOLITION			······································		
FENCING	\$6,800				
HC CURB CUTS					
LOW WATER CROSSING	\$5,200				
RETAINING WALL	\$18,000				
SIGNAGE (REGULATORY)	\$400				
SIGNALIZATION					
UNDERPASS					
PATH COSTS (SUBTOTAL)	\$158,500	\$0	\$0		
AMENITIES					
RENCH	· · · · · · · · · · · · · · · · · · ·		······································		
BIKE BACKS			· · · · · · · · · · · · · · · · · · ·		
BOLLARDS					
	· · · · · · · · · · · · · · · · · · ·				
	· ·				
RESTROOM					
SHELTER	·				
SIGNAGE (NON-BEGULATORY)	\$300				
TRASH CONTAINER					
AMENITY COSTS (SUBTOTAL)	\$300	\$0	\$0		
LANDSCAPING					
LANDSCAPE PLANTINGS	\$6,000				
SLOPE STABILIZATION	\$12,000				
SEEDING	\$3,900				
WILDLIFE ENHANCEMENT					
LANDSCAPE COSTS (SUBTOTAL)	\$21,900	\$0	\$0		
TOTAL ESTIMATED COST	\$180,700	\$0	\$0		
	41001.00	40			
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			· · · · · · · · · · · · · · · · · · ·		
"INITIAL" IMPROVEMENTS ARE THOSE WHIC	HARE NOT DEPENDEN	ON OTHER PROJECT	5.		
TOTOHE IMPHOVEMENTS ARE THOSE WHI	UN ARE DEPENDENT ON	VUINEN PHOJECIS (I.	B. UHAINAGE WOHK).		
ACTUAL COSTS MAY VARY DEPENDING ON	FINAL DESIGN COST SH	ARING WITH OTHER	BOJECTS		
DONATIONS, VOLUNTEER WORK, AND OTHI	R FACTORS	www.mommonenr			
ACQUISITION AND DESIGN COSTS ARE NOT	ACQUISITION AND DESIGN COSTS ARE NOT INCLUDED IN THE ABOVE ESTIMATES.				

	GREENWAY IMPF	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			
PATH (OFF-STREET,6" CONCRETE)	\$47,300		
PATH (SIDEWALK, 4" CONCRETE)			
PATH (ON-STREET, STRIPED)			
BRIDGE	\$12,000		
CROSSWALK			
CULVERT			
DEMOLITION			
FENCING	\$18,900		
HC CURB CUTS	\$500		
LOW WATER CROSSING	\$5,200		
RETAINING WALL			
SIGNAGE (REGULATORY)	\$300		
SIGNALIZATION			
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$84,200	\$0	\$0
AMENITIES			
BENCH			
BIKE RACKS			
BOLLARDS			
IRRIGATION			
LIGHTING			
PARKING LOT			
PICNIC TABLES			· · · · · · · ·
RESTROOM			
SHELTER			
SIGNAGE (NON-REGULATORY)			
TRASH CONTAINER			
AMENITY COSTS (SUBTOTAL)	\$0	\$0	\$0
LANDSCAPE PLANTINGS	\$2,000		
SLOPE STABILIZATION	\$10,000		
SEEDING	\$1,600		
LANDSCAPE COSTS (SUBTOTAL)	\$13,600	\$0	\$0
TOTAL ESTIMATED COST	\$97,800	* 0	
TOTAL ESTIMATED COST	\$57,000		\$0
	<u>↓</u> ↓_	·	
	1		
· · · · · · · · · · · · · · · · · · ·	<u> </u>		
"INITIAL " IMPROVEMENTS ARE THOSE MUSIC		ON OTHER PROJECTS	
"FUTURE" IMPROVEMENTS ARE THOSE WHIL	CHARE DEPENDENT ON	OTHER PRO IECTS /	
COSTS ARE 1992 DOLLARS: COSTS ARE PL	ANNING LEVEL ESTIMATES	S AND ARE NOT BASE	D ON DETAILED DESIGN
ACTUAL COSTS MAY VARY DEPENDING ON	FINAL DESIGN COST SHA	RING WITH OTHER P	OJECTS
DONATIONS, VOLUNTEER WORK, AND OTH	ER FACTORS.		
ACQUISITION AND DESIGN COSTS ARE NOT	TINCLUDED IN THE ABOVE	ESTIMATES.	

DRY CREEK SEGMENT 16A

	GREENWAY IMPROVEMENTS RELATED WORK BY		RELATED WORK BY	
ELEMENT	INITIAL	FUTURE	OTHERS	
PATH IMPROVEMENTS				
PATH (OFF-STREET 6" CONCRETE)	\$37,800	·		
PATH (SIDEWALK A" CONCRETE)	407,000			
PATH (ON-STREET STRIPED)				
BRIDGE	\$42,000			
CROSSWALK				
DEMOLITION	· · /			
EENCING	\$12 500			
	\$15,000			
	· · · · · · · · · · · · · · · · · · ·			
	\$700			
	\$100			
	· · · · · · · · · · · · · · · · · · ·			
	<u>+04.000</u>		èo	
PATH COSTS (SUBTOTAL)	\$94,000			
AMENITIES				
BENCH				
BIKE RACKS			· · · · · · · · · · · · · · · · · · ·	
BOLLARDS				
IRRIGATION				
PARKING LOT				
PICNIC TABLES				
RESTROOM				
SHELTER				
SIGNAGE (NON-REGULATORY)	\$700			
TRASH CONTAINER				
AMENITY COSTS (SUBTOTAL)	\$700	\$0	\$0	
	<u> </u>			
LANDSCAPE PLANTINGS	\$2.000			
SLOPE STABILIZATION			·	
SEEDING	\$1,300	·······		
WILDLIEF ENHANCEMENT		· · · · · · · · · · · · · · · · · · ·		
LANDSCAPE COSTS (SUBTOTAL)	\$3,300	\$0	\$0	
TOTAL ESTIMATED COST	\$98,000	\$0	\$0	
	······································			
· · · · · · · · · · · · · · · · · · ·	· · · · · · · ·			
"INITIAL" IMPROVEMENTS ARE THOSE WHIC	HARENOT DEPENDENT	ON OTHER PROJECT	S	
"FUTURE" IMPROVEMENTS ARE THOSE WHI	CH ARE DEPENDENT ON	OTHER PROJECTS (i.	e. DRAINAGE WORK).	
COSTS ARE 1992 DOLLARS; COSTS ARE PL	ANNING LEVEL ESTIMAT	ES AND ARE NOT BASE	ED ON DETAILED DESIGN.	
ACTUAL COSTS MAY VARY DEPENDING ON	FINAL DESIGN, COST SH	ARING WITH OTHER P	ROJECTS,	
DONATIONS, VOLUNTEER WORK, AND OTHI	R FACTORS.	10 FOTU (1750		
ACQUISITION AND DESIGN COSTS ARE NOT	ACQUISITION AND DESIGN COSTS ARE NOT INCLUDED IN THE ABOVE ESTIMATES.			

GREENWAY IMPROVEMENTS RELATED WORK			RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			
PATH (OFF-STREET.6" CONCRETE)	\$32,400	\$40,500	
PATH (SIDEWALK, 4" CONCRETE)			
PATH (ON-STREET, STRIPED)			
BRIDGE			
CROSSWALK	\$300		
CULVERT			
DEMOLITION			
ENCING			
HC CURB CUTS	\$3,000		
LOW WATER CROSSING			
RETAINING WALL			
SIGNAGE (REGULATORY)	\$800		
SIGNALIZATION	· .		
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$36,500	\$40,500	\$0
AMENITIES			
BENCH			
BIKE RACKS			
BOLLARDS			
IRRIGATION	1		
LIGHTING		·	
PARKING LOT			
PICNIC TABLES			
RESTROOM			
SHELTER			
SIGNAGE (NON-REGULATORY)	\$300		
TRASH CONTAINER			
AMENITY COSTS (SUBTOTAL)	\$300	\$0	\$0
LANDSCAPING			<u> </u>
LANDSCAPE PLANTINGS	\$12,000	\$6,000	
SLOPE STABILIZATION	\$7,000		
SEEDING	\$1,100	\$1,400	
WILDLIFE ENHANCEMENT			
LANDSCAPE COSTS (SUBTOTAL)	\$20,100	\$7,400	\$0
TOTAL ESTIMATED COST	\$56,900	\$47,900	\$0
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I "INITIAL" IMPROVEMENTS ARE THOSE WHI	CH ARE NOT DEPENDE	ON OTHER PROJECTS	5.
"FUTURE" IMPROVEMENTS ARE THOSE WI	IICH ARE DEPENDENT G	+ OTHER PROJECTS (i.e	B. DAAINAGE WORK).
COSTS ARE 1992 DOLLARS; COSTS ARE PL	ANNING LEVEL ESTIMAT	ES AND ARE NOT BASE	D ON DETAILED DESIGN.
ACTUAL COSTS MAY VARY DEPENDING ON	FINAL DESIGN, COST SH	ARING WITH OTHER P	ROJECTS,
DONATIONS, VOLUNTEER WORK, AND OTH	EH FACIOHS.	VE ESTIMATES	
ACQUISITION AND DESIGN COSTS ARE NO	TINCLODED IN THE ABO	VE EDTIMATES.	

DRY CREEK SEGMENT 17A

	GREENWAY IMPR	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			
PATH (OFF-STREET 6" CONCRETE)	\$48,600		
PATH (SIDEWALK 4" CONCRETE)			
PATH (ON-STREET, STRIPED)			
BRIDGE			-
CROSSWALK	· ·		
CULVERT			
DEMOLITION			
FENCING	\$16,200		
HC CURB CUTS			
LOW WATER CROSSING			
RETAINING WALL			
SIGNAGE (REGULATORY)	\$700		
SIGNALIZATION			
UNDERPASS	\$65,000		
PATH COSTS (SUBTOTAL)	\$130,500	\$0	\$0
AMENITIES			
BENCH	\$300		
BIKE RACKS			
BOLLARDS			
IRRIGATION			
LIGHTING			
PARKING LOT			
PICNIC TABLES			
RESTROOM			
SHELTER			
SIGNAGE (NON-REGULATORY)			
TRASH CONTAINER			to
AMENITY COSTS (SUBTOTAL)	\$300	\$U	
LANDSCAPING			
LANDSCAPE PLANTINGS	\$2,400	· · · · ·	
SLOPE STABILIZATION		<u></u>	
SEEDING	\$1,600		
WILDLIFE ENHANCEMENT			
LANDSCAPE COSTS (SUBTOTAL)	\$4,000	\$0	<u>\$0</u>
TOTAL ESTIMATED COST	\$134,800	\$0	\$0
· · · · · · · · · · · · · · · · · · ·			
		. <u> </u>	<u> </u>
"INITIAL" IMPROVEMENTS ARE THOSE WH	ICH ARE NOT DEPENDENT HICH ARE DEPENDENT ON	T ON OTHER PROJECT N OTHER PROJECTS (i	S. .e. DRAINAGE WORK).
COSTS ARE 1992 DOLLARS: COSTS ARE P	LANNING LEVEL ESTIMAT	ES AND ARE NOT BAS	ED ON DETAILED DESIGN.
ACTUAL COSTS MAY VARY DEPENDING O	N FINAL DESIGN, COST SH	ARING WITH OTHER I	PROJECTS,
DONATIONS, VOLUNTEER WORK, AND OT	HER FACTORS.		
ACQUISITION AND DESIGN COSTS ARE NO	OT INCLUDED IN THE ABON	VE ESTIMATES.	

