WEST CROW CREEK GREENWAY PLAN

10/15/2025

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ACKNOWLEDGMENTS

DISCLAIMER NOTICE

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PARTNERS

The project team would like to recognize and thank all of the partners involved in this project. Your efforts allowed for the successful completion of this plan, laying the foundation for an invaluable future addition to the City of Cheyenne's Greenway system.

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EXECUTIVE SUMMARY

PLAN INTRODUCTION & PURPOSE

The idea for a Greenway in Cheyenne started in 1990 with a local group called the Crow Creek Greenway Committee, who pushed to get the project off the ground, and over the next 30 years, the effort grew with help from the City of Cheyenne, Laramie County, other agencies, local businesses, schools, and volunteers. Today, Cheyenne has more than 47 miles of Greenway paths, with more planned as the city expands.

The Greater Cheyenne Greenway is a 10-foot-wide concrete path designed for pedestrians and cyclists and other active mode users. It runs throughout Cheyenne and Laramie County. Beyond recreation, the Greenway offers a practical way to get around town. It also serves as an outdoor classroom where people of all ages can learn about science, ecology, history, and health. It connects neighborhoods, schools, and different parts of the community, helping to bring people together. Over time, it's become an important part of the area's infrastructure.

The West Crow Creek Greenway Plan focuses on locating and designing a new section of the Greenway between Martin Luther King Jr. Park on Missile Drive and Freedom Elementary School west of Interstate 25 (I-25) on Happy Jack Road. This is the last piece of the original 1992 Greenway Plan that hasn't been built yet. The West Crow Creek section traverses urban lands, prairie, the Crow Creek channel, and private lands, and it crosses 3 major roadways and a railroad track on its way from MLK Jr. Park to Freedom Elementary School.

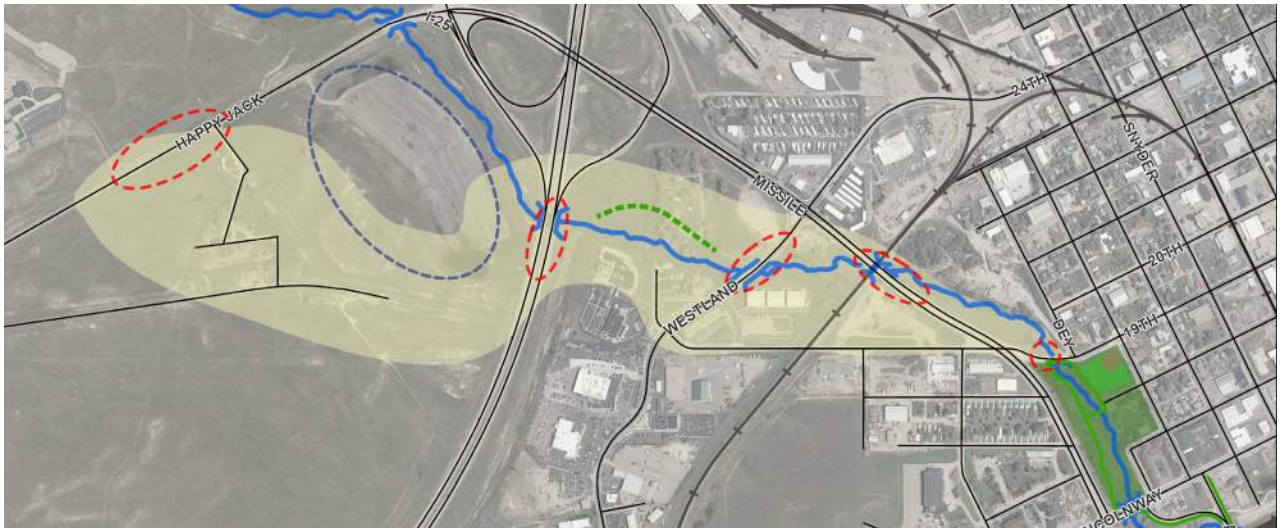
The plan also includes updates to the existing Greenway and paths through Martin Luther King Jr. Park on the east and west banks of Crow Creek. This was the first part of the Greenway ever built, and it no longer meets current design standards.
The goals for this project are to:

- Understand what the community wants from the future Greenway section
- Create a safe, accessible space for recreation and transportation.
- Move the original 1992 Greenway Plan closer to completion.

CONSIDERATIONS

One of the primary reasons the West Crow Creek segment has not been designed or built yet is the complications of crossing a number of significant existing obstacles on the west side of Cheyenne, including Missile Drive and the BNSF railroad embankment, development on Westland Road, I-25, and Happy Jack Road. Additionally, building a trailway in a floodplain, such as the area adjacent to Crow Creek, presents its own difficulties including floodplain and environmental permitting. Extremely careful attention must be paid to the impacts the pathway construction will have on both upstream and downstream property and development to ensure that Greenway construction does not raise the flood condition water elevation in a way that would be detrimental to the surrounding properties. To add one last layer of complexity to the project, the segment along Crow Creek must cross the I-25 corridor, requiring involvement and approvals by the Wyoming Department of Transportation (WYDOT), as well as traversing adjacent to a section of FE Warren Air Force Base (AFB) along its secured perimeter.

The project team considered the following primary challenges:



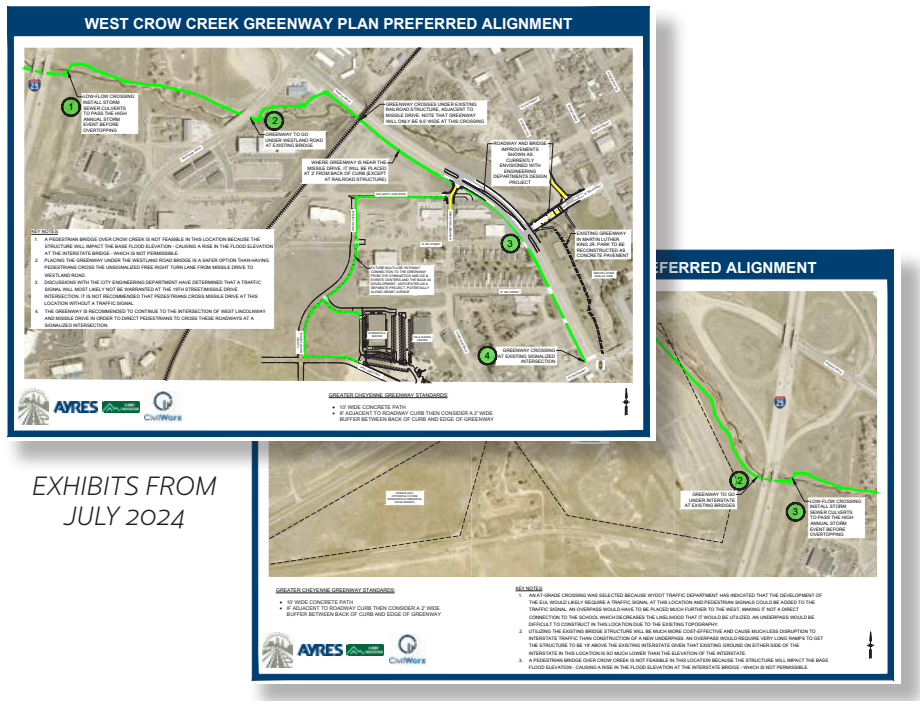
1. Freedom Elementary School access – Provide a safe crossing of Happy Jack Road for students and parents at Freedom Elementary. The greenway must offer a safe and secure route to school, potentially reducing the need for bussing children who live off base or in nearby future housing.
2. FE Warren AFB security – Keep the Greenway outside the FE Warren AFB perimeter. At the time of this project, the base's security forces oppose any public trail inside the fenced area, so the route must avoid encroaching on secured base property (necessitating a crossing of Happy Jack Road).
3. FE Warren EUL Development – Plan for Greenway integration with the new housing and commercial development on base land outside the secured perimeter on the south side of Happy Jack Road.
4. WYDOT & FHWA preferences and Right-of-Way requirements (required for I-25 and Happy Jack crossings).
5. Flooding and drainage concerns – Address Crow Creek flood risk and impacts in the design.
6. Future Commuter Rail – Accommodate connections to the land between Missile Drive, Old Happy Jack Road, and the BNSF rail due to potential development of the Commuter Rail.
7. Coordination with the 19th Street & Missile Drive drainage & intersection project. Ensure the 19th & Missile intersection project incorporates the preferred Crow Creek Greenway alignment and vice-versa.
8. Crossing Missile Drive – Provide a safe crossing of Missile Drive to connect the Greenway to MLK Jr Park.
9. Cowboy Dodge development integration – accommodate prior agreements in place between the City of Cheyenne and Cowboy Dodge to build to the Greenway crossing their property.
10. Back 40 subdivision (old Hitching Post area) – accommodate connections to the Ice & Events Center and the new Gymnastics Center using ROW and streets established by the approved Back 40 preliminary plat.
11. Upgrading Martin Luther King Jr Park Trail – Rehabilitate the existing Greenway section in Martin Luther King Jr. Park to meet current standards.
12. Community/Environmental Context – Incorporate community feedback and environmental findings.

EXPLORED ALTERNATIVES

The project team explored several Greenway alignment alternatives outside of roadway crossings, and several crossing alternatives for each roadway crossing. Greenway alignment alternatives generally followed either the creek or existing roadways, and roadway crossing alternatives generally were either at-grade or underpass alternatives utilizing existing bridge structures. The alternatives explored are summarized below, from the west end of the project to the east.

- Happy Jack Road crossing near Freedom Elementary
- Pedestrian Overpass (bridge)
- Pedestrian Underpass
  - » Tunnel underneath Happy Jack Road
  - » Under the existing Happy Jack Road and Crow Creek bridge
- Signalized At-Grade Crossing
  - » Traffic signal at intersection of EUL entrance and Happy Jack Road
  - » Pedestrian Hybrid Beacon (HAWK) at intersection of EUL entrance and Happy Jack Road
- Utilize existing I-25 interchange to cross Happy Jack Road
- I-25 Crossing
  - » Under the existing I-25 and Crow Creek bridge
  - » New Pedestrian Underpass (tunnel)
  - » New Pedestrian Overpass (bridge)
- Westland Road Crossing
  - » At existing Westland Road / Missile Drive Intersection
  - » Under the existing Westland Road and Crow Creek bridge
  - » New at-grade midblock crosswalk on Westland near Crow Creek
- Missile Drive / Railroad Underpass Area
  - » Through Existing Box Culverts under Missile Drive
  - » Build a New Underpass at Missile Drive
  - » Reroute Greenway to Surface Streets
    - Use Westland Road east to Missile Drive
    - Use Westland Road west to Old Happy Jack Road and then east, utilizing the existing BNSF tunnels
- 19th Street / Missile Drive Crossing (Near Martin Luther King Jr. Park)
  - » Integrated Underpass with New 19th Street bridge over Crow Creek
  - » New at-grade crosswalk at 19th Street
  - » New at-grade crossing at MLK tennis court parking lot
  - » Extend Greenway south to Lincolnway and use existing Lincolnway intersection & crosswalk

EXHIBITS FROM MAY 2024



EXHIBITS FROM JULY 2024

The project team developed a total of 10 alternatives with various options reflecting all of the options listed above, and distributed exhibits to stakeholders for initial input. After narrowing down the potential alternatives to 5 based on initial stakeholder input, the project team entered those 5 alternatives into a scoring matrix that was reviewed by the project team and City staff and then refined the matrix for distribution to stakeholders for further evaluation and scoring of each alternative. The matrix allowed evaluation of each alternative in 10 different categories, including safety, security, risk of flooding, connectivity, meeting the Greenway's purpose, ROW and utility impacts, cost, and environmental/ cultural impacts. Results of the stakeholder scoring were reviewed and discussed at length within the project team.

STAKEHOLDER AND PUBLIC ENGAGEMENT

The project team implemented a thorough stakeholder and public engagement process to both communicate important elements of the project and to solicit feedback and constructive input. The engagement program included the following formal and informal activities:

- Ongoing stakeholder engagement (phone, email, and Teams), fall 2023 - summer 2025:
  - WYDOT (I-25 and Happy Jack bridge and ROW considerations)
  - FE Warren AFB Commander's Office (EUL & security considerations)
  - Cheyenne Chamber of Commerce (EUL considerations)
  - Cheyenne MPO, Engineering, Public Works, and BOPU
    - Cheyenne Public Works & Transit uses along Old Happy Jack Road (OHJ)
    - Commuter Rail Development opportunities north of OHJ
    - Back 40 Subdivision (old Hitching Post area) opportunities
    - 19th Street & Crow Creek bridge design
    - MLK Jr Park opportunities and impacts
  - Citizen Advisory Boards (summer and fall 2025)
- Public meetings:
  - Public Meeting #1, May 16, 2024 at Laramie County Public Library
  - Public Meeting #2, July 10, 2025 at Laramie County Public Library

Feedback received from stakeholders and the public was considered and did affect the scoring of alternatives in the matrix. Public meeting summaries can be found in the appendices. Stakeholder feedback was documented in project progress meetings.

CONCLUSION

The project team carefully developed a variety of viable alternatives, considered all stakeholder feedback, and quickly eliminated several alternatives. While the project team did narrow down the considered alternatives to three, selection of the eventual preferred alternative extended through 2024 and into mid-2025 due to a variety of complicated and nuanced considerations, including development of the 19th Street & Missile Drive bridge and intersection design and the emerging Commuter Rail movement.

Given the desire to maximize safety and connectivity while balancing construction and maintenance costs, the project team arrived at a preferred alternative that incorporated the following elements, illustrated in Figures 2-5 West Crow Creek Greenway Plan Preferred Alignment:

- Signalized at-grade crossing of Happy Jack Road at the future EUL Development entrance (HAWK or traffic signal)
- Greenway alignment along the west bank of Crow Creek from Happy Jack to I-25.
- Cross under I-25 using the existing Crow Creek bridge.
- Greenway alignment along the east bank of Crow Creek from I-25 to Westland Road (requires a low-water crossing of Crow Creek). Alignment maximizes the Cowboy Dodge commitment to build this section of Greenway
- Cross under Westland Road using the existing Crow Creek bridge.
- Greenway alignment leaves the Crow Creek channel and parallels the west side of Missile Drive over Crow Creek and under the BNSF railroad.
- Greenway follows Missile Drive south to Lincolnway and crosses to MLK Jr Park at the existing Lincolnway intersection and crosswalks.
- Additional connections to the Back 40 Subdivision, the Ice & Events and Gymnastics Centers, and the Commuter Rail Development should be made when/as development occurs.

The project team specifically notes that as development occurs and municipal projects are completed within the West Crow Creek area, especially within the Missile Drive, Lincolnway, and BNSF triangle, the entire menu of alternatives should be re-considered and all feasible elements incorporated into each of those developments to the greatest extent possible to maximize the impact of the core Greenway corridor and encourage community use of the Greenway system in general.

PROGRAM COSTS AND FUNDING STRATEGIES

An estimate of probable construction costs was developed based on the 35% conceptual plans. The estimate includes consideration of items such as right of way acquisition, drainage improvements, concrete sidewalk, signal costs, etc.

A primary private development participant is the Cowboy Dodge development, planned for the north/west corner of Westland Road and Missile Drive intersection. Due to the existing Cowboy Dodge development agreement requiring the development to build the section of Greenway across their property, the Cowboy Dodge section is not included in the program cost estimate. The conceptual program cost estimate for the remaining portion of the West Crow Creek Greenway, including city-funded administration, design, and construction, is $3.6M in 2025 dollars. It is important to note that this is only a high-level planning estimate and that many details will impact this cost that still need to be identified and clarified.

Timely development and construction of the West Crow Creek Greenway segment will be dependent on the participation of local development in the areas adjacent to the Greenway corridor. This strategy could potentially shift up to 30% of the program to private development. For the remaining sections, the city should prioritize securing grants or obligating annual budget to design and construct a certain portion of the West Crow Creek Greenway annually, or within specific timeframes such as 5 years and 10 years. To help fund the municipal sections, the city should look for state and federal grant opportunities like the Wyoming Recreational Trails Program (RTP) Grants from Wyoming State Parks and Cultural Resources.

NEXT STEPS

The project team will continue stakeholder engagement and soliciting feedback on the preferred alternative through citizen and community advisory board reviews of the West Crow Creek Greenway Plan Report (the Plan) throughout the fall of 2025, with presentations to Cheyenne City Council and formal adoption of the Plan by this governing body anticipated in December 2025 to January 2026.

The project team anticipates presentations and review by the following community groups:

- Greenway Advisory Committee
- MPO Policy, Technical, Citizens' Advisory Committee
- City Planning Commission
- County Planning Commission
- City Governing Body
- County Commissioners

Moving beyond the formal adoption of this Plan, implementation of improvements is likely to come in piecemeal fashion, and will depend on City funding for stand-alone Greenway projects as well as the City's ability to implement improvements in conjunction with other projects like the current 19th Street Drainage and Intersection project (anticipated to start construction in 2026) and the Missile Drive right-sizing project (study anticipated to start in 2025).
City encouragement to developers or requirements for Greenway implementation associated with private development, and making the Greenway a priority for public/private partnerships like the EUL and Commuter Rail developments, will also be an important part of keeping momentum for the West Crow Creek Greenway moving forward.

The City is very strongly encouraged to make the ancillary elements discussed in the Plan a priority and requirement for development applicants in the vicinity of the West Crow Creek Greenway Segment. As noted, this segment represents one of the most constrained, complex, and costly segments of Greenway in west Cheyenne, and it will take a variety of private and public partnerships all chipping away at the Greenway and its connections to achieve the vision illustrated in this Plan.

PLAN INTRODUCTION & PURPOSE

The idea for a Greenway path in the greater Cheyenne area arose from a grassroots group called the Crow Creek Greenway Committee, which formed in 1990 and was the driving force behind getting the project started. Thirty years later and with the involvement of the City of Cheyenne, Laramie County, other governmental agencies, The Cheyenne Greenway Foundation, businesses, citizen volunteers, and schools, Cheyenne boasts more than 47 miles of completed Greenway path with ongoing efforts for future connections as the city grows.

The Greater Cheyenne Greenway is a 10-foot wide, reinforced concrete path that can be utilized by pedestrians and bicyclists throughout Cheyenne and Laramie County. In designing and building the Greenway every effort is made to separate users from vehicular traffic via under and overpasses and separation from roadways wherever possible to provide for the safety of its users. The Greenway serves as a safe and accessible recreational corridor; a key component of transportation alternatives; an open-air science, ecology, history, and health classroom for students of all ages; and a vital public space integral in building sustainable, vibrant, and healthy neighborhoods and a cohesive community. The Greenway connects neighborhoods, schools, and socioeconomic divides and is a critical part of the city and county infrastructure.

The West Crow Creek Greenway Study was awarded in August 2023 and kicked on with a stakeholder field walk of the likely corridor in September 2023. The purpose of the study is to develop a preliminary design for the Greenway between Martin Luther King Jr. Park and Freedom Elementary School. This section is the last unbuilt section of the original Greenway Plan developed in 1992. The study limits and important features are shown in Figure 1.
In addition to the development of a preliminary design for the new Greenway, the West Crow Creek Greenway Plan also focuses on the rehabilitation of the Greenway that currently exists through Martin Luther King Jr. Park, as it does not meet current Greenway design standards. This existing section of Greenway was the first section of Greenway built based on the 1992 Greenway Plan.

The following project goals were identified to guide the development of the West Crow Creek Greenway Plan:

- Identify the community's vision for the future Greenway.
- Provide an accessible recreation, and efficient transportation alternative, that ensures the safety of all users.
- Advance the Crow Creek Greenway towards construction, and ultimate completion of the original 1992 Greenway Plan.

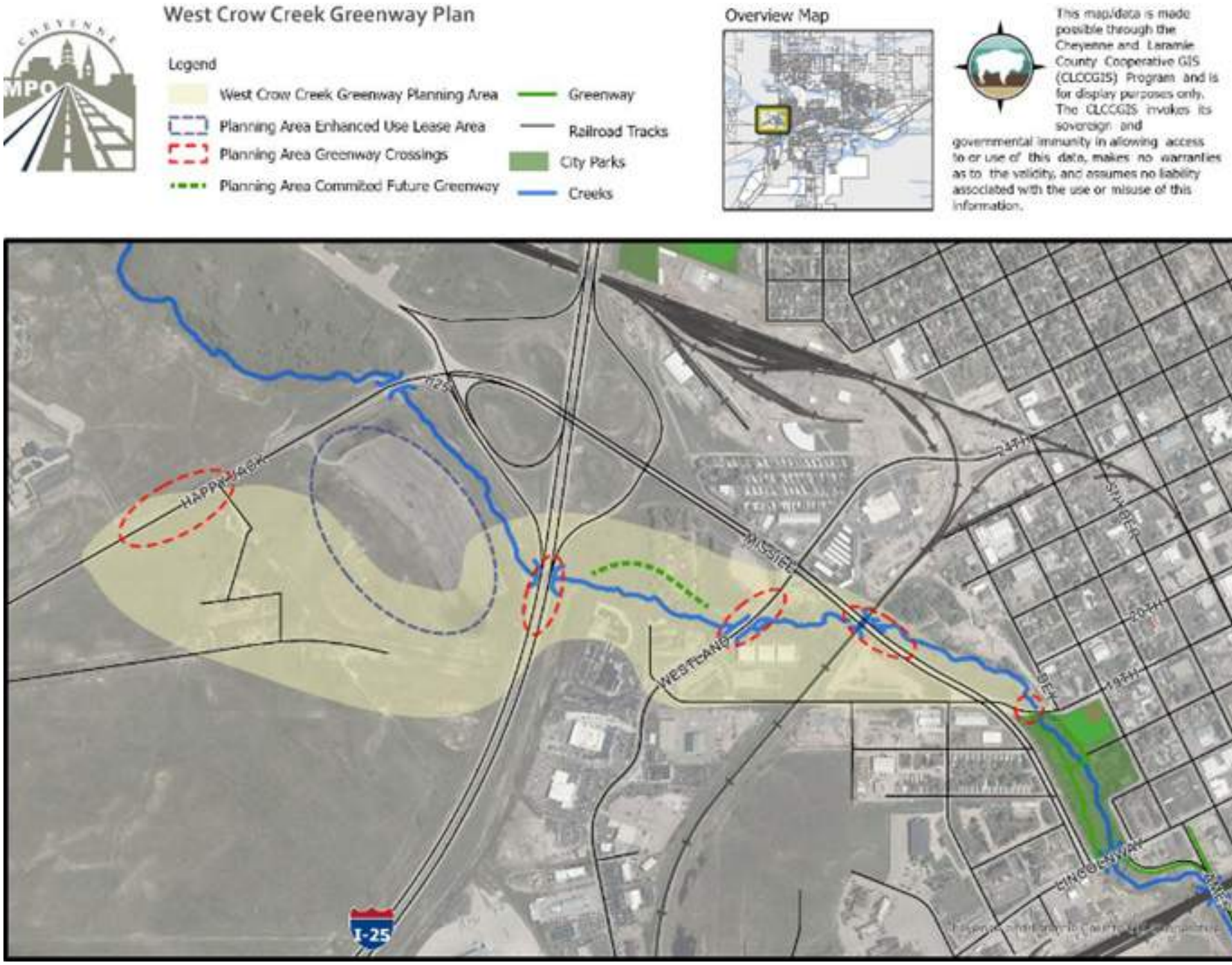


FIGURE 1 - WEST CROW CREEK GREENWAY PLAN STUDY LIMITS

EXISTING CONDITIONS & PLANNED DEVELOPMENTS

As noted previously, the West Crow Creek Greenway is the only part of the 1992 Greenway plan still unbuilt. Steep terrain, floodplain impacts, cultural and environmental impacts, and multiple road crossings make construction difficult. In the study area, the route must cross at least five major roads, a railroad embankment, and pass through several properties. The section below highlights the background of Crow Creek and describes the multitude of challenges, constraints, and opportunities for the Greenway.

CROW CREEK BASIN AND WEST CHEYENNE REACH

Crow Creek is a small waterway in southeastern Wyoming that runs through Cheyenne. Its main tributaries originate in eastern Albany County and flow through central Laramie County before reaching the project area in Cheyenne. The watershed draining to the 19th Street crossing covers approximately 260 square miles.

Cheyenne has purchased much of the land along the creek to facilitate floodplain management, and has planned to route the Greenway there. In areas where the Greenway will not follow the creek, the Greenway has been designed to utilize public right of way as much as possible, though there will be areas where agreements with private land owners may be necessary (for example, along the EUL parcel on Happy Jack Road, as grades may not allow for the use of WYDOT ROW).

A Crow Creek channel restoration and revitalization plan, named the Crow Creek Revival, or CCR, was initiated in 2016 to revitalize 25 miles of the Crow Creek channel and its tributaries. The effort was paused after PFAS (per- and polyfluoroalkyl substances which are toxic to humans and animals) were found in the area east of FE Warren AFB. The Wyoming Department of Environmental Quality (DEQ) was expected to award the City $18 million for remediation and restoration of the contaminated Crow Creek channel, but how that money will be used, or whether it is still available, is unclear. The Greenway study team explored potential approaches and mitigations to the PFAS situation with Wyoming Department of Environmental Quality staff, but because PFAS contamination is still an emerging public health issue, there were no guidelines available at the time of this report. It is likely that any actions recommended at this time would be obsolete at the time of design and construction, so this Study recommends the issue be revisited during the design phase, and the design team implements the then-current standards of care for handling of PFAS contaminants.

Because Crow Creek has an exceptionally large contributing drainage basin, the channel can rise due to far away storms. The 25-year historical record from a nearby USGS stream gauge indicates that May and June are the highest average flow months, with an average summer daily flow rate of about 33 cubic feet per second (CFS), or a channel depth of about 1.5 feet, and annual peaks between 50 CFS and 150 CFS, or about 2 to 4 feet of water depth. The stream gauge record shows that between 2009 and 2017 there were 7 years of significantly higher flow, with annual peaks between 300 CFS and 600 CFS, or between roughly 4 and 6 feet of water depth, illustrating the potential for flooding a Greenway if it was built within the channel banks. Within the city limits, the creek is fed by storm sewers which increase the depth response during rainfall events.

FE WARREN AIR FORCE BASE

Francis E. Warren Air Force Base (FEW AFB) sits at the northwest edge of the project area, mostly west of I-25 and north of Happy Jack Road. A secure fence surrounds the base, which includes military buildings, on-base housing, and Freedom Elementary School. The Air Force Base also owns a large property south of Happy Jack Road and west of I-25 immediately adjacent to Crow Creek that has potential for a private development to construct a mixed-use housing and retail development for off-base military personnel and families. This property is commonly referred to as the Extended Use Lease (EUL) property.

One key benefit of the West Crow Creek Greenway is that it could potentially give base residents a direct, non-vehicular route to downtown Cheyenne, though how accessible it would be to on-base personnel though a secured access point is something that will have to be vetted through FEW AFB Security Forces and is outside the scope of this project.

Freedom Elementary School

Freedom Elementary School sits on the north side of Happy Jack Road, about half a mile west of I-25. It is partially inside the secure perimeter of FEW AFB; the school driveway is open throughout the day to accommodate busses and off-site parent drop-off and pick-up, but a second perimeter fence surrounds the backside of the school, and a secured gate near the school's drop-off lot opens to foot traffic only twice a day during school bell times.
The school is part of Laramie County School District #1 (LCSD #1) and is recognized as a Wyoming Purple Star School for its support of military-connected students and families. Children living on base attend Freedom Elementary, but the school also accepts students from the public if space and enrollment allows.
The western end of the West Crow Creek Greenway is planned to connect to Freedom Elementary. The EUL, and a Greenway connecting to Freedom Elementary adjacent to it, is expected to reduce the bussing requirements for the Laramie County School District, as students living within the EUL will have direct access to the school from the Greenway.

FUTURE EUL LAND DEVELOPMENT

FEW AFB owns two parcels just south of Happy Jack Road, west of I-25. These are currently used for Bull Lot Park-n-Ride (PnR) operations during Cheyenne Frontier Days (CFD). They are set aside for new base housing, mostly one- and two-bedroom units. A Greenway between the EUL and Freedom Elementary School would provide connectivity for students living within the EUL.. The school district is required to provide bus services for students who live more than a mile away or would need to cross any major road. If the Greenway connects future EUL housing to the school, bussing needs could theoretically be reduced, potentially resulting in cost savings to the District. If retail businesses such as coffee shops or restaurants open in the development, they would likely benefit from the Greenway as well. An approved Greenway Plan will solidify the City's commitment to the project and provide a vehicle to require private development cost-sharing for it. A Greenway alignment south of Happy Jack Road would be ideal for off-base personnel and family living in the EUL development, as well as bringing Cheyenne residents to the EUL retail businesses.

WEST CHEYENNE SANITARY SEWER IMPROVEMENTS

The Board of Public Utilities (BOPU) is evaluating a new sanitary sewer line from the EUL site along Crow Creek to MLK Jr Park, where it could tie into the existing sanitary sewer system. If the Greenway is constructed in the creek channel (as is proposed from Happy Jack Road to Westland Road), there may be an opportunity to share space and grading with the sewer line and reduce construction impacts elsewhere. However, the Greenway would need to be built with a 12-foot-wide section and a thicker concrete section to accommodate maintenance vehicles and access points.

HAPPY JACK ROAD (WY 210)

Between Freedom Elementary and I-25, Happy Jack Road (WY 210) runs east / west and serves as a key route in the region. It provides direct access to the school, the CFD Bull Lot Park-n-Ride (PnR), F.E. Warren AFB, and I-25. It will also connect directly to the planned EUL housing development. East of the interstate, the road becomes Missile Drive.

Within the study area, Happy Jack Road has two westbound lanes and one eastbound lane. The westbound lanes merge into one near the school's driveway. Paved shoulders line the road, ranging from 2 to 12 feet wide. The speed limit is 55 mph west of the school driveway and 40 mph to the east. A large, paved pull-off is located on the north side of the road across from the Bull Lot PnR access point. It is regularly used by sightseers enjoying the open prairie and Crow Creek drainageway, and WYDOT plow drivers also use the pull-off during snow removal operations.

Happy Jack Road crosses over Crow Creek on a single bridge structure, just west of the I-25 and Happy Jack Road/Missile Drive interchange. Both banks under the bridge are heavily reinforced with riprap embankment to prevent bank scour during major rain events. There is plenty of vertical clearance to meet pedestrian criteria and construct a Greenway slightly above the creek's normal flow elevation. There is also plenty of horizontal distance between the piers and the creek to construct a 10' wide Greenway.

HAPPY JACK ROAD BRIDGE OVER CROW CREEK (SOUTH SIDE, LOOKING NORTH)

INTERSTATE 25 (I-25)

I-25 is the main north and south transportation and freight corridor from Colorado, running along the west side of Cheyenne. It crosses over Crow Creek on two separate bridges—one for each direction of traffic.

Underneath and adjacent to the I-25 bridges, the northern bank features concrete slope paving, while the southern side features a combination of deteriorating concrete slab slope protection and rip-rap revetment embankment. Both bank protections extend well beyond the nearest set of piers, limiting Greenway opportunities to the middle 2 ½ spans where the creek currently meanders. There is plenty of vertical clearance to meet pedestrian criteria and construct a Greenway slightly above the creek's normal flow elevation. There appears to be sufficient horizontal clearance between the existing bank and the piers on both sides of the creek to construct a 10' wide Greenway, however, the existing embankment protections are certain to be impacted by the Greenway (discussion below) and may require remediation as part of Greenway construction.

I-25 BRIDGES, NORTH BANK (LOOKING EAST)

I-25 BRIDGES, SOUTH BANK (LOOKING EAST)

During a field review, it was noted that Crow Creek's flow line is not centered underneath the bridges and is positioned closer to the northern bridge slopes, which is different than historical aerial imagery indicates. This would suggest that the creek is actively meandering and will need to be carefully considered when the Greenway is designed at this location. It was also observed that the slope paving on the north bank is beginning to scour in some locations and the concrete on the north bank has heaved with some slabs beginning to separate. This will also be a critical design element to be coordinated with WYDOT.

