



# VAN BUREN CORRIDOR PLAN



## RESPONSE TO COMMENTS ON THE DRAFT VAN BUREN CORRIDOR PLAN

The Draft Report, Plans, and Appendices were sent to all members of the steering committee on June 30, 2023. A reminder email was sent to the committee on July 13, 2023 requesting that comments be submitted by July 21, 2023. The received comments and responses are below.

### COMMENTS FROM CHEYENNE METROPOLITAN PLANNING ORGANIZATION, GINNI STEVENS

1. Cover Page – Room 304 to be added for the address of the MPO (instead of #110)  
**This has been corrected.**
2. Cover Page – Page number – “A-I? or just i?”  
**It was not intended for the cover to have any page number. Thank you for catching this and it has been removed.**
3. Page iii – Oversight Committees – Metropolitan Planning Office to be changed to Organization.  
**This has been corrected.**
4. Page iii – Oversight Committees – add Policy Committee .  
**This has been added.**
5. Page iv – Table of Contents – Other contributing agencies page number is listed as 3 and it should be III.  
**This has been corrected.**
6. Page vi is labelled as A-vi and should just be vi. – Page number – “A-I? or just i?”  
**This has been corrected.**
7. Page 1 – existing conditions – change lineal to linear.  
**This has been changed.**
8. Page 3 – Zoning and land use – Mixed Use Emphasis Zoning should be Mixed Use Employment Emphasis.  
**This has been changed.**
9. Page 8 – Nearby Influences on and Future Use of the Van Buren Corridor – It was requested that discussion of Van Buren being designated as a Minor Collector be removed.  
**This discussion has been removed from the report.**
10. Page 12 – Dell Range Boulevard Reconstruction – It was asked whether the figure excerpted from the 2019 Corridor Study for Dell Range or from the design plans.  
**The text was clarified that the image came from the “30% Design Concept, which is Appendix A of the 2019 Corridor Study for Dell Range Boulevard”.**
11. Page 14 – Cheyenne Greenway Foundation – It was asked whether the report was referring to the website and stated that the reference seems confusing.  
**The reference to the map was clarified. Also, the website reference was added to the “References” section of the report.**
12. Page 17 – Safe Routes to School Plan (2010) Considerations – The second paragraph discusses student drop off methods and how the school bus is the safest route – the comment was thanking us for the inclusion of this paragraph.



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You're very welcome and thank you for the comment. No adjustments were made to the report.

13. Page 21 – ROW Recommendations – Suggested to change the word “taking” to “acquiring” when talking about ROW width increases.  
**The word “taking” has been replaced with “acquiring”.**
14. Page 22 – Sanitary Sewer – Question about the lots south of the westerly turn in the sanitary sewer line – they will be annexed into the City at the City’s expense?  
**Yes, those properties are county pockets and will be annexed into the City at the City’s expense. Annexation of the property does not mean that the utilities will be changed at the same time. It is likely that the existing county lots will keep their septic systems. However, when those systems fail, they will have to look at tying into the City system. The report was trying to indicate that this will be difficult due to the terrain and location of the existing sanitary sewer line. It may require long and costly lines and/or pumping the sanitary waste to the lines. The report was not adjusted due to this comment, since it was more of a request for clarification.**
15. Page 31 – Public Participation – Meeting #2 – County Public Works was present.  
**County Public works has been added to the report as being present at the meeting.**
16. Page 31 – Striping – Don’t we have a graphic (typical section) of what the final corridor striping would me? Lane widths, etc? It might be appropriate to put it here for reference.  
**An figure has been inserted into this section of the report to show typical striping and lane widths proposed for the corridor.**
17. Page 33 – Street Trees – Comment regarding adding language to make it clear that the property owners would be responsible for planting and maintaining street trees.  
**A sentence has been added to provide this clarification.**
18. Page 34 – Green River Speed Reduction – Mini Roundabout – It was requested that an image of the roundabout be added to the report.  
**An image of the roundabout was added to the report in this section.**
19. Appendix D – Public Participation - Please remove/redact personal identification information from the appendices on the contact/demographic information.  
**The contact/demographic information has been removed from both public surveys in the appendix.**
20. Appendix D – Public Participation Public meeting #2 has a comment about destroying mature trees – do we have any information if this is true or how many? I’d like to see this addressed in some way in the main body of the plan.  
**Text has been added to the main body of the report in the Public Participation – Meeting #2 section to address this concern.**