	GREE
ELEMENT	INI
PATH IMPROVEMENTS	
PATH (OFF-STREET 6" CONCRETE)	
PATH (SIDEWALK, 4" CONCRETE)	
PATH (ON-STREET, STRIPED)	
BBIDGE	
CROSSWALK	
DEMOLITION	
FENCING	-
HC CUBB CUTS	
I OW WATER CROSSING	
BETAINING WALL	
	-
SIGNALIZATION	
UNDERPASS	
PATH COSTS (SUBTOTAL)	1
AMENITIES	
SIGNAGE (NON REGULATORY)	
TRACH CONTAINER	_ <u></u>
AMENITY COSTS (SUBTOTAL)	
AMENITI COSTS (SOUTOTAL)	
	-
LANDSCAPE PLANTINGS	
LANDSCAPE COSTS (SUBTOTAL)	
TOTAL FOTMATED COST	
TOTAL ESTIMATED COST	
· · · · · · · · · · · · · · · · · · ·	
"INITIAL" IMPROVEMENTS ARE THOSE WH	IICH ARE NO
"FUTURE" IMPROVEMENTS ARE THOSE W	HICH AHE D
COSTS ARE 1992 DOLLARS; COSTS ARE F	N FINAL DE

DONATIONS, VOLUNTEER WORK, AND OTHER FACTO ACQUISITION AND DESIGN COSTS ARE NOT INCLUDE

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		RELATED WORK BY	
ITIAL	FUTURE	OTHERS	
		· · · · · · · · · · · · · · · · · · ·	
	r		-1
\$6.300	\$52,500		
\$400			
\$200	\$200		
	\$3,500		
	\$2,000		
A			
\$500			
PT 400	eco 200		\$0
\$7,400	\$30,200		~ ~
			• • •
			
		· · ·	
·			
\$0	\$0		\$0
\$3,000	\$5,000		
\$10,000			
	\$1,500		
\$13,000	\$6,500		\$0
		·····	<u></u>
\$20,400	\$64,700		\$ 0
<u></u>			
			-
		<u> </u>	
OT OF OF OF			
OI DEPENDEN DEDENDENT (NOTHER PROJECTS //	a DRAINAGE WORKI	
EVEL ESTIMA	TES AND ARE NOT BAS	ED ON DETAILED DESIGN	
SIGN, COST S	HARING WITH OTHER P	PROJECTS,	
ORS.			
ED IN THE ABO	OVE ESTIMATES.		

DRY CREEK SEGMENT 18A

	GREENWAY IMP	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			
PATH (OFF-STREET 6" CONCRETE)	\$62.100		
PATH (SIDEWALK 4" CONCRETE)	\$2 400		
PATH (ON-STREET STRIPED)	42,400		· · · · · · · · · · · · · · · · · · ·
BBIDGE	+		
CROSSWALK			
CULVERT			
DEMOLITION			
FENCING			
HC CUBB CUTS			
LOW WATER CROSSING			
RETAINING WALL			
SIGNAGE (REGULATORY)	\$1,000		
SIGNALIZATION			· · · · · · · · · · · · · · · · · · ·
UNDERPASS	\$65,000	······	
PATH COSTS (SUBTOTAL)	\$130,500	\$0	\$0
	1		
AMENITIES	1		· · · · · · · · · · · · · · · · · · ·
BENCH	\$300		
BIKE BACKS	4300		
BOLLARDS		<u> </u>	
IBRIGATION			
UGHTING			
PARKINGLOT	+		
PICNIC TABLES		· <u> </u>	
RESTROOM			
SHELTER			
SIGNAGE (NON-REGULATORY)	\$700		· · · · · · · · · · · · · · · · · · ·
TRASH CONTAINER		······································	
AMENITY COSTS (SUBTOTAL)	\$1.000	02	\$0
	41,000	••	
LANDSCAPING			
	\$3.500		
	\$3,300		
SEEDING	\$2 100		
	42,100		
I ANDSCAPE COSTS (SUBTOTAL)	\$5 600	\$0	02
LANDSCAPE COSTS (SUBTOTAL)	40,000		
TOTAL ESTIMATED COST	\$137 100	02	02
TOTAL ESTIMATED COST	\$157,100		φυ
			· · · · · · · · · · · · · · · · · · ·
PAUTIAL & MADDOVEMENTS ARE THOSE WILL		ON OTHER PROJECT	<u> </u>
"ELITURE" IMPROVEMENTS ARE TRUSE WHI	UCH ARE DEPENDENT ON	OTHER PROJECTS	
COSTS ARE 1992 DOLLARS COSTS ARE PI	ANNING LEVEL ESTIMATE	S AND ARE NOT BASE	D ON DETAILED DESIGN
ACTUAL COSTS MAY VARY DEPENDING ON	I FINAL DESIGN. COST SH	ARING WITH OTHER P	ROJECTS.
DONATIONS, VOLUNTEER WORK, AND OTH	IER FACTORS.		
ACQUISITION AND DESIGN COSTS ARE NO	T INCLUDED IN THE ABOV	E ESTIMATES.	

	GREENWAY IMPR	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			
PATH (OFF-STREET.6" CONCRETE)			
PATH (SIDEWALK, 4" CONCRETE)		\$108,500	
PATH (ON-STREET, STRIPED)	\$1,400		
BRIDGE			
CROSSWALK	\$100		
CULVERT		\$1,000	
DEMOLITION		\$11,900	
FENCING			
HC CURB CUTS		\$1,000	
LOW WATER CROSSING			
RETAINING WALL			
SIGNAGE (REGULATORY)	\$800		•
SIGNALIZATION			
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$2,300	\$122,400	\$0
AMENITIES			
BENCH			
BIKE BACKS			
BOLLARDS			
IBBIGATION			
LIGHTING			
PARKINGLOT			· · · · · · · · · · · · · · · · · · ·
PICNIC TABLES			
RESTROOM			
SHELTER			····
SIGNAGE (NON-BEGULATORY)			
TRASH CONTAINER			
AMENITY COSTS (SUBTOTAL)	\$0	\$0	02
			v
LANDSCAPING			· · · · · · · · · · · · · · · · · · ·
	000 89	612.000	
	\$36,000		
		\$2.500	
	-	\$2,000	
	E44 000	E14 500	
LANDSCAPE COSTS (SOBTOTAL)	\$44,000		
TOTAL ESTIMATED COST	\$46 200	\$136 000	09
TOTAL LOTIMATED COOT	\$40,500	\$100,500	
		w	
			· · · · · · · · · · · · · · · · · · ·
		ON OTHER PROVIDE	
"INITIAL" IMPHOVEMENTS ARE THOSE WHI	UN ARE NOT DEPENDENT	ON OTHER PROJECTS	
COSTS ARE 1002 DOLLARS COSTS ARE D	ANNING LEVEL SETMATE	SAND ARE NOT PACE	D ON DETAILED DESIGN
ACTUAL COSTS MAY VARY DEPENDING OF	V FINAL DESIGN COST SUA	RING WITH OTHER D	BOJECTS
DONATIONS VOLUNTEER WORK AND OT	HER FACTORS		1002013,
ACOUISITION AND DESIGN COSTS ARE NO	T INCLUDED IN THE ABOVE	ESTIMATES.	

DRY CREEK SEGMENT 19A

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	GREENWAY IMP	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			
PATH (OFE-STREET 6" CONCRETE)	\$75.600		
PATH (SIDEWALK 4" CONCRETE)	\$16,800		
PATH (ON-STREET STRIPED)	410,000		····
BRIDGE			······································
CROSSWALK	\$100		
CULVEBT			
DEMOLITION			
FENCING			
HC CUBB CUTS	\$2,000		
OW WATER CROSSING	42,000		
BETAINING WALL			
SIGNAGE (REGULATORY)	\$1,000		
SIGNALIZATION			
LINDERPASS			
PATH COSTS (SUBTOTAL)	\$95.500	02	12
FAIL OUGIS (SOBIOTAL)	430,000		
AMENITES			
BENCH	\$600		· · · · · · · · · · · · · · · · · · ·
BOLLARDS			
IRRIGATION			
PARKING LOI			
RESTROOM			
SHELTER			
SIGNAGE (NON-REGULATORY)	\$1,000		
TRASH CONTAINER			
AMENITY COSTS (SUBTOTAL)	\$1,600	\$0	\$0
			· · · · · · · · · · · · · · · · · · ·
	+0 E00		
LANDSCAPE PLANTINGS	\$3,500		
	*0 500		
SEEDING	\$2,500		
	+C 000		
LANDSCAPE COSTS (SUBIOTAL)	\$0,000		> >
TOTAL ESTIMATED COST	\$103 100	\$ 0	Sí
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WHITTAL & INDROVENENTS ARE THOSE WHI			s
"ELITI DE" IMPROVEMENTS ARE THOSE WH	HICH ARE DEPENDENT OF	NOTHER PROJECTS /	e DBAINAGE WORKI
COSTS ARE 1992 DOLLARS' COSTS ARE P	LANNING LEVEL ESTIMAT	ES AND ARE NOT BASE	ED ON DETAILED DESIGN
ACTUAL COSTS MAY VARY DEPENDING OF	N FINAL DESIGN. COST SH	HARING WITH OTHER P	PROJECTS.
DONATIONS, VOLUNTEER WORK, AND OTH	HER FACTORS.		
ACQUISITION AND DESIGN COSTS ARE NO	T INCLUDED IN THE ABO	VE ESTIMATES.	