I-25 BRIDGES, (EAST SIDE OF I-25, LOOKING WEST)

SCOUR AT NORTH BANK SLOPE PAVING

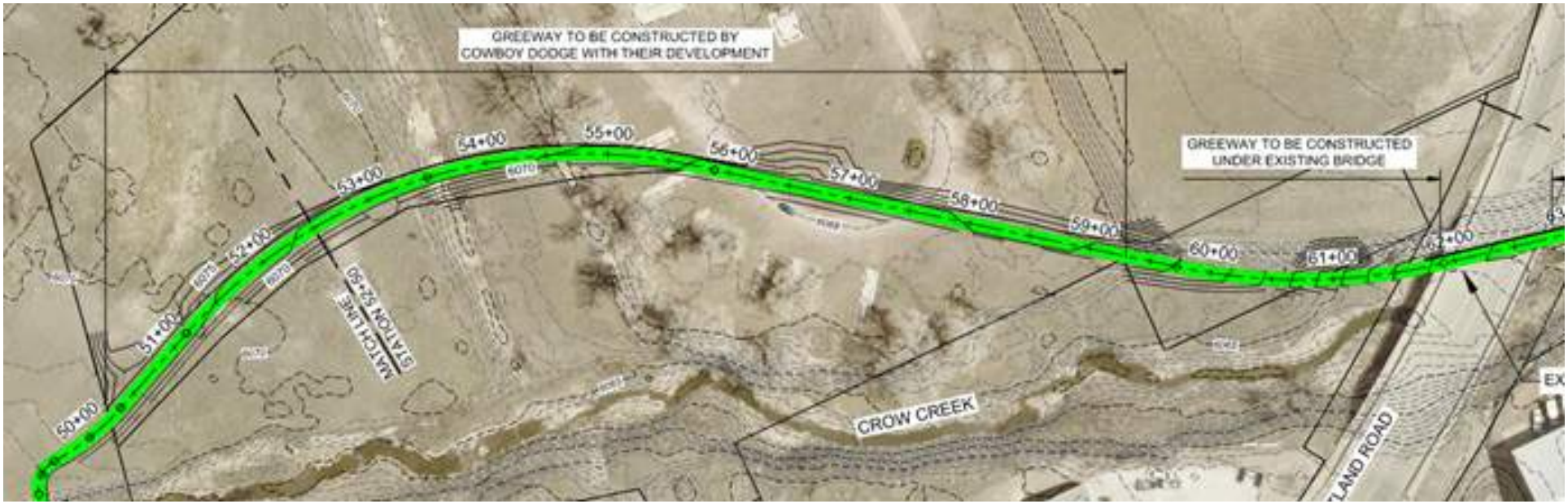
I-25 BRIDGES, SLOPE PAVING HEAVED

I-25 BRIDGES, SLOPE PAVING SLABS SEPARATING

CROW CREEK SOUTH BANK, WEST OF I-25

COWBOY DODGE DEVELOPMENT

Cowboy Dodge has designed a new car dealership at the west corner of Missile Drive and Westland Road adjacent to Crow Creek. When Cowboy Dodge is constructed, the owner has agreed to build the section of the Greenway along the creek on the property. The final design of the Greenway adjacent to Cowboy Dodge will either need to accommodate the site development and grading, or tie into the already-constructed Greenway, depending on when the dealership is built and when the Greenway is designed. The 35% conceptual Greenway plans, included with this project, have incorporated the final design plans for the Greenway on the Cowboy Dodge site.



WESTLAND ROAD BRIDE (WEST SIDE, LOOKING EAST)

WESTLAND ROAD

Westland Road runs north–south between Missile Drive and Old Happy Jack Road as a collector street with one lane in each direction and a striped center median/left turn lane. Both sides have curb and gutter, and there is an attached 5' sidewalk on the east side and an attached 8' shared-use path on the west side. The speed limit is 30 mph.

Halfway between Missile Drive and Old Happy Jack, Westland Road crosses over Crow Creek on a single 3-span bridge, with the creek's flow line roughly centered beneath it. There appears to be just enough vertical clearance to meet minimum pedestrian criteria, though it is not an ideal condition. There appears to be sufficient horizontal clearance between the existing bank and the piers on both sides of the creek to construct a 10' wide Greenway. With the exception of the Cowboy Dodge dealership, the land along Westland Road adjacent to Crow Creek is already developed.

OLD HAPPY JACK ROAD UNDERPASSES (EAST SIDE, LOOKING WEST)

OLD HAPPY JACK ROAD

Between Westland Road and Missile Drive, Old Happy Jack Road runs east–west with one lane in each direction. The road passes under the BNSF railroad tracks through two separate historic tunnels midway between Westland and Missile Drive. West of the BNSF tunnels, where development along Westland Road has occurred, Old Happy Jack Road has 15'-wide lanes and curb and gutter. About half of the segment has sidewalk. East of the tunnels, Old Happy Jack Road is a narrow road with 11' lanes, no curb and gutter, and no sidewalk except at the intersection of Missile Drive. Although there's no posted speed limit, City ordinance designates it 30 mph.

The City has considered closing the tunnels to the public due to clearance issues for buses and larger vehicles, as well as safety issues related to the center tunnel pier. With that potential change in mind, another alternative considered during the study was to make Old Happy Jack Road one-lane and one-way, and utilize the unused roadway and tunnel for a Greenway. Although this remains a possibility in the future, it was not considered feasible at the time of this study due to so many unknowns with the Commuter Rail Development Study and was removed from consideration.

MISSILE DRIVE CULVERTS (SOUTH SIDE, LOOKING NORTHEAST)

BACK 40 SUBDIVISION

The Back 40 Subdivision is proposed on the vacant property south of Old Happy Jack Road, east of the BNSF tracks, north of Lincolnway, and west of the Cheyenne Ice and Events Center and the new Gymnastics Center. It is proposed to include mixed use multifamily housing, with possible commercial space. The preliminary plat includes extending Grant Avenue from Lincolnway to Old Happy Jack Road and connecting to 18th Street and Paul Smith Way. The subdivision presents a great opportunity to make sidewalk and multi-use path connections to the proposed Greenway.

MISSILE DRIVE

Between Westland Road and Lincolnway, Missile Drive runs north–south as an arterial with two lanes in each direction and a raised center median. Both sides have concrete curbs, and the speed limit is 40 mph north of 19th Street and 35 mph south of 19th Street. Sidewalk generally does not exist on Missile Drive in the study area.

South of Westland Road, under the BNSF overpass, Crow Creek crosses under Missile Drive through three large and very long angled concrete box culverts. The culvert deflection limits visibility through the culverts. These culverts have been used for several years as shelters for transients and were recently cleared of a significant amount of trash and personal items. Due to the culvert length, angle, recent use by transients, and purpose as a high-water flow path for the creek, they are not well suited for Greenway use.

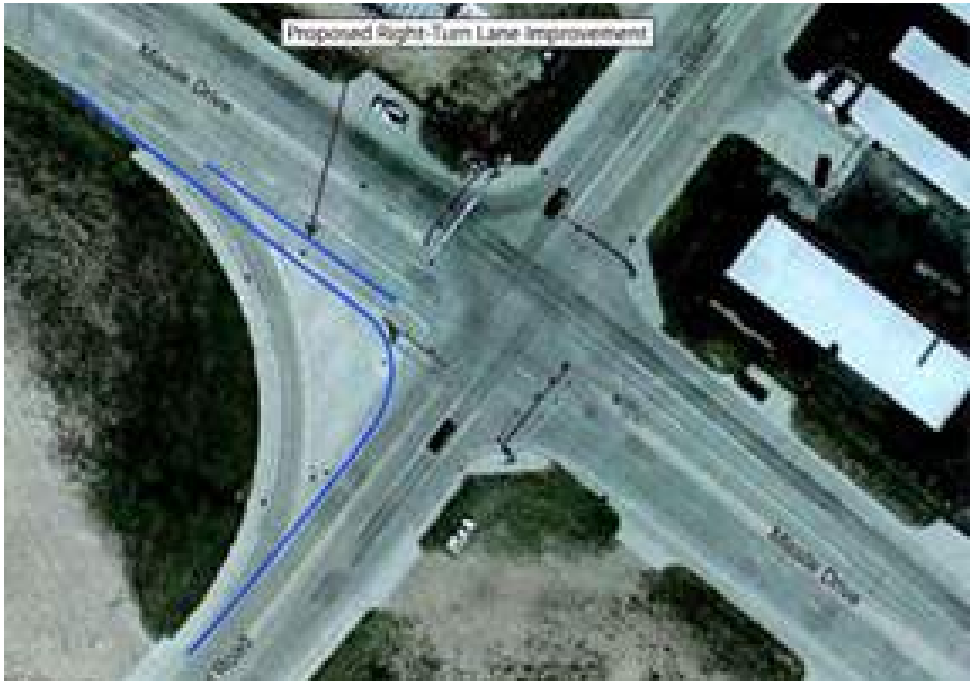
The Missile Drive Corridor Plan was prepared in 2010 as a long-range planning document for the Cheyenne MPO. The corridor plan focused on Missile Drive between I-25 and Lincolnway. It evaluated cross-section and drainage improvement alternatives along the route, including intersection improvements at Westland Road and 19th Street/Old Happy Jack Road.

MISSILE DRIVE CULVERTS (NORTH SIDE, LOOKING SOUTHWEST)

MISSILE DRIVE CULVERTS (NORTH SIDE, LOOKING SOUTHWEST)

The plan recommended removing the large SB free-flow right-turn lane at Missile Drive and Westland Road and evaluated a number of intersection configurations at 19th Street and Old Happy Jack Road and recommended reconfiguring the intersection to two separate T-intersections. The intersection project is currently in design using the Missile Drive & 19th Street preferred alternative configuration. The Greenway project team evaluated three Greenway alignment alternatives using this intersection concept as an assumed existing condition.

MISSILE DRIVE / 19TH STREET / OLD HAPPY JACK ROAD PROPOSED RECONFIGURATION (2010)



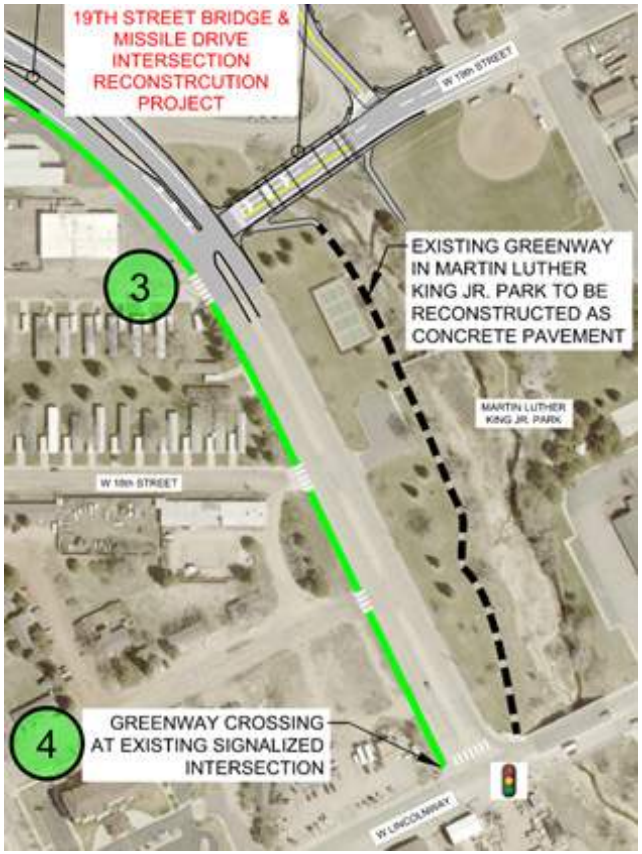
PROPOSED MISSILE DR & WESTLAND RD REVISIONS

The Missile Drive Corridor Plan also noted that Missile Drive did not meet traffic volume warrants for a 4-lane roadway and was not likely to meet them in the study horizon. More recent traffic counts conducted just prior to the West Crow Creek Greenway Study in 2023 similarly suggest the existing and projected traffic volumes could be served sufficiently on a reduced-lane street section. The MPO is currently planning to conduct an updated Missile Drive corridor study in the future aimed at "right sizing" Missile Drive from I-25 to Lincolnway to ensure the roadway meets the needs of all users and fits the vision for the future Missile Drive corridor development. This could present an opportunity to implement some of the West Crow Creek Greenway elements.

19TH STREET

South of the BNSF bridge over Missile Drive, 19th Street runs east–west from Missile Drive into downtown Cheyenne, with one lane in each direction in the immediate vicinity of the study area and turning into a one-way two-lane street one block east of Missile Drive. Both sides of 19th Street have severely deteriorated asphalt or concrete curbs, and the speed limit is 30 mph. East of Dey Avenue, new concrete curb and gutter has been constructed along with attached sidewalk on the south side.

Crow Creek crosses under 19th Street through four large metal culverts. These culverts can't pass a 100-year event, which causes water to overtop the road and creates flood risks for drivers on 19th Street and Missile Drive and for downstream properties. The 19th Street project will replace the culverts with a bridge, and is currently in design, with construction expected in 2026.



EXISTING GREENWAY: MARTIN LUTHER KING JR. PARK

The existing section of Greenway within Martin Luther King Jr. Park was the first section of Greenway to be constructed in Cheyenne in the early 1990's. It is in poor condition and does not meet current Greenway design standards. The Greenway is asphalt, and is recommended be updated to a 10-foot wide concrete path.

THE PROCESS

The development of the West Crow Creek Greenway Plan involved a multi-disciplinary group of consultants, stakeholders, and decision makers, including City staff representing several departments.

PROJECT MEETINGS

Throughout the project, MPO and City staff worked closely with the consultant team, meeting regularly to track progress and plan next steps, and providing input and feedback on alternatives and key decisions during the development of the design and Plan.

STAKEHOLDER AND PUBLIC OUTREACH

The project followed a typical, thorough stakeholder and public engagement process, with a focus on gathering meaningful input from both stakeholders and the broader community.

Key stakeholders involved include the following:

- Cheyenne MPO
- City of Cheyenne departments (Engineering, Public Works, Community Recreation & Events, and BOPU)
- FE Warren AFB and Enhance Use Lease (EUL) representatives, including Cheyenne Chamber of Commerce
- WYDOT
- Local Developers (i.e. Cowboy Dodge)
- School District (LCSD #1)

The project kicked off in September of 2023 with a stakeholder field walk of the study area starting at Freedom Elementary School and working east to finish at MLK Jr Park. The site walk was attended by representatives from the Cheyenne MPO, City of Cheyenne, Board of Public Utilities (BOPU), Laramie County, F.E. Warren Air Force Base, and Greenway Advisory. The group stopped at each critical location to evaluate existing site conditions, understand design constraints, and discuss potential Greenway solutions and alternatives that met the goals of the study.

The site walk stops included the following locations and considerations:

EUL PARCEL: Happy Jack Road ROW, grades, sightlines, potential alignments for the Greenway as well as ROW and drainage impacts, general topography for Greenway crossings; EUL access points, EUL boundary, Crow Creek channel conditions and characteristics adjacent to the EUL property; Crow Creek restoration and remediation environmental and cultural considerations, BOPU Sanitary Sewer extension along Crow Creek, Greenway and sewer shared corridor considerations and requirements; I-25 structures and embankment grades, topographic considerations for the I-25 crossing, WYDOT oversight and various design criteria and construction constraints and requirements, potential alignments for the Greenway and related floodplain impacts.

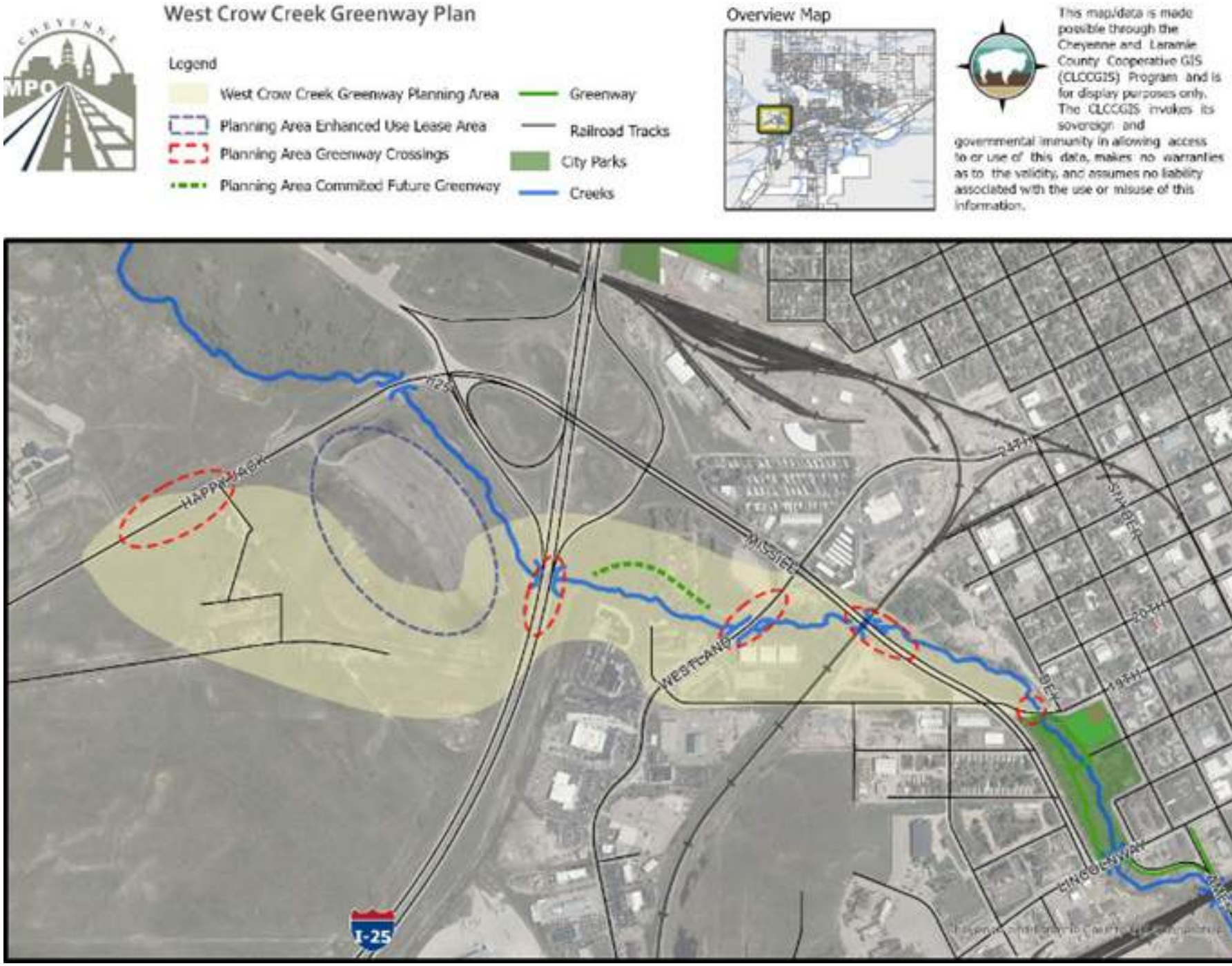
COWBOY DODGE DEALERSHIP SITE: topography for and floodplain impacts of a Greenway crossing Crow Creek east of I-25, impacts and criteria/requirements for crossing WYDOT ROW; BOPU Sanitary Sewer extension and shared corridor considerations, maintenance access for the Greenway and sewer; Cowboy Dodge property boundary and most recent site plan, Greenway alignment along the Cowboy Dodge property, alternative alignments along Crow Creek, including a south bank option; potential Westland Road crossing options, topography for at-grade crossings and access spurs between the Greenway and Westland Road, potential impacts to businesses on Westland Road backing to Crow Creek.

OLD HAPPY JACK ROAD (OHJ) AND BNSF RAIL TUNNELS: Roadway and sidewalk conditions and existing improvements west of BNSF, lane configuration options for OHJ, potential Greenway alignments along the foot of the BNSF embankment form Crow Creek to OHJ, closure of one tunnel, one-way operation of OHJ, reconstruction of OHJ to accommodate Greenway on the existing pavement; parcel usage and typical vehicle usage east of BNSF, business impacts of one-way OHJ operations, land ownership and access management options on OHJ east of BNSF, future Grant Ave improvement related to the Back 40 Subdivision, drainage and utility impacts and intersection configuration options for the OHJ/Washington/Missile Drive intersection.

MISSILE DRIVE /BNSF / CROW CREEK CROSSING: Existing Crow Creek channel and box culverts east of Missile Drive, existing wetlands and drainage features of the Crow Creek floodway, potential Greenway alignments along the foot of the Missile Drive embankment and adjacent to Missile Drive, the existing BNSF bridge abutments and Missile Drive ROW for Greenway alignments along Missile Drive, existing guardrail conditions and shoulder widths.

19TH STREET & MISSILE DRIVE CULVERTS AND INTERSECTION: The existing culverts and potential 19th street realignment options, greenway alignment options along the creek channel under 19th as well as at-grade options.

MLK JR PARK: Existing greenway alignment and conditions, connections to and potential impacts to other park amenities, greenway tie-ins to the existing pedestrian bridge over crow creek, greenway tie-ins to mlk court parking lot, opportunities to correct existing deficiencies in the asphalt greenway (grades and alignment)



PROJECT OVERVIEW SHOWING LOCATIONS OF SPECIFIC INTEREST CONSIDERED DURING THE STAKEHOLDER SITE WALK

The first public meeting took place on May 16th, 2024 at the Laramie County Library. City and MPO staff, the design team, and community members discussed existing Greenway and study area site conditions, ideas and elements of the new Greenway desired by the public, and strategies for developing the design concept. Approximately 10 people attended. MPO staff promoted the meeting via the MPO website, social media, and emails to previous attendees and interested individuals.

The open house included printed maps of Greenway alignment options for attendees to review and comment on. A survey, available in print and online, collected additional feedback. Survey results are included in Appendix X.

The second public meeting was held on July 10th, 2025 at the Laramie County Library and focused on the preferred alternative, impacts of design decisions, and refined concept designs. MPO staff promoted the meeting via the MPO website, social media, and emails to previous attendees and interested individuals.

The second public meeting focused on the final design of the 19th Street, Crow Creek crossing, and the Missile Drive intersection to validate and refine a preferred alternative. The survey results showed that there are continued safety concerns with intersections, visibility, crime, and flooding. The survey results also showed that residents supported curbs and a vegetative or concrete buffer along missile drive. With pending traffic studies, residents supported the controlled at-grade crossings and encouraged multiuse paths and sidewalk combinations in new development in the City. Residents are very supportive of connectivity to Freedom Elementary, Ice and Events Center, and future residential and retail areas west of I-25.

On August 8, 2025, the project team hosted a booth at the Wyoming Pathways Bike & Pedestrian Safety Workshop and received a couple of comments of support. Upon completion of board and committee presentations during fall 2025 reviews, all of the feedback received will be added to the report and Public Engagement appendix.

HYDRAULIC AND FLOODPLAIN ANALYSIS

Throughout the evaluation process, sections of proposed greenway were assessed in and around the flood hazard area associated with Crow Creek. Crow Creek has a large flood hazard area and a defined regulatory floodplain starting well upstream and through the city limits. The regulatory requirements for floodplains depend on the type of flood zone designated on FEMA flood hazard maps. In this case the area east of the Interstate 25 bridge is an 'AE' zone which includes floodplain fringe areas, a defined floodway, and base flood elevations. The area under the Interstate 25 bridge and to the west is a simpler 'A' Zone or approximate flood zone. Floodplain regulations require detailed evaluation of any features that may potentially change or raise the floodway. This project included a proposed pedestrian crossing east of the Interstate 25 bridge that would encroach into the primary drainage way or floodway of Crow Creek. In addition, the Westland Road bridge underpass alternative may also have floodplain impacts requiring FEMA review described below.

The hydraulic evaluation found the I-25 crossing could potentially cause a local increase in the flood depth as floodwater goes over this feature, and also that the Westland Road underpass may cause a local increase in the flood depth (though this existing conditions model for this crossing was not yet complete at the time of this study, so a determination was not possible). Floodplain regulations also require that any project that produces theoretical rises of flood depth in a floodway must submit detailed plans and hydraulics analysis to FEMA under a Conditional Letter of Map Revision or CLOMR. The goal of the CLOMR is to alert FEMA to potential change in the flood risk in a community. The need for a future CLOMR should be anticipated for this project based on the preliminary designs presented with this report. The overall change in flood depth is low but still warrants the FEMA level evaluation of the proposed changes. FEMA can accept the changes or put conditions on the project based on their review. Once a CLOMR is accepted, the project can be constructed.

After construction, another 'as-constructed' plan submittal is required with a formal Letter of Map Amendment or LOMR which also goes to FEMA. A LOMR verifies the constructed project met the criteria outlined in the CLOMR and adjusts the formal floodplain mapping and base flood elevations in the area impacted by the project. The CLOMR and LOMR processes have significant cost and schedule impacts associated with them, but appear warranted for sharing of the creek with pedestrian pathways.

ALIGNMENT ALTERNATIVES

HAPPY JACK ROAD CROSSING

As part of the alternatives evaluation, three options were developed for the Happy Jack Road Crossing. The three alternatives included:

1. Construction of a new overpass over Happy Jack Road
2. Construction of a new underpass underneath Happy Jack Road
3. Construction of a new at grade crossing on Happy Jack Road

While discussing alternatives and coordinating with stakeholders, WYDOT noted they prefer not to have pedestrian paths in state highway right of way due to both safety and maintenance concerns. They also noted the potential for future widening along Happy Jack Road, which could require relocating the Greenway. Additionally, an existing right of way agreement between WYDOT and the EUL will need to be reviewed and accommodated or revised if a Greenway alignment adjacent to the EUL on the south side of Happy Jack Road is selected. This agreement may influence the type and location of the Greenway crossing of Happy Jack Road at the EUL access.

NEW OVERPASS

One alternative evaluated for crossing Happy Jack Road involved constructing a new overpass or pedestrian bridge. The elevated terrain west of Freedom Elementary School could reduce the volume of fill required for the structure and would naturally suit a gradual incline and decline to and from the overpass. A grade-separated crossing would eliminate vehicle-pedestrian conflict points and would meet LCSD's criteria for a designated safe school crossing. Additionally, a bridge would present the lowest risk of flood-related impacts. However, this option would place the crossing farther from the Greenway's most direct alignment, which could discourage use and increase the likelihood of unsafe, unauthorized crossings of Happy Jack Road. A bridge would also be the highest capital and long-term maintenance cost option, along with the most significant right-of-way impacts to Happy Jack Road. This option also has the highest environmental and visual impact, with stakeholders commenting that a pedestrian overpass would obstruct views to east and west and would likely generate significant public opposition based on visuals alone. Note a pedestrian overpass would directly obstruct views of Cheyenne from base housing on Minuteman Drive. Construction would require multiple phases, requiring intermittent closures and traffic control measures.

NEW UNDERPASS

Another option for crossing Happy Jack Road was building an underpass, likely using a standard segmented 10'h x 12'w concrete box culvert. The exact location would need further study, but the area doesn't have any major topographic features that help or limit placement. Like a bridge, a box culvert would separate Greenway users from traffic and would meet LCSD's safe school crossing standards. It could be placed closer to the Greenway's direct route to the school, which would be preferred to maximize use. However, some users might feel uneasy using an underpass that isn't visible from the road and may choose to cross Happy Jack road at-grade instead. Flooding is a concern—this type of structure would likely flood during a 100-year storm event. A box culvert would come with the second highest construction and maintenance costs, and it would have the second largest impact on the road's right of way. This option also has the highest environmental impact due to the large excavation required, potentially disturbing known or suspected Native American cultural sites within the Happy Jack ROW. Construction would require multiple phases, requiring significant construction impacts on Happy Jack Road for roadway users.

The City of Cheyenne applied for a grant to help fund this option, but the application was not successful.

NEW AT-GRADE SIGNALIZED CROSSING

A third option for crossing Happy Jack Road was an at-grade signalized crossing, either a full traffic signal or a pedestrian hybrid beacon (HAWK). If the EUL land is developed, a new traffic signal may be warranted independently, which could then be used by Greenway users. The location of the signal would need additional analysis, most notably to avoid conflicts with the existing signal at Happy Jack Road and I-25. The current Bull Lot access is 1000' from the existing signal at Missile Drive (signal spacing on a road like Missile Drive would typically be 1320' minimum, and up to 2640' as the Happy Jack Road transitions to a highway). In addition, the current access location presents direct conflicts between the Greenway and the existing pull-out on the north side. A Greenway crossing at this existing access location is probably not feasible, so close coordination with the EUL development will be required.

The signalized crossing option would keep Greenway users at street level, which introduces vehicle-pedestrian conflict points and may not meet LCSD's standards for a safe school crossing. It would be placed on the Greenway's direct route, significantly reducing the chance that users ignore the signal and cross elsewhere. Flooding is unlikely, and this option would have the lowest construction and maintenance costs, even if the signal isn't tied to future development. It would also have the smallest impact on the road's right of way but would have the greatest impact on drivers by introducing delay.

A signalized crossing is considered the best short-term solution, although it is also a feasible long-term solution. An unsignalized at-grade crossing is not recommended and would not be supported by WYDOT or LCSD anywhere along Happy Jack Road.

ELIMINATED ALTERNATIVES

The first option considered was routing the Greenway along the north side of Happy Jack Road and crossing under the existing Crow Creek bridge. Early review showed this would require major slope reconstruction within WYDOT ROW to meet Greenway grade requirements. That slope correction would also likely push the Greenway into the FE Warren AFB secure perimeter due to the terrain. In addition, the Greenway would likely impact wetlands that exist along the Crow Creek channel. After discussions with base staff, it was made clear that any alignment crossing into the secure perimeter would not be supported. Because of this, the option was ruled out early in the process.

Another option considered was to route the Greenway along the north side of Happy Jack Road, using the existing bridge deck to cross Crow Creek, then crossing Happy Jack Road at the signalized intersection with the I-25 south bound on and off ramps. However the existing bridge width is not sufficient to accommodate any pedestrian or bike facilities without re-purposing at least one traffic lane. WYDOT opposed this option, primarily due to safety concerns with introducing vehicle-pedestrian conflicts in the free-flow right-turn lane from EB Happy Jack Road onto southbound I-25 on-ramp. Based on this feedback, this alternative was also dropped from consideration early in the process.

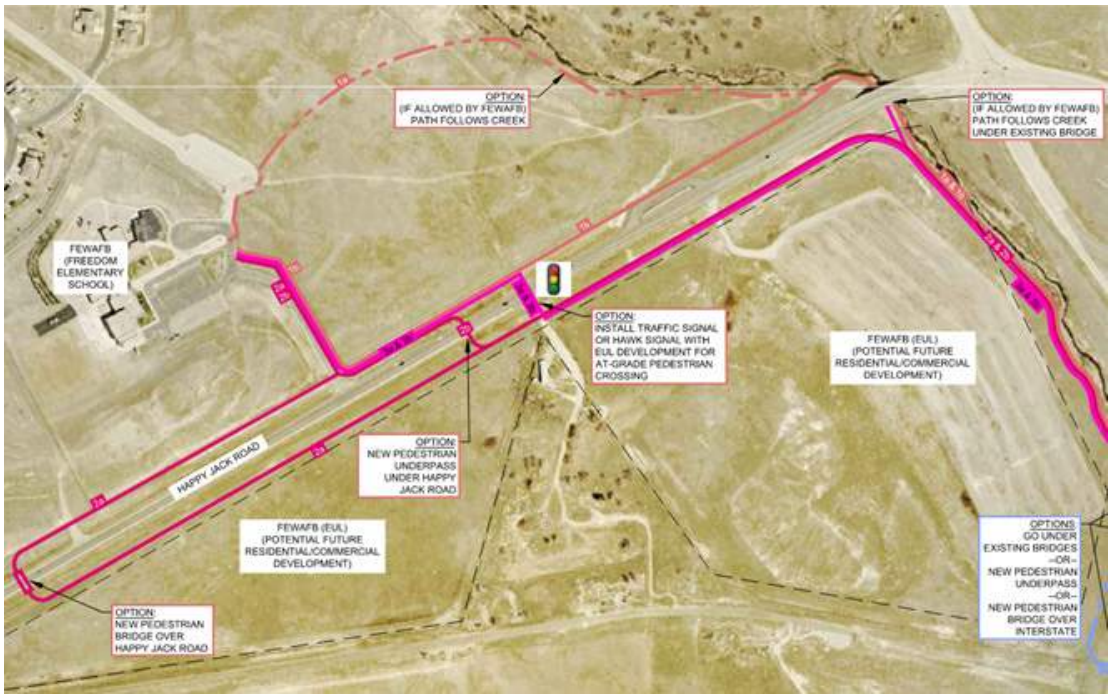


FIGURE 2 - HAPPY JACK ROAD CROSSING ALTERNATIVES (TOP 3)

RECOMMENDED CROSSING

Based on public feedback and expected construction and maintenance costs, the project team recommends a new at-grade signalized crossing of Happy Jack Road for both interim and long-term use.

The need for this crossing will primarily be driven by future development of the EUL land as well as decisions about how the base plans to operate the secure gate near Freedom Elementary School. Currently, that gate only opens during school arrival and dismissal times. Without the EUL development, there is likely very little demand for pedestrian and bike access to the school. *As the EUL land develops and there is an increased pedestrian presence in the area it is recommended that the City again pursue grant funding for a grade-separated crossing of Happy Jack Road.*

HAPPY JACK ROAD TO I-25

Given the location of the proposed Happy Jack crossing options, the Greenway should run along the southwest bank of Crow Creek from Happy Jack Road to I-25. This alignment also allows for future connections to homes and retail business within the EUL development.

The Greenway should avoid disturbing the concrete and riprap embankment protection along the south bank of Crow Creek, both east of Happy Jack and west of I-25. If impacts can't be avoided, a hydraulic analysis and mitigation will likely be required.

INTERSTATE 25 (I-25) CROSSING

As part of the alternatives evaluation, three options were developed for the I-25 crossing; all are grade-separated for obvious safety reasons, so all would fully separate Greenway users from traffic and meet LCSD's safe school crossing standards.

