

Evers Boulevard Corridor Plan

The Cheyenne Metropolitan Planning Organization and Ayres Associates are developing a plan for this roadway that addresses drainage and transportation concerns for all users including students, cyclists, pedestrians and vehicles. We would appreciate your feedback on these topics so that the corridor plan can be shaped to reflect the needs and desires of the users. This is the second public input opportunity for the Evers Boulevard Corridor Plan.

Please use the City's MindMixer platform, a virtual townhall to provide feedback on these topics and join in the discussion with other citizens@ [Engage Cheyenne by MindMixer](#) If you would prefer to be mailed a paper copy of these items and provide written comments please make your request to Darci Hendon: Hendond@AyresAssociates.com, or call 307.634.9888 ext. 3593.

TOPIC #1

DRAINAGE – Based on the feedback we have received, reducing the impacts caused by storm water is the highest priority for residents along Evers Boulevard. There is too much storm water flowing down the street and inadequate infrastructure capacity to handle the flow. The proposed drainage design would incorporate an underground storm sewer system with inlets from approximately Dogwood Avenue to Bishop Boulevard. This drainage system is limited in size due to the existing culverts which are already in place under Interstate-25.

An analysis of storm water flow has been done. If the design were to include a traditional storm sewer system with inlets along the gutters the results would be:

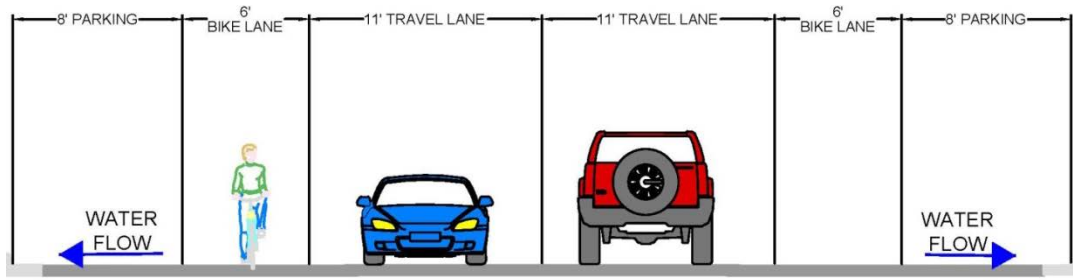
- A 10-year frequency event would be completely contained within a traditional storm sewer system. This means; all of the runoff from a 10-year event would be collected in the storm sewer system and not cause ponding on the roadway, in the gutters, or in the valley pans.
- A 25-year frequency event would be contained in the storm sewer system until Hirst Street. South of Hirst Street the storm sewer system would be full and unable to collect more water. Storm water would flow within the roadway, contained between the curbs until Creighton Street. South of Creighton Street, to Bishop Boulevard, storm water would get 9-inches deep. This means that the water would be 3-inches higher than the curb.
- A 50-year frequency event will cause storm water to get 9-inches deep between Vandehi Avenue and Hirst Street, 10-inches deep between Hirst Street and Creighton Street, and 11-inches from Creighton Street to Bishop Boulevard. Standard curb is 6-inches tall, thus at the intersection of Evers Avenue and Bishop Boulevard the storm water would be 5-inches higher than the curb.

The analysis shows that a traditional storm sewer system, with inlets along the gutter, will continue to cause ponding to the depths listed above, in a larger storm event. For this reason we are considering another option in addition to storm sewer pipes under the curbs and that option is constructing a storm sewer swale in the middle of Evers Boulevard. An analysis on the swale option has not been completed, but the swale will reduce ponding because the swale itself will hold additional storm water. A complete analysis will be done if the feedback we receive indicates that this is an option we should continue to explore.



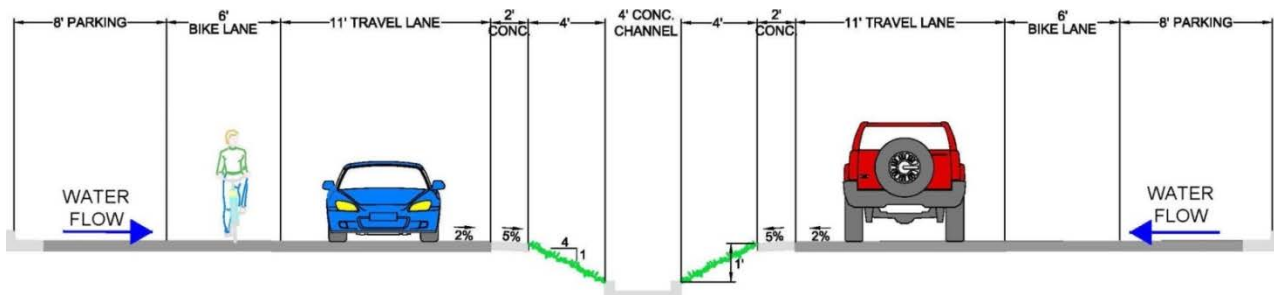
Discussion:

- There are two options proposed to direct stormwater into the new storm sewer system - a crowned or raised roadway with a traditional storm sewer system, and a roadway with a swale.
 - Crowned Roadway – places the highest point of the roadway in the center and directs water to the curbs on either side. Inlets are placed in the gutter and allow for water to enter the storm sewer pipe which is under the roadway.



CROWNED ROADWAY

- Roadway with a Swale – Water is directed to the center of the roadway by sloping down from the gutter to a swale constructed in the center of the roadway. The swale is constructed with a concrete channel at the bottom with inlets placed along the channel allowing stormwater to enter the storm sewer pipe which is under the roadway. A swale is only being considered as an option along **Evers Boulevard from Vandehei Avenue south to Bishop Boulevard**.



ROADWAY WITH SWALE

Questions:

- Which roadway option do you like the most and why?
- Tell us why you don't like the other option.