	GRE
ELEMENT	IN
PATH IMPROVEMENTS	
PATH (OFF-STREET,6" CONCRETE)	
PATH (SIDEWALK, 4" CONCRETE)	
PATH (TEMPORARY ASPHALT)	
BRIDGE	
CROSSWALK	
CULVERT	
DEMOLITION	
FENCING	
HC CURB CUTS	
LOW WATER CROSSING	
RETAINING WALL	
SIGNAGE (REGULATORY)	
SIGNALIZATION	
UNDERPASS	
PATH COSTS (SUBTOTAL)	
AMENITIES	
BENCH	
BIKE RACKS	
BOLLARDS	
IBRIGATION	
LIGHTING	
PARKING LOT	
PICNIC TABLES	
RESTROOM	
SHELTER	
SIGNAGE (NON-REGULATORY)	
TRASH CONTAINER	
AMENITY COSTS (SUBTOTAL)	
LANDSCAPING	
LANDSCAPE PLANTINGS	
ISLOPE STABILIZATION	
SEEDING	
LANDSCAPE COSTS (SUBTOTAL)	
LANDONE COULD (SOBIOTRE)	
TOTAL ESTIMATED COST	<u> </u>
	-
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THUTH I MADDONENENTO ADE TUDOE WIL	
"FUTURE" IMPROVEMENTS ARE THOSE WH	HICH ADE I
COSTS ARE 1992 DOLLARS COSTS ARE D	I ANNING I
ACTUAL COSTS MAY VARY DEPENDING OF	N FINAL DE
DONATIONS, VOLUNTEER WORK, AND OTH	HER FACTO
ACQUISITION AND DESIGN COSTS ARE NO	T INCLUDE

ENWAY IMP	ROVEMENTS	RELATED WORK BY
ITIAL	FUTURE	OTHERS
\$35,100	\$16,200	
\$100		
\$2,000		
\$1,200		
\$38,400	\$15,200	> U
· · · · · · · · · · · · · · · · · · ·		
\$0	\$0	\$0
\$3,000		
\$4,000		
\$1,200	\$600	
\$8,200	\$600	\$0
\$46,600	\$16,800	\$0
_		
		<u> </u>
TOEDENDEN		
	NOTHER PROJECTS	
EVEL ESTIMAT	ES AND ARE NOT BASE	D ON DETAILED DESIGN
SIGN, COST SI	HARING WITH OTHER P	ROJECTS,
AS.		
D IN THE ABO	VE ESTIMATES.	

	GREENWAY IMPROVEMENTS		RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			
PATH (OFE STREET 6" CONCRETE)	\$27,000	\$8,100	
PATH (OFF-STREET, O CONCRETE)	\$27,000	40,100	
DATH (TEMPORARY ASPHALT)			
	\$100		
	\$800		
DEMOLITION			
EENCING			
	\$1 000		
I OW WATER CROSSING	\$1,000		
	\$700		
SIGNAGE (REGULATORT)	4.00		
	\$29 600	\$8,100	\$0
PATH COSTS (SUBTOTAL)	423,000	Tolice	
AMENITIES			
BENCH			
BIKE BACKS			
BOLLABDS			
IBBIGATION			
LIGHTING			
PARKINGLOT			
PICNIC TABLES			
BESTBOOM			
SHELTER			
SIGNAGE (NON-BEGULATORY)			
TRASH CONTAINER			
AMENITY COSTS (SUBTOTAL)	\$0	\$0	\$0
AWENTT COSTS (CODICINE)			
LANDSCAPING			
LANDSCAPE PLANTINGS	\$1,500		
	The second		
	\$900	\$300	
LANDSCARE COSTS (SUBTOTAL)	\$2,400	\$300	\$1
LANDSCAFE COSTS (SOBTOTAL)			
TOTAL ESTIMATED COST	\$32,000	\$8,400	\$0
"INITIAL" IMPROVEMENTS ARE THOSE WHI	CH ARE NOT DEPENDENT	ON OTHER PROJECT	S.
"FUTURE" IMPROVEMENTS ARE THOSE WI	HICH ARE DEPENDENT ON	OTHER PROJECTS (i.	e. DRAINAGE WORK).
COSTS ARE 1992 DOLLARS; COSTS ARE P	LANNING LEVEL ESTIMATE	ES AND ARE NOT BASI	ED ON DETAILED DESIGN.
ACTUAL COSTS MAY VARY DEPENDING OI	N FINAL DESIGN, COST SH	ARING WITH OTHER F	PROJECTS,
DONATIONS, VOLUNTEER WORK, AND OTH	HER FACTORS.		
COSTS ARE 1992 DOLLARS; COSTS ARE P ACTUAL COSTS MAY VARY DEPENDING OI DONATIONS, VOLUNTEER WORK, AND OT ACQUISITION AND DESIGN COSTS ARE NO	LANNING LEVEL ESTIMATE N FINAL DESIGN, COST SH HER FACTORS.	ES AND ARE NOT BASI ARING WITH OTHER F /E ESTIMATES.	ED ON DETAILED DÉSIGN PROJECTS,

	GREENWAY IMPR	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			
PATH (OFF-STREET 6" CONCRETE)	\$37,800		
PATH (SIDEWALK 4" CONCRETE)	+		
PATH (NATURE TRAIL)	\$4,000		
BRIDGE			
CROSSWALK			
CHIVERT	\$900		
DEMOLITION	40.00		
FENCING			
	\$1,000		
LOW WATER CROSSING	411000		
RETAINING WALL			
SIGNAGE (BEGUILATORY)	\$700		
SIGNALIZATION	+		
LINDERPASS			
PATH COSTS (SUBTOTAL)	\$44,400	\$0	\$0
FAIL COSTS (SOBTOTAL)	¥11,100		
AMENITIES			
BENCH	\$300		
BIKE RACKS			
BOLLARDS			
IRRIGATION			
LIGHTING			
PARKING LOT			
PICNIC TABLES	\$400		
RESTROOM			
SHELTER			
SIGNAGE (NON-REGULATORY)			
TRASH CONTAINER	\$400		
AMENITY COSTS (SUBTOTAL)	\$1,100	\$0	\$0
LANDSCAPING			
LANDSCAPE PLANTINGS	\$2,000		
SLOPE STABILIZATION			
SEEDING	\$1,300		
WILDLIFE ENHANCEMENT	\$6,000		
LANDSCAPE COSTS (SUBTOTAL)	\$9,300	\$0	\$0
TOTAL ESTIMATED COST	\$54,800	\$0	\$0
"INITIAL" IMPROVEMENTS ARE THOSE WHI	CH ARE NOT DEPENDENT	ON OTHER PROJECT	S.
"FUTURE" IMPROVEMENTS ARE THOSE WH	ICH ARE DEPENDENT ON	OTHER PHOJECTS (i.	e. DHAINAGE WORK).
COSTS ARE 1992 DOLLARS; COSTS ARE PL	ANNING LEVEL ESTIMATE	S AND ARE NOT BASE	ED ON DETAILED DESIGN.
ACTUAL COSTS MAY VARY DEPENDING ON	FINAL DESIGN, COST SHI	ARING WITH UTHER P	
ACOLISITION AND DESIGN COSTS APE NO	TINCLUDED IN THE ABOV	EESTIMATES	
TAGGGGGGT ION AND DEGIGIN COGTG ANE NO	I HIGEODED IN THE ROOM		and the second se

	GREENWAY IMPF	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	COUNTY REC.
PATH IMPROVEMENTS			
PATH (OFF-STREET,6" CONCRETE)	\$75.600		
PATH (SIDEWALK, 4" CONCRETE)			
PATH (ASPHALT TRAIL)			\$16,70
BRIDGE			
CROSSWALK	\$100		
CULVERT			
DEMOLITION			
ENCING			
IC CURB CUTS	\$1,000		
OW WATER CROSSING			
RETAINING WALL			
GIGNAGE (REGULATORY)	\$700		
SIGNALIZATION			
INDERPASS			
PATH COSTS (SUBTOTAL)	\$77,400	\$0	\$16,700
MENITIES			
ENCH			\$600
IKE RACKS			\$440
OLLARDS			
RIGATION			
IGHTING			
ARKING LOT			\$30,000
ICNIC TABLES			\$800
ESTROOM			
HELTER			
IGNAGE (NON-REGULATORY)			
RASH CONTAINER			\$800
MENITY COSTS (SUBTOTAL)	\$0	\$0	\$32,64
ANDSCAPING			
ANDSCAPE PLANTINGS			\$10,000
LOPE STABILIZATION			
EEDING			\$300
VILDLIFE ENHANCEMENT			\$20,000
ANDSCAPE COSTS (SUBTOTAL)	\$0	\$0	\$30,300
		-	
OTAL ESTIMATED COST	\$77,400	\$0	\$79.640
OTE: WORK BY THE COUNTY RECREA	TION BOARD IS FOR PA	BTIAL DEVELOPME	NT
OF DRY CREEK BARKWAY AD	DITIONAL IMPROVEMENT	NTS TO THOSE LIST	ED ARE PROCRAMMED
OF DAT CREEK FARWAT. AU	DITIONAL INIPROVEMEN	NIS TO THOSE LIST	ED ARE PROGRAMMED
ACCORDING TO THE PARK MAS	DICH PLAN.		
INITIAL" IMPROVEMENTS ARE THOSE WHIC	HARE NOT DEPENDENT O	ON OTHER PROJECTS.	
FUTURE" IMPROVEMENTS ARE THOSE WHI	CH ARE DEPENDENT ON C	OTHER PROJECTS (i.e.	DRAINAGE WORK).
COSTS ARE 1992 DOLLARS; COSTS ARE PLA	NNING LEVEL ESTIMATES	S AND ARE NOT BASEL	O ON DETAILED DESIGN.
CTUAL COSTS MAY VARY DEPENDING ON	FINAL DESIGN, COST SHA	RING WITH OTHER PR	OJECTS,
DONATIONS, VOLUNTEER WORK, AND OTHE	H FACTORS.	COTIMATCO	
COULSCIED AND DESIGN COSTS ARE NOT	INCLUDED IN THE ABOVE	COLIMATES	