The three alternatives included:

1. Utilization of the existing Crow Creek underpass underneath I-25
2. Construction of a new overpass over I-25
3. Construction of a new underpass underneath I-25

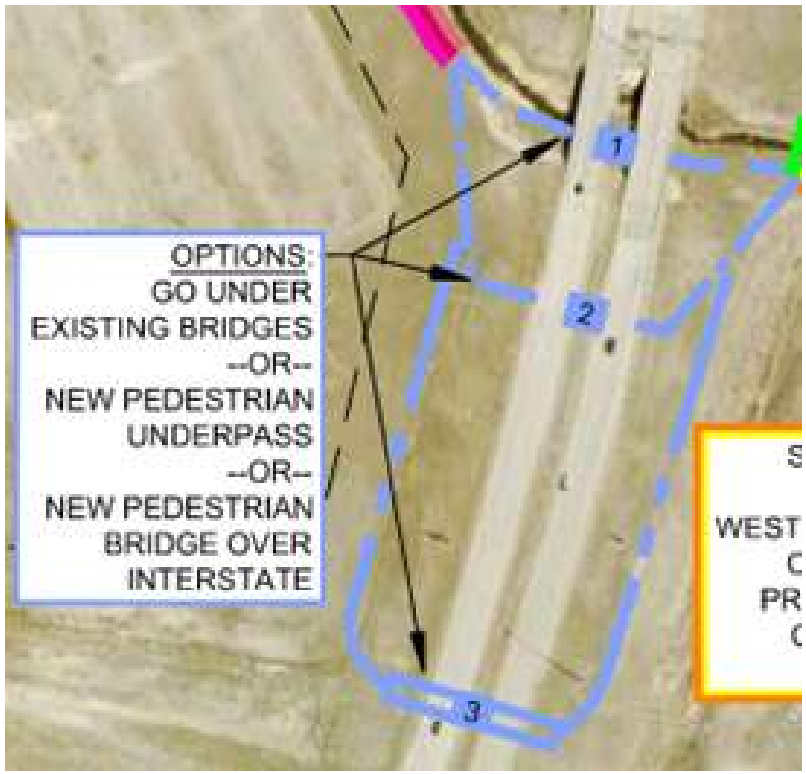


FIGURE 3 – I-25 CROSSING ALTERNATIVES

EXISTING CROW CREEK UNDERPASS

The first option explored for crossing I-25 was using the existing I-25 bridge over Crow Creek. Vertical clearance appears more than sufficient to meet pedestrian criteria, but horizontal clearance between the existing embankment and the piers (or between the piers and the creek) may not be sufficient for a 10' wide Greenway. Ideally, the Greenway would sit as high above the creek as possible to minimize overtopping frequencies, which would require removing a portion of the existing concrete slope paving and adding a retaining wall. WYDOT stated that any physical impacts to the structure would require top-down construction, meaning the I-25 bridge deck would need to be removed. Since the bridge is about 50–60 years old and not scheduled for replacement in the current 20-year STIP, this makes the option more complicated. The existing slope paving is already separating and will likely need stabilization if the Greenway is built nearby. Even if the existing slope paving is not directly impacted, any reinforcement or stabilization of the slope will require close WYDOT structural coordination and oversight.

A Greenway under I-25 would follow the Greenway's most direct route, though some users may feel uneasy about the underpass being out of sight. Flooding is a certainty at some point: overtopping is possible for annual peak rain events and is likely for rain event above the annual peak. Assuming top-down construction is required, costs would be similar to building a new underpass or overpass. However, complete bridge reconstruction is not a foregone conclusion, and if avoidable, this would be an extremely cost-effective option. This option would also have the lowest maintenance needs and the smallest impact on I-25 right of way.

An alternate idea involved constructing the Greenway on helical piers under the bridge to avoid disturbing the slope or floodway, but that option was removed from consideration as construction of helical piers under the existing interstate bridge will not be feasible.

NEW UNDERPASS

A second option for crossing I-25 was building a new underpass, likely using a standard segmented 10'h x 12'w concrete box culvert. The exact location would need further study, but there are no major topographic features that help or limit placement. It could be constructed near the Greenway's most direct route, and users would use it for lack of alternatives. Still, some may feel uneasy using a long underpass that's out of sight, and lighting for this underpass would almost certainly be required, even with an oversized culvert section. Flooding is a significant concern; depending on the location and distance from the creek, this type of structure would likely flood during a 5-year storm event and is certain to flood during a 25-year storm and above. It's expected to have the second highest construction and maintenance costs, as well as the second largest impact on I-25 right of way.

NEW OVERPASS

The third option for crossing I-25 was building a new overpass for the Greenway. The bridge would need at least 19 feet of clearance over the interstate. Since there's no nearby high ground, a massive amount of imported fill would be required. This option would be furthest from the Greenway's direct route to accommodate Greenway grade requirements. Flooding wouldn't be a concern, and users would likely use the crossing due to limited alternatives. However, this option would come with the highest construction and maintenance costs, the largest right-of-way impacts, and would require phased construction with significant construction impacts to Interstate users.

Given the terrain and design requirements, the project team found this option too costly and less user-friendly due to the length of the approach ramps necessary to have the Greenway 19 feet above the interstate needed to cross such a structure.

RECOMMENDED CROSSING

After reviewing the I-25 crossing options, the project team recommends identifying an interim solution, recognizing that the existing I-25 bridge over Crow Creek will eventually need replacement. When WYDOT decides to replace the I-25 bridge, the team recommends including a full-width Greenway in the reconstruction—either along the creek or as a new underpass farther south. For now, the recommended interim solution is to route the Greenway under the existing Crow Creek bridge, along the south side of the creek. The Greenway width may be reduced to less than the desired 10-foot width under this structure to limit the impacts to the existing slope paving. The north side was ruled out due to creek migration and erosion concerns.

This plan recommends building a new crossing of Crow Creek southeast of the I-25 underpass, outside of WYDOT's right of way, to avoid future removal if the bridge is rebuilt. A no-rise certification will be required once the final design is developed. It is assumed at this point that this creek crossing would be a low-water crossing, with the understanding that a pedestrian bridge crossing is always a future possibility if there is adequate horizontal spacing between a future I-25 underpass and Crow Creek to meet ADA slopes between the two structures while also achieving adequate clearance over Crow Creek so as to not impact the base flood elevation. *It is very important to note that any construction under the I-25 bridge will also likely require a CLOMR / LOMR as discussed previously*

I-25 TO WESTLAND ROAD

All initial Greenway alternatives assumed the path would run along the north side of Crow Creek between the I-25 and Missile Drive crossings. This side has more level terrain than the south side. Additionally, the planned Cowboy Dodge development at the southwest corner of Missile Drive and Westland Road has committed to building a section of the Greenway along its property.

Given the more favorable topography and the developer's commitment, the Greenway should be built along the north side of Crow Creek between I-25 and Westland Road.

ELIMINATED ALTERNATIVES

Several alternatives explored a Greenway route along the south side of Crow Creek between I-25 and Westland Road. However, this alignment would have to cross steep terrain and require an additional bridge over a north-south drainage channel that is located on the east side of I-25. It would also likely need easements from private landowners. Because of these challenges, the south side alignment was considered infeasible and removed from consideration.

WESTLAND ROAD CROSSING

As part of the alternatives evaluation, three options were developed for the Westland Road Crossing. The three alternatives included:

1. Utilization of the existing Westland Road bridge over Crow Creek
2. Construction of a new at-grade crossing of Westland Road
3. Routing Greenway to the existing signalized intersection of Westland Road and Missile Drive

EXISTING CROW CREEK UNDERPASS

The first option explored for crossing Westland Road was using the existing bridge over Crow Creek. There appears to be enough vertical clearance under the bridge and above the channel to fit the Greenway with minimum pedestrian clearance. However, there are currently transients living under the bridge, which presents safety and comfort concerns for users. Filling in the voids between girders under the deck, similar to what was done at the Lincolnway bridge, could help address this issue. The Crow Creek revitalization plan proposed significant channel excavation between Happy Jack Road and Westland Road to widen the bench and restore a natural creek path. That work could influence the final Greenway alignment in this area.

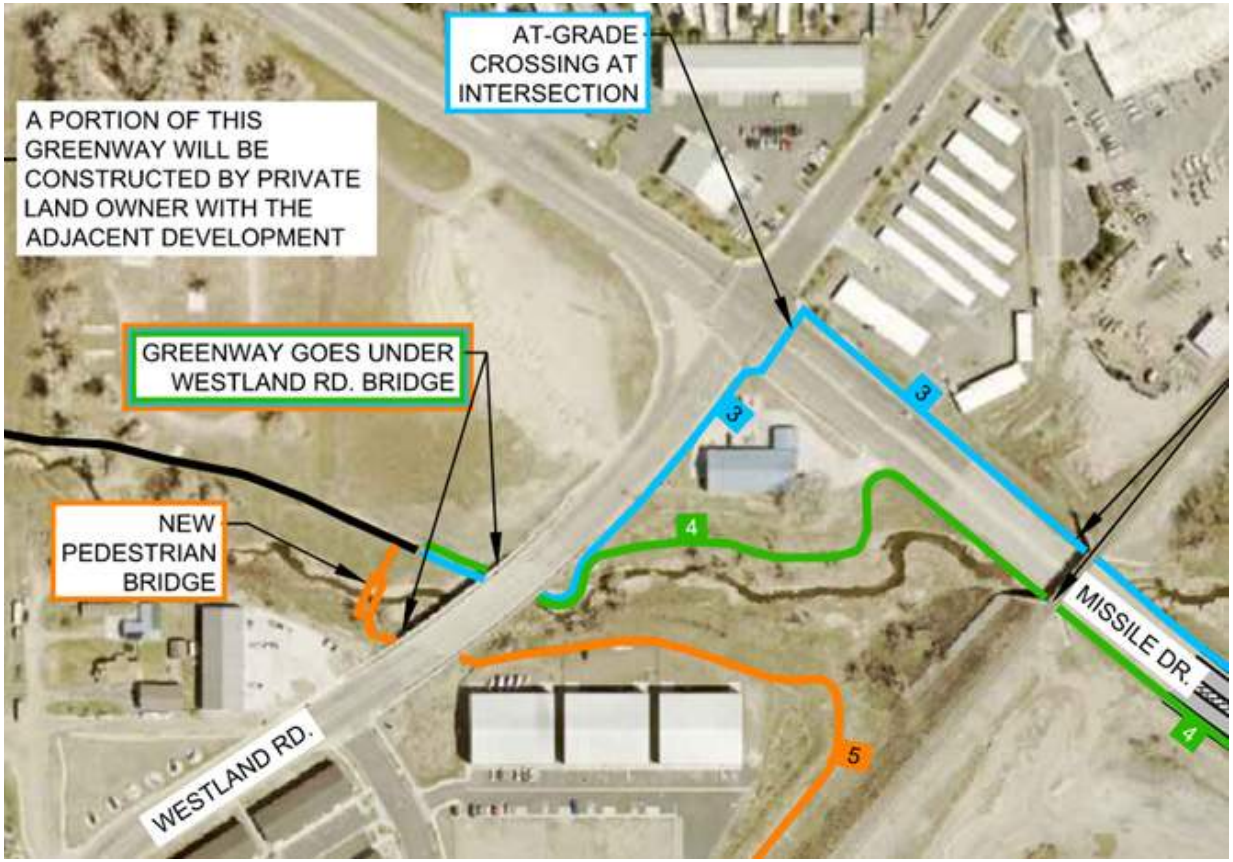


FIGURE 4 – WESTLAND ROAD CROSSING ALTERNATIVES

NEW AT-GRADE CROSSING

A second option was to add a new at-grade mid-block crossing on Westland Road near the existing Crow Creek bridge. While technically feasible, safety concerns came up due to limited sight distance caused by the road's curvature in that area and the short distance from Missile Drive, which is exacerbated by the southbound free right turn movement onto westbound Westland Road. It was also noted that moving the Greenway away from the creek would not meet the original intent of the Greenway Plan.

EXISTING SIGNALIZED INTERSECTION

The third option explored was a connection to the Westland Road sidewalk and an at-grade crossing using the existing intersection infrastructure and controls. The traffic signals at Westland Road and Missile Drive already have pedestrian push buttons and signals that would support this alternative. While this alternative is the furthest from the Greenway's direct route and does not meet the original intent of the Greenway Plan, it is the simplest and least costly option and minimizes flood impacts.

RECOMMENDED CROSSING

Based on project discussions, the project team recommends that the Greenway is routed underneath the existing Westland Road bridge over Crow Creek. It is very important to note that any construction under the Westland Road bridge will also likely require a CLOMR / LOMR as discussed previously.

EASTERN SEGMENT: WESTLAND ROAD TO MLK JR PARK

The previous sections of this report outline and discuss the various technical considerations made for alignment and crossings for the Greenway west of Westland Drive, and for the most part those discussions and considerations are relatively straight forward, as development, land use, and roadway templates have largely been established (i.e. we know that future conditions will largely match existing conditions). In the case of the EUL, the development itself did not influence the alignment decisions, but it can certainly support what was a relatively simple choice of alignments if and when it occurs. The same cannot be said of the relatively complex and dynamic development situation east of Westland Road, involving Missile Drive, Old Happy Jack Road, 19th Street, the City-owned property north of Old Happy Jack, and the upcoming Back 40 Subdivision east of BNSF. In this area alone, 9 alternatives and several variants were evaluated on the same safety, comfort, costs, feasibility, and impact considerations that the other alternatives were evaluated on, as well as compatibility and effectiveness of the alternatives in the context of several potential development circumstances.

Because so much change is occurring in this area at the time of the study, driven by many different efforts and interests, it is nearly impossible to determine the best long-term Greenway alignment today, primarily because options that are attractive and practical now are not likely to be attractive and practical in the future, and vice versa. As an example, there just aren't any good options today for crossing Missile Drive to get to MLK Jr Park; it is a 5-lane roadway with many intersections, curves, underpasses and overpasses (none of which are suitable for Greenway use), and any Greenway not attached to the Missile Drive curb is in the Crow Creek floodway in an area that is historically know for flooding. At the time of this study, a traffic signal at 19th Street and Missile Drive is not warranted and would not meet WYDOT and Cheyenne signal spacing requirements anyway. However, a future reduced Missile Drive template might very well support a safe and comfortable crossing here. Likewise, the City should prioritize and incentivize development to implement as much of the potential Greenway system in this area as possible, and that will inherently need to be a partnership with the developers, and those improvements are likely to influence future alignment decisions for the Greenway corridor.

The following section addresses the opportunities and concerns related to the West Crow Creek Greenway alternatives in an "if / then" fashion; if a given change occurs, then the City should implement Greenway alternative X. If the change does not occur, then the City should implement alternative Y. As such, this section of the West Crow Creek Greenway Plan should be considered a living document that should be reviewed frequently and adjusted if necessary as the development and infrastructure landscape changes.

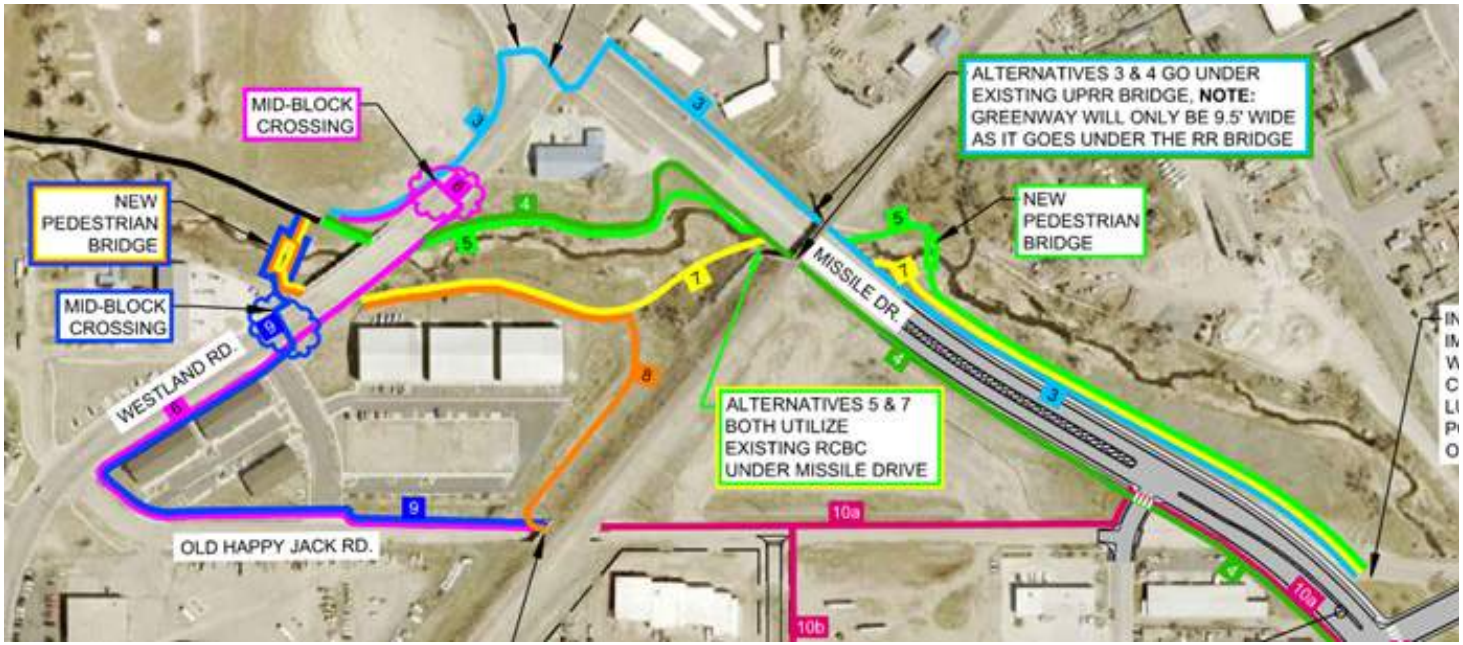


FIGURE 5 – MAP OF ALL 9 ALTERNATIVES CONSIDERED BETWEEN WESTLAND ROAD AND 19TH STREET.

MISSILE DRIVE CROSSING

The central issue that framed every other consideration in this segment of the Greenway study was the crossing of Missile Drive. Other than I-25, Missile Drive represents the largest physical obstacle for the Greenway because of its width, traffic volume, and the fact that Missile Drive itself is built through the BNSF embankment. Nonetheless, the team identified 7 potential crossing locations. The location selected for the crossing will generally dictate which alignment should be followed from Westland to MLK JR Park.
The Missile Drive crossings considered included:

1. Existing Westland/24th Street intersection (signal controlled with ped push buttons and crosswalks)
2. Existing Crow Creek Concrete Box Culvert structures (or new CBC structures)
3. Mid-block crossing between BNSF and 19th Street (potentially a future Washington Ave or Grant Ave extension)
4. New, realigned Old Happy Jack Road intersection (expected construction in 2026 with the 19th St/Missile Drive intersection improvement project)
5. New, realigned 19th Street intersection (expected construction in 2026)
6. 18th Street/MLK Jr Park tennis court parking lot approach
7. Existing Lincolnway intersection (signal controlled with ped pushbuttons and crosswalks)

EXISTING WESTLAND/24TH STREET INTERSECTION

The existing Westland intersection with Missile Drive immediately presented several attractive elements, most notably that nearly all of the infrastructure required for an at-grade crossing was already there, including traffic signals, relatively recent pedestrian ramps, pedestrian push buttons, and painted crosswalks. Only minor updates to the sidewalk would likely be required to make this intersection fully compliant with today's ADA requirements. A crossing of Missile Drive here would accommodate a crossing of Westland Road here as well, which was considered by much of the team to be a good alternative should the Crow Creek underpass on Westland end up eliminated.

The primary concern with this alternative was that it was one of the furthest alternatives from Crow Creek. In addition, if the Westland Crow Creek underpass ended up eliminated, the free-right movement from SB Missile Drive to WB Westland Road presented a serious safety concern, because this movement is observably travelled at relatively high speeds by many vehicles. This configuration placed pedestrians on the right side of the road in a location where most drivers are looking to their left for cross traffic. Primarily because of this safety concern, this alternative was eliminated.

EXISTING CROW CREEK CBC STRUCTURES

Initially, utilization of one of the three large existing CBC culverts under Missile Drive seemed to be a very promising alternative, because it would require minimal modification upstream and downstream to keep elevated channel flow out of it, it would have no impact on Missile Drive, BNSF, or any of the adjacent, related structures, it would keep the Greenway along the creek, and it would eliminate pedestrian/vehicle conflicts at the busiest surface street in the study area. This alternative would be one of the lowest cost options. However, it scored the lowest of all alternatives for safety and user comfort due to the exceptionally long and dark nature of the culverts, which are approximately 180 feet long and have an approximately 45 degree bend in the middle. Lighting was one mitigation for the darkness, but it did not address the length of the enclosure or the bend which prohibited a clear line of sight through the culvert. The historical presence of transients in this mostly dry culvert also caused all of the project team and stakeholders significant concern even though City crews had recently cleaned it up. The greatest concern was that Greenway users approaching the culvert could not see if someone was deep inside the culvert around the bend before entering, and with uncertainty about the safety, people would not use it at all.

A new, separated underpass was discussed briefly as an alternative to the existing ones, but was very quickly dismissed as unfeasible because it would require rebuilding all three of the Missile Drive structures as well as the overhead UPRR structure. However, this alternative should be considered if either the BNSF bridge fails or the existing CBC's fail, though this scenario is exceedingly improbable.

MISSILE DRIVE CULVERT (NORTH SIDE, LOOKING SOUTHWEST)

MID-BLOCK CROSSING BETWEEN BNSF AND 10TH STREET

While the safest place for a pedestrian crossing is at an intersection, there are some circumstances under which a mid-block crossing can be a safe and effective option, especially if there is a concentration of pedestrian activity in a specific mid-block location. Rectangular Rapid Flashing Beacons, or RRFB's, are a common safety treatment for mid-block crossings on low-speed streets, and HAWK signals are a common treatment on wider, higher volume, and higher speed roads. However, there were a number of concerns expressed by the stakeholders and project team, including concerns of a mid-block crossing on a 5-lane roadway, and also that a future Grant Ave extension (imagined as part of the Commuter Rail development) would likely intersect Missile Drive between the Greenway crossing and the BNSF bridge, with the crossing potentially impacting the operations of both the new Grant Ave intersection and the new Washington Road extension intersection being built with the current 19th Street project. For these safety and operations concerns, this alternative was eliminated.

IMPROVED OLD HAPPY JACK OR 19TH STREET INTERSECTION (EXPECTED CONSTRUCTION IN 2026)

The reconstruction of the existing skewed and misaligned 19th Street & Old Happy Jack (OHJ) Road with the 19th Street bridge project presented an excellent opportunity to leverage a current project to incorporate Greenway improvements. The reconstruction will realign 19th Street to the south, separating the single intersection into two separate T-intersections about 550 feet apart.

Both intersections were initially looked at, but with over 10 times the amount of SB traffic turning left onto 19th St versus the NB traffic turning right onto 19th St, the south side of 19th Street made more sense from a vehicle-pedestrian conflict perspective. In addition, people using the Greenway to access downtown from the south (either from Lincoln way or from the neighborhood west of Missile Drive) are very unlikely to walk an extra block north to cross at an OHJ crosswalk and then walk another block south to get to19th Street.

One strong advantage of a crosswalk here is that logic suggests this would be a very popular crossing location if people had their choice. There are a number of homes in this immediate area, it is only 1 block from the Ice & Events Center, and observation indicates that in the absence of an extremely convenient alternative, people will cross even a busy street wherever it's most convenient. If people were going to cross here, the project team felt it was prudent to construct a safe crossing.

This crossing location was discussed over a number of months, and several opposing perspectives were shared. Many stakeholders were still uncomfortable with an uncontrolled crossing of a busy 5-lane street. A full traffic signal was both unwarranted and would likely have operational impacts on the Lincolnway signalized intersection to the south. A HAWK hybrid beacon would not require that a warrant be met, but was still likely to impact Lincolnway operations, and a driver stopped for a red light at Lincolnway is less likely to voluntarily stop at another red light just a few seconds away. RRFB's were discussed to avoid the warrant and operation issues, and while they are certainly better than nothing, they do imply a level of safety, and that safety is entirely dependent on drivers' willingness to be courteous as opposed to obeying a legal traffic ordinance and risk a citation. Although the entire team agreed that 19th Street was the most convenient crossing location for the greatest number of Greenway users, the safety concerns outweighed the convenience benefits, and this location was eliminated*.

**It is important to note that the primary factor in stakeholders' concerns of a crossing here was simply the width of the road and the resulting speed of vehicles. The team agreed that if Missile Drive was ever reduced to a 3-lane road, especially with bicycle and pedestrian facilities, a crossing at 19th Street should be reconsidered, provided it was not signal controlled. Further, a Missile Drive reconstruction project could incorporate effective pedestrian safety features like raised median refuge islands.*

18TH STREET & MLK JR PARK TENNIS COURT PARKING LOT

This location was briefly discussed as another location likely to be popular with people, and because of the tennis court driveway opposite 18th Street it was already an intersection (intersections are generally safer to cross at than mod-blocks). 18th Street is also half-way between Lincolnway and 19th Street, so there is plenty of sight distance from busy intersections to the north and south. However, for all of the reasons noted for the 19th Street crossing, this location was eliminated.

EXISTING LINCOLNWAY INTERSECTION

Like the Westland intersection, the existing Lincolnway intersection presents several attractive features, including existing traffic signals, recent pedestrian ramps, pedestrian push buttons, and painted crosswalks, as well as raised median refuge islands. The only infrastructure expected to be required for this crossing is 1500' of Greenway to reach it. While this is obviously not a small consideration, it would serve an important secondary need by providing a pedestrian pathway where none exists today. The greatest downside to the location is that it is the farthest off the original Greenway route than any other option, although it does provide improved access to Lincolnway, and still makes a complete connection to the MLK Jr Park Greenway.

RECOMMENDED CROSSING

Based on project discussions outlined above, including risks to Greenway users of crossing a 5-lane roadway and having a safe crossing alternative readily available -the project team recommends that the Greenway is routed south on Missile Drive to cross at Lincolnway where there is an existing traffic signal and pedestrian crossing facilities.

CROW CREEK ALIGNMENT

One of the primary goals of the study from the outset was to keep the Greenway alignment as close to Crow Creek for as much of the study area as possible given the constraints of the floodplain and other stakeholder requirements. This was largely accomplished for much of the area, but the Missile Drive crossing presented exceptionally difficult challenges and obstacles to this goal. In particular, a Crow Creek alignment would have required the Greenway to pass through the existing long and skewed concrete box culverts, because the BNSF overpass and embankment precluded any new or additional crossings. Using the existing culverts was immediately identified as a highly unlikely solution given the unacceptably high risk of flooding, user safety and comfort concerns, and the prohibitive costs to address these issues.

Because the existing crossing was not possible, the Crow Creek alignment from Westland Road to 19th Street became nearly impossible to develop into a viable alternative, so the project team discarded the Crow Creek alignment for further evaluation.

MISSILE DRIVE ALIGNMENT

With a Crow Creek alignment eliminated, Missile Drive was the next alternative studied, as it maintained at least some proximity to the creek as well as a relatively direct route from Westland to 19th Street. The team understood that Missile Drive was not an ideal street for an attached Greenway because of it's width and traffic volume, but in several other ways, it presented an attractive corridor. The existing BNSF bridge over Missile Drive does not provide enough horizontal clearance to fit the full 10' Greenway width, but it does provide nearly 9' of clearance, which was considered by the project team and stakeholders to be a reasonable interim condition until a better location was feasible. The Missile Drive embankment provides a workable bench for a Greenway on both sides of the street. And with potential Missile Drive "right-sizing" improvements on the horizon, the corridor could be a very comfortable setting for the Greenway at relatively low cost compares to the other alternatives. Further, a southern/western alignment could still leave an opportunity for a secondary spur to be built in the future along Crow Creek from MLK Jr Park to the BNSF bridge. Finally, a southern/western Missile Drive alignment offered ample opportunities to tie in additional connections to the potential future Commuter Rail development in the OHJ/BNSF/Missile Drive triangle.

OLD HAPPY JACK ROAD (OHJ) ALIGNMENT

Prior to the start of the development of this plan, City staff had discussed limiting vehicular traffic through the OHJ tunnels under the BNSF embankment. Discussions included creating a cul-de-sac on the east side of the embankment and not allowing any vehicle traffic through the tunnels, or making OHJ road a one-way with the Greenway through one of the tunnels and vehicular traffic in the other tunnel. The City of Cheyenne Public Works Department was in favor of limiting all vehicular traffic through these tunnels because of limited vertical clearance and the difficulty passing large City trucks through them. While the reasons for limiting vehicular traffic through these tunnels are valid, through this planning process the Greenway alignment was not recommended to be placed along the OHJ road alignment so no recommendations have been made for the future of these tunnels.

19TH STREET CROSSING

Depending on where the Greenway crosses Missile Drive, a crossing of 19th Street may not be necessary to connect to the existing Greenway in MLK Jr. Park. If the Missile Drive crossing is located north of 19th Street, two options for crossing 19th were identified: an at-grade crossing or an underpass. Since none of the Greenway alternatives had yet risen to the top of the preferences, the City suggested the 19th Street project team evaluate Greenway options from a roadway and bridge perspective and report back to the Greenway team.

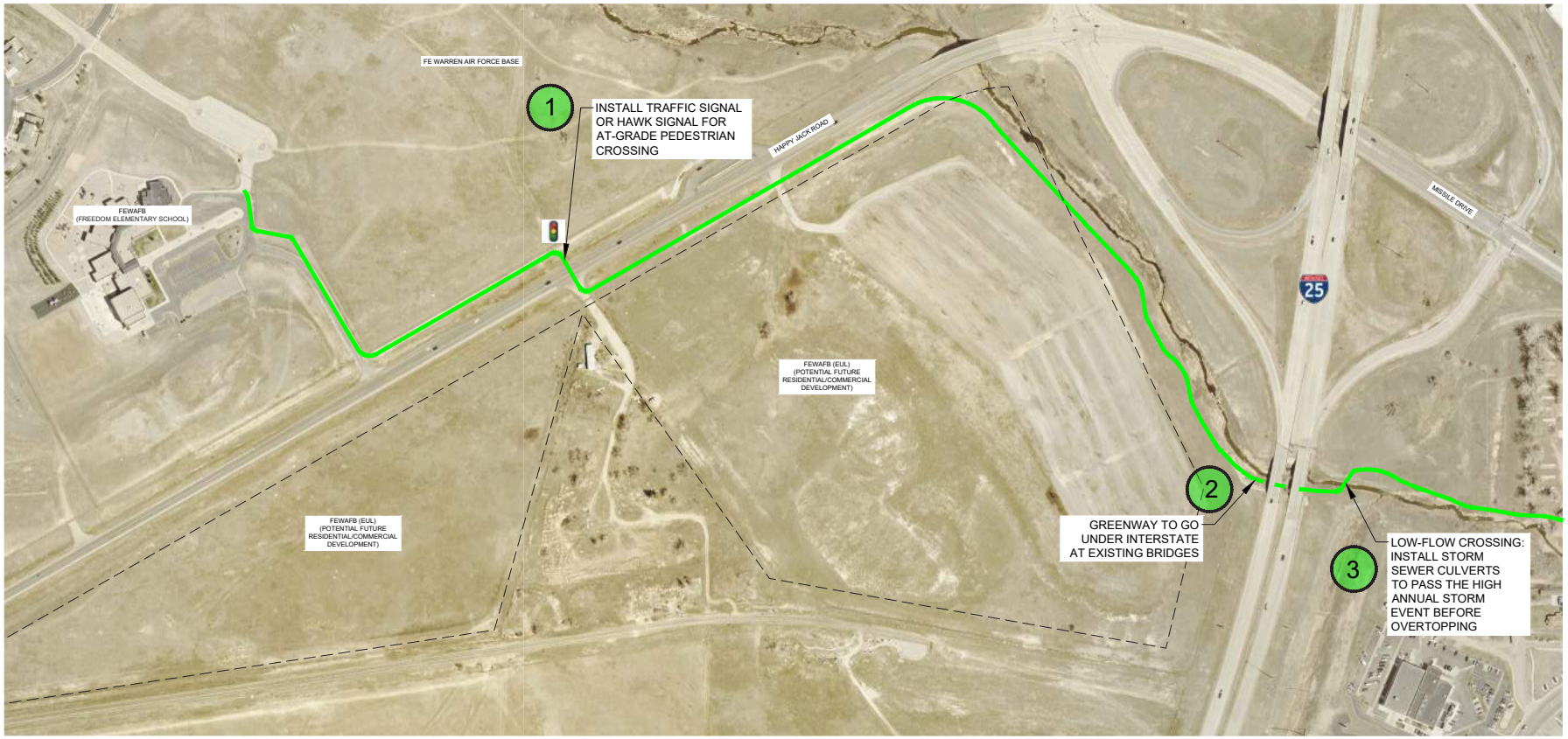
During the preliminary design phase of the City's 19th Street culvert replacement project, the City evaluated Greenway accommodations under the proposed bridge. Initial layouts indicated the bridge would need to be about 15' longer to accommodate the Greenway. In order to pass the design year flood flow under the bridge with appropriate freeboard, the roadway at the creek needed to be raised approximately 3 feet, making the short segment between the creek and Missile Drive nearly exceed the allowable 5% grade for ADA compliance. Extending the bridge an additional 15' to the west would increase this grade by another 0.5%, which would have exceeded the ADA maximum and was also a significant concern for the City considering the heavy truck traffic from the adjacent concrete plant and general icing conditions throughout the winter months.

At around the same time, the Greenway team was finalizing the Greenway alignment alternatives evaluation, and an alignment along the Crow Creek channel or along the east side of Missile Drive was looking unlikely due to the flooding history in the area. As Greenway alignments on and along the west side of Missile Drive were discussed and evaluated, the feasibility of a crossing of Missile Drive anywhere near the new 19th Street intersection also became questionable due to the width of and traffic volumes on Missile Drive, the distance from Lincolnway and the distance for a potential future Grant Avenue extension near the BNSF bridge, and the need for some sort of signal control. During this evaluation, the Cheyenne MPO noted a likely upcoming project to develop a "right sized" design for Missile Drive; with current and projected volumes sufficiently carried by a single lane in each direction, a reduce Missile Drive section was possible. At that time, a crossing of Missile Drive at 19th Street would be more feasible for pedestrian safety. Because of the potential for this future change, the Greenway team determined that the best approach for Greenway user safety was to extend the Greenway south to Lincolnway and cross at the existing signalized crosswalks into MLK Jr Park.