## **COMMENTS FROM CHEYENNE METROPOLITAN PLANNING ORGANIZATION, CHRISTOPHER YANEY**

1. Page 8, Do not agree with reducing Van Buren Ave from Major Collector to Minor Collector.  
**The discussion regarding Van Buren being a Minor Collector has been removed.**
2. Page 20, Although the desired 80’ ROW does not continue for the entire length of the Van Buren Ave Corridor. A 70’ ROW conforms to the UDC width (see Section 4.3, page 4-17 of



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the UDC). This project is modifying the street design to best fit all facilities of operation on a road network.

This language has been added to the paragraph under ROW Recommendations on page 20 of the report.

3. Page 35, A paragraph talking about the reason why a road shift within the ROW was/is needed for the alignment of roadway through an intersection. Van Buren Ave south of Dell Range Blvd was pushed to the east to align with Van Buren Ave ROW and road configuration north of Dell Range Blvd. Centering Van Buren Ave south of Dell Range Blvd will create a through lane offset greater than 5' through the intersection and possibly create conflicting traffic movements. Additional ROW would need to be acquired to properly construct and align lane configurations at the intersection of Van Buren Ave & Dell Range Blvd. If adequate lane configuration cannot be designed, the 8' tree lawn on the east side Van Buren Ave south of Dell Range will need to be removed for proper lane configuration designs and alignments.

This language has been added to the report on page 35.

## COMMENTS FROM CITY OF CHEYENNE ENGINEERING OFFICE, CASSIE PICKETT, PE

General Note: the Whitney Ranch Phase III Offsite Improvements Project was RENAMED Dell Range - Van Buren Improvements.

References to the "Whitney Ranch Phase III Offsite Improvements" Project was changed to "Dell Range – Van Buren Improvements" throughout the report and plan set.

### Van Buren Steering Plans

1. Please consider providing K Values meeting AASHTO standards for vertical curves (sag and crest) for design speed

K values have been added to the plans.

2. Gasline is being relocated to the west side of the road for the extents from Dell Range to Rawlins. Could this be noted?

This note has been added to the plans.

3. Could Curve at 18+00 be increased/shifted north in radius to increase 0.5% slope and decrease 5% slope?

I am a bit wary to make a lot of tweaks to the proposed profile. The design intent was to reasonably match the existing grade with some relatively round numbers of slope and curve radius. The survey is pretty limited and I don't have a ton of confidence in the existing profile grade to get down to really tight design parameters on the profile. We focused on mapping the ROW, picked up utilities, and some sidewalk. The centerline grade is based on sanitary sewer manholes points along the corridor. The City/County LiDAR data was used for general terrain and slope information, however the datums for the LiDAR data and our survey do not match, so I went with the survey data for design. This discussion has been added to the report.