	GREENWAY IMPR	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	COUNTY REC.
PATH IMPROVEMENTS			
PATH (OFF-STREET,6" CONCRETE)	\$27.000	\$21,600	
PATH (SIDEWALK, 4" CONCRETE)		41,000	
PATH (ASPHALT TRAIL)			
BRIDGE	\$12,000		
CROSSWALK			
CULVERT			····
DEMOLITION			and the second s
FENCING			
HC CURB CUTS			
LOW WATER CROSSING			
RETAINING WALL			
SIGNAGE (REGULATORY)	\$700		
SIGNALIZATION	4.00		
UNDERPASS			the second s
PATH COSTS (SUBTOTAL)	\$39,700	\$21 600	12
		421,000	40
AMENITIES			· · · · · · · · · · · · · · · · · · ·
BENCH			\$200
BIKE BACKS			\$300
BOLLARDS			
IPPIGATION			
PARKINGLOT			£15.000
			\$15,000
PESTROOM			
			¢1 500
SIGNAGE (NON REGULATORY)	\$1 200		\$4,500
TRASH CONTAINER	\$1,200		\$700
AMENITY COSTS (SUBTOTAL)	\$1 200	0.9	\$400
AMENITI COSIS (SOBIOTAL)	\$1,200	40	\$20,900
ANDSCADING			
CANDSCAPE PLANTINGS			\$6,500
SLOPE STABILIZATION			
SEEDING	\$1,000		\$700
WILDLIFE ENHANCEMENT			\$10,000
LANDSCAPE COSTS (SUBIDIAL)	\$1,000	\$0	\$17,200
TOTAL FOTMATED OOOT		001 000	
TOTAL ESTIMATED COST	\$41,900	\$21,600	\$38,100
NOTE: WORK BY THE COUNTY RECR	EATION BOARD IS FOR PA	RTIAL DEVELOPME	NT
OF DRY CREEK PARKWAY.	ADDITIONAL IMPROVEME	NTS TO THOSE LIST	ED ARE PROGRAMMED
ACCORDING TO THE PARK M	ASTER PLAN		
According to the PARK	Internet Bart.		
"INITIAL" IMPROVEMENTS ARE THOSE WH	IICH ARE NOT DEPENDENT O	ON OTHER PROJECTS	
TOTORE" IMPROVEMENTS ARE THOSE W	HICH ARE DEPENDENT ON C	DTHER PROJECTS (i.e.	DRAINAGE WORK).
COSTS AHE 1992 DOLLARS; COSTS ARE P	LANNING LEVEL ESTIMATES	SAND AHE NOT BASEL	D ON DETAILED DESIGN.
DONATIONS VOLUNTEED WORK AND OT	HER FACTORS	HING WITH OTHER PR	IUECIS,
ACOUISITION AND DESIGN COSTS ARE M	OT INCLUDED IN THE ABOVE	ESTIMATES	

RAILROAD	SECTION
ESTIMATED	COSTS

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RAILROAD SECTION - SUMMARY OF INITIAL COST BY SEGMENT

SEGMENT	LIN. FT.	PATH	AMENITY	LANDSCAPE	TOTAL	LIN. FT.
	OF PATH	COST	COST	COST	COST	COST
1	75	\$23,550	\$1,500	\$350	\$25,400	\$338.67
2	1,100	\$50,000	\$0	\$7,500	\$57,500	\$52.27
3	7,000	\$253,600	\$1,700	\$16,300	\$271,600	\$38.80
4	1,800	\$56,500	\$250	\$6,800	\$63,550	\$35.31
5	8,400	\$239,100	\$18,240	\$14,100	\$271,440	\$32.31
TOTALS	18,375	\$622,750	\$21,690	\$45,050	\$689,490	\$37.52
NOTE: COSTS ARE ESTIMATED CONSTRUCTION COSTS IN 1992 DOLLARS.						
NOTE	: COSTS DO N	OT INCLUDE "R	ELATED WORK	BY OTHERS".		

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······································	GREENWAY IMP	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	CITY PARKS
PATH IMPROVEMENTS			
ATH (OFE-STREET 6" CONCRETE)		·	
PATH (SIDEWALK 4" CONCRETE)	\$1 700		
ATH (OBETTALK, 4 CONTINETE)			\$27,000
RIDGE			
CROSSWALK	\$100		
	i <u> </u>		
	\$2,500		
OW WATER CROSSING	ψ2,000		
	\$1 750		· · · · · · · · · · · · · · · · · · ·
	\$17,500		
INDERPASS	φ17,500		
	\$23.550	02	\$27.000
ATTICOSTS (SOBTOTAL)	φ 2 3,330		421,000
MENITIES	· · · · · · · · · · · · · · · · · · ·		
			······
BOLLARUS			
RRIGATION			
RESTROOM			
	¢1.500		
SIGNAGE (NON-REGULATORY)	\$1,500		
	Pri 500		*0
AMENITY COSTS (SUBTOTAL)	\$1,500		
ANDOGADING			
ANDSCAPE PLANTINGS	I		
SLOPE STABILIZATION			
SOD	\$350		
WILDLIFE ENHANCEMENT			
ANDSCAPE COSTS (SUBTOTAL)	\$350	\$0	\$0
	005 400		A07 000
TOTAL ESTIMATED COST	\$25,400	\$0	\$27,000
NOTE: CITY PARKS AND RECREATION M	AY DESIRE TO ADD B	ENCHES	
OR OTHER ELEMENTS ALONG	THE LAKE ROUTE.		
		·	
INITIAL" IMPROVEMENTS ARE THOSE WHIC	HARE NOT DEPENDENT	T ON OTHER PROJECTS	8.
FUTURE" IMPROVEMENTS ARE THOSE WHI	CH ARE DEPENDENT ON	VOTHER PROJECTS (i.e	DRAINAGE WORK).
COSTS ARE 1992 DOLLARS; COSTS ARE PLA	ANNING LEVEL ESTIMAT	ES AND AHE NOT BASE	D ON DETAILED DESIGN.
ACTUAL COSTS MAY VARY DEPENDING ON	FINAL DESIGN, COST SH	AHING WITH OTHER PI	HUVECIS,
CONSTITUTE AND DESIGN COSTS ARE NOT	INCLUDED IN THE APOL	FESTIMATES	<u>_</u>
COULD IN AND DESIGN COSTS ARE NOT	INCLOULD IN THE ADOL	E LOTIMATEO.	·

RAILROAD SECTION SEGMENT 1

RAILROAD SECTION SEGMENT 3

RAILROAD SECTION SEGMENT 2

	GREENWAY IMPF	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			
PATH (OFF-STREET 6" CONCRETE)	\$29,700		
PATH (SIDEWALK 4" CONCRETE)			
PATH (ON-STREET, STRIPED)			
BBIDGE			
CROSSWALK	\$100		
CULVERT			
DEMOLITION			
FENCING			
HC CUBB CUTS	\$2,000		
LOW WATER CROSSING			
BETAINING WALL			
SIGNAGE (REGULATORY)	\$700		
SIGNALIZATION	\$17,500		
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$50,000	\$0	\$0
AMENITIES			
BOLLARDS			- 190 A
PICNIC TABLES			
RESTROOM			
SHELTER			
AMENITY COSTS (SUPTOTAL)	\$0	\$0	\$0
AMENITY COSTS (SUBTOTAL)			
LANDSCAPING			
LANDSCAPE PLANTINGS	\$6,500		
SLOPE STABILIZATION			
SEEDING	\$1,000		
WILDLIFE ENHANCEMENT			
LANDSCAPE COSTS (SUBTOTAL)	\$7,500	\$0	\$0
TOTAL ESTIMATED COST	\$57,500	\$0	\$0
INITIAL" IMPROVEMENTS ARE THOSE WH	ICH ARE NOT DEPENDENT	ON OTHER PROJECT	S
"FUTURE" IMPROVEMENTS ARE THOSE W	HICH ARE DEPENDENT ON	OTHER PROJECTS (i.	e. DRAINAGE WORK).
COSTS ARE 1992 DOLLARS; COSTS ARE P	LANNING LEVEL ESTIMATE	S AND ARE NOT BASE	ED ON DETAILED DESIGN.
ACTUAL COSTS MAY VARY DEPENDING O	N FINAL DESIGN, COST SH	ARING WITH OTHER P	ROJECTS,
DONATIONS, VOLUNTEER WORK, AND OT	HER FACTORS.		
ACQUISITION AND DESIGN COSTS ARE NO	OT INCLUDED IN THE ABOV	E ESTIMATES.	

	GREENWAY IMPR	ROVEMENTS	RELATED WORK BY
EL EMENT	INITIAL	FUTURE	OTHERS
DATH IMPROVEMENTS			
PATH INFROVEMENTS	\$180,000		
PATH (OFF-STREET, CONCRETE)	\$169,000		
PATH (SIDEWALK, 4" CONCRETE)			
PATH (ON-STREET, STRIPED)			
BHIDGE			
CROSSWALK			
CULVERI			
DEMOLITION			
FENCING	\$63,900		
HC CURB CUTS			
LOW WATER CROSSING			
RETAINING WALL			
SIGNAGE (REGULATORY)	\$700		
SIGNALIZATION			
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$253,600	\$0	\$0
AMENITIES			
BENCH	\$300		
BIKE RACKS			
BOLLARDS			
IRRIGATION			
LIGHTING			
PARKING LOT			
PICNIC TABLES			
RESTROOM			
SHELTER			
SIGNAGE (NON-REGULATORY)	\$1,000		
TRASH CONTAINER	\$400		
AMENITY COSTS (SUBTOTAL)	\$1,700	\$0	\$0
LANDSCAPING			
LANDSCAPE PLANTINGS	\$6,000		
SLOPE STABILIZATION			
SEEDING	\$6,300		
WILDLIFE ENHANCEMENT	\$4,000		
LANDSCAPE COSTS (SUBTOTAL)	\$16,300	\$0	\$0
TOTAL FORMATED COST	£271 600	02	02
TOTAL ESTIMATED COST	\$271,000	φU	φU
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"INITIAL" IMPROVEMENTS ARE THOSE WH	ICH ARE NOT DEPENDENT	ON OTHER PROJECT	S.
"FUTURE" IMPROVEMENTS ARE THOSE W	HICH ARE DEPENDENT ON	OTHER PROJECTS (i.	B. DRAINAGE WORK).
COSTS ARE 1992 DOLLARS: COSTS ARE P	LANNING LEVEL ESTIMATE	S AND ARE NOT BASE	D ON DETAILED DESIGN.
ACTUAL COSTS MAY VARY DEPENDING O	N FINAL DESIGN, COST SH	ARING WITH OTHER P	ROJECTS,
DONATIONS, VOLUNTEER WORK, AND OT	HER FACTORS.		· · · · · · · · · · · · · · · · · · ·
ACQUISITION AND DESIGN COSTS ARE NO	OT INCLUDED IN THE ABOV	E ESTIMATES.	