RECOMMENDED ALIGNMENT & CONCEPTUAL DESIGN

Based on the considerations discussed in the previous sections of this plan, the alignment shown below is recommended. Conceptual design plans were developed for this alignment. These plans are included in Appendix X.

WEST CROW CREEK GREENWAY PLAN PREFERRED ALIGNMENT



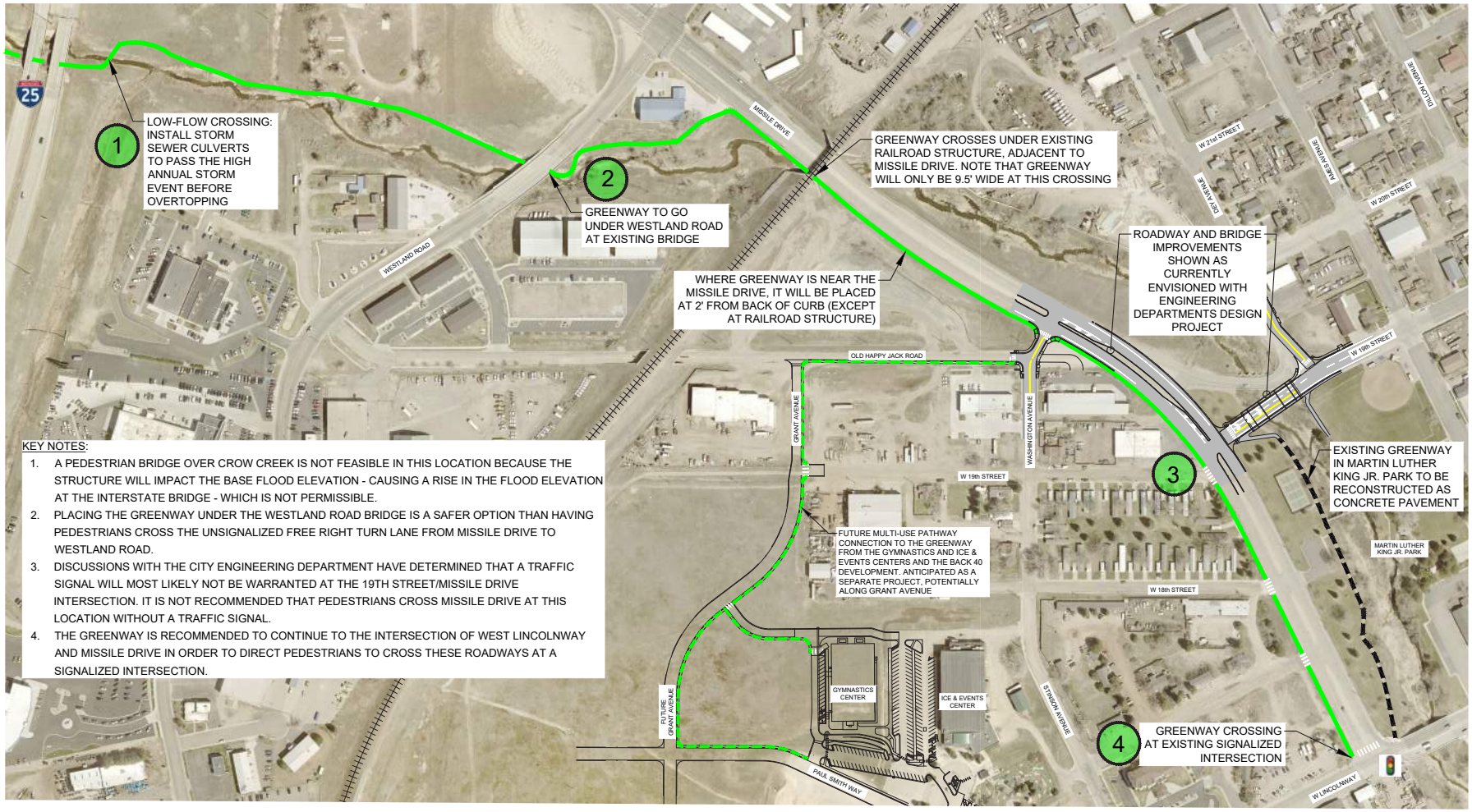
GREATER CHEYENNE GREENWAY STANDARDS:

- 10' WIDE CONCRETE PATH
- IF ADJACENT TO ROADWAY CURB THEN CONSIDER A 2' WIDE BUFFER BETWEEN BACK OF CURB AND EDGE OF GREENWAY

KEY NOTES:

1. AN AT-GRADE CROSSING WAS SELECTED BECAUSE WYDOT TRAFFIC DEPARTMENT HAS INDICATED THAT THE DEVELOPMENT OF THE EUL WOULD LIKELY REQUIRE A TRAFFIC SIGNAL AT THIS LOCATION AND PEDESTRIAN SIGNALS COULD BE ADDED TO THE TRAFFIC SIGNAL. AN OVERPASS WOULD HAVE TO BE PLACED MUCH FURTHER TO THE WEST, MAKING IT NOT A DIRECT CONNECTION TO THE SCHOOL WHICH DECREASES THE LIKELIHOOD THAT IT WOULD BE UTILIZED. AN UNDERPASS WOULD BE DIFFICULT TO CONSTRUCT IN THIS LOCATION DUE TO THE EXISTING TOPOGRAPHY.
2. UTILIZING THE EXISTING BRIDGE STRUCTURE WILL BE MUCH MORE COST-EFFECTIVE AND CAUSE MUCH LESS DISRUPTION TO INTERSTATE TRAFFIC THAN CONSTRUCTION OF A NEW UNDERPASS. AN OVERPASS WOULD REQUIRE VERY LONG RAMPS TO GET THE STRUCTURE TO BE 19' ABOVE THE EXISTING INTERSTATE GIVEN THAT EXISTING GROUND ON EITHER SIDE OF THE INTERSTATE IN THIS LOCATION IS SO MUCH LOWER THAN THE ELEVATION OF THE INTERSTATE.
3. A PEDESTRIAN BRIDGE OVER CROW CREEK IS NOT FEASIBLE IN THIS LOCATION BECAUSE THE STRUCTURE WILL IMPACT THE BASE FLOOD ELEVATION - CAUSING A RISE IN THE FLOOD ELEVATION AT THE INTERSTATE BRIDGE - WHICH IS NOT PERMISSIBLE.

WEST CROW CREEK GREENWAY PLAN PREFERRED ALIGNMENT



KEY NOTES:

1. A PEDESTRIAN BRIDGE OVER CROW CREEK IS NOT FEASIBLE IN THIS LOCATION BECAUSE THE STRUCTURE WILL IMPACT THE BASE FLOOD ELEVATION - CAUSING A RISE IN THE FLOOD ELEVATION AT THE INTERSTATE BRIDGE - WHICH IS NOT PERMISSIBLE.
2. PLACING THE GREENWAY UNDER THE WESTLAND ROAD BRIDGE IS A SAFER OPTION THAN HAVING PEDESTRIANS CROSS THE UNSIGNALIZED FREE RIGHT TURN LANE FROM MISSILE DRIVE TO WESTLAND ROAD.
3. DISCUSSIONS WITH THE CITY ENGINEERING DEPARTMENT HAVE DETERMINED THAT A TRAFFIC SIGNAL WILL MOST LIKELY NOT BE WARRANTED AT THE 19TH STREET/MISSILE DRIVE INTERSECTION. IT IS NOT RECOMMENDED THAT PEDESTRIANS CROSS MISSILE DRIVE AT THIS LOCATION WITHOUT A TRAFFIC SIGNAL.
4. THE GREENWAY IS RECOMMENDED TO CONTINUE TO THE INTERSECTION OF WEST LINCOLNWAY AND MISSILE DRIVE IN ORDER TO DIRECT PEDESTRIANS TO CROSS THESE ROADWAYS AT A SIGNALIZED INTERSECTION.

GREATER CHEYENNE GREENWAY STANDARDS:

- 10' WIDE CONCRETE PATH
- IF ADJACENT TO ROADWAY CURB THEN CONSIDER A 2' WIDE BUFFER BETWEEN BACK OF CURB AND EDGE OF GREENWAY

ESTIMATE OF PROBABLE CONSTRUCTION COSTS

An estimate of probable construction costs was developed based on the 35% conceptual plans. The estimate includes consideration of items such as right of way acquisition, drainage improvements, concrete sidewalk, signal costs, etc. A line-item summary of the estimate is included to the right.

It must be noted that this cost is not to be interpreted as a firm project or program cost – it is merely a high-level planning estimate that must be adjusted annually and parsed appropriately as potential projects materialize. Two major factors that will have significant bearing on the future cost of any Greenway projects recommended within this study are annual inflation and the influence and participation of adjacent development activity.

It is also important to note that due to the existing Cowboy Dodge development agreement requiring the development to build the section of Greenway across their property, the Cowboy Dodge section is not included in the program cost estimate. At the time of this report, the conceptual program cost estimate for the remaining portion of the West Crow Creek Greenway from Freedom Elementary to (and including) MLK Jr Park, including administration, design, and construction, is between $3.5M and $4.0M in 2025 dollars.

COST INFLUENCES

Of the many factors that will ultimately influence the overall cost of the West Crow Creek Greenway program, the greatest factors are likely to be the degree to which design and construction are shifted to local development, and construction inflation due to deferred construction. It is difficult to predict which of these two factors is likely to have a larger impact to the overall costs since we can't predict the speed with which development will occur. However, we can identify portions of the Greenway that might be constructed by development and the portions that are squarely within the public Right-of-Way and will need to be publicly-funded.

Approximately 30% of the Greenway crosses or runs adjacent to private or public land that is developable in the near future, which could be shifted to development, and would represent approximately $1.2M in 2025 dollars.

Inflation can more reasonably be predicted based on recent history than development speed. For the Greenway portions likely to be municipal responsibility, we can reasonably assume 4% inflation per year as a conservative estimate (3.4%, 2.9%, and 2.9% for the past three years)

For these sections, representing about 70% of the segment or $2.7M in 2025 dollars, the city should prioritize securing grants or obligating annual budget to design and construct a certain portion of the Greenway annually, or within a certain timeframe like 5 years and 10 years.

FUNDING STRATEGIES

As noted previously, timely development and construction of the West Crow Creek Greenway segment will be dependent on the participation of local development in the areas adjacent to the Greenway corridor. It is imperative to the success of this Greenway segment that the city continues to require Greenway easement dedication and construction commitments from new developments developers via the city's development review and approval process. That strategy could potentially shift as much as 30% of the program to development.

To help fund the remaining municipal sections, the city should look for state and federal grant opportunities like the Recreational Trails Program (RTP) through Wyoming State Parks and Cultural Resources. Other grant programs that should be pursued include TAP, RAISE, and Carbon Reduction Program (CRP). In addition to federal grant programs, several private non-profits fund Greenway projects, including PeopleForBikes Community Grants, and Rails-to-Trails Conservancy. Because most grants have open application periods and are competitive, it is likely that this effort will require a dedicated grants specialist to support the city's pursuit.

CROW CREEK GREENWAY
Preliminary Construction Cost Estimate, October 2025

PHASE / WORK ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
MAJOR CONSTRUCTION PAY ITEMS				$ 2,255,285.00
EROSION CONTROL	LS	1	$ 45,100.00	$ 45,100.00
TRAFFIC CONTROL	LS	1	$ 22,500.00	$ 22,500.00
TESTING	LS	1	$ 10,000.00	$ 10,000.00
SURVEY	LS	1	$ 22,500.00	$ 22,500.00
MOBILIZATION (10%)	LS	1	$ 225,500.00	$ 225,500.00
MINOR CONTRACT REVISIONS (10%)	LS	1	$ 225,500.00	$ 225,500.00
CONTINGENCY (30%)	LS	1	$ 676,500.00	$ 676,500.00
			TOTAL ESTIMATED CONSTRUCTION COST (2025)	**$ 3,482,885.00**
DESIGN ENGINEERING & ADMIN. (10%)	LS	1	$ 348,300.00	$ 348,300.00
CONSTRUCTION ENGINEERING & ADMIN. (5%)	LS	1	$ 174,100.00	$ 174,100.00
			TOTAL ESTIMATED PROGRAM COST (2025)	**$ 4,005,285.00**
		Annual 4% escalation:	2026	$ 4,170,000
			2027	$ 4,300,000
			2028	$ 4,500,000
			2029	$ 4,700,000
			2030	$ 4,900,000

NOTE: THIS ESTIMATE ASSUMES THAT THE COWBOY DODGE DEVELOPMENT WILL BE INSTALLING THE GREENWAY ALONG THE DEALERSHIP PROPERTY (19,117 SF, OR 911 LF). THESE COSTS ARE NOT INCLUDED IN THE ESTIMATE.

APPENDIX A
ENGINEERING PLANS

WEST CROW CREEK GREENWAY

35% DESIGN

CHEYENNE, WYOMING

VICINITY MAP

DRAWING INDEX

THESE PLANS WERE PREPARED AS PART OF THE CHEYENNE METROPOLITAN PLANNING ORGANIZATIONS WEST CROW CREEK GREENWAY PLAN BY AYRES ASSOCIATES.

Know what's below. Call before you dig.

REV.	DESCRIPTION OF REVISION	BY	DATE

SUMMIT ENGINEERING, LLC
5907 TOWNSEND PLACE
CHEYENNE, WY. 82009
307-637-0681

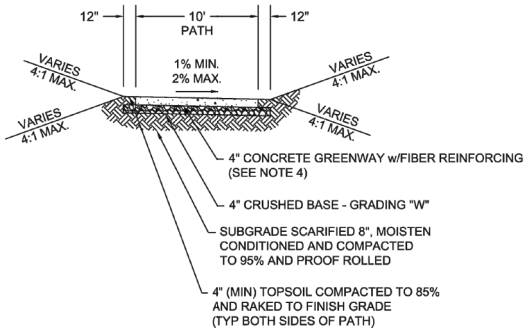
DESIGNED: DMH
DRAWN: DMH
CHECKED: ---
PROJECT MANAGER: DMH
DATE: SEPTEMBER 2025

WEST CROW CREEK GREENWAY
35% PLAN

TITLE SHEET

DRAWING 1 OF 12

Drawing Name: Z:\MPO_CROWCREEKGW\CAD\CROWCREEKGW(BASE).DWG Monday, August 25, 2025 3:02 PM By: DARCI HENDON



TYPICAL SECTION

NOTES:

1.) FULL WIDTH TRANSVERSE GREENWAY JOINT SPACING SHALL BE 10'-0" (SAWCUT). 1" MIN. DEPTH.

2.) EXPANSION GREENWAY JOINT SPACING SHALL BE 150'. USE PREFORMED JOINT MATERIAL FULL DEPTH. GROUT AND SEAL WITH SILICONE. EXPANSION JOINT SHALL BE CONSIDERED SUBSIDIARY TO THE GREENWAY.

3.) ALL CONCRETE SHALL BE 4500 PSI WITH FIBER REINFORCEMENT AND CONFORM TO SECTION 03405.

4.) ALL GREENWAY PATH WILL BE 4" THICK EXCEPT FOR ACROSS APPROACHES. THICKNESS OF DRIVE APPROACH SHALL BE 6" FOR RESIDENTIAL AND 8" FOR COMMERCIAL DRIVE AND ALLEY APPROACHES.

5.) CRUSHED BASE IS TO EXTEND 12" PAST EDGE OF PATH AND COMPACTED PER SECTION 02231.

6.) NO CONCRETE SHALL BE PLACED WITHOUT A FINAL FORM AND GRADE INSPECTION BY THE CITY.

7.) MAX. LONGITUDINAL GRADE SHALL NOT EXCEED 5% PER ADA STANDARDS.

CITY OF CHEYENNE AND BOARD OF PUBLIC UTILITIES STANDARD DRAWING	GREENWAY TYPICAL SECTION	Professional Engineer NATHAN R. BEACHUM 10865 WYOMING	NEW 2014 STANDARD DRAWING NO. 03340-11

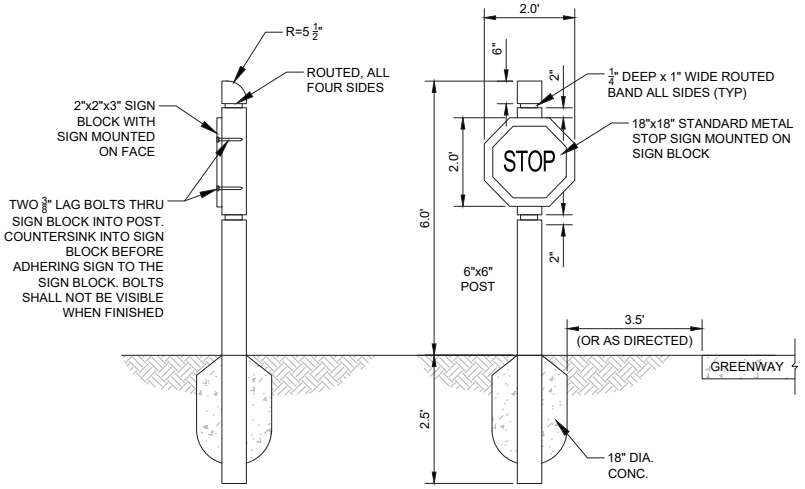
GENERAL CONSTRUCTION NOTES:

ALL WORK SHALL BE PREFORMED IN ACCORDANCE WITH THE CITY OF CHEYENNE AND BOARD OF PUBLIC UTILITIES CONSTRUCTION SPECIFICATIONS AND STANDARD DETAILS, MOST CURRENT EDITION.

GREENWAY LOCATION NOTES:

WHERE GREENWAY IS LOCATED ADJACENT TO ROADWAYS IT IS DESIRED FOR THERE TO BE A MINIMUM OF A 2' WIDE CONCRETE BUFFER, FOR A TOTAL WIDTH OF 12' OF CONCRETE.

THIS WILL NOT BE ACHIEVABLE ALONG MISSILE DRIVE, AS THE GREENWAY PASSES UNDER THE RAILROAD BRIDGE WITH THE CURRENT WIDTH OF MISSILE DRIVE.



SIDE ELEVATION

FRONT ELEVATION
(PERPENDICULAR TO TRAIL)

GREENWAY STOP SIGN

GREENWAY STOP SIGNS SHALL BE PLACED AT ALL UNSIGNALIZED, AT-GRADE ROADWAY CROSSINGS.

REV	DESCRIPTION OF REVISION	BY	DATE

SUMMIT ENGINEERING, LLC
5907 TOWNSEND PLACE
CHEYENNE, WY. 82009
307-637-0681

DESIGNED: DMH
DRAWN: DMH
CHECKED: ---
PROJECT MANAGER: DMH
DATE: SEPTEMBER 2025

WEST CROW CREEK GREENWAY
35% PLAN

TYPICAL SECTION

DRAWING
2 OF 12

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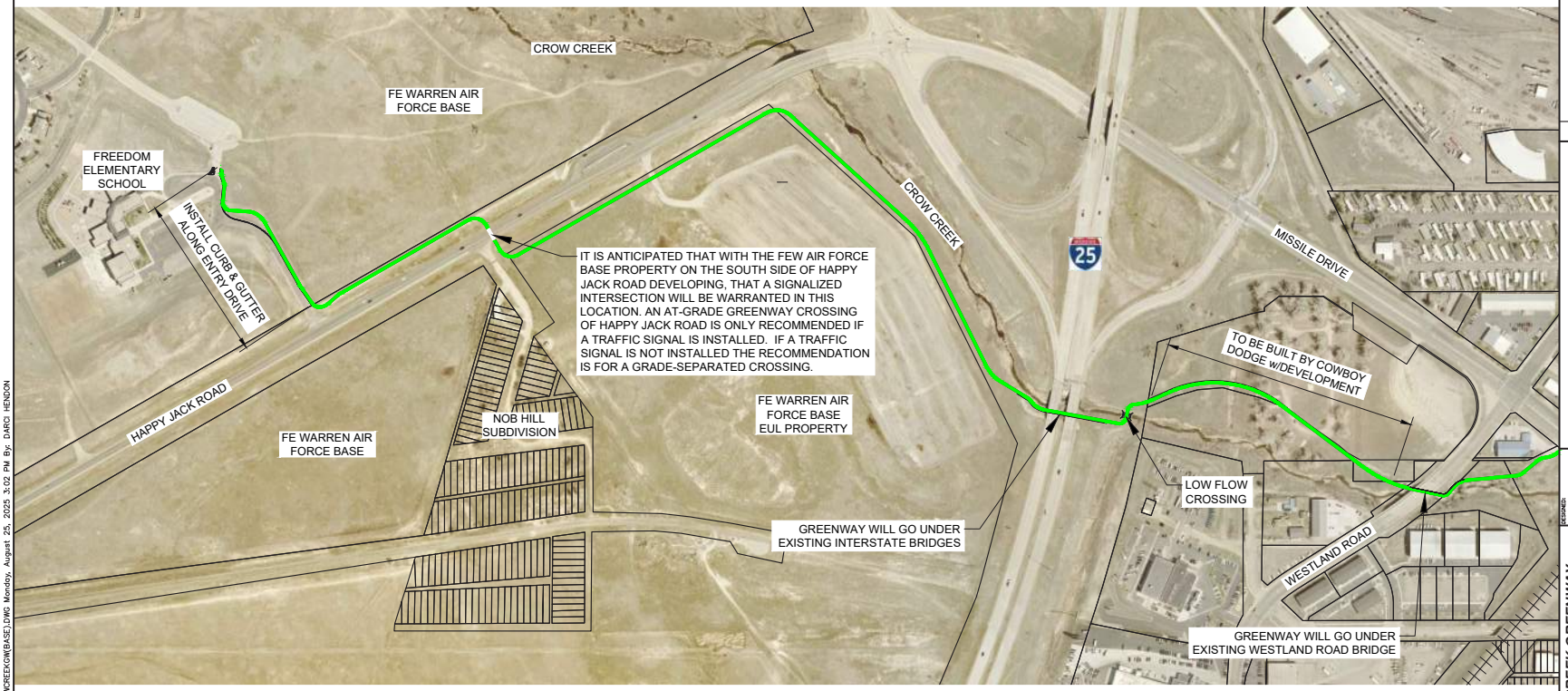

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DESIGNED: DMH
DRAWN: DMH
CHECKED: ---
PROJECT MANAGER: DMH
DATE: SEPTEMBER 2025

WEST CROW CREEK GREENWAY
35% PLAN

OVERALL LAYOUT 1

DRAWING 3 OF 12

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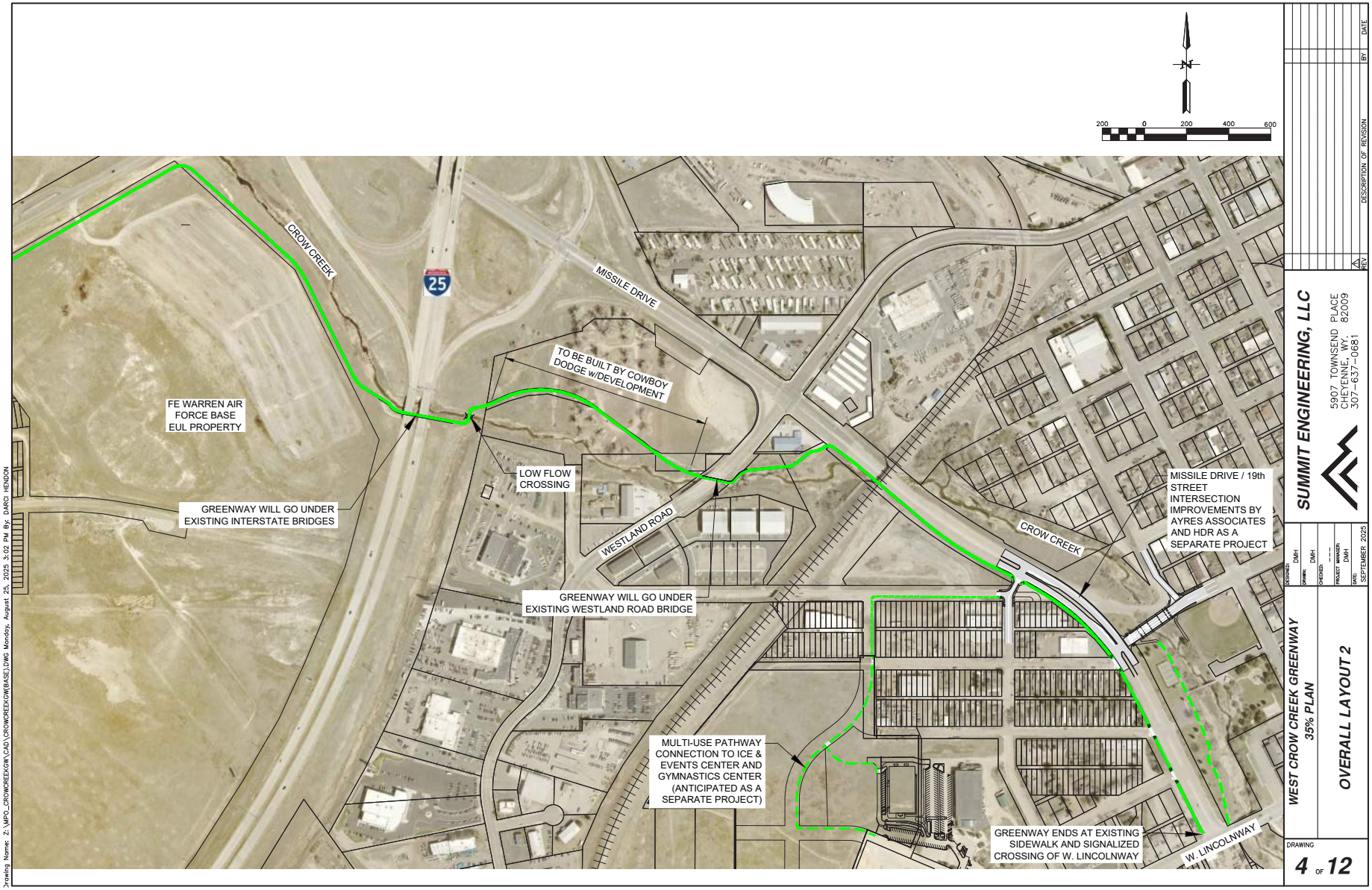
N
200 0 200 400 600
CROW CREEK
MISSILE DRIVE
25
TO BE BUILT BY COWBOY DODGE w/DEVELOPMENT
FE WARREN AIR FORCE BASE EUL PROPERTY
LOW FLOW CROSSING
GREENWAY WILL GO UNDER EXISTING INTERSTATE BRIDGES
WESTLAND ROAD
CROW CREEK
MISSILE DRIVE / 19th STREET INTERSECTION IMPROVEMENTS BY AYRES ASSOCIATES AND HDR AS A SEPARATE PROJECT
GREENWAY WILL GO UNDER EXISTING WESTLAND ROAD BRIDGE
MULTI-USE PATHWAY CONNECTION TO ICE & EVENTS CENTER AND GYMNASTICS CENTER (ANTICIPATED AS A SEPARATE PROJECT)
GREENWAY ENDS AT EXISTING SIDEWALK AND SIGNALIZED CROSSING OF W. LINCOLNWAY
W. LINCOLNWAY
REV
DESCRIPTION OF REVISION
BY
DATE
SUMMIT ENGINEERING, LLC
5907 TOWNSEND PLACE
CHEYENNE, WY. 82009
307-637-0681
DESIGNED: DMH
DRAWN: DMH
CHECKED:
PROJECT MANAGER: DMH
DATE: SEPTEMBER 2025
WEST CROW CREEK GREENWAY
35% PLAN
OVERALL LAYOUT 2
DRAWING
4 OF 12
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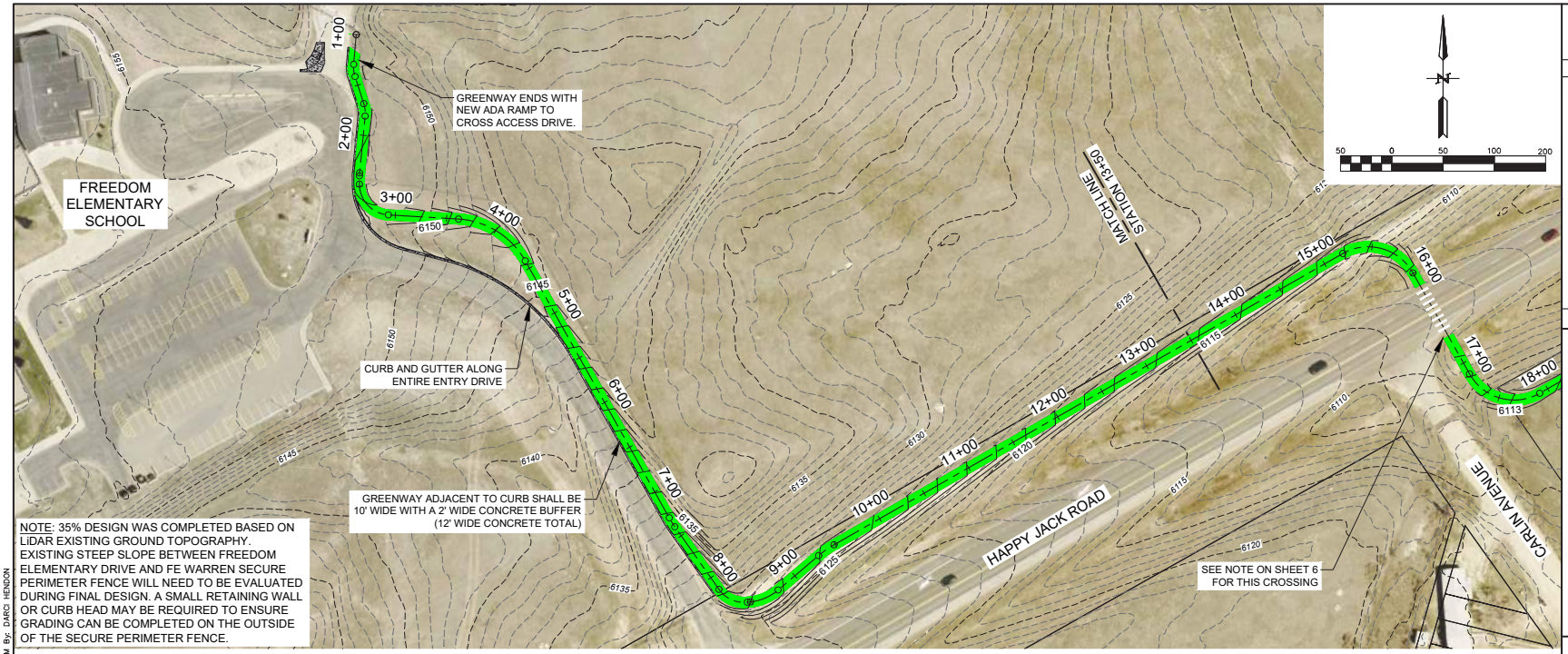
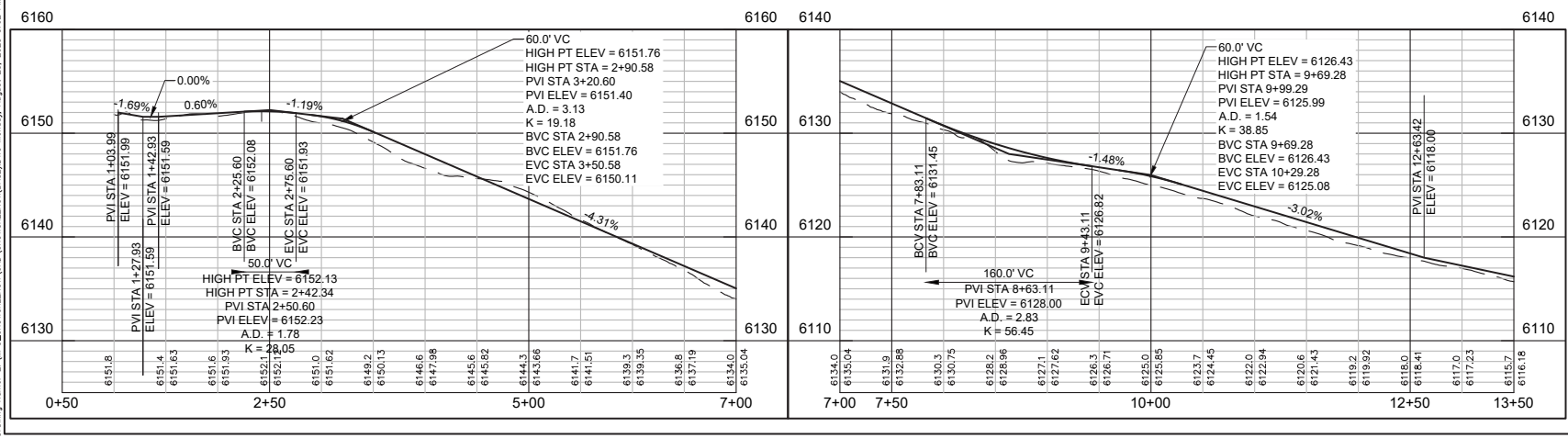


NOTE: 35% DESIGN WAS COMPLETED BASED ON LiDAR EXISTING GROUND TOPOGRAPHY. EXISTING STEEP SLOPE BETWEEN FREEDOM ELEMENTARY DRIVE AND FE WARREN SECURE PERIMETER FENCE WILL NEED TO BE EVALUATED DURING FINAL DESIGN. A SMALL RETAINING WALL OR CURB HEAD MAY BE REQUIRED TO ENSURE GRADING CAN BE COMPLETED ON THE OUTSIDE OF THE SECURE PERIMETER FENCE.