4. Are there parallel waterlines running at 20+00?

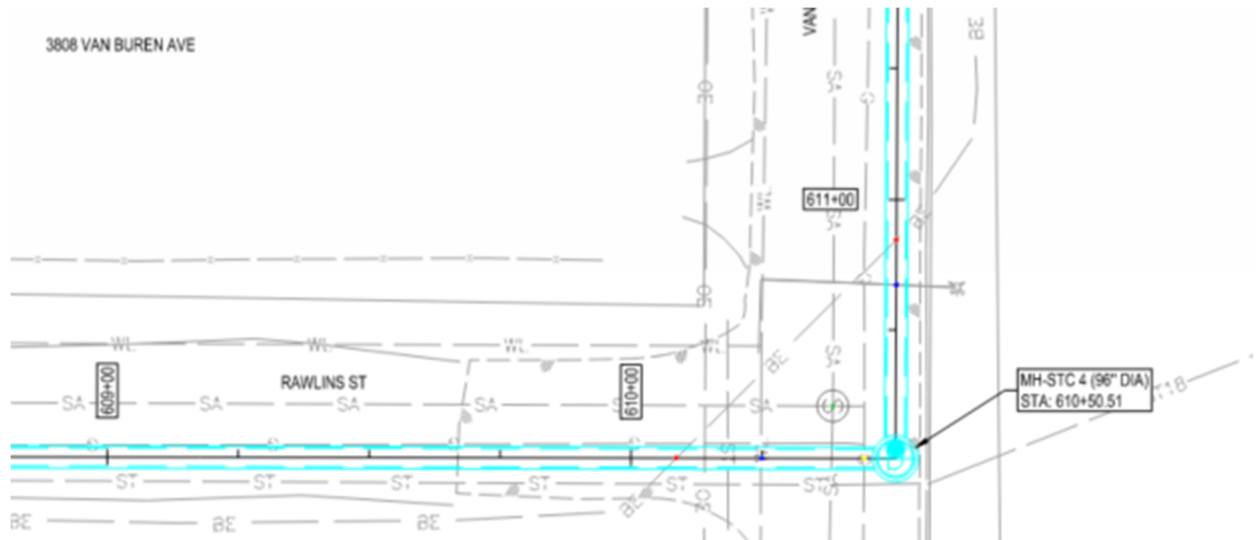
There's not supposed to be. Thanks for catching this. The extra line has been removed.



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5. Is it possible to optimize vertical curve low points at existing inlets where possible?  
Please see the response to #3. Additionally, a recommendation to optimize design for locations with drainage inlets when construction documents are developed, was added to the “Vertical Design Elements (Profile View) section of the report.
6. The traffic circle on C2.3 might need lowered given fill shown in that area might not allow for fit within ROW. Thoughts?  
Please see the response to #3. Item #6 under the, “Green River Speed Reduction – Mini Roundabout” section of the report has a note added that the vertical alignment will have to be carefully designed to ensure that the mini-roundabout fits within the existing ROW.
7. C2.6 Shows two storm lines down Rawlins. The ST line will be removed and replaced with the 42” ST line. That may be worth adding as a note of anticipated work.  
This note has been added to the plans. The latest set of improvement plans that I have did not indicate this.



8. C2.6 Shows single Type A inlets. Based on the comments only it seems like they might expect to have double or higher. Should that be noted within the plans?  
There was a typo in the report, indicating the two type A combination inlets, where it just needs to be two single inlets. This has been corrected on page 33 of the report.
9. C2.7 Can the HP be reduced at all closer to existing grade?  
Please see the response to #3. This vertical curve was flattened out at much as possible to meet with the proposed grade with the WYDOT connection and the geometry on the north side of the hill and the drainage inlet. Also, the proposed curve is likely very close to the actual existing grade due to lack of survey points in this area and the triangulation of the model.



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10. Was the option of reducing the hill at Laramie St explored? As mentioned in the report, the hill limits sight distance.  
This was looked into. Lowering the hill will cause vertical grade issues with the access on 5208 Laramie Street, as it is already very steep. I was also trying to tie into the WYDOT design, which is dictating the downgradient slope of the curve. The curve length was maximized in order to not overlap the sag vertical curve at station 29+30.
11. C2.7 Should it be noted as a recommendation/consideration for paving Laramie st.?  
Paving Laramie Street was not discussed at the steering committee meetings that I recall. I know the County wanted the difference in surfacing materials (asphalt, concrete, and gravel) to be discussed and I am recommending an asphalt approach within the Van Buren ROW. There was other discussion regarding Laramie Street not even being a road accessible to vehicles anymore, just as a non-motorized access to the greenway. But that was an offshoot that didn't seem to lead anywhere.
12. Can the existing ROW be more noted on the plans with dimension at every location of change in width of right-of-way?  
The existing ROW dimensions have been labeled at each intersection south of Green River along the corridor.