RAILROAD SECTION SEGMENT 5

RAILROAD SECTION SEGMENT 4

	GREENWAY IMPROVEMENTS		RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			
PATH (OFF-STREET 6" CONCRETE)			
PATH (SIDEWALK 4" CONCRETE)	\$43,200		
PATH (ON-STREET STRIPED)	4-10,200		
BBIDGE (6' WIDE)	\$12,000		
CROSSWALK			
CULVERT	\$600		
DEMOLITION			
FENCING	·		
HC CUBB CUTS			
LOW WATER CROSSING			
RETAINING WALL			
SIGNAGE (REGULATORY)	\$700		
SIGNALIZATION			
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$56,500	\$0	\$0
AMENITIES			
BENCH			
BIKE BACKS			
BOLLARDS			
IBBIGATION			
LIGHTING			
PARKING LOT			
PICNIC TABLES			· · · · · · · · · · · · · · · · · · ·
RESTROOM			
SHELTER			
SIGNAGE (NON-REGULATORY)	\$250		
TRASH CONTAINER			
AMENITY COSTS (SUBTOTAL)	\$250	\$0	\$0
LANDSCAPING			
LANDSCAPE PLANTINGS	\$3,000		
SLOPE STABILIZATION	\$3,000		
SEEDING	\$800		
WILDLIFE ENHANCEMENT			
LANDSCAPE COSTS (SUBTOTAL)	\$6,800	\$0	\$0
TOTAL ESTIMATED COST	\$63,550	\$0	\$0
· · · · · · · · · · · · · · · · · · ·			
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	· · · · · · · · · · · · · · · · · · ·		
"INITIAL" IMPROVEMENTS ARE THOSE WHIC	HARE NOT DEPENDEN	T ON OTHER PROJECTS	S
"FUTURE" IMPROVEMENTS ARE THOSE WHI	CH ARE DEPENDENT OF	VOTHER PROJECTS (i.	e. DRAINAGE WORK).
COSTS ARE 1992 DOLLARS; COSTS ARE PLA	ANNING LEVEL ESTIMAT	ES AND ARE NOT BASE	ED ON DETAILED DESIGN.
ACTUAL COSTS MAY VARY DEPENDING ON	FINAL DESIGN, COST SH	ARING WITH OTHER P	ROJECTS,
DONATIONS, VOLUNTEER WORK, AND OTHE	H FACTORS.	E ECTULATES	
ACQUISITION AND DESIGN COSTS ARE NOT INCLUDED IN THE ABOVE ESTIMATES.			

	GREENWAY IMP	ROVEMENTS	RELATED WORK BY
ELEMENT	INITIAL	FUTURE	OTHERS
PATH IMPROVEMENTS			
PATH (OFF-STREET.6" CONCRETE)	\$183.600		
PATH (SIDEWALK, 4" CONCRETE)			
PATH (GRAVEL IN ALLEY)	\$3,200		
BRIDGE (6' WIDE)			
CROSSWALK			
CULVERT	\$1,200		
DEMOLITION			
FENCING	\$50,400		
HC CURB CUTS			
LOW WATER CROSSING			
RETAINING WALL			
SIGNAGE (REGULATORY)	\$700		
SIGNALIZATION			
UNDERPASS			
PATH COSTS (SUBTOTAL)	\$239,100	\$0	\$0
	\$440		
	\$+++U	· · · · · · · · · · · · · · · · · · ·	······································
IPRIGATION			
		<u> </u>	
PARKINGLOT	\$15,000		
PICNIC TABLES			· · · · · · · · · · · · · · · · ·
RESTROOM			
SHELTER			
SIGNAGE (NON-REGULATORY)	\$2,200	· · ·	
TRASH CONTAINER			· · · · · · · · · · · · · · · · · · ·
AMENITY COSTS (SUST()TAL)	\$18,240	\$0	\$0
LANDSCAPING			
LANDSCAPE PLANTINGS	\$8,000		
SLOPE STABILIZATION			
SEEDING	\$6,100		
WILDLIFE ENHANCEMENT			
LANDSCAPE COSTS (SUBTOTAL)	\$14,100	\$0	\$0
TOTAL ESTIMATED COST	\$271.440		¢0
TOTAL ESTIMATED COST	φ2/1,440		φυ
			· · · · · · · · · · · · · · · · · · ·
· · · · · · · · · · · · · · · · · · ·			
"INITIAL" IMPROVEMENTS ARE THOSE WHIC	CHARE NOT DEPENDENT	ON OTHER PROJECT	5.
COSTS ARE 1000 DOLLARD COSTS ARE THOSE WH	ICH ARE DEPENDENT ON	TO THEH PHOJECTS (I.	B. DHANACE WORK).
ACTUAL COSTS MAY VARY DEPENDING ON	FINAL DESIGN COST SH	ARING WITH OTHER	BOJECTS
DONATIONS, VOLUNTEER WORK, AND OTH	ER FACTORS.		
ACQUISITION AND DESIGN COSTS ARE NO	INCLUDED IN THE ABOV	E ESTIMATES.	


INTRODUCTION

Funding for the construction of the Greenway project is being generated by the Laramie County Capitol Facilities Tax which was passed in 1991. This tax allocates a total of \$2.8 million for the project over the life of the tax.

The City of Cheyenne has estimated that the collection of the \$2.8 million will be complete in Fiscal Year 1997 with the approximate yearly distribution of the City portion of the tax to the Greenway project as follows:

FY 1992	\$191,900
FY 1993	\$191,900
FY 1994	\$191,900
FY 1995	\$762,000
FY 1996	\$959,400
FY 1997	\$503,000
(figures rounded t	o the nearest \$100

Given that the monies allocated for this project will be available over a period of years based on the anticipated collections, the improvements must also be completed over a period of time.

Estimated construction costs for the full completion of all four sections of the Greenway as outlined in this Plan total approximately \$3.8 million dollars, exceeding the Capitol Facilities Tax allocation by approximately \$1 million.

Recognizing this, methods of additional funding and strategies for the actual implementing of the Plan need to be resolved by the City and the Greenway Technical Review Committee (GTRC).

These issues are discussed below.

Additional Revenue Sources

The GTRC has already begun to research and identify potential sources of monies which might supplement the Capitol Facilities Tax in completing the Greenway project.

Among these are the following:

1. Use of volunteers and donations There is significant interest on the part of several local volunteer groups, clubs and organizations to get involved in this project through the donation of time and materials. The efforts of these volunteer groups can be of significant economic impact to the Greenway project and should be encouraged within the guidelines of the adopted Plan. Areas in which it is believed that this effort can be best utilized are the general cleanup of the Greenway corridors, and the donation and installation of landscaping and amenity elements.

2. Pursuit of corporate and foundation funding sources

The GTRC has already identified many corporate entities and many foundations which may be potential sources of additional monies. With a project as large and diverse as the Greenway, it is certainly possible that the particular area of interest or concern of many private corporations and foundations can be matched with work to be done, thereby fitting into their respective programs. Areas of interest such as bank stabilization, water quality, wildlife, beautification, recreation, transportation, community pride and others, may form a basis of potentially common objectives between the Greenway and many corporate and foundation sources.

construction. Approximately \$160,000 The particular needs and requirements of the 1st Street 1% money is of potential corporate and foundation funding sources may require that nonearmarked for Greenway related governmental groups be the recipient of improvements. Other such opportunities should be identified and the monies. The City and volunteer assessed as projects are programmed aroups should jointly develop and scheduled. appropriate strategies for pursuing particular funding sources. 5. Development Fees The City should consider the benefits of 3. Local, State and Federal Programs accepting easements or dedications of There are a variety of potential land along the Greenway corridor as programs developed by agencies at all levels of government which may fit well part or full credit against development fees required by the City. This credit with the objectives of the Greenway project. Federal transportation could also be in the form of landscape improvements, bank stabilization, path programs such as the Intermodal construction or other physical Surface Transportation Efficiency Act of 1991 offer potential opportunities for improvements. Care should be taken however, to insure that the local communities to enhance improvements accepted make logical transportation facilities including those sense relative to timing and continuity for pedestrians and bicycles. Funding for this program comes from the Federal of adjacent Greenway improvements. Highway and Mass Transit Trust Fund. Implementation Strategies It is our understanding that this program will be administered by the Wyoming There are of course many strategies Department of Transportation. Many of available for the sequencing of the the objectives of this program fit directly Greenway construction. Over the into the overall scope of the Greenway. course of the preparation of this Plan several different approaches have been Several other Federal, local and State discussed and debated as how to best programs fit well with environmental leverage the monies from the Capitol and wildlife aspects of the Greenway Facilities Tax. and should of course be pursued. The two basic strategies which have 4. Coordination with other projects been most discussed, each of which There is often benefit to grouping related and nearby projects for have merit, are: maximum leverage of the monies 1. Build the path (and associated available. Efforts should be made to required improvements) as a first phase identify possible ways to combine the and allow the landscape and amenity Greenway improvements to other projects being done by the City or other improvements to be added at a later governmental agencies. The time, and, scheduled reconstruction of 1st Street 2. Complete each portion of the along Crow Creek is a good example of Greenway complete with landscaping this approach. The City has already and amenities for an immediately recognized the tie between the two finished product. projects and has taken the steps to coordinate them in terms of funding and

A combination of these two approaches which concentrates on the construction of the path as a priority, but which allows the complete development of selected segments as examples of the "final product", also has merit.

Development Phasing Option

A development phasing option which takes the "combined" approach between the two alternatives is offered here as one way to approach the construction of the Greenway.

In order to understand the rational for the phasing option it is first necessary to understand the criteria upon which the phasing option has been prepared.

The following criteria (not prioritized) were considered in preparing the phasing option offered here:

- the ability to match available money to the estimated construction cost

- the ability to achieve maximum exposure of the Greenway

- the ability to construct improvements without being delayed by negotiations for easements or acquisition

-the ability to provide for a reasonable degree of continuity (to and from logical end points)

- the ability to provide the greatest length of useable system - the ability to make

improvements in several areas of the community rather then concentrate in one area

- the ability to provide the user with a variety of experiences - the ability to utilize the volunteer efforts as quickly as possible - the ability to maximize the

number of users served

- the ability to tie the construction to other projects and best leverage the monies

It is extremely difficult, if not impossible to satisfy all of the criteria in any construction phasing option. However, the criteria provide a basis upon which to assess and evaluate the phasing alternatives available.

The sequencing plan offered for consideration is shown in the Development Phasing Option table on the following page.

The table consists of several columns which are: Phase of Construction

> (year normally calendar year) - Seament (identified as shown on the Plan sheets) - Linear Feet of Path (within each segment) - Cost by Seament (estimated cost of the segment improvements included in each phase; see segment cost tables for breakdown of work) -Cumulative Cost by Year (total of that segment and all previously listed segments within that construction year) - Notes (general description of work included) - Cumulative Cost of Segments (total of all segment costs from the first year) - Estimated Dollars Available By Year (this is the total estimated dollar amount that is expected to be available for the Greenway in each FY; amounts include 1% monies allocated to the Greenway as part of the 1st Street project)

- Estimated Dollars Available Cumulative Complete the full initial improvements (the cumulative amount of monies estimated to be available on Crow Creek segment 8 as a "demonstration" project to show the through the life of the project) - Cost of Full Initial Development potential of the completed Greenway (cost of the full initial construction of each segment: Maximize the useable length of the path this is included for comparison system by making minimal purposes only) improvements to Crow Creek segment - Cumulative Cost of Full Initial 10 (immediately south of the 1992 Development work) and to Railroad segment 3. With (the cumulative totals of that and little expense these two segments can be used with temporary dirt and gravel all previously listed segments for complete development of initial surfaces and the use of these improvements; included for alignments gets established quickly. comparison purposes only) This adds over 8,000 lineal feet to the system the second year. Include work on Crow Creek segments 11 and 12 to tie into the 1st Street reconstruction project and to take advantage of the 1% monies allocated for the Greenway in this area.