SUMMIT ENGINEERING, LLC
5907 TOWNSEND PLACE
CHEYENNE, WY. 82009
307-637-0681

REV	DESCRIPTION OF REVISION	BY	DATE

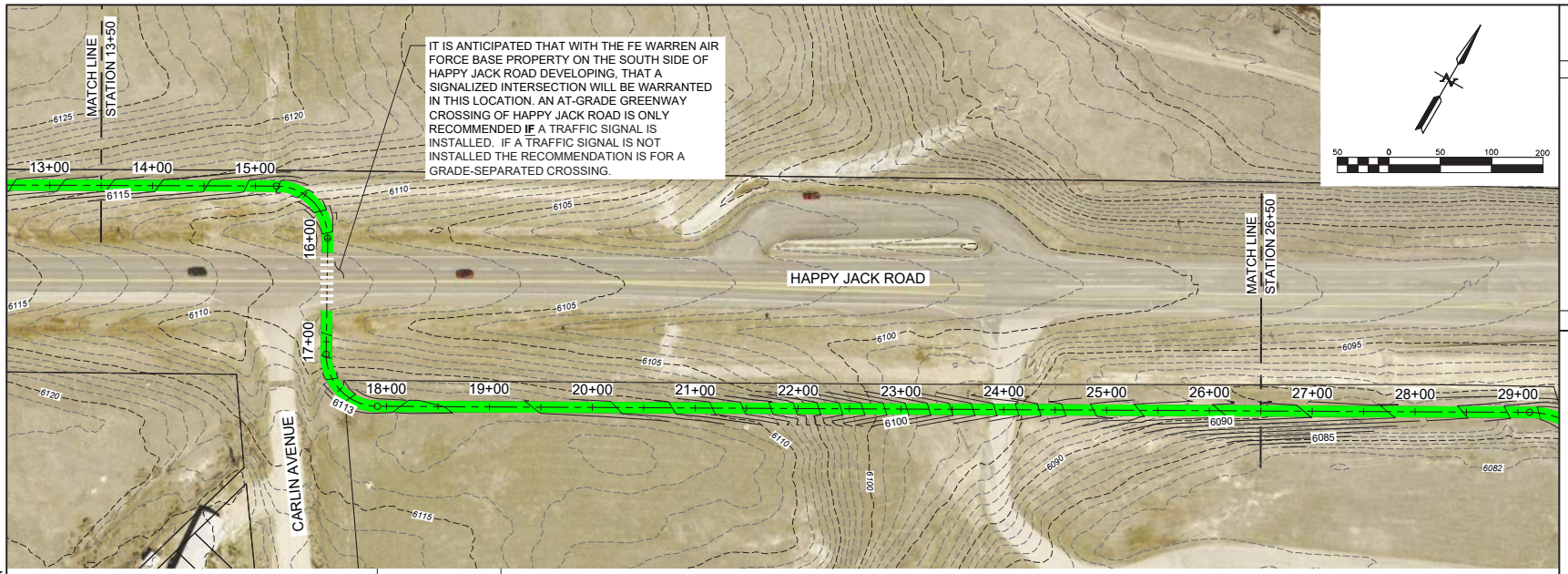
DESIGNED: DMH
DRAWN: DMH
CHECKED:
PROJECT MANAGER: DMH
DATE: SEPTEMBER 2025

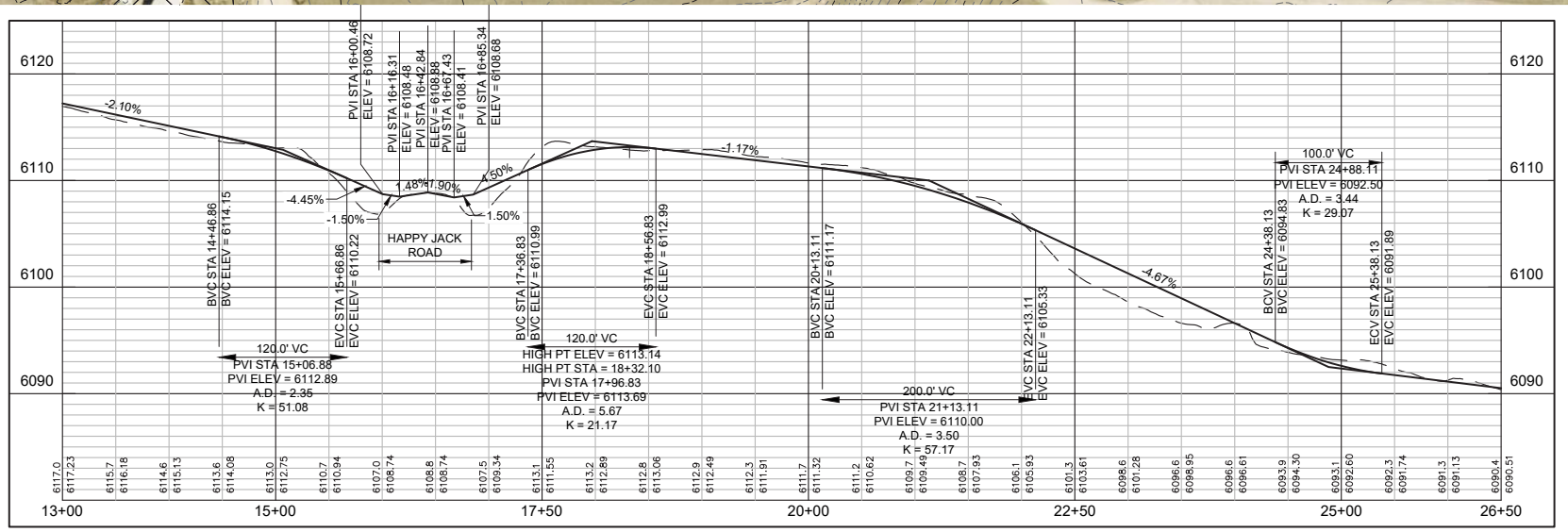
WEST CROW CREEK GREENWAY
35% PLAN

PLAN AND PROFILE

DRAWING 6 OF 12

Drawing Name: Z:\MPO_CROWCREEKGW\CAD\CROWCREEKGW(BASE).DWG Monday, August 25, 2025 3:02 PM By: DARCI HENDON





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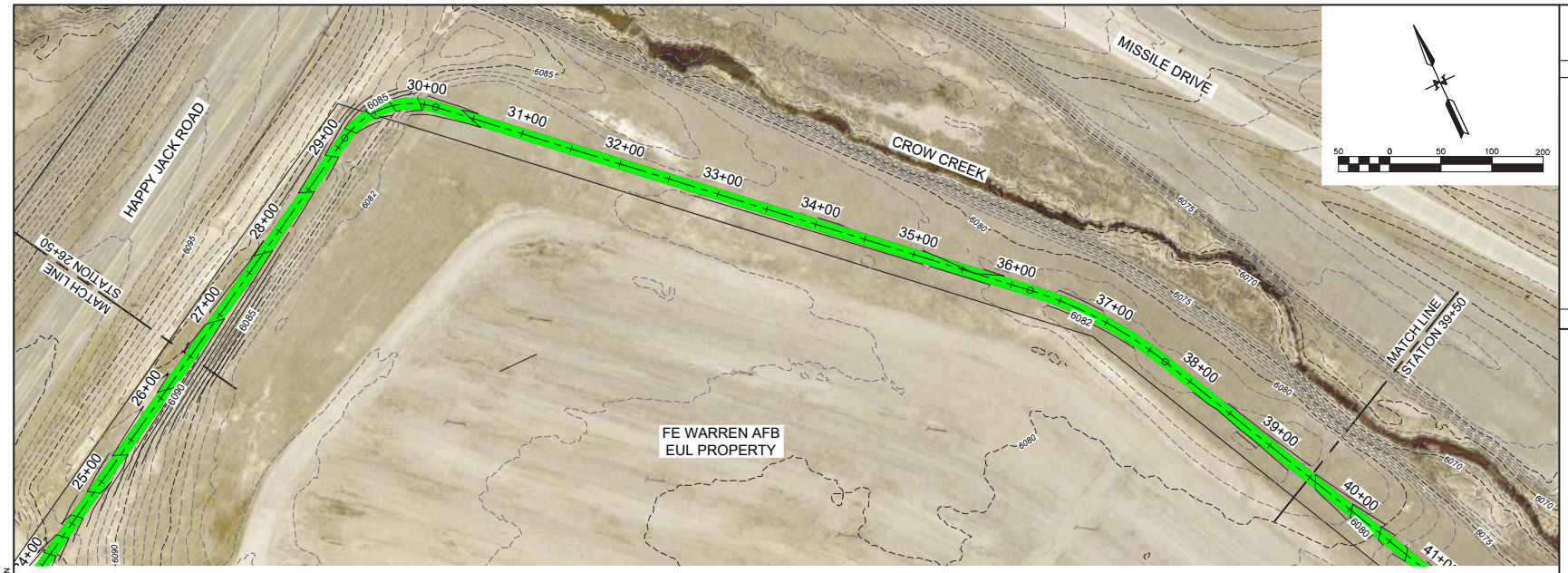
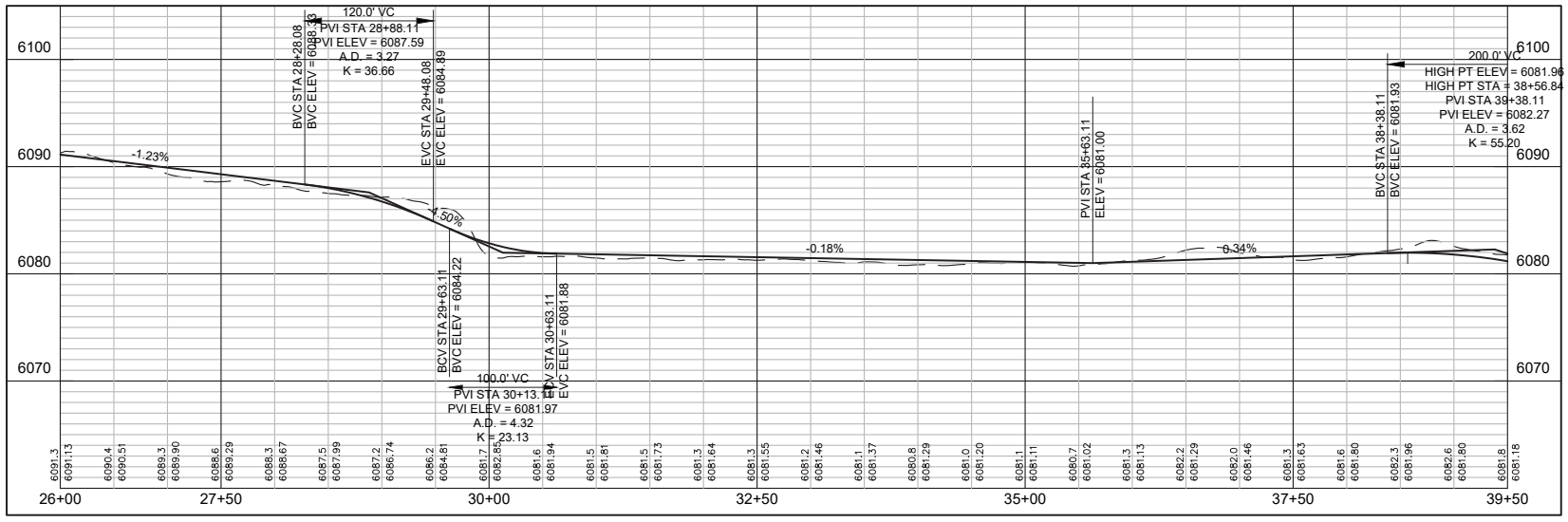
DRAWING 7 OF 12

Drawing Name: Z:\MPO_CROWCREEKGW\CAD\CROWCREEKGW(BASE).DWG Monday, August 25, 2025 3:02 PM By: DARCI HENDON





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WEST CROW CREEK GREENWAY
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PLAN AND PROFILE

DRAWING 7 OF 10

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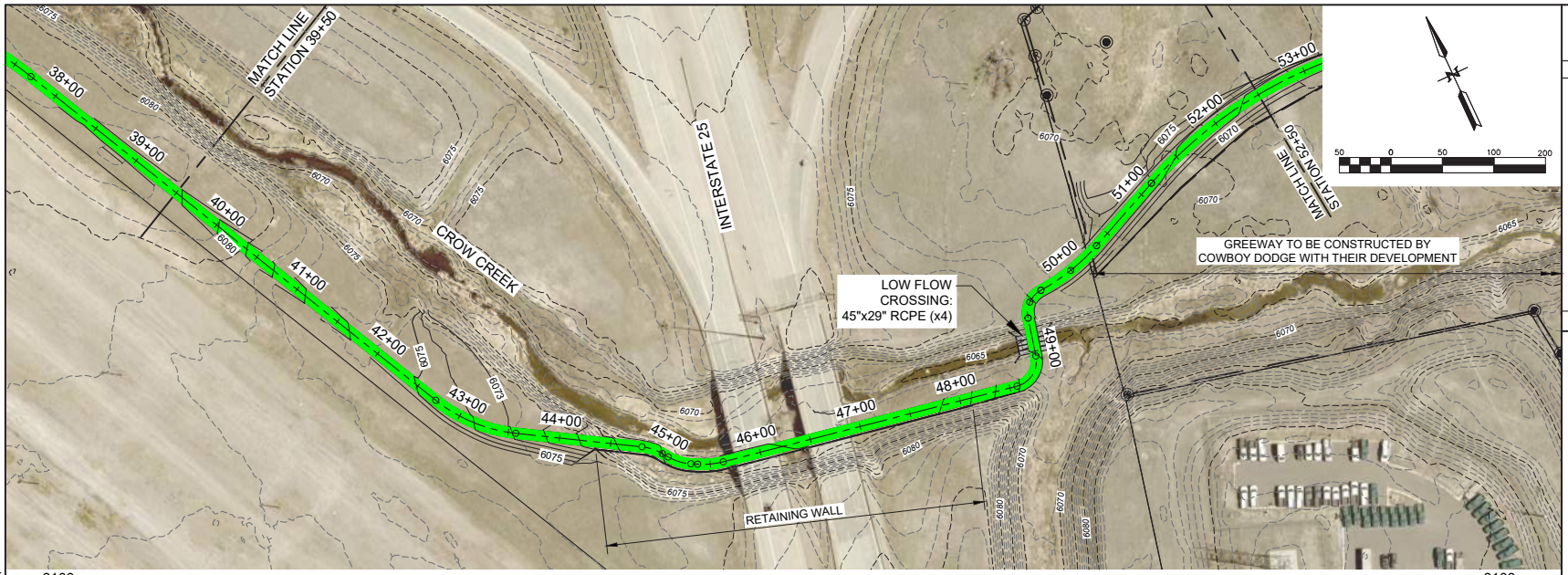

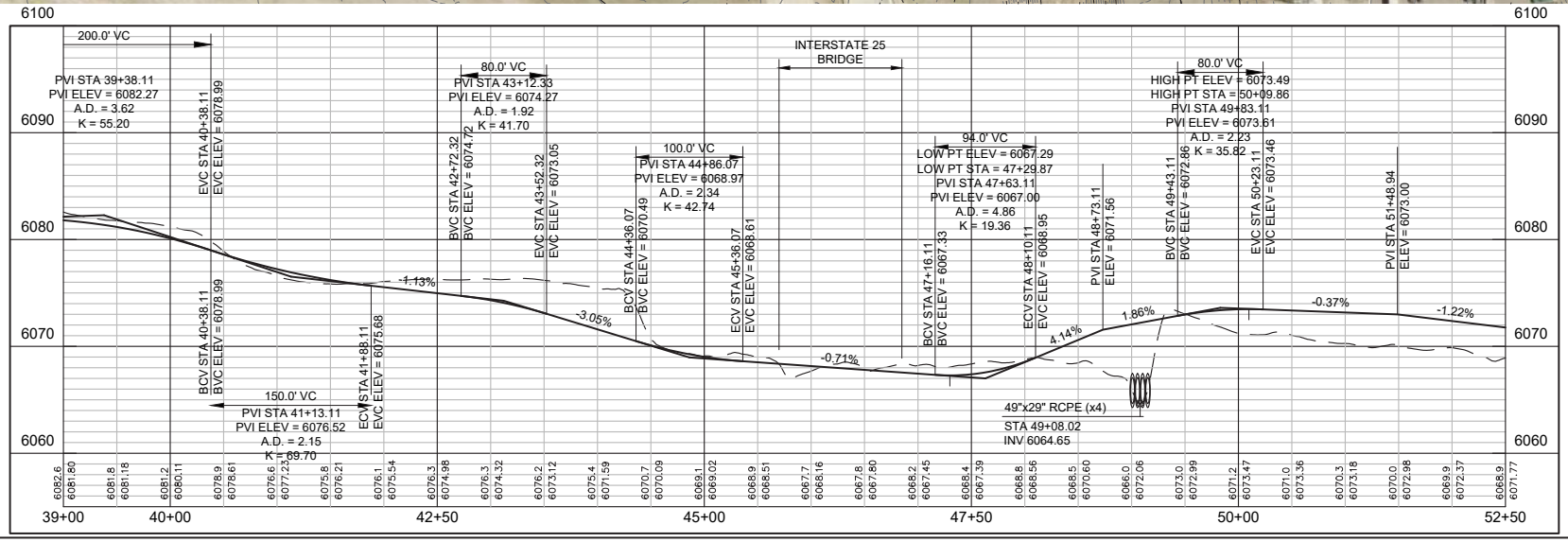

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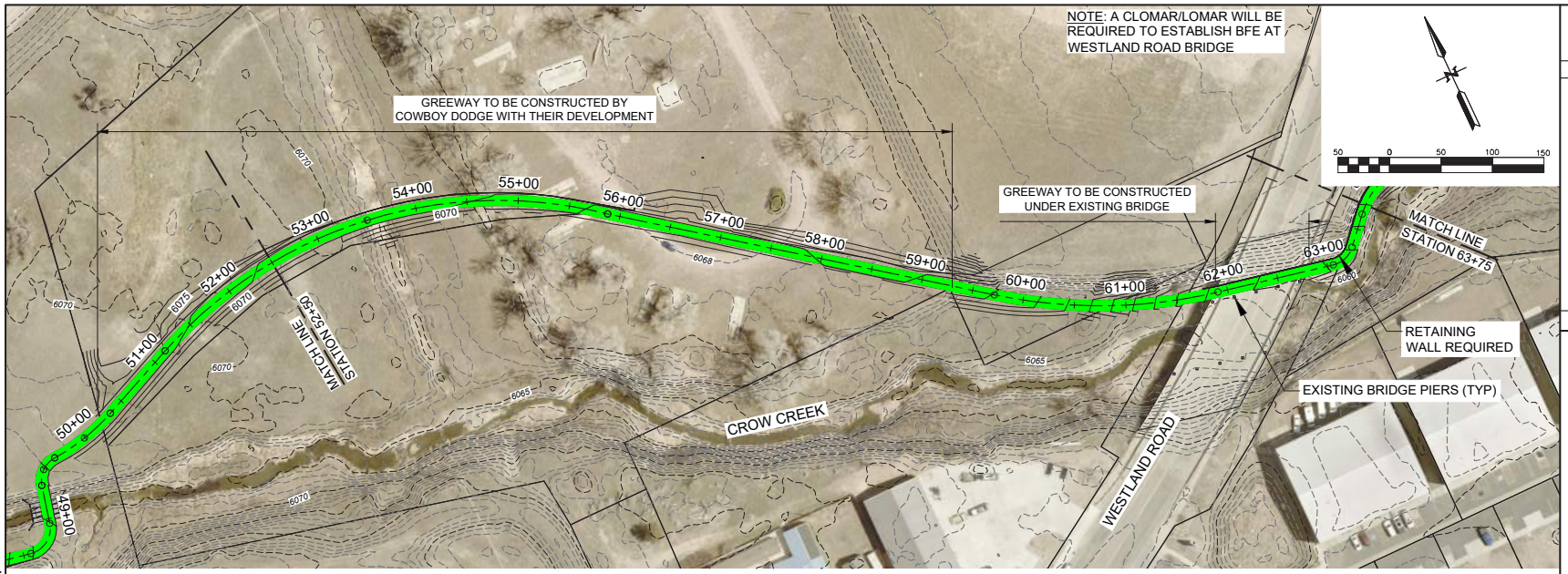
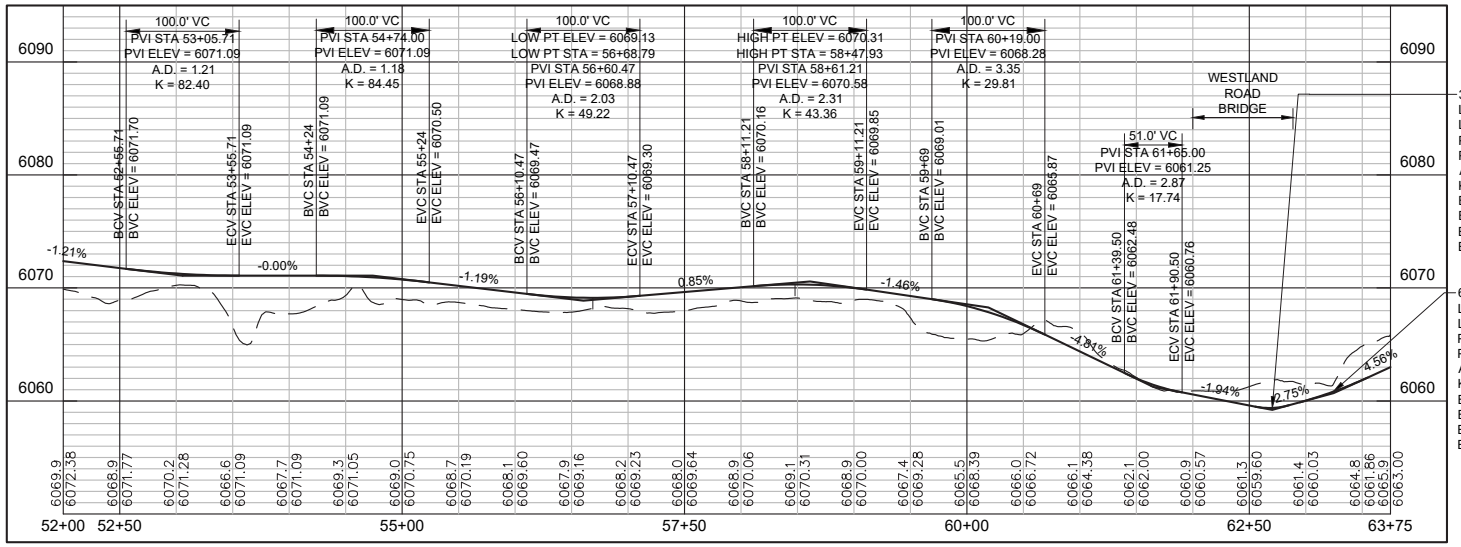
WEST CROW CREEK GREENWAY
35% PLAN

PLAN AND PROFILE

DRAWING 8 OF 12

Drawing Name: Z:\MPO_CROWCREEKGW\CAD\CROWCREEKGW(BASE).DWG Monday, August 25, 2025 3:02 PM By: DARCI HENDON





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LOW PT STA = 62+67.71
PVI STA 62+70.30
PVI ELEV = 6059.21
A.D. = 4.69
K = 6.40
BCV STA 62+55.30
BVC ELEV = 6059.50
ECV STA 62+85.30
EVC ELEV = 6059.62

60.0' VC
LOW PT ELEV = 6059.88
LOW PT STA = 62+94.61
PVI STA 63+24.61
PVI ELEV = 6060.70
A.D. = 1.81
K = 33.14
BCV STA 62+94.61
BVC ELEV = 6059.88
ECV STA 63+54.61
EVC ELEV = 6062.07

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WEST CROW CREEK GREENWAY
35% PLAN

PLAN AND PROFILE

DRAWING
9 OF 12

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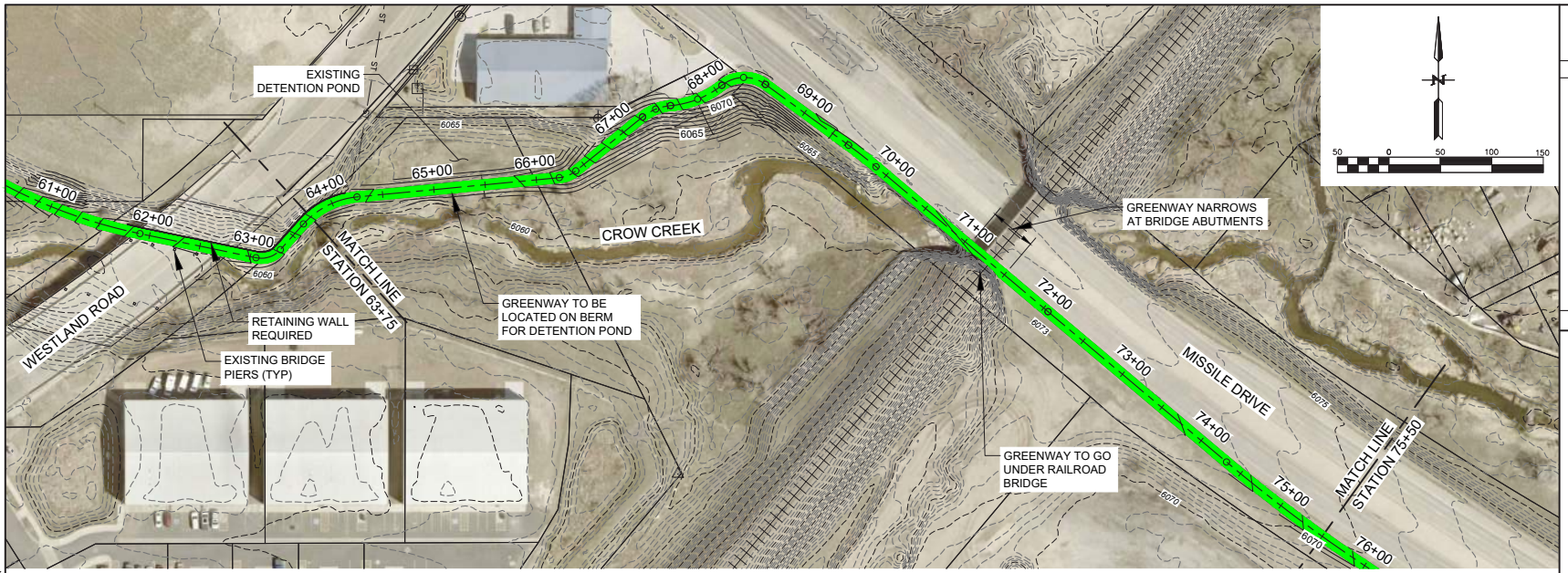

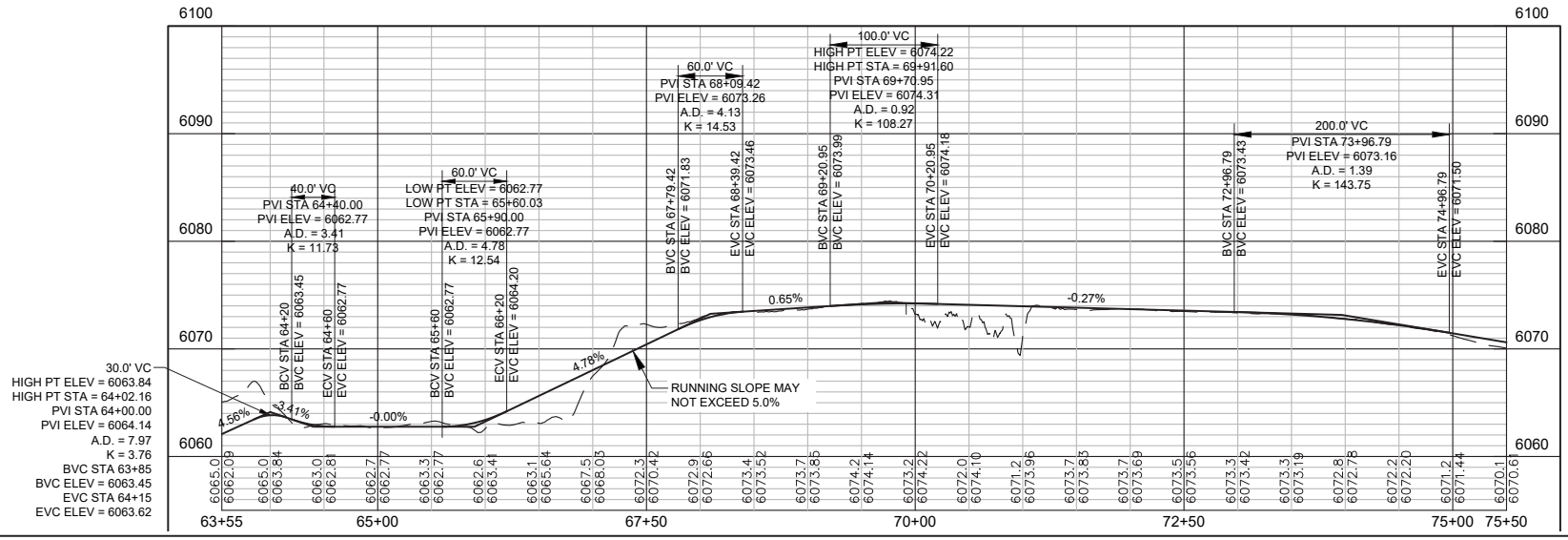

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WEST CROW CREEK GREENWAY
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DRAWING 10 OF 12

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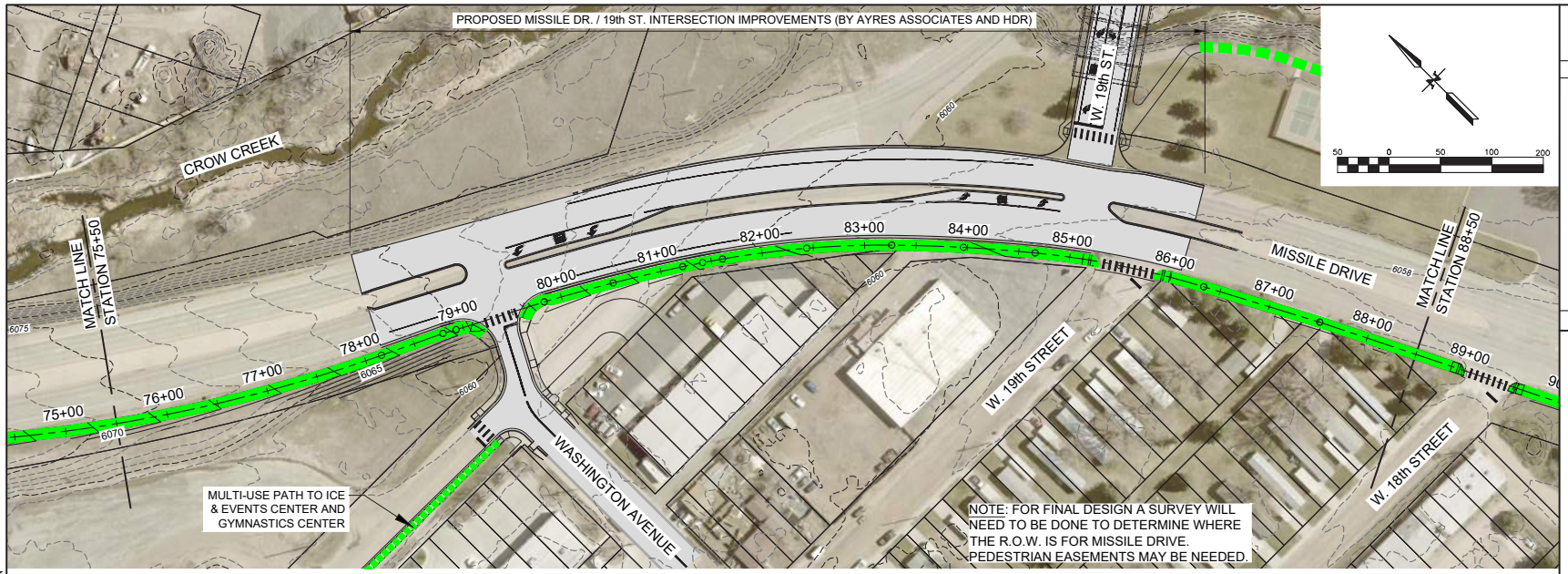

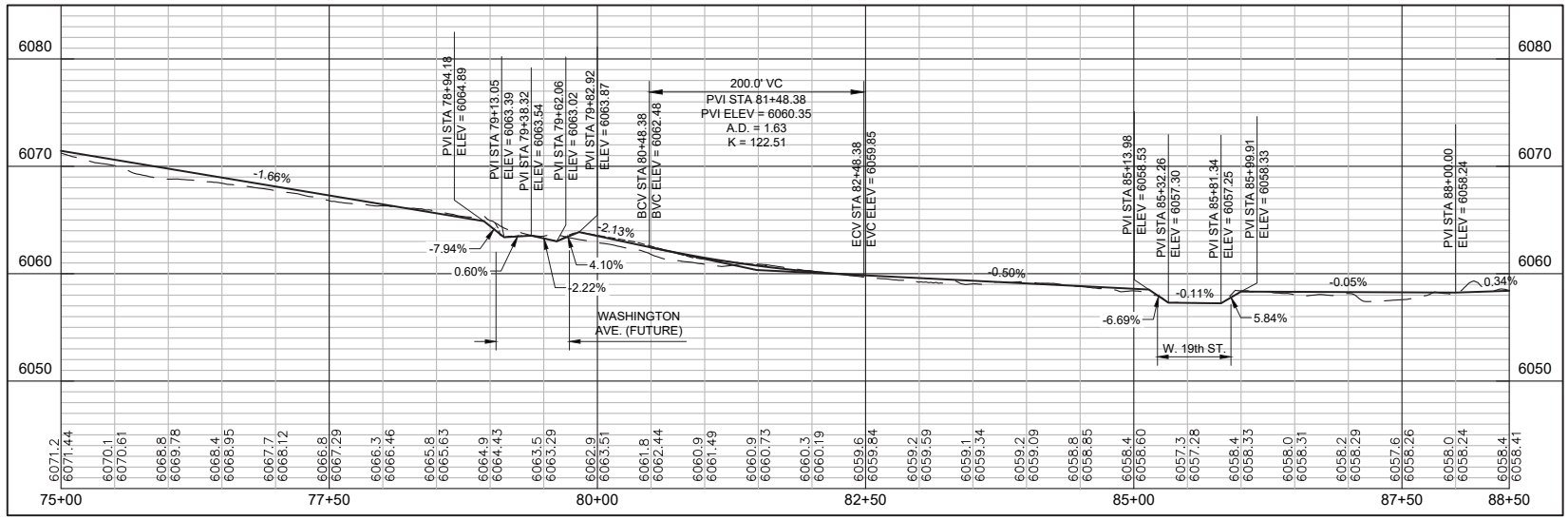

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WEST CROW CREEK GREENWAY
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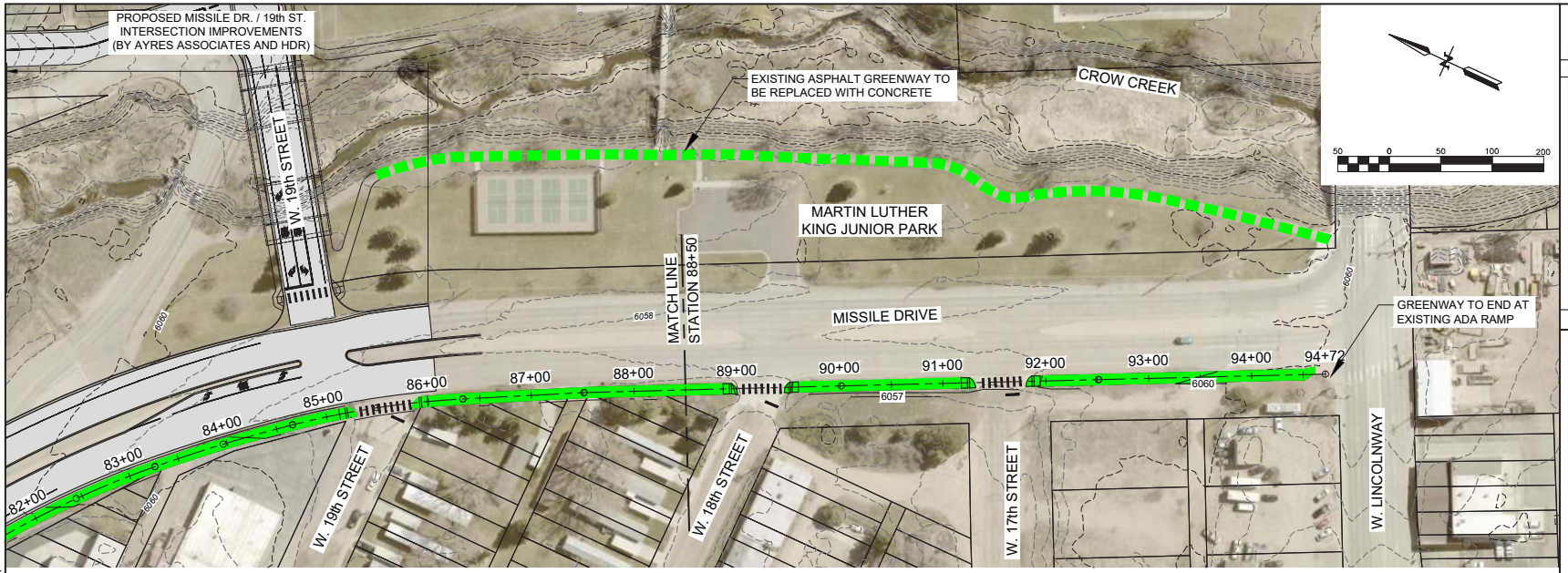
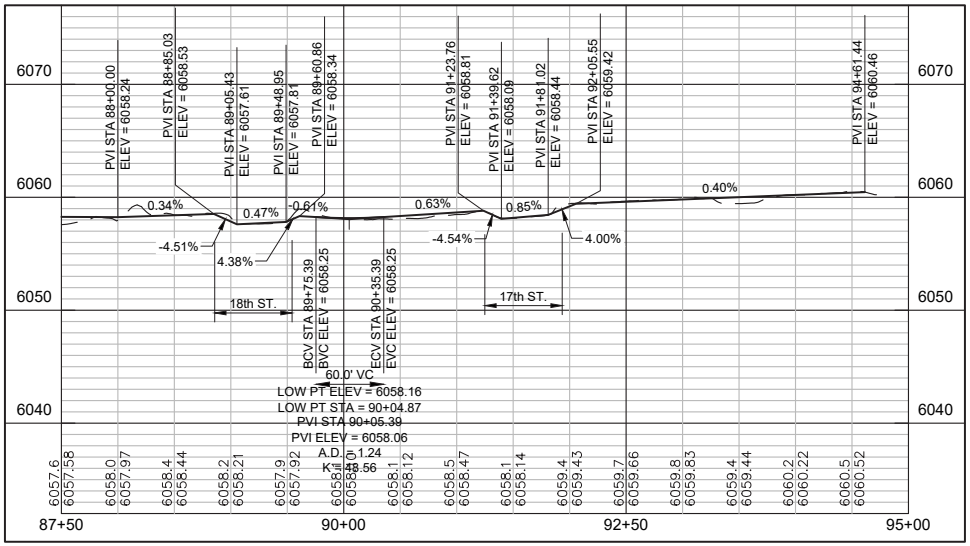
PLAN AND PROFILE

DRAWING 11 OF 12

Drawing Name: Z:\MPO_CROWCREEKGW\CAD\CROWCREEKGW(BASE).DWG Monday, August 25, 2025 3:02 PM By: DARCI HENDON



NOTE: FOR FINAL DESIGN A SURVEY WILL NEED TO BE DONE TO DETERMINE WHERE THE R.O.W. IS FOR MISSILE DRIVE. PEDESTRIAN EASEMENTS MAY BE NEEDED.



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12 OF 12

Drawing Name: Z:\MPO_CROWCREEKGW\CAD\CROWCREEKGW(BASE).DWG Monday, August 25, 2025 3:02 PM By: DARCI HENDON

APPENDIX B
PUBLIC OUTREACH SUMMARIES

Public Involvement Plan

Stakeholder Contact List

Project Kickoff & Stakeholder Walk Summary

Public Engagement Round #1

- Open House #1 Summary (including Boards and Online Responses)

Public Engagement Round #2

- Open House #2 Summary (including Boards and Online Responses)

WEST CROW CREEK GREENWAY PLAN

PUBLIC INVOLVEMENT PLAN

This document is intended to provide guidance on the public engagement process, as well as lay out the roles of those involved in creating the West Crow Creek Greenway Plan. The goal of this Public Involvement Plan is to create a framework to solicit public input which will be used to inform the development of recommendations and design of the future West Crow Creek Greenway. The Public Involvement Plan is intended to show a clear connection between input and outcomes and to maintain transparency throughout the process, keeping the public informed about the project and how their input is used in subsequent planning phases. Outreach and engagement to the public will be considered successful when community members:

- Provide significant and meaningful input and feedback throughout the process.
- Are interested in and excited about construction of the greenway and feel motivated to participate in outreach engagement activities.
- Feel that they have been heard and see how their input is used.
- Understand why some recommendations do not reflect their input.
- Support and advocate for the project.

Targeted Audiences & Stakeholder Groups

Businesses, residents, and key stakeholder groups will be targeted for outreach and participation. Involvement of these groups may consist of being a part of a focus group, being interviewed regarding their perspectives related to the future greenway, and/or being contacted to distribute information regarding public engagement activities. Such individuals or groups include:

- Businesses
    - Cowboy Dodge Dealership
- Neighborhood Representatives
- FE Warren Air Force Base (FEWAFB) Representative
- FEWAFB Enhanced Use Land (EUL) Representative
- Laramie County School District #1 (LCSD #1) Representative (for Freedom Elementary School)
- Wyoming Department of Transportation (WYDOT)
- City of Cheyenne Departments and Committees
    - Engineering
    - Board of Public Utilities (BOPU)
    - Public Works
    - Greenway Advisory Committee
    - Community Recreation & Events
    - City Council

Key Participants and Their Roles

Project Team

This working group will be made up of key City staff representatives that will assist the project by:

- Advising Ayres on organizations, individuals, and interested people to engage, and providing assistance in contacting them;
- Providing assistance in getting interested people to participate in engagement activities and events; and
- Reviewing and commenting on the draft deliverables for the project.

Steering Committee

This group will be established to meet periodically and work with the Project Team throughout the planning process. Members of the Steering Committee will be a sounding board for thoughts and ideas related to the creation of the West Crow Creek Greenway Plan. The Steering Committee will provide a forum for the discussion of ideas and issues and help to guide the consultant team and Project Team in synthesizing public input. It will also provide advice and recommendations throughout the process. The MPO will use its Policy Committee to serve as the Steering Committee for the project and may identify additional participants if needed.

Public Engagement Strategies

Key Methods of Communication

The intent of outreach and engagement is to make it as convenient as possible for the public to weigh in and inform the design of the West Crow Creek Greenway. A variety of methods will be used to communicate and engage stakeholders. With one-way communication methods, information will be provided with the purpose of informing. Two-way communication methods will allow for stakeholders to provide input. The communication methods will include:

One-Way Communication

- **Cheyenne MPO Webpage:** The webpage will be used to update the public on the project process, how to get involved, and allow for review of design options and plan recommendations. The project team will also create a story map of the project to be included on the webpage. MPO staff will be responsible for management of the webpage. The project team will provide the MPO staff with project updates to include on the webpage. It is recommended that the webpage be created at an early phase in the project when information can be shared through existing media outlets and placed on the project factsheets and newsletters.
- **Facebook Page:** The MPO Facebook page will be used to provide the public with information including project updates and public meeting announcements. The project team will provide the MPO staff with project information to post on their Facebook page. The project team will also request that the Cheyenne Greenway Foundation provide similar posts on their Facebook page.
- **E-Mail:** Information may be disseminated via e-mail, based on opt-in opportunities like public meeting sign-in sheets.
- **Greenway Plan Digital & Hard Copies:** Digital and hard copies of draft and final plans will be provided to the MPO, to make available to the public for their review at the Laramie County Library and the Cheyenne MPO office. Digital copies will also be made available on the Cheyenne MPO webpage.

Two-Way Communication

- **Online Surveys:** Ayres will develop up to two online surveys to be posted on the MPO webpage. MPO staff will assist in developing content for the survey. Ayres will distill the information into a summary that will be used to inform the recommendations. Surveys will be correlated with the public meetings.
- **Public Meetings:** Up to two public meetings will be held during the project process. The first meeting will be held early in the project, with the intent of presenting the purpose of the project, existing conditions, and improvement options. The second meeting will be held in conjunction with the draft planning report, with the intent of providing the preferred direction of improvement options and soliciting feedback on key enhancements and recommendations. Both in-person and virtual opportunities to participate will be provided for the public meetings. For virtual meetings, Zoom will be utilized to create breakout rooms to facilitate small group discussions.
    - Prior to the Public Meetings, Variable Message Board signs will be placed outside of meeting locations to notify the public of the opportunity to attend. In addition, an ad block will be placed in the local paper to notify the public.
- **Community Events:** Throughout the process, the Project Team and steering committee members will look for opportunities to engage with the public at already scheduled community events, if any occur. The Consulting Team may ask attendees questions or encourage other stakeholders to get engaged and attend public meetings.

Public Touchpoints

Stakeholder Meetings

Prior to holding the initial public meeting, the project team will discuss each crossing with the impacted stakeholder at least twice. For example, the Happy Jack Road crossing will be discussed with the FE Warren Air Force Base representative and WYDOT. The concerns and constraints presented by these stakeholders need to be identified before holding the initial public meeting to ensure that viable and stakeholder-supported alternatives are being presented to the public.

Public Engagement Meeting # **Tentative - Summer 2024**

During this meeting, our team will structure interactive activities intended to introduce the project and gather the community's desires for the future West Crow Creek Greenway. The meeting will provide an overview of the project purpose, planning process, the existing conditions along West Crow Creek and constraints associated with the construction of the future greenway. The meeting will enable the public to provide feedback on opportunities and ideas for the future greenway. An open public comment period will be held for a minimum of two weeks after the meeting to solicit input from the public.

Refine Public Meeting Goals **Two Months Prior to Meeting**

- With MPO and Stakeholders, develop a list of outcomes to achieve as a result of the meeting. (Ayres)
- Develop an outline for the meeting to achieve the goals (Ayres). Preliminary talking points include the following:
    - Overview of project scope and goals
    - Identification of issues
    - Priorities for implementation
    - Opportunities and ideas for improvement

Meeting Promotion **One Month Prior to Meeting**

- Develop Mailing List (MPO)
  - Mailings will occur primarily through email with the possibility for physical mailings.
  - Physical mailings may be a more effective method for targeting neighborhood residents. Suggest a postcard to nearby residents and businesses. The mailing should include a project logo or identifying information or graphic.
  - Ayres will coordinate and schedule the use of Electronic Message Boards to advertise the meeting. Ayres will develop the message in consultation with MPO.
- Ensure meeting is property noticed (MPO)
- Develop informational flyers and invites (Ayres)
- Send paper and email invites to residents, businesses, media, and other stakeholders (MPO)
- Publicize meeting on social media channels (MPO and/or West Edge Collective)
- Create a Facebook event for easy sharing (MPO)
- Send invite and meeting materials to elected officials (MPO)

Meeting Materials **One Month Prior to Meeting**

- Develop "meeting logistics" map and outline of stations/activities (Ayres)
- Develop initial greenway concepts (Summit)
- Create exhibits that address access management and ped/bike issues along the corridor (Ayres)
- Create Presentation or initial welcome and project overview (Ayres & Summit)
- Create a companion digital opportunity & material for people to review and comment on design options via MPO website (Ayres/West Edge Collective)

Conduct Meeting **Tentative Summer 2024**

- Pre-Meeting: Ayres will provide all meeting materials; MPO staff to review and comment. MPO staff will coordinate technology platform set-up for the virtual meeting.
- MPO to schedule room (library, school or similar)
- Meeting Sessions: Ayres and MPO staff will coordinate logistics regarding who will be responsible for set up of the in-person and virtual meeting as well as collecting feedback and public input. *Note: try to avoid the dinner hour*

Meeting Results **Two Weeks Following Meeting**

- Summary of results will be provided to staff for use on the MPO website and associated social media platforms (Ayres)

Public Engagement Meeting #2 **Tentative - Spring 2025**

Understanding and discussing the impacts of choices will be the basis of this second meeting. The meeting will clarify final direction on the recommendations and provide opportunities for additional ideas and design refinement. This meeting will also provide an opportunity to show community members where and how their input was used.

This meeting should be advertised on the website, social media, and sent to persons who signed in at the first meeting or asked to be kept informed on upcoming meetings. Emails will be sent by MPO staff . The meeting will take place approximately one year after the first meeting. An open public comment period will be held for a minimum of two weeks after the meeting to solicit input from the public.

Meeting Promotion **One Month Prior to Meeting**

- Develop Mailing List (MPO)
  - Mailings will occur primarily through email with the possibility for physical mailings.
  - Physical mailings may be a more effective method for targeting neighborhood residents. Suggest a postcard to nearby residents and businesses. The mailing should include a project logo or identifying information or graphic.
  - Ayres will coordinate and schedule the use of Electronic Message Boards to advertise the meeting. Ayres will develop the message in consultation with MPO.
- Ensure meeting is property noticed (MPO)
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- Send paper and email invites to residents, businesses, media, and other stakeholders (MPO)
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- Create a Facebook event for easy sharing (MPO)
- Send invite and meeting materials to elected officials (MPO)

Meeting Materials

One Month Prior to Meeting

- Develop “meeting logistics” map and outline of stations/activities (Ayres)
- Develop initial greenway concepts (Summit)
- Create exhibits that address access management and ped/bike issues along the corridor (Ayres)
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- Meeting Sessions: Ayres and MPO staff will coordinate logistics regarding who will be responsible for set up of the in-person and virtual meeting as well as collecting feedback and public input. *Note: try to avoid the dinner hour*

Meeting Results **Two Weeks Following Meeting**

- Summary of results will be provided to staff for use on the MPO website and associated social media platforms (Ayres)

Planning Commission, County Commission, & City Council Work Session **Tentative Summer 2025**

This is intended as a preliminary review of the Greenway Plan, discussion of the public input sessions as well as the next steps forward. As a formal policy document, the process is more technical and formal, and public engagement during this stage of the process will be limited. Prior to the work session, an ad block will be published in the paper to notify the public of comment opportunities.

Ayres will develop hand-outs and presentation material, as well as facilitate the session. Afterward, Ayres will prepare a meeting summary. The final summary will be submitted to MPO staff for additions and edits.

Formal Adoption Hearings **Tentative Summer 2025**

The initial adoption hearings for the Greenway Plan is anticipated to take place in August. This will need to be updated to reflect the approach to the Work Sessions and the actual City Council meeting date.

The final plan will be prepared by Ayres with input, recommendations, and edits by MPO staff and the Project Team. MPO staff will coordinate dates and submittals and write staff reports for adoption hearings. Ayres will supply materials and information to be included in the packet. City Staff will present the final document and Ayres will be available for questions.

Cheyenne MPO West Crow Creek Greenway Stakeholder Contact					
Organization		Title/Role	Contact Name	Email	Phone
City of Cheyenne	MPO	Senior Planner	Jennifer Corso	jcorso@cheyennecity.org	307-637-6280
	MPO	Director	Christopher Yaney	cyaney@cheyennecity.org	
	Parks	Greenway and Parks Planner,	Jeanie Anderson-Shred	jshrednik@cheyennecity.org	307-638-4379
	Engineering	Deputy City Engineer,	Wes Bay	wbay@cheyennecity.org	307-637-6268
	BOPU	Capital Projects Supervisor	Bryce Dorr	bdorr@cheyennebopu.org	307-432-2618
	City Council	Greenway Advisory Committee	Pete Laybourn	playbourn@cheyennecity.org	307-637-6357
WYDOT		Dist. 1 Resident Engineer	Wayne Shenefelt	wayne.shenefelt@wyo.gov	307-630-8462
Laramie County	Conservation District	Water Specialist	Jeff Geyer	jgeyer@lccdnet.org	307-772-2600
F.E. Warren AFB			Todd Eldridge	todd.eldridge.2@us.af.mil	
Coldwell Banker	Enhanced Use Lease (EUL)		Rob Graham	hrgraham@propertyex.com	
Cheyenne Chamber of C	Enhanced Use Lease (EUL)		Dale		
Ayres		Project Manager	Nathan Silberhorn	silberhornn@AyresAssociates.com	720-235-7207
Summit Engineering		PI & Design Lead	Darci Hendon	darci@summitengineeringwy.com	
CivilWorx		Hydraulics Lead	Kelly Hafner	Kelly.Hafner@Civilworxeng.com	
Ayres		Lanscape Architecture	David Land	LandD@AyresAssociates.com	
			Craig Stoffel	StoffelC@AyresAssociates.com	

MEETING AGENDA

West Crow Creek Greenway Plan Kick-Off Meeting & Stakeholder Site Walk

Ayres Project No: 46-0333

Date/Time: 10/17/23, 1pm MST

Meeting Location: Cheyenne Municipal Building, Room 304

Attendees:

City of Cheyenne:

- [X] Ginni Stevens, MPO, PM
- [X] Jeff Noffsinger, MPO
- [ ] Jeanie Vetter, Greenway Advisory Committee
- [ ] Wes Ball, Engineering
- [X] Bryce Dorr, Board of Public Utilities
- [X] Pete Laybourn, Greenway Advisory Committee

F.E. Warren AFB & Enhanced Use Lease (EUL):

- [X] Todd Eldridge, F.E. Warren AFB
- [ ] Rob Graham, Coldwell Banker, EUL
- [ ] Dale Steenbergen, Chamber of Commerce,

Consultant team:

- [X] Nathan Silberhorn, Ayres, Senior PM
- [X] Erick Berry, Ayres, Traffic Lead & Assistant
- [X] Darci Hendon, Summit Engineering, Design
- [ ] Kelley Hafner, CivilWorx, Hydraulics Lead

WYDOT:

- [ ] Wayne Shenefelt, Dist. 1 Resident Engineer

Laramie County:

- [X] Jeff Geyer, Water Specialist

1. Introductions

Nathan Silberhorn welcomed the meeting attendees and noted that there will be a number of additional opportunities to provide input for those who could not attend the meeting. Meeting attendees then went around the room for introductions.

3665 JFK Parkway, Bldg. 2, Suite 100 | Fort Collins, CO 80525-3152 | 720-235-7207
www.AyresAssociates.com

2. Project Overview

Nathan provided an overview of the project description, the project objective and project process. He also stated that the final plan will likely include ultimate recommendations for the greenway, as well as interim recommendations that may need to be implemented in the short term due to budgetary or other constraints.

a. **Project Description** – The West Crow Creek segment is the last remaining segment of the original 1992 Greenway plan. The segment begins at MLK Jr Park (the first-built Greenway in Cheyenne) and will extend the Greenway to Freedom Elementary School and will connect FE Warren Air Force Base and the Extended Use Lease (EUL) land to the Greenway system. The West Crow Creek segment is anticipated to cross W 19th Street, Missile Drive, Westland Road, I-25, and Happy Jack Road.

b. **Project Objective** – The overall objective of this project is to obtain stakeholder and community consensus on a preferred alternative for the Greenway corridor to support design and future construction of the improvements. The project will likely require interim and ultimate alternatives.

3. Project Management & Coordination

The contact list provided prior to the meeting includes all of the Steering Committee members. Nathan noted that while the City of Cheyenne and the Cheyenne MPO have an interest in the entire greenway system, there are also a number of stakeholders that have concerns related to specific segments.

The project is expected to take one and half years to complete, which includes a notable pause in the project to incorporate the 19th Street and Missile Drive (BRIC) project recommendations and findings. Nathan made note of the previously completed Missile Drive plan, which included intersection alternatives for the 19th Street intersection with Missile Drive. The alternatives, taken from the plan, were made available at the meeting.

- *A question was raised as to whether the culverts underneath 19th Street will be replaced with this project. At this point in time, it is not known whether the culverts will be replaced. The design and reconstruction of the 19th Street and Missile Drive intersection will be contracted by the City of Cheyenne. It is the project team's understanding that a design firm has not yet been selected for this project.*
- *A question was raised as to whether a public meeting would actually be held on Christmas Eve, as was shown in a tentative schedule. The project team confirmed that there is no intention of holding a public meeting on Christmas Eve, and this schedule would be updated.*

a. MPO Project Manager – Ginni Stevens

b. Consultant Project Managers – Nathan Silberhorn & Erick Berry

- Nathan; point of contact with the MPO regarding scope, schedule, and budget
- Erick; point of contact with external agencies for coordination, meetings, and deliverables
- Darci Hendon (Summit Design Lead); Secondary point of contact for design-specific communication & coordination.

c. Stakeholder Coordination

- Stakeholder Contact list (this meeting's invitees and included in Public Involvement Plan.

- Other special consideration for outreach and/or input:

d. Project Schedule – Included with this agenda. Alternatives development through February 2024. BRIC coordination summer 2024. Preferred alternative and design fall – winter 2024. Report developed and finalized winter – spring 2025.

4. Milestones Schedule

a. Kickoff Meeting; 10/17/2023

b. Initial design alternatives developed; Nov 2023 - Jan 2024

c. Alternatives review & analysis; January 2024

d. Public Meeting 1; February 2024

e. BRIC Pause: Feb – July 2024

f. BRIC input & alternatives refinement; June – August 2024

g. Preferred Alternative development; September 2024

h. Public Meeting 2; Oct - Dec 2024

i. Greenway Design Plans; Sept 2024 – Jan 2025

j. Cost Estimates January 2025

k. Draft Report January 2025

l. 'Final' Report February 2025

m. Report Presentations to Committees; Feb – March 2025

n. Report Approval & Adoption; April 2025

5. Action Items

AYRES:

Immediate:

1. Set up administrative meeting with MPO to discuss schedule, expectations, meeting schedule, etc.
2. Contact Wayne to get WYDOT input on Happy Jack and I-25 structure & Greenway items
3. Set up meetings with F.E. Warren to get input on USAF concerns, connection, secure fencing, etc.
4. Research LCSD mandatory bussing, and whether Freedom is exempt.
5.

Later:

6.
7.

MPO:

1.
2.
3.

Prior to leaving the Cheyenne Municipal Building, Darci Hendon provided a brief overview of the tour route, including the greenway's potential crossing options and major considerations to keep in mind. The notes provided on the following page summarize the stakeholder discussions had while on the tour.

WEST CROW CREEK GREENWAY PLAN – SITE TOUR NOTES

Thank you for joining us on the Crow Creek Greenway Tour! We wanted to follow up with some photos of the various underpasses and a couple of notes, so everyone has a good understanding of the existing bridges and drainage boxes.

Happy Jack Road Crossing

Prior to discussing the Happy Jack Road Crossing, the tour stopped at Freedom Elementary school and discussed the northern limits of the greenway, as well as the design considerations for the greenway along Happy Jack Road. The children that live on base attend Freedom Elementary school; the school gives priority to on-base children but is open to the public. The greenway will stop at Freedom Elementary school. Freedom Elementary school is surrounded by the AFB's secure perimeter, as is the northern side of Happy Jack Road. The secure perimeter is delineated with a chain link fence, which will need to remain in place. There is a gate for the secure perimeter, at Freedom Elementary school, which is opened twice a day to allow walk-through traffic around the school bell times.

To the south of Happy Jack Road is the Enhanced Use Lease (EUL), that is planned for housing development which would be considered base housing. There may be some children living in this future development that use the greenway to get to and from Freedom Elementary; however, the housing within the development will be limited to 1 to 2 bedroom units. The school district is required to provide busses for any students outside of a 1 mile radius or for students that would be required to otherwise cross a major roadway, which would require bussing to and from the EUL development. If a greenway were provided, bussing may not be required. There may be some willingness from the school district to contribute to the funding of the greenway for this reason. It was also noted that if any businesses, such as coffee shops or restaurants are developed within the EUL land, they would likely stand to benefit by a greenway, and if the greenway went through the EUL land there may be cost sharing opportunities.

BOPU is currently looking into the installation of a sewer line from the EUL land to MLK park that could potentially be installed underneath the greenway. The sewer line would need 12 feet of flat width.

If the greenway follows the Happy Jack Road alignment, it should be noted that WYDOT does not allow pedestrian paths within the interstate right of way, and they would prefer not to have any pedestrian paths within the highway right of way. The potential for future widening along Happy Jack Road should

also be kept in mind, as WYDOT could require the greenway to be relocated. There is currently a right of way agreement between WYDOT and the EUL, which may require future coordination.

There appears to be three options for the greenway to cross Happy Jack Road; 1) construction of a new overpass, 2) construction of a new CBC underpass near the school, or 3) using the existing Happy Jack Road bridge at Crow Creek.

1) Construction of a new overpass

There is existing high ground along the south side of Happy Jack Road, near Freedom Elementary school that could lend itself to the construction of a new overpass to minimize import of fill material.

2) Construction of new underpass

A new underpass would likely be an 8' x 12' box, which could easily cost $1 million. It would likely require construction staging, with closures, along Happy Jack Road. The Mayor of Cheyenne recently expressed that he does not want to see anymore flooded underpasses. A new underpass anywhere along Happy Jack Road would likely get flooded during a 100 year storm. There was a grant application pursued by the City of Cheyenne that would support the development of the greenway underneath Happy Jack Road; however, the City did not receive the grant.

3) Using the existing Happy Jack Road Bridge

Creating an underpass under the existing Happy Jack Road bridge will likely require some engineering and reconstruction of slopes. In addition, there is no AFB perimeter fence near the creek, so if the existing Happy Jack Road bridge were used, coordination with the AFB to establish a perimeter fence would be necessary. This type of coordination would typically be sent through a chain of command within the AFB. There are also likely designated wetlands around the Happy Jack Road bridge, we would not plan to do any wetland delineation with this project. There is currently no slope paving on this bridge, just rip rap, so the greenway could theoretically be placed behind the bridge piers. Photos of the existing Happy Jack Road bridge are provided as follows.

***1**: Happy Jack bridge standing on the south side, looking north*

2: Happy Jack Bridge standing on the north side looking toward the northeast.
(Note photo taken through the fence from the road)

3: Happy Jack bridge on the WYDOT side of the secure perimeter fence, north side of Happy Jack, looking north

Interstate 25 Crossing

An overpass crossing of I-25 would likely be cost prohibitive. The overpass would be required to include 19 feet of clearance over the interstate, and there is not any identifiable high ground that we could use to avoid needing a large amount of fill for construction. This leaves an underpass, likely at the existing I-25 bridge, or an at grade crossing along Missile Drive.

The previous Crow Creek revitalization plan was put on hold due to the discovery of PFOS. DEQ is/was expected to award $18 million to the City, but it is unknown how that money will be spent.

The creek underneath the existing I-25 bridge has migrated to the north and is currently causing erosion issues, which WYDOT is aware of.

There does appear to be adequate vertical clearance for the greenway underneath the existing I-25 bridge. However, horizontal clearance may be an issue. Ideally, we would remove the existing slope paving and install a retaining wall to allow for the greenway; however, WYDOT would require top down construction for the removal of the slope pavement. The greenway may have to be narrowed down to a sidewalk width at this location to fit.

If construction were necessary impacting the existing I-25 bridge, WYDOT requires top-down construction which means the removal of the bridge deck would be necessary. Typically, WYDOT designs bridges for a 100 year life span; this bridge is likely 50 to 60 years old and the replacement of this bridge is not included in the current 20 year STIP.

An alternative may be placing the Greenway on helical piers under the structure so it does not impact the existing bridge slope or floodway. We will visit with some contractors about how much vertical clearance is needed to get a drill rig under a structure in order to construct the piers.

A possible at-grade alternative would be to route the greenway to the Happy Jack and Missile Drive intersection. This could be an interim solution until the I-25 bridge is replaced. If the greenway were routed to this intersection, it would still need to cross the creek, and the existing Happy Jack Bridge is not wide enough to support the greenway going along top of the bridge.

4: I25 bridge, standing on the north bank of Crow Creek, west side of I25, looking southeast

5: I25 bridge, standing on the east side of I25, north bank of Crow Creek: note that the creek is flowing on the north side of channel (not in the middle)

6: I25 bridge, standing on west side, north bank

7: I25 bridge, clearance (10')

8: I25 bridge, existing slope paving has heaved (north side)

9: I25 bridge, scour at slope paving (north side)

3665 JFK Parkway, Bldg. 2, Suite 100 | Fort Collins, CO 80525-3152 | 720-235-7207
www.AyresAssociates.com

10: I25 bridge, south side has gabion basket slope protection under the bridge (not concrete slope paving)

11: I25 bridge, standing under bridge, south bank, looking west: south west bank is armored with concrete slabs and riprap

12: I25 bridge, the concrete slabs from photo 11 have separated and will need to be stabilized if Greenway will go near them or below them

Westland Road Crossing

Cowboy Dodge is planning to develop the land at the western corner of Westland Road and Missile Drive. They have committed to developing a portion of the greenway along West Crow Creek as part of the development.

It was noted that moving the greenway away from the creek would be a mistake because it would be getting away from the intent of the funding mechanism.

An alternative to a grade separated crossing at the existing bridge may be to provide an at grade crossing. The traffic signals at the intersection of Westland Road and Missile Drive currently feature pedestrian push buttons and ped heads that could be utilized. An at grade crossing further on Westland Road, closer to the creek may also be possible, but if considered, there are horizontal curves to southwest along Westland Road that should be avoided.

There appears to be room under the existing Westland Road bridge, above the channel, for a greenway. It was noted that there are currently transients living underneath the bridge, filling in void space similar to what was done underneath the Lincolnway bridge may be a solution to this issue.

The previous Crow Creek revitalization plan was noted again. The plan included large excavations of material from the creek channel from Happy Jack Road to Westland Road to expand the bench and provide a more natural creek meander. This plan could affect where and how the Greenway alignment goes.

***13**: Westland Road bridge, west side of Westland Road, north bank of Crow Creek. Note that the creek is in the middle of this structure (not favoring one side)*

***14**: Transient refuse under Westland Road Bridge*

Missile Drive Crossing

It was noted that we should look into how other municipalities have handled the cleaning and safety issues related to concrete box culverts.

While the presence of transients in the Missile Drive CBC's was discussed heavily, another primary concern amongst the team was sightlines, lighting, and visibility. The existing boxes have a bend in them, preventing a clear view through the structure. The team is concerned people won't use a Greenway through a structure that cannot be seen through. A new underpass is not feasible because it would require rebuilding both the Missile Drive and UPRR structures.