This option assumes initial development costs only and does not account directly for acquisition or design costs. The Development Phasing Option takes the following approach:

Allison Draw

The segments of Allison Draw are dependent upon the success of the drainage initiative for that area. All plans for the Greenway in this section must wait for drainage acquisition and improvements to be made. Because the future and timing of that project is unknown and because the lead time for land acquisition and channel construction is probably long, this section is programmed last at this time.

Within the remaining three sections the phasing is programmed as follows:

Year 1

Crow Creek Segments 7, 8 and 9 have previously been selected by the City for construction in the first year. Therefore 1992 is an assumed condition.

Year 2

Include the initial work on Dry Creek segments 18 and 19 to establish that route as a part of the Greenway and to move a portion of the work to the northern area.

Year 3

Continue development efforts within the Dry Creek section by doing initial improvement in Dry Creek segments 9-13. Using the existing path at Central High and McCormick (segment 8) as an anchor on the west end and Mylar Park (segment 13) as an anchor on the east, this allows approximately 5,500 feet of path to be developed with a destination points on both ends. Mylar Park should be completed with full initial construction as a "demonstration" project within the northern area of the City.

DEVELOPMENT PHASING OPTION - INITIAL DEVELOPMENT

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PHASE OF	SEGMENT	LINEAR FEET	COST	CUMULATIVE	NOTES	CUMULATIVE	EST. DOLLARS	EST. DOLLARS	COST OF	CUMULATIVE
CONSTRUCTION		OF PATH	BY SEGMENT	COST BY YEAR		COST	AVAILABLE	AVAILABLE	FULL INITIAL	COST OF FULL
						OF SEGMENTS	BY YEAR	CUMULATIVE	DEVELOPMENT	INITIAL DEV.
1	CROW CREEK 7	1,110	\$58,200	\$58,200	PATH ONLY	\$58,200			\$59,750	\$59,750
1	CROW CREEK 8	2,200	\$121,200	\$179,400	PATH ONLY	\$179,400		1071 000	\$210,300	\$270,050
1	CROW CREEK 9	350	\$10,800	\$190,200	PATHONLY	\$190,200	\$271,800	\$271,900	\$17,500	\$287,550
	1				······		1			
2	CROW CREEK 8	(SEE YEAR 1)	\$89,100	\$89,100	COMPLETE AS "FINISHED EXAMPLE"	\$279,300			(SEE YEAR 1)	
2	CROW CREEK 10	1,350	\$3,500	\$92,600	GRADING & REG. SIGNS ONLY	\$282,800			\$47,300	\$334,850
2	RAILROAD 3	7,000	\$12,000	\$104,600	GRADING & REG. SIGNS ONLY	\$294,800			\$271,600	\$606,450
2	CROW CREEK 11	1,500	\$75,100	\$179,700	PATH ONLY	\$369,900			\$84,200	\$690,650
2	CROW CREEK 12	600	\$2,300	\$182,000	COMPLETE WITH 1ST ST. PROJECT	\$372,200			\$2,300	\$692,950
2	DRY CREEK 18	1,500	\$7,400	\$189,400	PATH ONLY	\$379,600			\$20,400	\$713,350
2	DRY CREEK 19	2,850	\$2,300	\$191,700	PATH ONLY	\$381,900	\$231,900	\$503,700	\$46,300	\$759,650
3	DRY CREEK 9	600	\$16,200	\$16,200	PATH ONLY	\$398,100			\$17,500	\$777,150
3	DRY CREEK 10	850	\$22,700	\$38,900	PATH ONLY	\$420,800			\$28,200	\$805,350
3	DRY CREEK 11	1,500	\$42,900	\$81,800	PATH ONLY	\$463,700			\$54,300	\$859,650
3	DRY CREEK 12	1,300	\$39,700	\$121,500	PATH ONLY	\$503,400			\$46,740	\$906,390
3	DRY CREEK 13	1,900	\$78,000	\$199,500	COMPLETE AS "FINISHED EXAMPLE"	\$581,400	\$231,900	\$735,600	\$100,240	\$1,006,630
4	RAILROAD 1	75	\$23,550	\$23,550	PATH ONLY	\$604,950			\$25,400	\$1,032,030
4	RAILROAD 2	1,100	\$50,000	\$73,550	PATH ONLY	\$654,950		L	\$57,500	\$1,089,530
4	DRY CREEK 14	1,900	\$117,200	\$190,750	PATH ONLY	\$772,150			\$139,500	\$1,229,030
4	DRY CREEK 15	4,300	\$158,500	\$349,250	PATH ONLY	\$930,650			\$180,700	\$1,409,730
4	DRY CREEK 16	1,750	\$84,200	\$433,450	PATH ONLY	\$1,014,850			\$97,800	\$1,507,530
4	DRY CREEK 17	1,200	\$36,500	\$469,950	PATH ONLY	\$1,051,350			\$56,900	\$1,564,430
4	DRY CREEK 7	1,400	\$38,900	\$508,850	PATH ONLY	\$1,090,250			\$53,300	\$1,617,730
4	DRY CREEK 8	1,200	\$34,200	\$543,050	PATH ONLY	\$1,124,450			\$47,840	\$1,665,570
4	CROW CREEK 10	1,350	\$38,300	\$581,350	FINISH PATH WORK BEGIN IN 1993	\$1,162,750			(SEE YEAR 2)	
4	CROW CREEK 6	300	\$41,800	\$623,150	PATH ONLY	\$1,204,550			\$55,000	\$1,720,570
4	CROW CREEK 5	1200	\$43,200	\$666,350	PATH ONLY	\$1,247,750	\$762,000	\$1,497,600	\$58,600	\$1,779,170
5	CROW CREEK 13	2,600	\$89,000	\$89,000	PATH ONLY	\$1,336,750			\$115,500	\$1,894,670
5	CROW CREEK 4	900	\$73,850	\$162,850	PATH ONLY	\$1,410,600			\$93,590	\$1,988,260
5	BAILBOAD3	7.000	\$253,600	\$416,450	FINISH PATH WORK BEGIN IN 1993	\$1,664,200			(SEE YEAR 2)	\$1,988,260
5	BAIL BOAD 4	1.800	\$56,500	\$472,950	PATH ONLY	\$1,720,700			\$63,550	\$2,051,810
5	BAILBOAD 5	8 400	\$239,100	\$712.050	PATH ONLY	\$1,959,800			\$271,440	\$2,323,250
5	DBY CREEK 20	1 300	\$38 400	\$750,450	PATH ONLY	\$1,998,200			\$46,600	\$2,369,850
	DBY CREEK 21	1,000	\$29,600	\$691.050	PATH ONLY	\$2,027,800			\$32,000	\$2,401,850
5	DBY CREEK 22	1,000	\$44,400	\$824 450	PATHONLY	\$2,072,200			\$54,800	\$2,456,650
5	DBY CREEK 23	2,800	\$77,400	\$901.850	PATHONIX	\$2,149,600			\$77,400	\$2,534,050
5	DBY CREEK 24	1,000	\$39 700	\$941 550	PATHONLY	\$2,189,300	\$959,400	\$2,457,000	\$41,900	\$2,575,950
	DAT CHELK 24	1,000	403,100	4541,556	(All other	42,100,000				42,070,000
E	CDOW CDEEK 1	750	\$21 500	\$21 500	PATHONIX	\$2 210 800			\$38.705	\$2 614 650
	CROW CREEK 2	1 700	\$51,500	\$73,100	PATHONIX	\$2,262,400			\$53 105	\$2,667,750
<u> </u>	CROW CREEK 2	1,700	\$102,700	\$266,800		\$2,456,100			\$208 100	\$2,875,850
<u>6</u>	DEV CREEK 1	500	\$190,700	\$205,000		\$2,484,300			\$35,000	\$2 910 850
0	DRY CREEK 2	1 200	\$25,200	\$330,000	PATHONIX	\$2,519,300			\$53,700	\$2,964,550
	DRY CREEK 2	1,200	\$40,700	\$370,700		\$2,569,000			\$49,700	\$3,014,250
<u> </u>	DRT CREEK J	1,500	\$49,700	\$379,700		\$2,503,000			\$53,000	\$3,014,250
<u> </u>	DRT UNCER 4	1,700	\$40,700	\$479,600		\$2,667,900	·· ·		\$60,000	\$3,007,250
	DRT CREEK S	1,300	\$30,200	\$476,000		\$2,607,300	\$503,000	\$2,960,000	\$2,800	\$3,127,350
D	DHT CHEER 6	1,000	\$ 2,500	3401,100	FAIRONEI		4300,000	¢2,500,000	42,000	40,100,000
_		0.400	\$400.050 J	6100 0E0	DATU ONLY	\$0 770 AEO			\$110.350	\$2 240 700
	ALLISON DRAW 1	3,400	\$108,050	\$108,050		\$2,776,450			\$152,400	\$3,240,700
/	ALLISON DRAW 2	4,900	\$151,650	\$259,700		\$2,930,100			\$155,450	\$3,394,190
<u>7</u>	ALLISON DRAW 3	3,500	\$95,700	\$355,400		\$3,025,600			\$95,400 \$957,400	\$3,492,590
7	ALLISON DRAW 4	a'0001	\$249,150	\$604,550	PATHONLY	\$3,274,950			\$207,490	\$3,750,080
				ONOTOF A ONE VE			1			
NOTE: PHASES IND	ICATED IN THE LEFT	HAND COLUMN W	ALL NORMALLY C	UNSIST OF A ONE YE	AN PERIOD.			· · · · · · · · · · · · · · · · · · ·		
FULL CO	UMPLETION IS ANTI	CIPATED FOR 1988								
NOTE: COSTS ARE	IN 1992 DOLLARS									
NOTE: COST DO NO	I INCLUDE ACQUISI	TION OH DESIGN FI	EES.	TEL MOOD ADVALLOPIC						
NOTE: TOTAL CUM	ULATIVE COST OF S	EGMENT COLUMN	INCLUDES SOME	LEMPORARY WORK (IN CHOW CHEEK TO AND HAILHOAD 3					
AS FULL INIT	IAL DEV. COSTS FC	H CHOW CHEEK 8	AND DRY CHEEK	T3 SEGMENTS.						
INOTE: "EST. DOLLA	RS AVAILABLE - CU	MULATIVE" INCLUD	ES APPHOX. \$160	0,000 OF 1% MONEY.						