The existing Missile Drive structure provides between 8' and 9' of clearance between the Missile Drive back of curb and the box beam rail above the CBC. This is enough space to consider an at-grade crossing along Missile Drive and routing the Greenway to the Westland/Missile Drive intersection.

***15**: Missile Drive from south side, looking northeast. Note the erosion in the photo has been repaired and the slope restored*

16: Missile Drive culverts from south side looking thru culvert to the northeast

17: Missile Drive culverts from north side looking thru eastmost culvert to the southwest

18: Missile Drive culverts on the north side

Old Happy Jack Road

The existing underpass of Old Happy Jack Road and the UPRR would provide a convenient at-grade alternative to the Crow Creek/Missile Drive/UPRR crossing. The City has discussed potentially closing Old Happy Jack Road, or converting it to a one-way street for many years. If it were closed or converted, it might be possible to use one of the openings for the Greenway and maintain the other for vehicle traffic. Such an arrangement would require an at-grade crossing of Missile Drive at 19th and potentially an at-grade crossing of Westland

***19**: Old Happy Jack Road underpasses from east side of railroad embankment*

19th Street CMP culverts

This structure is the eastern-most crossing on the Crow Creek Greenway project and is the subject of a BRIC grant. This crossing was also part of the 2010 Missile Drive Corridor Plan, in which 5 alternatives were presented for the 19th & Missile Drive intersection reconfiguration. The Crow Creek Greenway project will defer to recommendations for this crossing and will incorporate those recommendations into the final report.

The crossing is the northern end of the MLK segment of the Crow Creek Greenway project. Councilman Laybourn emphasized the importance of this part to the Greenway system, and to the City of Cheyenne. The Greenway design in the park and at this crossing need to reflect both commitments made in the original Greenway plan as well as the community's needs today, to the best of the team's ability.

***20**: 19th Street culvert (western most culvert)*

Public Open House #1

May 16, 2024

MEETING SIGN-IN SHEET

Project:	Cheyenne Community Open House	**Date:** May 16, 2024	
Purpose:	Public Informational Meeting	**Notes:**	

PLEASE PRINT

Name	Email *(optional)*	Phone *(optional)*	Physical Address *(optional)*	Add me to the email list for information on future MPO projects
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Mike Stone				○
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C. J. Brown	browncogic@gmail.com			○
Stephen Latham	latham.stephen@yahoo.com			○
Renee Smith	tandrsmith@gmail.com			○

MEETING SIGN-IN SHEET

Project:	Cheyenne Community Open House	**Date:** May 16, 2024	
Purpose:	Public Informational Meeting	**Notes:**	

PLEASE PRINT

Name	Email *(optional)*	Phone *(optional)*	Physical Address *(optional)*	Add me to the email list for information on future MPO projects
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				○
				○
				○
				○

MEETING SIGN-IN SHEET

Project:	Cheyenne Community Open House	**Date:** May 16, 2024	
Purpose:	Public Informational Meeting	**Notes:**	

PLEASE PRINT

Name	Email *(optional)*	Phone *(optional)*	Physical Address *(optional)*	Add me to the email list for information on future MPO projects
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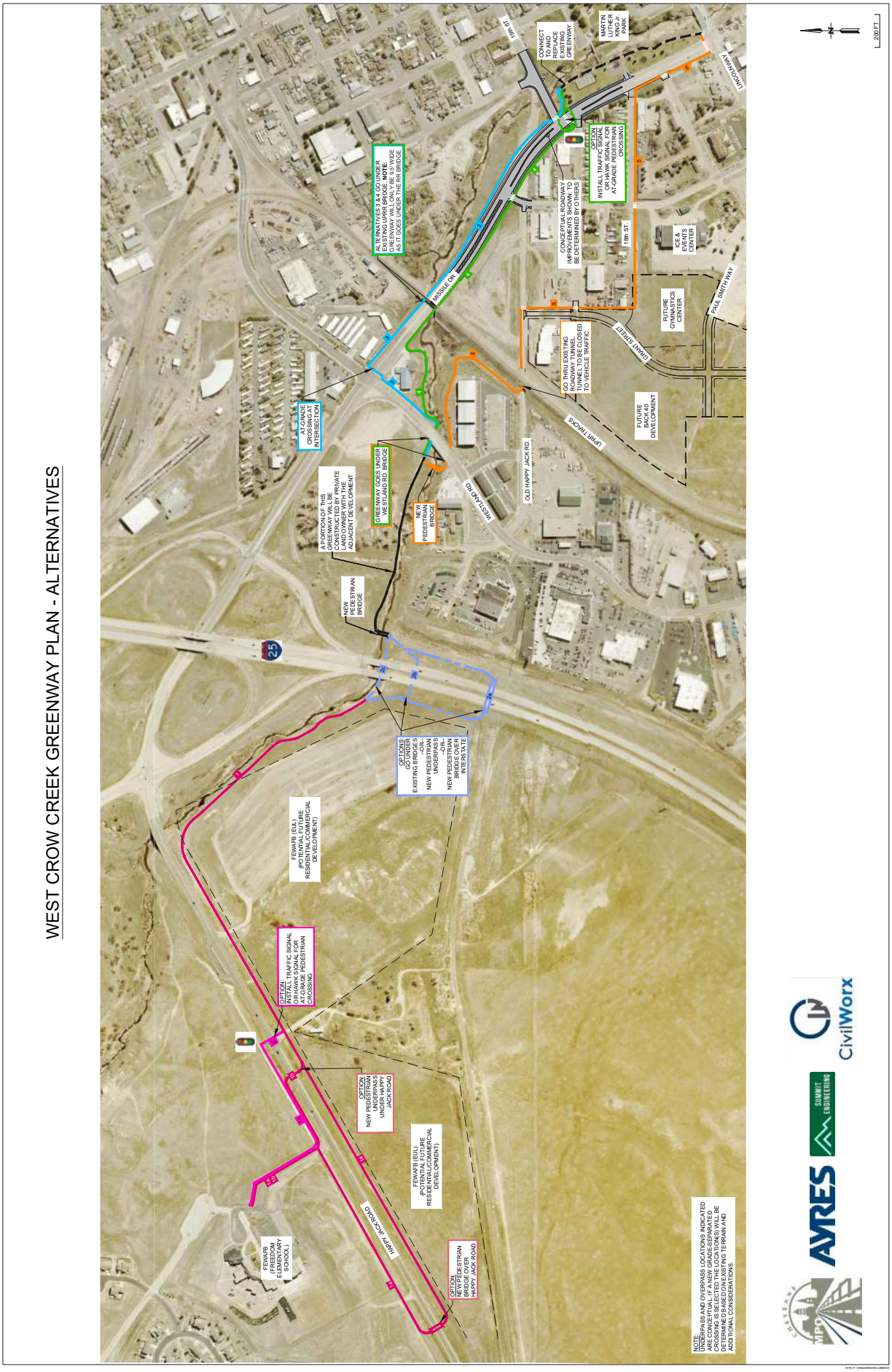
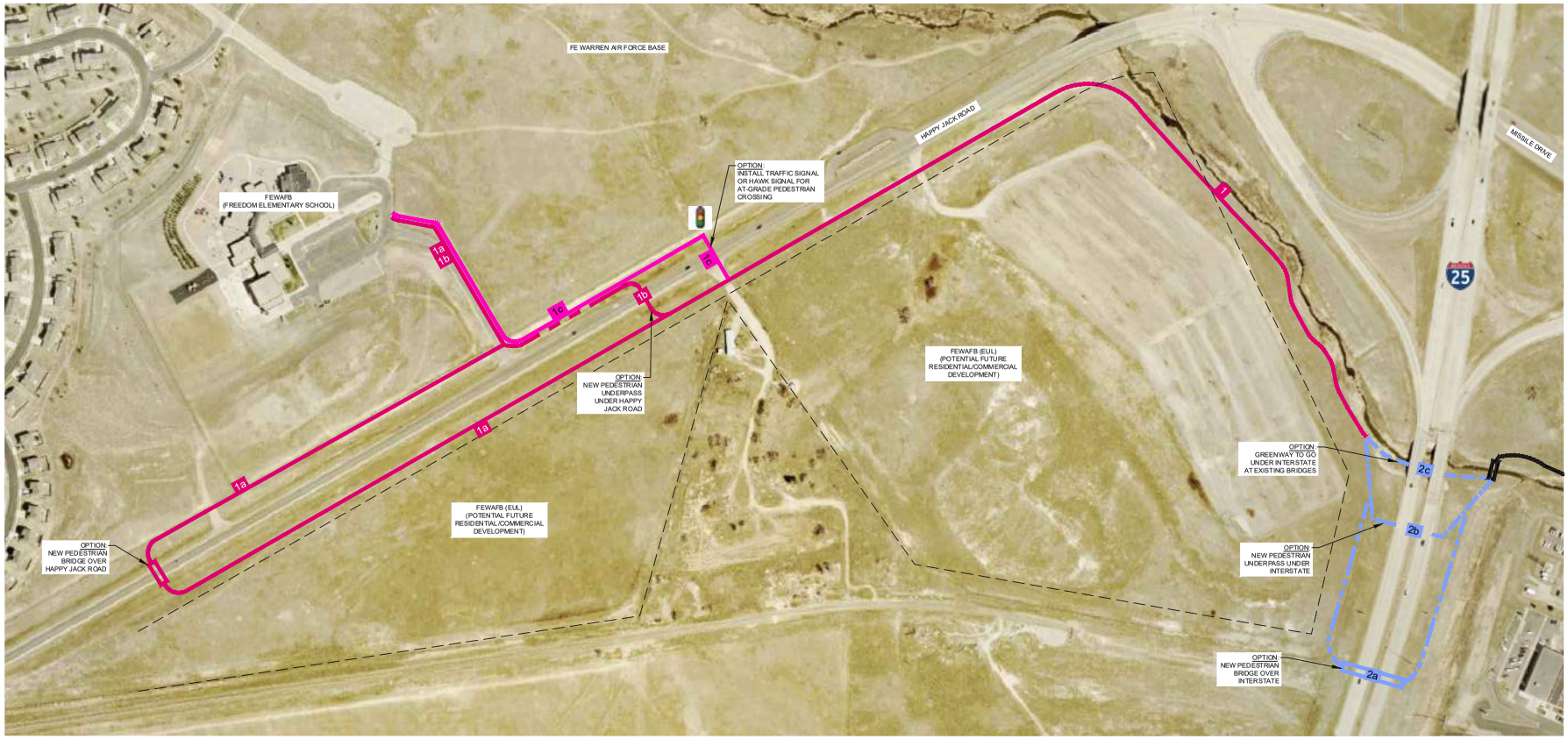
David Binner				○
Pete Laybourn	playbourn@cheycity	631-2427		○
R Johnson	ON FILE	ON FILE	2101 ONEIL	○
Vikitterfen				○
				○
				○

WEST CROW CREEK GREENWAY PLAN - ALTERNATIVES



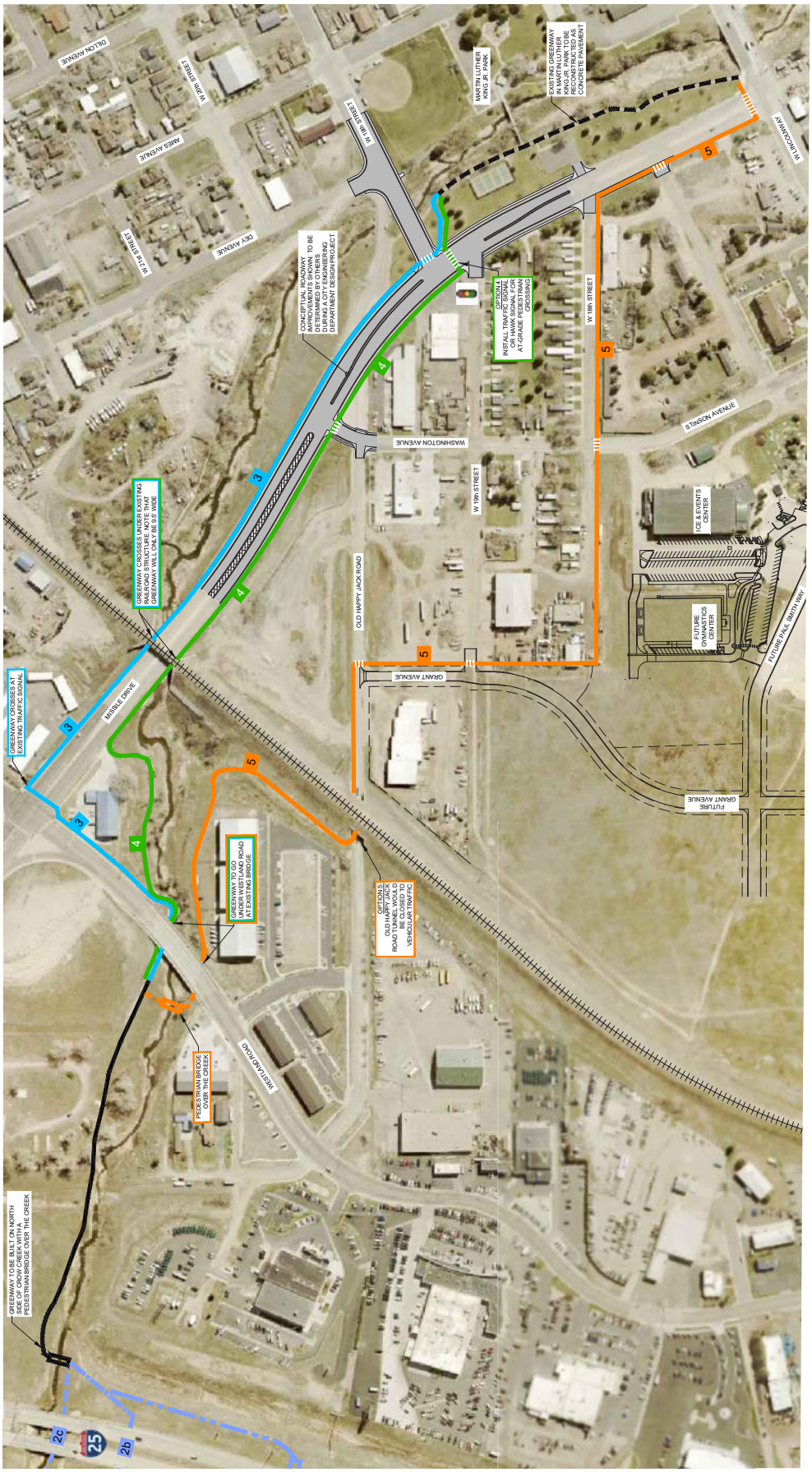
WEST CROW CREEK GREENWAY PLAN



GREATER CHEYENNE GREENWAY STANDARDS:

- 10' WIDE CONCRETE PATH
- UNDERPASSES SHALL BE 8' TALL AND 12' WIDE, MINIMUM
- OVERPASSES SHALL HAVE 10' WIDE CLEAR WIDTH, MINIMUM

WEST CROW CREEK GREENWAY PLAN



GREATER CHEYENNE GREENWAY STANDARDS:

- 10' WIDE CONCRETE PATH
- UNDERPASSES SHALL BE 8' TALL AND 12' WIDE, MINIMUM
- OVERPASSES SHALL HAVE 10' WIDE CLEAR WIDTH, MINIMUM

CivilWorx
SUMMIT ENGINEERING
AVRES

WEST CROW CREEK GREENWAY PLAN

NORTH SIDE OF BRIDGE, LOOKING EAST

NORTH SIDE OF BRIDGE, LOOKING WEST

3 4 5

ALL CONCEPTS: WESTLAND ROAD UNDERPASS

GREENWAY TO GO UNDER EXISTING WESTLAND ROAD BRIDGE (OPTIONS 3 AND 4 WILL BE ON THE NORTH SIDE OF THE BRIDGE, OPTION 5 WILL BE ON THE SOUTH SIDE OF THE BRIDGE. PHOTOS SHOW THE NORTH SIDE OF THE BRIDGE)

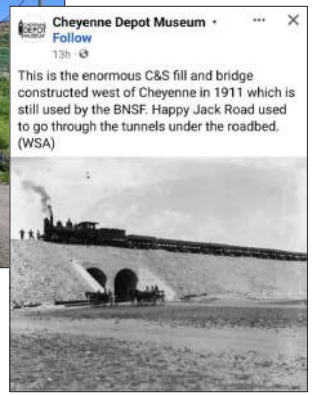
SOUTH SIDE OF MISSILE DRIVE, LOOKING WEST (OPTION 4 WILL BE ON SOUTH SIDE OF MISSILE DR.)

3 4

CONCEPTS 3 AND 4: BNSF RR STRUCTURE

THESE CONCEPTS WOULD PUT THE GREENWAY ADJACENT TO MISSILE DRIVE. THE GREENWAY PATH WOULD BE RESTRICTED TO 9'-6" UNDER THIS STRUCTURE.

EAST SIDE OF HAPPY JACK TUNNELS, LOOKING WEST



5

CONCEPT 5: OLD HAPPY JACK ROAD

THIS CONCEPT WOULD ELIMINATE VEHICLES FROM USING THE OLD HAPPY JACK ROAD TUNNELS AND DEDICATE THIS SPACE TO THE GREENWAY.

1 2 3 4 5

MARTIN LUTHER KING JR. PARK

THE EXISTING ASPHALT GREENWAY TRAIL THROUGH THE PARK WILL BE REPLACED WITH A 10' WIDE CONCRETE TRAIL AS PART OF THE FUTURE CONSTRUCTION PROJECT.

Public Open House #2

July 10, 2025

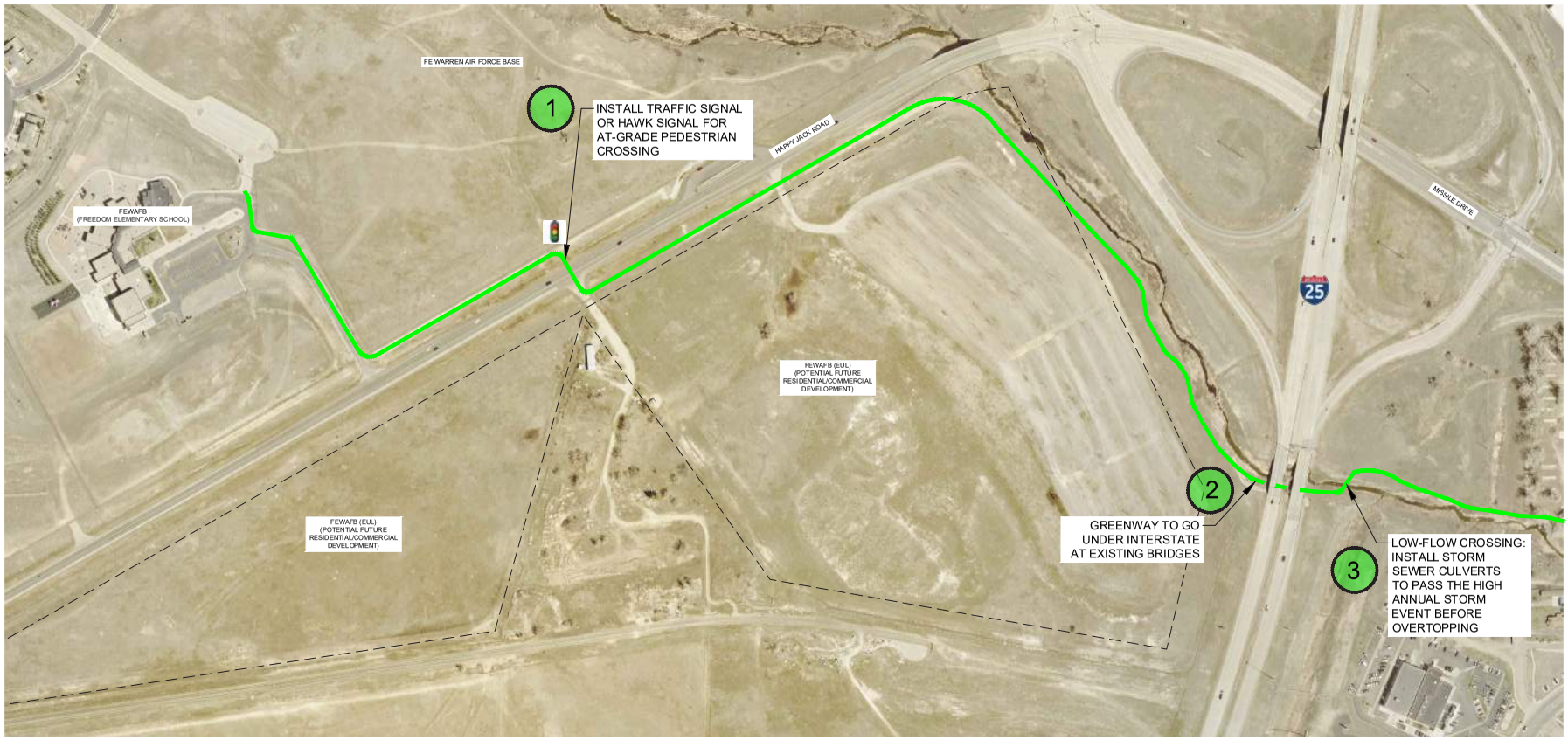
MEETING SIGN-IN SHEET

Project: 19th Street & Missile Drive Intersection & West Crow Creek Greenway	**Date:** July 10, 2025
Purpose: Public Meeting	**Notes:**

PLEASE PRINT

Name	Email	Phone	Physical Address
Jeanie shrednik	jshrednik@cheyennecity.org	307-638-4379	2101 O'Neil Ave. Cheyenne WY
Gisele Pacheco	gpacheco@cheyennecity.org	(307)637-6310	2101 O'Neil Ave. Cheyenne Wy
Ashen Moses	amoses@cheyennecity.org	307-220-7654	2101 Oneil Ave
Peter Laybourn	playbourn.cheyennecity.org	631-2437	515 E 25th
Billie Hopka	hoppybj@yahoo.com	307-421-4269	401 E. 6th St.

WEST CROW CREEK GREENWAY PLAN PREFERRED ALIGNMENT



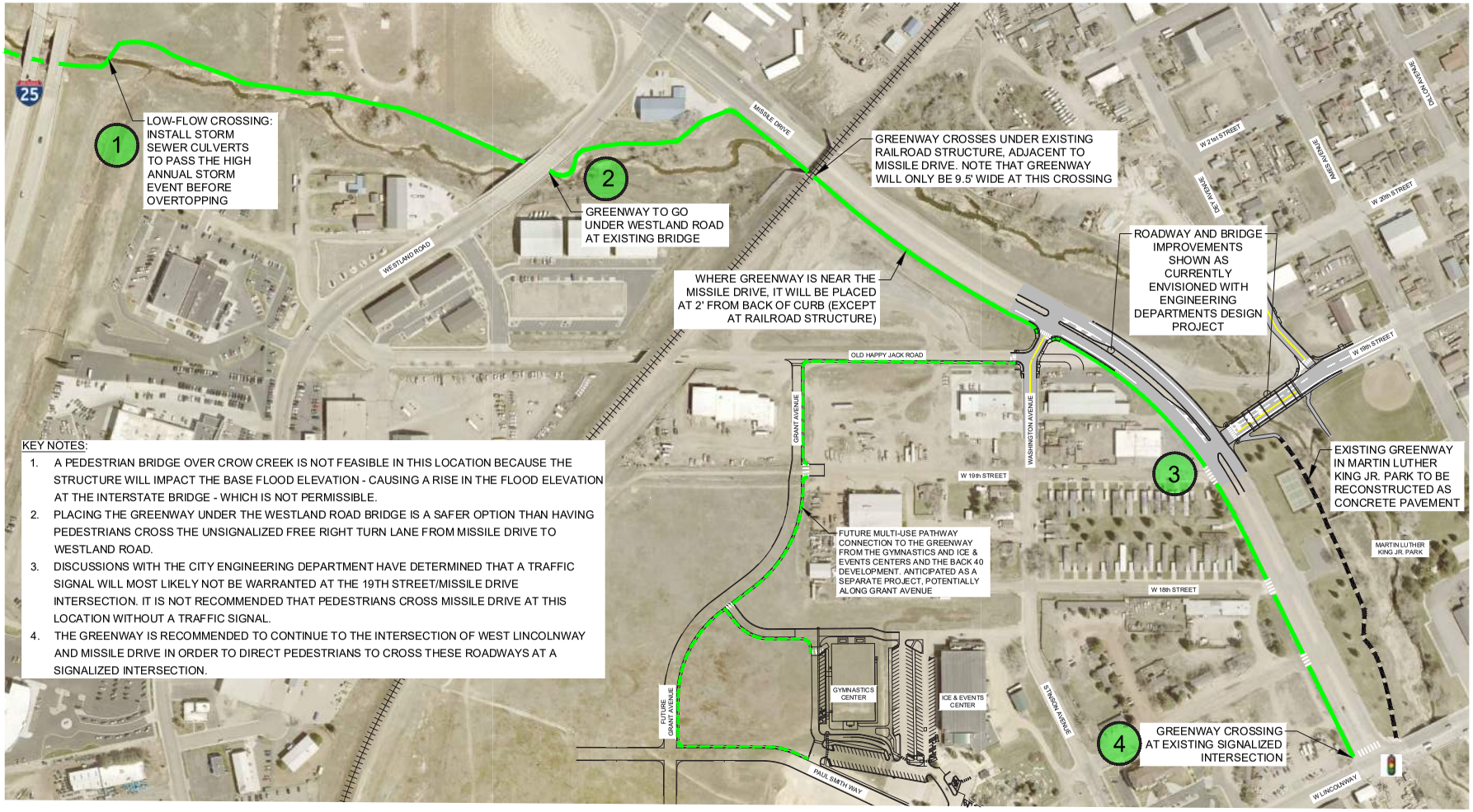
GREATER CHEYENNE GREENWAY STANDARDS:

- 10' WIDE CONCRETE PATH
- IF ADJACENT TO ROADWAY CURB THEN CONSIDER A 2' WIDE BUFFER BETWEEN BACK OF CURB AND EDGE OF GREENWAY

KEY NOTES:

1. AN AT-GRADE CROSSING WAS SELECTED BECAUSE WYDOT TRAFFIC DEPARTMENT HAS INDICATED THAT THE DEVELOPMENT OF THE EUL WOULD LIKELY REQUIRE A TRAFFIC SIGNAL AT THIS LOCATION AND PEDESTRIAN SIGNALS COULD BE ADDED TO THE TRAFFIC SIGNAL. AN OVERPASS WOULD HAVE TO BE PLACED MUCH FURTHER TO THE WEST, MAKING IT NOT A DIRECT CONNECTION TO THE SCHOOL WHICH DECREASES THE LIKELIHOOD THAT IT WOULD BE UTILIZED. AN UNDERPASS WOULD BE DIFFICULT TO CONSTRUCT IN THIS LOCATION DUE TO THE EXISTING TOPOGRAPHY.
2. UTILIZING THE EXISTING BRIDGE STRUCTURE WILL BE MUCH MORE COST-EFFECTIVE AND CAUSE MUCH LESS DISRUPTION TO INTERSTATE TRAFFIC THAN CONSTRUCTION OF A NEW UNDERPASS. AN OVERPASS WOULD REQUIRE VERY LONG RAMPS TO GET THE STRUCTURE TO BE 19' ABOVE THE EXISTING INTERSTATE GIVEN THAT EXISTING GROUND ON EITHER SIDE OF THE INTERSTATE IN THIS LOCATION IS SO MUCH LOWER THAN THE ELEVATION OF THE INTERSTATE.
3. A PEDESTRIAN BRIDGE OVER CROW CREEK IS NOT FEASIBLE IN THIS LOCATION BECAUSE THE STRUCTURE WILL IMPACT THE BASE FLOOD ELEVATION - CAUSING A RISE IN THE FLOOD ELEVATION AT THE INTERSTATE BRIDGE - WHICH IS NOT PERMISSIBLE.

WEST CROW CREEK GREENWAY PLAN PREFERRED ALIGNMENT



KEY NOTES:

1. A PEDESTRIAN BRIDGE OVER CROW CREEK IS NOT FEASIBLE IN THIS LOCATION BECAUSE THE STRUCTURE WILL IMPACT THE BASE FLOOD ELEVATION - CAUSING A RISE IN THE FLOOD ELEVATION AT THE INTERSTATE BRIDGE - WHICH IS NOT PERMISSIBLE.
2. PLACING THE GREENWAY UNDER THE WESTLAND ROAD BRIDGE IS A SAFER OPTION THAN HAVING PEDESTRIANS CROSS THE UNSIGNALIZED FREE RIGHT TURN LANE FROM MISSILE DRIVE TO WESTLAND ROAD.
3. DISCUSSIONS WITH THE CITY ENGINEERING DEPARTMENT HAVE DETERMINED THAT A TRAFFIC SIGNAL WILL MOST LIKELY NOT BE WARRANTED AT THE 19TH STREET/MISSILE DRIVE INTERSECTION. IT IS NOT RECOMMENDED THAT PEDESTRIANS CROSS MISSILE DRIVE AT THIS LOCATION WITHOUT A TRAFFIC SIGNAL.
4. THE GREENWAY IS RECOMMENDED TO CONTINUE TO THE INTERSECTION OF WEST LINCOLNWAY AND MISSILE DRIVE IN ORDER TO DIRECT PEDESTRIANS TO CROSS THESE ROADWAYS AT A SIGNALIZED INTERSECTION.

GREATER CHEYENNE GREENWAY STANDARDS:

- 10' WIDE CONCRETE PATH
- IF ADJACENT TO ROADWAY CURB THEN CONSIDER A 2' WIDE BUFFER BETWEEN BACK OF CURB AND EDGE OF GREENWAY

West Crow Creek Greenway Survey

Welcome to the West Crow Creek Greenway Survey! We want to hear from you!

This survey asks community members to weigh in on the Preferred Alternative for approximately 1.75 miles of the future West Crow Creek Greenway between Martin Luther King Jr Park and Freedom Elementary School. The Preferred Alternative was developed through engagement efforts with the City of Cheyenne and project stakeholders between September 2023 and April 2024 and refined in spring of 2025 to reflect the proposed design of the 19th Street Crow Creek crossing and Missile Drive intersection.

Feedback gathered from this survey will be used to inform development of the preferred alternative through a future final design phase. This survey is open through August 15th and should take about 5 minutes to complete.

SCAN ME

You can also take the survey **online** at the following link (**or scan the QR code at right**)

https://www.surveymonkey.com/r/WestCrowCreekGreenway

General Greenway Overview

1) The project seeks to expand the Greenway system for active travel modes. How you currently use the Greenway system might not match how you would **like** to use the system. If the Greenway had improved conditions, how would you most often use the Cheyenne Greenway system **overall**? (Select all that apply)
   - [x] I would travel by foot.
   - [x] I would travel by bike.
   - [ ] I would travel by wheelchair or other mobility aid.
   - [ ] I would travel by another mode of transportation (i.e. scooter, skateboard, roller skates, etc.)

2) What is your biggest safety concern on the Greenway system **in general**? (Select all that apply)
   - [ ] Animals
   - [ ] Crime
   - [ ] Flooding
   - [x] Intersections & Roadways
   - [ ] Lighting
   - [ ] Transients
   - [ ] Trash & Debris
   - [x] Visibility to/from Greenway
   - [ ] Other: Poorly marked when its on roads

3) What is your biggest safety concern on the West Crow Creek Greenway section? (Select all that apply)
   - [ ] Animals
   - [ ] Crime
   - [ ] Flooding
   - [x] Intersections & Roadways
   - [ ] Lighting
   - [ ] Transients
   - [x] Trash & Debris
   - [x] Visibility to/from Greenway
   - [ ] Other:

4) What aspects of the West Crow Creek Greenway section are you most excited about? (Select all that apply)

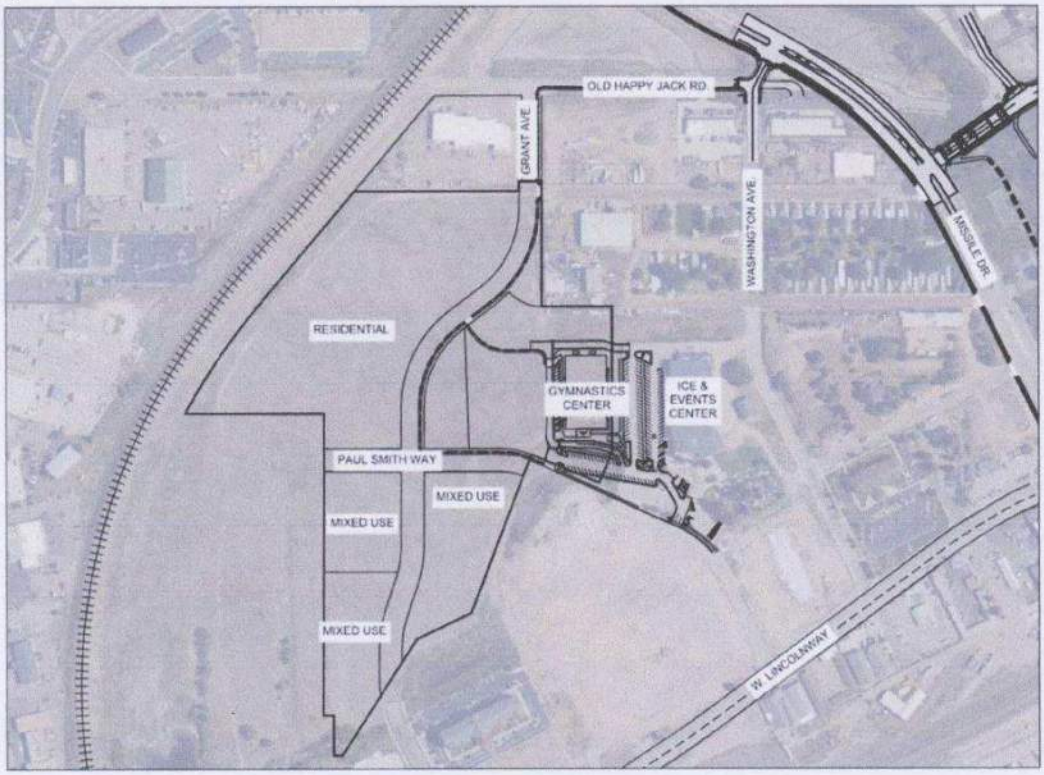
- ☐ Greater Greenway access in the West Crow Creek area
- ☐ Additional Greenway miles
- ☐ New Greenway pavement at MLK Jr Park
- ☒ Connection to safe crossing of Missile Drive at Lincolnway
- ☐ Safe crossing of Westland Road
- ☒ Safe crossing of I-25
- ☒ Safe crossing of Happy Jack Road (with future traffic signal)
- ☒ Access to Freedom Elementary
- ☐ Greenway along the Creek
- ☒ Connecting Freedom Elementary to MLK Jr Park
- ☐ Other:

5) What other community features near the West Crow Creek Greenway are most important to connect to? (Select all that apply)

- ☐ Existing Ice and Events Center on Paul Smith Way
- ☐ Existing Gymnastics Center on Paul Smith Way
- ☐ Existing lodging and/or retail along W Lincolnway
- ☒ Future residential development, e.g. Back 40 Subdivision (aka Hitching Post Area) along Grant Avenue (Ice and Events Center)
- ☒ Planned future commuter rail development between BNSF and Missile Drive, north of Old Happy Jack Road
- ☐ Retail businesses along Westland Road
- ☐ Planned future Extended Use Lease (EUL) residential and retail development west of I-25
- ☒ Freedom Elementary School
- ☐ Other:

****

The City would like to make pedestrian connections between the West Crow Creek Greenway section and existing and proposed community features around the Back 40 Subdivision (aka Hitching Post Area) along and adjacent to Grant Avenue (Ice and Events Center). Please review the subdivision conceptual layout below to answer the next question.