Year 4

Include improvements on Railroad segments 1 and 2 to tie into the alignment established on Railroad segment 3 in 1993. This provides for a connection into Holliday Park and creates an anchor for the Railroad section.

Moving back to Dry Creek complete initial work on segments 14-17. This then provides the path from Mylar Park (segment 13, completed in 1994) to Converse Avenue and connects to segments 18 and 19 which were partially completed in 1993.

Also in 1995, complete the path on the east end at McCormick Jr. High and Central High School in Dry Creek segments 7 and 8. This now ties the Western Hills area into the Greenway via the pedestrian overpass and allow travel along the path from I-25, through Mylar Park, past Frontier Mall and on to Ridge Road.

At this point the total length along Dry Creek would approach 23,000 feet, approximately 4.2 miles.

Additionally, work should be completed on Crow Creek segment 10 which was established as a temporary surface in 1993 and which will now tie into Crow Creek segments 11 and 12 previously done.

Crow Creek segments 5 and 6 should be included here to lengthen this section to the north of Martin Luther King Park.

With the completion of these segments of Crow Creek the path extends along the Crow Creek section from north of Martin Luther King Park beyond Central Avenue to the east. Year 1996

Working on Crow Creek, add segment 13 on the east end of the section. This would include the nature trail and provide a new experience along this section.

In addition, complete segment 4 of Crow Creek at Westland Road. Travel is now possible from Westland Road to Morrie Avenue.

Move to Railroad segments 3, 4 and 5 and provide for a complete Railroad section from Holliday Park to the very east end of this section. Temporary work on segment 3 which was done in 1993 would be completed to the level of initial improvements called for in the plan, and segments 4 and 5 added to extend the full length of the Railroad section.

Include also segment 20-24 on Dry Creek extending this section to the eastern end of the currently planned route.

Year 1997

Complete segment 1, 2 and 3 of Crow Creek which have not been scheduled previously due to the high cost of segment 13. By this time it is hoped that a decision will have been made on the drainage improvement in this area and that the drainage work and the Greenway can be combined as a project for maximum efficiency of the budget. When segment 3 is completed it is then possible to complete segments 1 and 2 and to have a full route from Happy Jack Road to Morrie Avenue.

The remaining segments of Dry Creek segments 1-6 on the west side of I-25, should be completed in 1997. These segments were deferred in the schedule to allow time to negotiate the required easements across the affecte State and Federal properties and to allow the development of an acceptab alignment through the Country Club.

With the exception of Allison Draw the initial improvements of the Greenway should now be complete.

Annual Review

It is critical that this, or any other **Development Phasing Option selected** be reviewed on at least an annual basis and adjusted as necessary to meet new opportunities or changing conditions.

As new or different opportunities become available over the course of developing the Greenway, due to additional monies, grants, donations, related projects or other factors, the City should be ready to respond and to take advantage of each situation.

The Greenway Technical Review Committee, volunteer groups, City staff and the City Council should all participate in the on-going assessment and programming of the development process related to the Greenway. The City should establish an annual and formal process to allow public input and recommendations regarding the scheduling and programming of future improvements.

κ,	Segment Lists
, e ed	For assistance in reviewing the Development Plan Option and other alternatives, tables listing all segments are provided and formatted as follows:
ble	 by segment identification (by section)
•	- by linear foot of path (longest to shortest)
	 by path cost by segment (least to most expensive for initial cost only)
	 by total cost by segment (least to most expensive for initial cost only)
d,	and - by acquisition or easement requirement for each segment.

SEGMENT LIST - BY LENGTH

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SEGMENT LIST - BY SECTION

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SEGMENT	LIN. FT. PATH	PATH COST	TOTAL COST	ACQ/EASMT
Di	600	\$28,200	\$35,000	YES
D2	1,200	\$35,000	\$53,700	YES
D3	1,500	\$49,700	\$49,700	YES
D4	1,700	\$48,700	\$53,000	YES
D5	1,300	\$50,200	\$60,300	YES
D6	1,000	\$2,500	\$2,800	NO
D7	1,400	\$38,900	\$53,300	YES
D8	1,200	\$34,200	\$47,840	YES
D9	600	\$16,200	\$17,500	NO
D10	850	\$22,700	\$28,200	NO
D11	1,500	\$42,900	\$54,300	YES
D12	1,300	\$39,700	\$46,740	YES
D13	1,900	\$78,000	\$100,240	YES
D14	1,900	\$117,200	\$139,500	YES
D15	4,300	\$158,500	\$180,700	YES
D16	1,750	\$84,200	\$97,800	YES
D17	1,200	\$36,500	\$56,900	YES
D18	1,500	\$7,400	\$20,400	NO
D19	2,850	\$2,300	\$46,300	NO
D20	1,300	\$38,400	\$46,600	YES
D21	1,000	\$29,600	\$32,000	YES
D22	1,400	\$44,400	\$54,800	<u>NO</u> NO
D23	2,800	\$77,400	\$77,400	NO
D24	1,000	\$39,700	\$41,900	<u>NO</u> NO
A1	3,400	\$108,050	\$110,350	NO
A2	4,900	\$151,650	\$153,490	<u>NO</u>
A3	3,500	\$95,700	\$98,400	<u>NO</u>
A4	9,000	\$249,150	\$267,490	<u>NO</u>
<u>C1</u>	750	\$21,500	\$38,700	YES
C2	1,700	\$51,600	\$53,100	YES
C3	1,500	\$193,700	\$208,100	
C4	900	\$73,850	\$93,590	YES
C5	1,200	\$43,200	\$58,600	TES
C6	300	\$41,800	\$55,000	NO
C7	1,110	\$58,200	\$59,750	NU VEO
C8	2,200	\$121,200	\$210,300	TES NO
C9	350	\$10,800	\$17,500	NO
C10	1,350	\$38,300	\$47,300	NO
C11	1,500	\$75,100	\$84,200	TES VEO
C12	600	\$2,300	\$2,300	TES
C13	2,600	\$89,000	\$115,500	
R1	75	\$23,550	\$25,400	NO NO
R2	1,100	\$50,000	\$57,500	
R3	7,000	\$253,600	\$271,600	TES NO
R4	1,800	\$56,500	\$63,550	
R5	8,400	\$239,100	<u> </u> \$2/1,440	1E5
	1		60 700 000	l
TOTALS	92,285	\$3,170,350	\$3,760,080	· · ·
				· · · ·
N	OTE: ALL COSTS ARE FO	DR INITIAL DEVELOPME		
1	1		1	L

SEGMENT	LIN. FT. PATH	PATH COST	TOTAL COST	ACQ/EASMT
			* 05 000	VES
D1	9,000	\$28,200	\$35,000	
D2	8,400	\$35,000	\$53,700	
D3	7,000	\$49,700	\$49,700	1E0
D4	4,900	\$48,700	\$53,000	
D5	4,300	\$50,200	\$60,300	
D6	3,500	\$2,500	\$2,800	NU
D7	3,400	\$38,900	\$53,300	YES
D8	2,850	\$34,200	\$47,840	YES
D9	2,800	\$16,200	\$17,500	NC
D10	2,600	\$22,700	\$28,200	
D11	2,200	\$42,900	\$54,300	YES
D12	1,900	\$39,700	\$46,740	YES
D13	1,900	\$78,000	\$100,240	YES
D14	1,800	\$117,200	\$139,500	YES
D15	1,750	\$158,500	\$180,700	YES
D16	1,700	\$84,200	\$97,800	YES
D17	1,700	\$36,500	\$56,900	YES
D18	1,500	\$7,400	\$20,400	NC
D19	1,500	\$2,300	\$46,300	NC
D20	1,500	\$38,400	\$46,600	YES
D21	1,500	\$29,600	\$32,000	YES
D22	1,500	\$44,400	\$54,800	NC
D23	1,400	\$77,400	\$77,400	N
D24	1,400	\$39,700	\$41,900	N
A1	1.350	\$108.050	\$110,350	NC
A2	1 300	\$151.650	\$153,490	NO
A3	1,300	\$95,700	\$98,400	N
Δ.4	1,300	\$249,150	\$267,490	N
<u> </u>	1 200	\$21,500	\$38,700	YE
C2	1,200	\$51,600	\$53,100	YE
<u>C2</u>	1 200	\$193,700	\$208 100	YE
<u>C4</u>	1 200	\$73,850	\$93,590	YE
	1,200	\$43,200	\$58,600	YE
00	1 100	\$41,800	\$55,000	Ni
0	1,100	\$58,200	\$50,750	N
	1,000	\$10,200	\$210,300	VE
08	1,000	\$121,200	\$17,500	1 E
<u>C9</u>	1,000	\$10,000	\$47,300	N
<u>C10</u>	900	\$30,300	\$97,300	
<u> </u>	850	\$75,100	\$04,200	
C12	/50	\$2,300	\$2,300	
C13	600	\$89,000	\$115,500	
<u></u>	600	\$23,550	\$25,400	<u> </u>
<u>R2</u>	600	\$50,000	\$57,500	N
R3	350	\$253,600	\$2/1,600	YE
R4	300	\$56,500	\$63,550	NN
R5	75	\$239,100	j \$271,440	l XE
			1	1
TOTALS	92,285	\$3,170,350	\$3,760,080	
			<u> </u>	
NC	TE: ALL COSTS ARE FO	R INITIAL DEVELOPME	NT ONLY.	
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SEGMENT	LIN. FT. PATH	PATH COST	TOTAL COST	ACQ/EASMT
D19	2,850	\$2,300	\$46,300	NO
C12	600	\$2,300	\$2,300	YES
D6	1,000	\$2,500	\$2,800	NO
D18	1,500	\$7,400	\$20,400	NO
C9	350	\$10,800	\$17,500	NO
D9	600	\$16,200	\$17,500	NO
C1	750	\$21,500	\$38,700	YES
D10	850	\$22,700	\$28,200	NO
R1	75	\$23,550	\$25,400	NO
D1	600	\$28,200	\$35,000	YES
D21	1,000	\$29,600	\$32,000	YES
D8	1,200	\$34,200	\$47,840	YES
D2	1,200	\$35,000	\$53,700	YES
D17	1,200	\$36,500	\$56,900	YES
C10	1,350	\$38,300	\$47,300	NO
D20	1,300	\$38,400	\$46,600	YES
D7	1,400	\$38,900	\$53,300	YES
D12	1,300	\$39,700	\$46,740	YES
D24	1,000	\$39,700	\$41,900	NO
C6	300	\$41,800	\$55,000	NO
D11	1,500	\$42,900	\$54,300	YES
C5	1,200	\$43,200	\$58,600	YES
D22	1,400	\$44,400	\$54,800	NO
D4	1,700	\$48,700	\$53,000	YES
D3	1,500	\$49,700	\$49,700	YES
	1,100	\$50,000	\$57,500	NO
D5	1,300	\$50,200	\$60,300	YES
C2	1,700	\$51,600	\$53,100	YES
B4	1.800	\$56,500	\$63,550	NO
C7	1,110	\$58,200	\$59,750	NO
C4	900	\$73,850	\$93,590	YES
C11	1.500	\$75,100	\$84,200	YES
D23	2.800	\$77,400	\$77,400	NO
D13	1.900	\$78,000	\$100,240	YES
D16	1.750	\$84,200	\$97,800	YES
C13	2.600	\$89.000	\$115,500	YES
A3	3.500	\$95,700	\$98,400	NO
A1	3.400	\$108,050	\$110,350	NO
D14	1.900	\$117.200	\$139,500	YES
C8	2 200	\$121,200	\$210,300	YES
A2	4.900	\$151.650	\$153.490	NC
D15	4 300	\$158,500	\$180,700	YES
010	1 500	\$193,700	\$208,100	YES
 	8 400	\$239,100	\$271.440	YES
<u>A4</u>	0,400	\$249,150	\$267.490	NC
	7 000	\$253,600	\$271,600	YES
Sec. 1	1 ,,000	1	1	1
TOTALS	02 286	\$3 170 350	\$3,760,080	
	35,200	40,110,000		
Ni		DR INITIAL DEVELOPME	NT ONLY.	
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SEGMENT	LIN. FT. PATH	PATH COST	TOTAL COST	ACQ/EASMT
		#0.000	\$0.000	VEC
C12	600	\$2,300	\$2,300	1E3
D6	1,000	\$2,500	\$2,800	NO NO
D9	600	\$16,200	\$17,500	
<u>C9</u>	350	\$10,800	\$17,500	NC
D18	1,500	\$7,400	\$20,400	
<u></u>	75	\$23,550	\$25,400	
D10	850	\$22,700	\$28,200	
D21	1,000	\$29,600	\$32,000	
D1	600	\$28,200	\$35,000	
<u>C1</u>	/50	\$21,500	\$38,700	
D24	1,000	\$39,700	\$41,900	
D19	2,850	\$2,300	\$40,300	
D20	1,300	\$38,400	\$40,000	
D12	1,300	\$39,700	\$46,740	
<u>C10</u>	1,350	\$38,300	\$47,300	
D8	1,200	\$34,200		
D3	1,500	\$49,700	\$49,700	
D4	1,700	\$48,700	\$53,000	
C2	1,700	\$51,600	\$53,100	
D7	1,400	\$38,900	\$53,300	YE
D2	1,200	\$35,000	\$53,700	YES
D11	1,500	\$42,900	\$54,300	YE:
D22	1,400	\$44,400	\$54,800	
C6		\$41,800	\$55,000	
D17	1,200	\$36,500	\$56,900	
R2	1,100	\$50,000	\$57,500	
C5	1,200	\$43,200	\$58,600	TE
C7	1,110	\$58,200	\$59,750	
D5	1,300	\$50,200	\$60,300	TE
R4	1,800	\$56,500	\$63,550	N.
D23	2,800	\$77,400	\$77,400	
C11	1,500	\$75,100	\$84,200	YE
C4	900	\$73,850	\$93,590	YE
D16	1,750	\$84,200	\$97,800	YE
A3	3,500	\$95,700	\$98,400	N
D13	1,900	\$78,000	\$100,240	YE
A1	3,400	\$108,050	\$110,350	N
C13	2,600	\$89,000	\$115,500	YE
D14	1,900	\$117,200	\$139,500	YE
A2	4,900	\$151,650	\$153,490	N
D15	4,300	\$158,500	\$180,700	YE
C3	1,500	\$193,700	\$208,100	YE
C8	2,200	\$121,200	\$210,300	YE
A4	9,000	\$249,150	\$267,490	N
R5	8,400	\$239,100	\$271,440	YE
R3	7,000	\$253,600	\$271,600	YE
TOTALS	92,285	\$3,170,350	\$3,760,080	
NC	TE: ALL COSTS ARE FO	R INITIAL DEVELOPME	NT ONLY.	