BACK 40 SUBDIVISION (HITCHING POST AREA)

6) After viewing the Back 40 subdivision conceptual layout, which types and locations of pedestrian connections are most appropriate to you or would you most frequently use?

- ☐ Attached 6' sidewalk on both sides of all new streets
- ☒ Attached 8' multiuse path on one side of Grant Avenue and Paul Smith Way with standard, attached 5' sidewalk on the other side
- ☐ Other:

****

When considering Greenway alternatives along Missile Drive, a meandering Greenway alignment and grade-separated crossing of Missile Drive was not recommended due to flooding and safety concerns in this stretch of Crow Creek. However, a variety of treatments can be used to separate Greenway users from vehicular traffic on Missile Drive. Please review example images of different treatments below before answering the next question.

Vegetated Buffer

Concrete Buffer

Raised Curb Head

Enhanced Painted Crosswalk

RRFB Crosswalk with Median

HAWK Signal with Median

7) A meandering Greenway alignment along Missile Drive and grade-separated crossing of Missile Drive was not recommended due to flooding and safety concerns in this stretch of Crow Creek. Which treatments illustrated above would help you feel safe along Missile Drive? (Select all that apply)

- ☐ A 6" curb and narrow vegetated or colored concrete buffer between the Greenway and Missile Drive
- ☒ A short physical barrier (like a 6" to 8" tall curb head) between the Greenway and Missile Drive
- ☐ A controlled at-grade crossing of Missile Drive (pending a traffic study and warrants for roundabout, signal, or HAWK system)
- ☐ Other:

Final Feedback

The project team is very appreciative of your time and wants to be sure you have an opportunity to provide any additional feedback.

8) Do you have any additional comments on the West Crow Creek Greenway Project, or on the Greenway system in general?

The at-grade Happy Jack is attrocious and an unnecessary + unsafe high speed interaction with children.

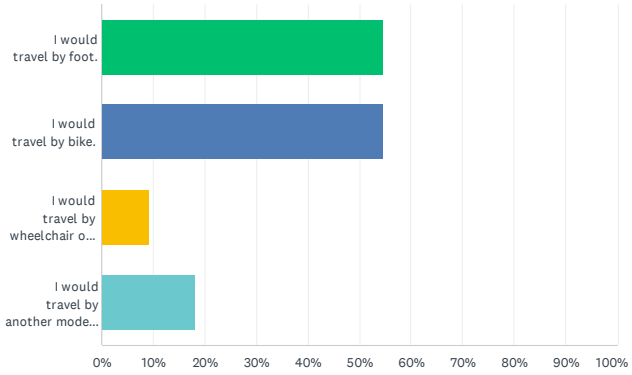
9) Please enter your name and email address if you would like to be contacted about future project updates.

wJones7412@aol.com
will Jones

If you have any questions, please contact the Cheyenne MPO, Christopher Yaney, at 307-637-6299 or cyaney@cheyennecity.org

Q1 The project seeks to expand the Greenway system for active travel modes. How you currently use the Greenway system might not match how you would like to use the system. If the Greenway had improved conditions, how would you most often use the Cheyenne Greenway system overall? (Select all that apply)

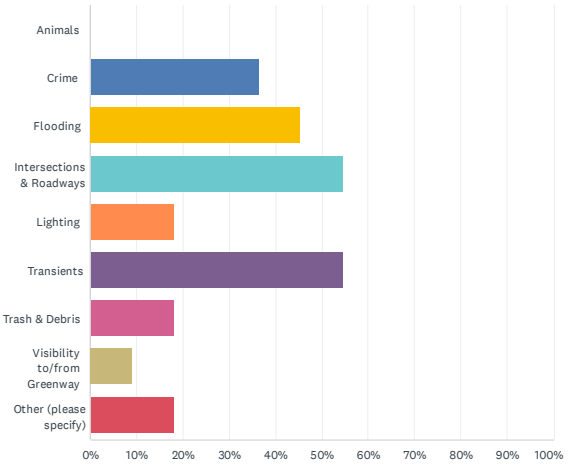
Answered: 11 Skipped: 0



ANSWER CHOICES	RESPONSES	
I would travel by foot.	54.55%	6
I would travel by bike.	54.55%	6
I would travel by wheelchair or other mobility aid.	9.09%	1
I would travel by another mode of transportation (i.e. scooter, skateboard, roller skates, etc.)	18.18%	2
Total Respondents: 11		

Q2 What is your biggest safety concern on the Greenway system in general? (Select all that apply)

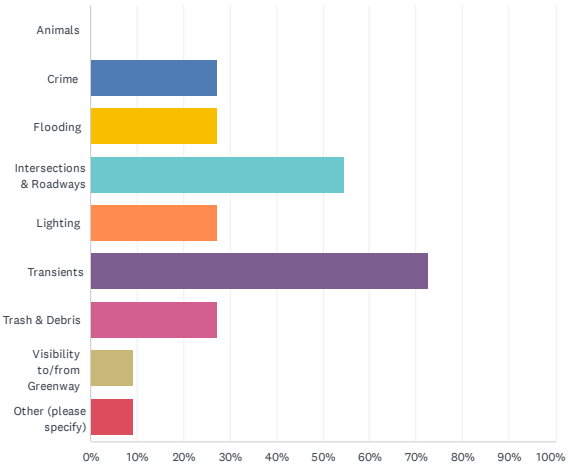
Answered: 11 Skipped: 0



ANSWER CHOICES	RESPONSES	
Animals	0.00%	0
Crime	36.36%	4
Flooding	45.45%	5
Intersections & Roadways	54.55%	6
Lighting	18.18%	2
Transients	54.55%	6
Trash & Debris	18.18%	2
Visibility to/from Greenway	9.09%	1
Other (please specify)	18.18%	2
Total Respondents: 11		

Q3 What is your biggest safety concern on the West Crow Creek Greenway section? (Select all that apply)

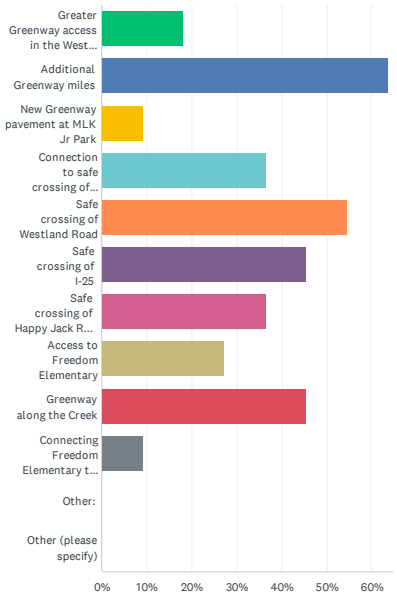
Answered: 11 Skipped: 0



ANSWER CHOICES	RESPONSES	
Animals	0.00%	0
Crime	27.27%	3
Flooding	27.27%	3
Intersections & Roadways	54.55%	6
Lighting	27.27%	3
Transients	72.73%	8
Trash & Debris	27.27%	3
Visibility to/from Greenway	9.09%	1
Other (please specify)	9.09%	1
Total Respondents: 11		

Q4 What aspects of the West Crow Creek Greenway section are you most excited about? (Select all that apply)

Answered: 11 Skipped: 0

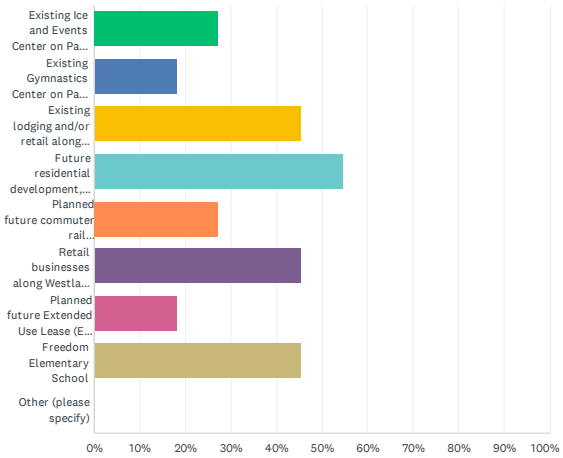


West Crow Creek Greenway Survey Welcome to the West Crow Creek Greenway Survey! We want to hear from you!

ANSWER CHOICES	RESPONSES	
Greater Greenway access in the West Crow Creek area	18.18%	2
Additional Greenway miles	63.64%	7
New Greenway pavement at MLK Jr Park	9.09%	1
Connection to safe crossing of Missile Drive at Lincolnway	36.36%	4
Safe crossing of Westland Road	54.55%	6
Safe crossing of I-25	45.45%	5
Safe crossing of Happy Jack Road (with future traffic signal)	36.36%	4
Access to Freedom Elementary	27.27%	3
Greenway along the Creek	45.45%	5
Connecting Freedom Elementary to MLK Jr Park	9.09%	1
Other:	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 11		

Q5 What other community features near the West Crow Creek Greenway are most important to connect to? (Select all that apply)

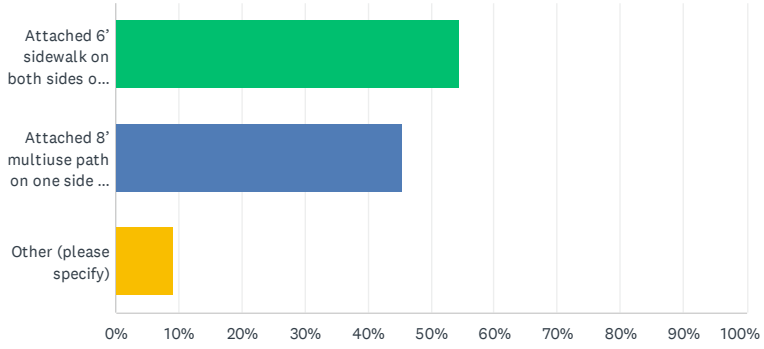
Answered: 11 Skipped: 0



ANSWER CHOICES	RESPONSES	
Existing Ice and Events Center on Paul Smith Way	27.27%	3
Existing Gymnastics Center on Paul Smith Way	18.18%	2
Existing lodging and/or retail along W Lincolnway	45.45%	5
Future residential development, e.g. Back 40 Subdivision (aka Hitching Post Area) along Grant Avenue (Ice and Events Center)	54.55%	6
Planned future commuter rail development between BNSF and Missile Drive, north of Old Happy Jack Road	27.27%	3
Retail businesses along Westland Road	45.45%	5
Planned future Extended Use Lease (EUL) residential and retail development west of I-25	18.18%	2
Freedom Elementary School	45.45%	5
Other (please specify)	0.00%	0
Total Respondents: 11		

Q6 After viewing the Back 40 subdivision conceptual layout, which types and locations of pedestrian connections are most appropriate to you or would you most frequently use?

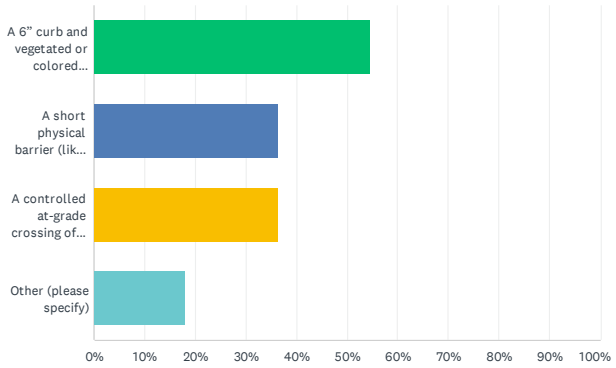
Answered: 11 Skipped: 0



ANSWER CHOICES	RESPONSES	
Attached 6' sidewalk on both sides of all new streets	54.55%	6
Attached 8' multiuse path on one side of Grant Avenue and Paul Smith Way with standard, attached 5' sidewalk on the other side	45.45%	5
Other (please specify)	9.09%	1
Total Respondents: 11		

Q7 A meandering Greenway alignment along Missile Drive and grade-separated crossing of Missile Drive was not recommended due to flooding and safety concerns in this stretch of Crow Creek. Which treatments illustrated above would help you feel safe along Missile Drive? (Select all that apply)

Answered: 11 Skipped: 0



ANSWER CHOICES	RESPONSES	
A 6" curb and vegetated or colored concrete buffer between the Greenway and Missile Drive	54.55%	6
A short physical barrier (like a 6" to 8" tall curb head) between the Greenway and Missile Drive	36.36%	4
A controlled at-grade crossing of Missile Drive (pending a traffic study and warrants for roundabout, signal, or HAWK system)	36.36%	4
Other (please specify)	18.18%	2
Total Respondents: 11		


PLAN PREFERRED ALIGNMENT
WEST CROW CREEK GREENWAY PLAN PREFERRED ALIGNMENT

APPENDIX C
SURVEY RESULTS

Responses Overview

Closed

Responses	Average Time	Duration
25	09:23	14 Days

1. Are you part of an advisory group or a Cheyenne Area Resident?

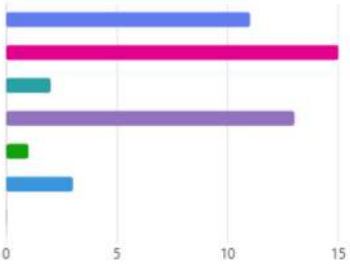
Greenway Advisory Committee	3
MPO Online Citizens Advisory Committee	10
Cheyenne Area Resident	16
Other	0

2. What is your level of familiarity with the West Crow Creek Greenway Plan?

Very familiar	6
Somewhat familiar	9
I've reviewed parts of it	7
Not familiar yet	3

3. What do you believe is the most important purpose of the West Crow Creek Greenway? *(Select up to two)*

Safe transportation route	11
Recreation and health	15
School access (Freedom Elementary)	2
Connectivity to neighborhoods and jobs	13
Economic development	1
Environmental Stewardship	3
Other	0

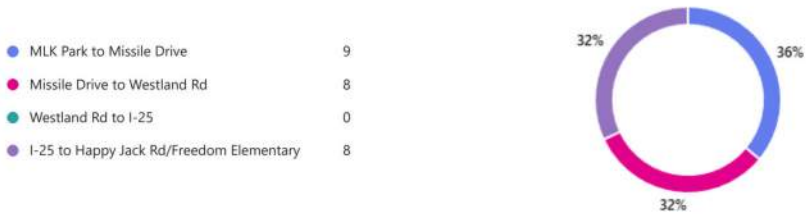


4. How important is user safety as a project priority? (Linear scale: 1 Not important – 5 Very important)

5. How important is connectivity to existing trails? (Linear scale: 1 Not important – 5 Very important)

6. Do you support the preferred alignment shown in the Plan?

7. Which segment would you like to see built first to maximize benefit?



8. Do you support a Signalized Pedestrian Crossing, or a Pedestrian Underpass, or Pedestrian Overpass at Happy Jack Road (near Freedom Elementary)?

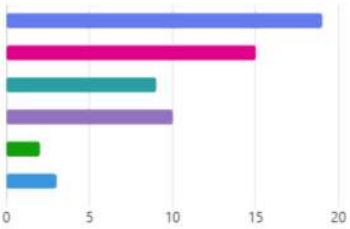
Signalized pedestrian crossing	8
Pedestrian Underpass	10
Pedestrian Overpass	7

9. Do you support using the existing I-25 bridge underpass for the Greenway?

Yes	14
No	5
Maybe	6

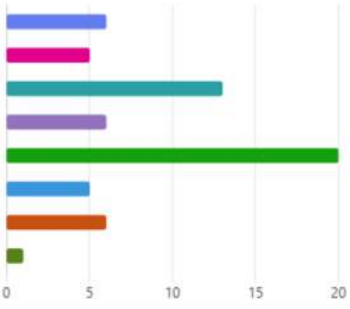
10. Which features would make you feel safer on the Greenway? *(Select up to three)*

Lighting	19
Visibility	15
Emergency Call Boxes	9
Trail Signage	10
Mile Markers	2
Other	3

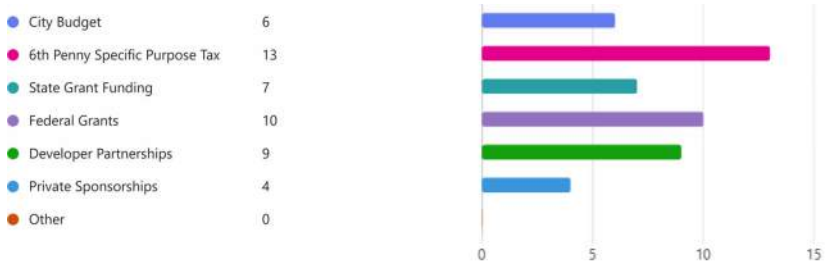


11. Which future Greenway connections are most important? *(Select up to three)*

Freedom Elementary	6
Back 40 Neighborhood	5
Ice and Events Center / Gymnastics Center	13
FE Warren AFB access	6
Downtown Cheyenne	20
Transit connections	5
Commuter Rail (Future)	6
Other	1



12. Which funding strategies do you support? *(Select up to two)*



13. Should developers along the corridor be required to build their Greenway segments?

14. What is your biggest hope for this project?

21
Responses

Latest Responses
"Safety for our citizens."
"The Greenway continues to expand and reduces car dependency in Cheyenne."
"Access to the neighborhood and school"
...

15. What is your biggest concern about this project?

20
Responses

Latest Responses
"Funding"
"Safely crossing I-25."
"Available funding and fairness to the residents in the area"
...

16. Additional comments or suggestions

9
Responses

Latest Responses
"Thank you for developing a safe way to get on and off base without a car!"
"N/A"
...

17. Please input your Name, not required but helpful

15
Responses

Latest Responses
"Barbara Boyd"
"Baillie Schwint"
"Garry Halter"
...

18. If you are not on the MPO Online Citizens Advisory Committee but would like to be, please input your name, email, and we'll get you included!

5
Responses

Latest Responses
"On the committee"
...

APPENDIX D
WDEQ STAKEHOLDER ENGAGEMENT

Outlook

Re: Crow Creek Greenway Project: PFAS

From Lindsay Patterson <lindsay.patterson@wyo.gov>
Date Wed 12/3/2025 12:01 PM
To Darci Hendon <darci@theenaeng.com>
Cc Silberhorn, Nathan <SilberhornN@AyresAssociates.com>; Jeanie Anderson-Shrednik <jshrednik@cheyennecity.org>; Christopher Yaney <cyaney@cheyennecity.org>

You don't often get email from lindsay.patterson@wyo.gov. Learn why this is important

Hi Darci,

Thanks very much for reaching out to WDEQ regarding this project and for your patience while we compiled our response, which is included below.

Please do not hesitate to give me a call if you have any questions or would like to discuss anything further.

Thanks again,
Lindsay

WDEQ appreciates your efforts to obtain the Wyoming Department of Environmental Quality's (WDEQ) input regarding the West Crow Creek Greenway Project. The MPO requested input on what steps the design team should take to address PFAS contamination in the Crow Creek corridor area being proposed for the West Crow Creek Greenway Project from Freedom Elementary to West Lincolnway. The MPO also requested guidance on potential disposal of soil that may need to be removed as part of the greenway project, as discussions regarding disposal of PFAS-containing soil during 2020 and 2021 as part of the Crow Creek Revival project indicated that PFAS-containing soil could be disposed of in the Cheyenne landfill.

The 2020 PFAS soil sampling results you shared in your October 10, 2025, email indicate that samples from six sites in the vicinity of the proposed West Crow Creek Greenway project were analyzed for PFAS, one site west of I-25 and five sites east of I-25. A modified version of EPA Method 537 was used for the analysis. Only one site, the most downstream sampling site, had PFHxS concentrations that were above the minimum reporting limit; however, estimated values for several additional PFAS (i.e., PFOA, PFOS, and PFHxA) were also reported for this site. In addition, estimated values for PFAS were reported at the three other sites sampled east of I-25. All four sites with PFAS detections had concentrations that were above EPA's 2020 Soil to Groundwater Regional Screening Levels cited in the report.

Given the presence of PFAS in soils in the project area, the potential for other contaminants in soils in the project area, and the fact that the recommended PFAS analytical methods, analytical method detection limits, and EPA's regional screening levels have all changed since the 2020 soil sampling was conducted, WDEQ recommends Cheyenne MPO considers the following as it contemplates next steps for the project.

Environmental Due Diligence

- Phase I and Phase II Environmental Assessments. WDEQ recommends the MPO conduct both Phase I and Phase II Environmental Assessments for the proposed project.

  - The Phase I Environmental Assessment (Phase I) would compile existing information to help identify the current and historical uses of the project area and potential threats to human health and the environment that may exist in the project area that should be evaluated further. In addition, the Phase I would help to establish the pre-existing conditions of the project area prior to any activities the Cheyenne MPO may undertake as part of the greenway project, which may help to shield Cheyenne MPO from liability for pre-existing contamination. Given what we know about PFAS contamination in the project area, the Phase I would identify whether PFAS contamination needs to be evaluated further, and would also identify whether additional contaminants that may be present in the project area should be evaluated.

  - The Phase II Environmental Site Assessment would further characterize and evaluate the contamination identified during the Phase I. As part of this evaluation, soils should be sampled and analyzed for contaminants that may be present to determine where and at what levels contamination may be present. This evaluation will inform how soils associated with the project can be used or disposed of, including (1) whether the soils would be considered hazardous waste under the federal Resource Conservation and Recovery Act and therefore could not be disposed of in a municipal solid waste landfill, as provided in WDEQ's Solid Waste Management Rules, Chapter 2; or (2) whether the soils could be considered clean fill and put to a beneficial use, as provided in WDEQ's Solid Waste Management Rules, Chapter 1, General Provisions.

  WDEQ recommends that soils that will be removed from the greenway area be analyzed for the following contaminants using the following analytical methods, in addition to any other contaminants identified. It is important to ensure that the detection limits associated with these analyses are, to the extent practicable, lower than the Resource Conservation and Recovery Act hazardous waste thresholds identified at 40 CFR 261.24 and the most recent versions of WDEQ's Soil Cleanup Levels (see the Voluntary Remediation Program Fact Sheet #12E – Cleanup Levels Look-Up Table) and EPA's Regional Screening Levels:

    - PFAS using EPA Method 1633A;
    - Methods used to comply with the Resource Conservation and Recovery Act included in U.S. EPA's Test Methods for Evaluating Solid Waste: Physical/Chemical Methods, also known as SW-846 or the Compendium, or associated validated methods which have not been formally incorporated into SW-846, but represent the most current version of the methods identified in SW-846. The specific methods should include, at a minimum:
      - Toxic Characteristic Leaching Procedure (TCLP) Method 1311
      - Metals: Method 3050 for preparation and Method 6020 for measurement
      - Volatile Organic Compounds: Method 5035 for preparation and Method 8260 for measurement
      - Semi-volatile Organic Compounds: Method 3550 for preparation and Method 8270 for measurement

  - WDEQ's Solid and Hazardous Waste Division can provide additional guidance regarding the Phase I and Phase II. Please contact Ben Luckey (Benjamin.Luckey@wyo.gov; 307-777-5617) or Cindi Martinez (Cindi.Martinez@wyo.gov; 307-777-2948).

  - WDEQ's Brownfields Program may be able to assist with the Phase I and Phase II Environmental Site Assessments; however, assistance would be dependent on available funding and project prioritization. Ben Luckey (Benjamin.Luckey@wyo.gov; 307-777-5617) or Cindi Martinez (Cindi.Martinez@wyo.gov; 307-

777-2948) can provide guidance regarding opportunities through WDEQ's Brownfields Assistance Program.

- Compliance with the National Environmental Policy Act. Given that a portion of the proposed greenway appears to occur on FE Warren Air Force Base (AFB) property, WDEQ recommends the Cheyenne MPO work with FE Warren AFB to determine whether the project will require evaluation under the National Environmental Policy Act.
  - WDEQ understands that in 2020, as part of the Crow Creek Revival project, an Environmental Assessment was completed to evaluate potential impacts of the project that were planned for FE Warren AFB property. If compliance with NEPA is necessary, the previously developed EA may be useful for this project.

Disposal and/or Potential Use of Soils

- The soil sampling results conducted as part of the Phase II Environmental Site Assessment will inform how the soils that may need to be removed from the project area can be used or disposed of.
  - If soil does not exceed the hazardous waste thresholds identified at 40 CFR 261.24, the soil can be disposed of in a municipal solid waste landfill, as provided in WDEQ's Solid Waste Management Rules, Chapter 2, Municipal Solid Waste Landfill Regulations.
    - No PFAS have been designated as a hazardous waste under the Resource Conservation and Recovery Act. As such, PFAS-containing materials can be disposed of in municipal solid waste landfills. WDEQ would recommend that any PFAS-containing materials be disposed of in landfill cells with a liner or performance-based demonstration to prevent potential releases to nearby surface water or groundwater. Further, municipal solid waste landfills may also use contaminated soils (non-hazardous) as alternative daily cover if permitted to do so. Jody Weikart at jody.weikart@wyo.gov or 307-777-3501 can assist with permitting questions.
    - The Cheyenne Landfill is permitted to accept non-hazardous solid waste. Municipal solid waste landfills, including the Cheyenne Landfill, have discretion as to the types of wastes they accept and the waste characterization process they require, so coordinating with the City of Cheyenne Public Works Department and the landfill will be essential.
  - If soil does not exceed the WDEQ's Soil Cleanup Levels (see the Voluntary Remediation Program Fact Sheet #12E – Cleanup Levels Look-Up Table), Cheyenne MPO can work with the WDEQ's Solid and Hazardous Waste Division to obtain a beneficial use exemption to use the soil as clean fill. Craig McOmie at craig.mcomie@wyo.gov or 307-473-3487 can assist with this process.

Potential Releases of PFAS or Other Contaminants During Project Construction

- Stormwater. Wyoming Statutes 35-11-301(a)(i) prohibits the discharge of pollution to surface waters of the state without a permit. WDEQ's Water Quality Rules, Chapter 2, Permit Regulations for Discharges to Wyoming Surface Water, require a construction stormwater permit if a construction project cumulatively disturbs more than 1 surface acre. The Small Construction General Permit is applicable to projects that cumulatively disturb more than one acre, but less than five acres, and a Large Construction General Permit is applicable to projects that cumulatively disturb more than five acres. Coverage under the Large Construction General Permit begins, and construction may commence, when WDEQ issues a Letter of Authorization (LOA) to the permittee. The Small Construction General Permit is a permit by rule and does not require issuance of a LOA, however, the permittee must be compliant with permit requirements before construction begins. Both the Small Construction General Permit and the Large Construction General Permits require development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must identify potential pollution sources and best management practices (BMPs) that will be used to prevent stormwater contamination.
  - To minimize the release of PFAS and other potential contaminants to surface water during construction, WDEQ recommends:
    - Phased construction to minimize the total area of soil disturbed at any one time and help facilitate implementation of stormwater BMPs;

- Immediate temporary or permanent stabilization of exposed soil areas, especially if rain is forecasted; and
- Segregation and containment of contaminated soils.

- Other Potential Releases. If the Cheyenne MPO is concerned about potential releases of PFAS or other contaminants during project construction, the MPO can work with WDEQ's Voluntary Remediation Program (VRP) to evaluate whether participation in the VRP may be appropriate. Contact Ben Luckey (Benjamin.Luckey@wyo.gov; 307-777-5617) or Cindi Martinez (Cindi.Martinez@wyo.gov; 307-777-2948).

On Fri, Oct 10, 2025 at 10:41 AM Darci Hendon <darci@theenaeng.com> wrote:

Lindsay,

Attached are the documents provided by Jeff Geyer regarding PFAS sampling during the Crow Creek Revitalization project.

Thank you, Darci

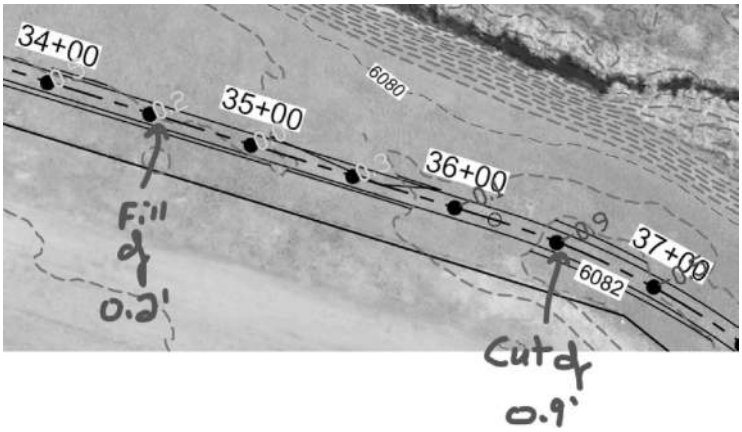
Darci Hendon, PE
THEENA ENGINEERING LLC
307.274.8929
PO Box 20083
Cheyenne, WY 82003
www.THEENAeng.com

THEENA
ENGINEERING

From: Darci Hendon
Sent: Friday, October 10, 2025 10:37 AM
To: lindsay.patterson@wyo.gov <lindsay.patterson@wyo.gov>
Cc: Silberhorn, Nathan <silberhornn@ayresassociates.com>; Jeanie Anderson-Shrednik <jshrednik@cheyennecity.org>; Christopher Yaney <cyaney@cheyennecity.org>
Subject: Crow Creek Greenway Project: PFAS

Hi Lindsay,

Thank you for visiting with me this morning. Attached is a PDF with some plan sheets showing the location of the proposed Greenway. This is a planning project, there is no money identified for construction. We are providing 35% conceptual design plans only. I have also attached a PDF of just the plan and profile sheets that shows a number along the trail. The intent is to generally remove the topsoil and place the trail on existing ground. The ground surface for the 35% design is based on LiDAR data and not actual on the ground survey, so there is a potential for some discrepancy. The design team will need to obtain topo survey and adjust the vertical alignment accordingly. In this PDF the green numbers show potential fill from top of LiDAR surface to top of concrete and red numbers show cut (in feet).



We have heard from the Laramie County Conservation District that there is PFAS contamination within the Crow Creek corridor in the area we would like to put the Greenway. They did soil testing as part of the Crow Creek Revitalization project. I will send a second email with the documentation provided to us by Jeff Geyer during his project in this same general area. (Combined all of these files are too large to send in one email).

As part of our planning document we would like to identify what steps the design team will need to take in the future to address the PFAS issue as part of the Greenway construction. According to Jeff Geyer from the Conservation District, several years ago during the Revitalization project, they were told that the removed soil could be taken to the Cheyenne Landfill. We know that the study of PFAS is ongoing and that may not be the current requirement.

Would you please provide us with your current recommendation for steps that will need to be taken during the design and construction process of this Greenway, within the contaminated area, such that we can include those in the report for guidance in the next phase?

Thank you in advance for your help! I have cc'd some of the other members of this project team on this email, including Christopher Yaney, Director of the Cheyenne MPO, and Jeanie Shrednik, City of Cheyenne Parks and Greenway Planner. This project is being funded by the Cheyenne MPO.

- Darci

Darci Hendon, PE
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Cheyenne, WY 82003
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Emerging Contaminants Coordinator
Wyoming Department of Environmental Quality

Water Quality Division
Emerging Contaminants Program

Direct: 307-777-7158
Main: 307-777-7781
Lindsay.Patterson@wyo.gov

Address:
200 West 17th Street
Cheyenne, WY 82002

Our Mission: To protect, conserve and enhance the quality of Wyoming's environment for the benefit of current and future generations.