SEGMENT LIST - BY TOTAL INITIAL COST

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SEGMENT	LIN. FT. PATH	PATH COST	TOTAL COST	ACQ/EASMT
D19	2 850	\$2,300	\$46.300	N
De	1,000	\$2,500	\$2,800	N
D18	1,500	\$7 400	\$20,400	N
C9	350	\$10,800	\$17,500	N
09	600	\$16,000	\$17,500	N
D10	850	\$22,700	\$28,200	N
B1	75	\$23,550	\$25,400	N
C10	1 350	\$38,300	\$47,300	N
D24	1,000	\$39,700	\$41,000	N
C6	300	\$41,800	\$55,000	N
D22	1 400	\$44,400	\$54,800	A
B2	1,400	\$50,000	\$57,500	
R4	1,100	\$56,500	\$63,550	N
07	1,000	\$58,200	\$50,750	
07	2,900	\$77,400	\$77,400	N
123	2,000	\$77,400	\$77,400	
AJ	3,500	\$95,700	\$110,250	N
AI	3,400	\$100,050	\$110,330	
AZ	4,900	\$151,050	\$153,490	
A4	9,000	\$249,150	\$207,490	- IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII
012	500	\$2,300	\$2,300	- TI
01	/50	\$21,500	\$38,700	Y
DI	600	\$28,200	\$35,000	Y
D21	1,000	\$29,600	\$32,000	Y
D8	1,200	\$34,200	\$47,840	Y
D2	1,200	\$35,000	\$53,700	Y
D17	1,200	\$36,500	\$56,900	YI
D20	1,300	\$38,400	\$46,600	Y
D7	1,400	\$38,900	\$53,300	Y
D12	1,300	\$39,700	\$46,740	Y
D11	1,500	\$42,900	\$54,300	Y
C5	1,200	\$43,200	\$58,600	Y
D4	1,700	\$48,700	\$53,000	YI
D3	1,500	\$49,700	\$49,700	YI
D5	1,300	\$50,200	\$60,300	YI
C2	1,700	\$51,600	\$53,100	YI
C4	900	\$73,850	\$93,590	Y
C11	1,500	\$75,100	\$84,200	YI
D13	1,900	\$78,000	\$100,240	Y
D16	1,750	\$84,200	\$97,800	Y
C13	2,600	\$89,000	\$115,500	Y
D14	1,900	\$117,200	\$139,500	Y
C8	2,200	\$121,200	\$210,300	Y
D15	4,300	\$158,500	\$180,700	Y
C3	1,500	\$193,700	\$208,100	Y
R5	8,400	\$239,100	\$271,440	Y
R3	7,000	\$253,600	\$271,600	Y
	92 285	\$3 170 350	\$3 760 080	
TOTALS I	02,2001	40,170,0001	40,100,000	

Y ACQUISITION BY PATH COST



INTRODUCTION

The following drawings show the status of land ownership on affected parcels along the Greenway sections.

The information presented here is the most current information available through Laramie County relative to property ownership. This information is of course subject to constant change. For this reason the City should check the ownership status of any particular private land prior to starting negotiations for easements or acquisition.

In some cases title searches or even boundary surveys may be necessary to determine the precise ownership status or location of property lines.

The table included here indicates those segments which are expected to require either an easement or acquisition to fully complete the Greenway as presented in this Development Plan. It is the intent of the City to avoid actual purchase of property or easements whenever possible; donations of land or easements will be encouraged along the Greenway corridors.

Affected land owners will be contacted by the City as the development of the Greenway proceeds.

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ACQUISITION/EASEMENT REQUIREMENTS BY SEGMENT

ENT	ACQ/EASMT
DRAW 1	NO
BAW 2	NO
BAW 3	NO
DRAW 4	NO
REEK 1	VES
	VEG
	VEC
DEEKA	VES
	VEO
DEEKS	NO
DEEK O	NO
ALEN /	VEC
ALEK 8	TES
IEEK 10	NO
EEK 10	NO
EEK 11	YES
EEK 12	YES
EEK 13	YES
EEK 1	YES
EEK 2	YES
EEK 3	YES
EEK 4	YES
EEK 5	YES
EEK 6	NO
EEK 7	YES
EEK 8	YES
EEK 9	NO
EK 10	NO
EK 11	YES
EEK 12	YES
EK 13	YES
EEK 14	YES
EEK 15	YES
EEK 16	YES
EK 17	YES
EK 18	NO
EEK 19	NO
EK 20	YES
EK 21	YES
EK 22	NO
EK 23	NO
EK 24	NO
AD 1	NO
AD 2	NO
AD 3	VES
	NO
AD 5	VEC
AUS	TES



CROW CREEK



AERIAL PHOTOGRAPHY AND CONTOURS, CITY OF CHEYENNE, APRIL, 1984

JOHN D. ZUMBRUM P.O. BOX 187 PINE BLUFFS, WYOMING 82082

CITY OF CHEYENNE

PAT GRIFFIN P.O. BOX 55 FORT COLLINS, COLORADO 80522

PETER COOK 507 DARTMOUTH LANE CHEYENNE, WYOMING

CITY OF CHEYENNE



"NOT FOR CONSTRUCTION "



CHEYENNE

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PREPARED BY DAVID OHDE & ASSOCIATES EDAW AVI HAYDEN-WING ASSOCIATES RECREATION PLANNING & ENGINEERING

WYOMING







CHEYENNE

WYOMING







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6030 x 8028-2 -6030 X6030.7 X 6031.3



GREENWAY DEVELOPMENT PLAN CHEYENNE WYOMING

PREPARED BY DAVID OHDE & ASSOCIATES EDAW AVI HAYDEN-WING ASSOCIATES RECREATION PLANNING & ENGINEERING









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GREENWAY DEVELOPMENT PLAN WYOMING CHEYENNE

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CITY OF CHEYENNE

80226

JO ANNE HENDRIX 9814 W. MARYLAND DR. LAKEWOOD, COLORADO







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-6040-BOULEVARD X60 41.8 29 28 6040.7X 5× 6040 6058.3 x6039.0 C TX 6056.8

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GREENWAY DEVELOPMENT PLAN WYOMING CHEYENNE

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LARAMIE COUNTY

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GREENWAY DEVELOPMENT PLAN WYOMING CHEYENNE

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DRY CREEK





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GREENWAY DEVELOPMENT PLAN

CHEYENNE

WYOMING

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RAILROAD

R1-0



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GREENWAY DEVELOPMENT PLAN WYOMING CHEYENNE

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R2-0

RAILROAD



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GREENWAY DEVELOPMENT PLAN WYOMING CHEYENNE

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