

# EAST DELL RANGE BOULEVARD / US 30 CORRIDOR STUDY

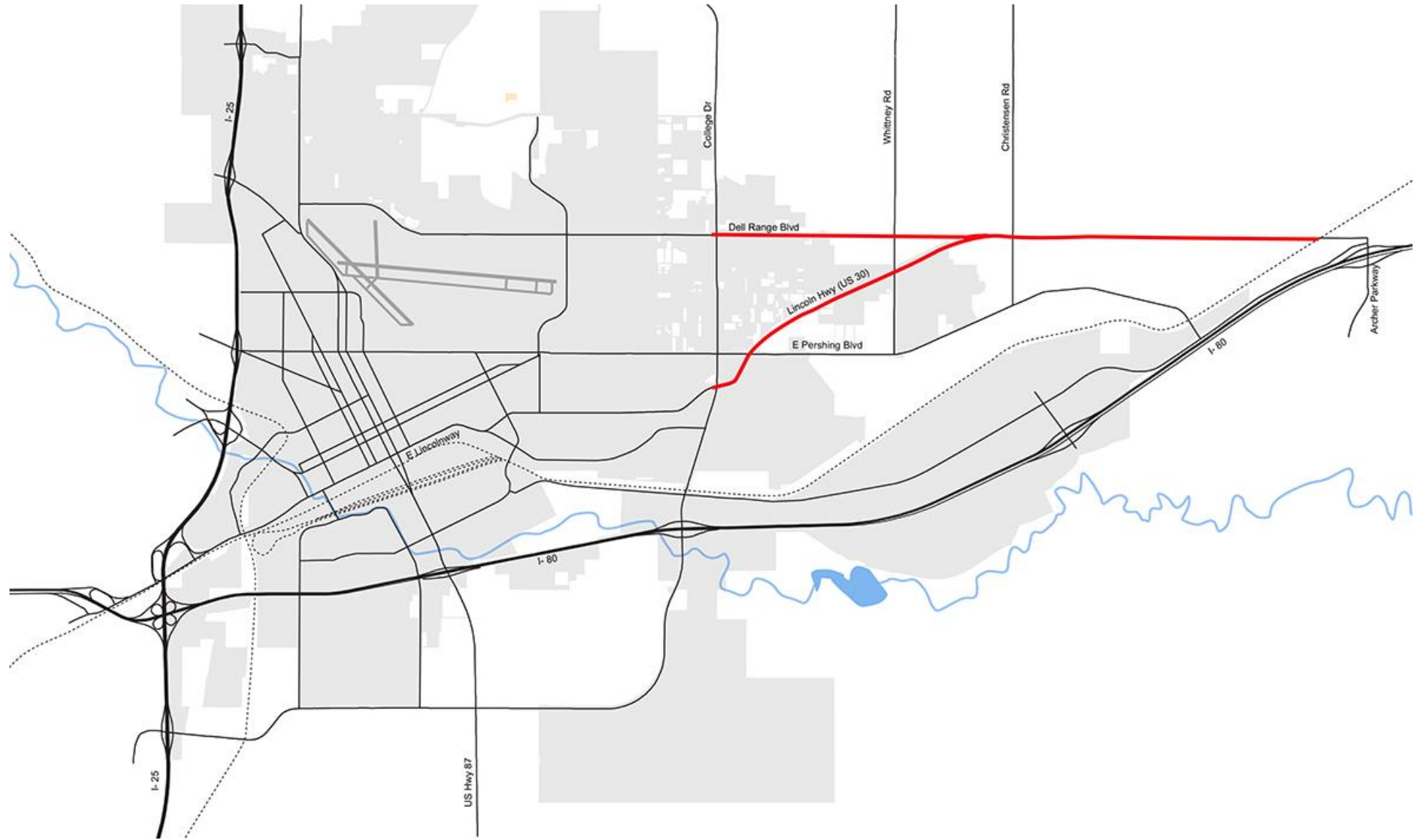
---



## Laramie County Commission



November 5, 2019



## EAST DELL RANGE BOULEVARD / US 30 CORRIDOR STUDY



*Project Study Area*

turner  
all Range + Hwy 30 ●●●●●●  
from Christensen to Hwy 30  
all Range + widening for an intersection  
A is installed  
high to 35 mph on Dell Range  
15 mph to 45 mph from Pershing  
Pershing + Hwy 30/Lindquist

off  
major intersection ●  
highways / what bus route  
Pershing Rd ●●  
Lindquist

of course  
increase  
high bandwidth

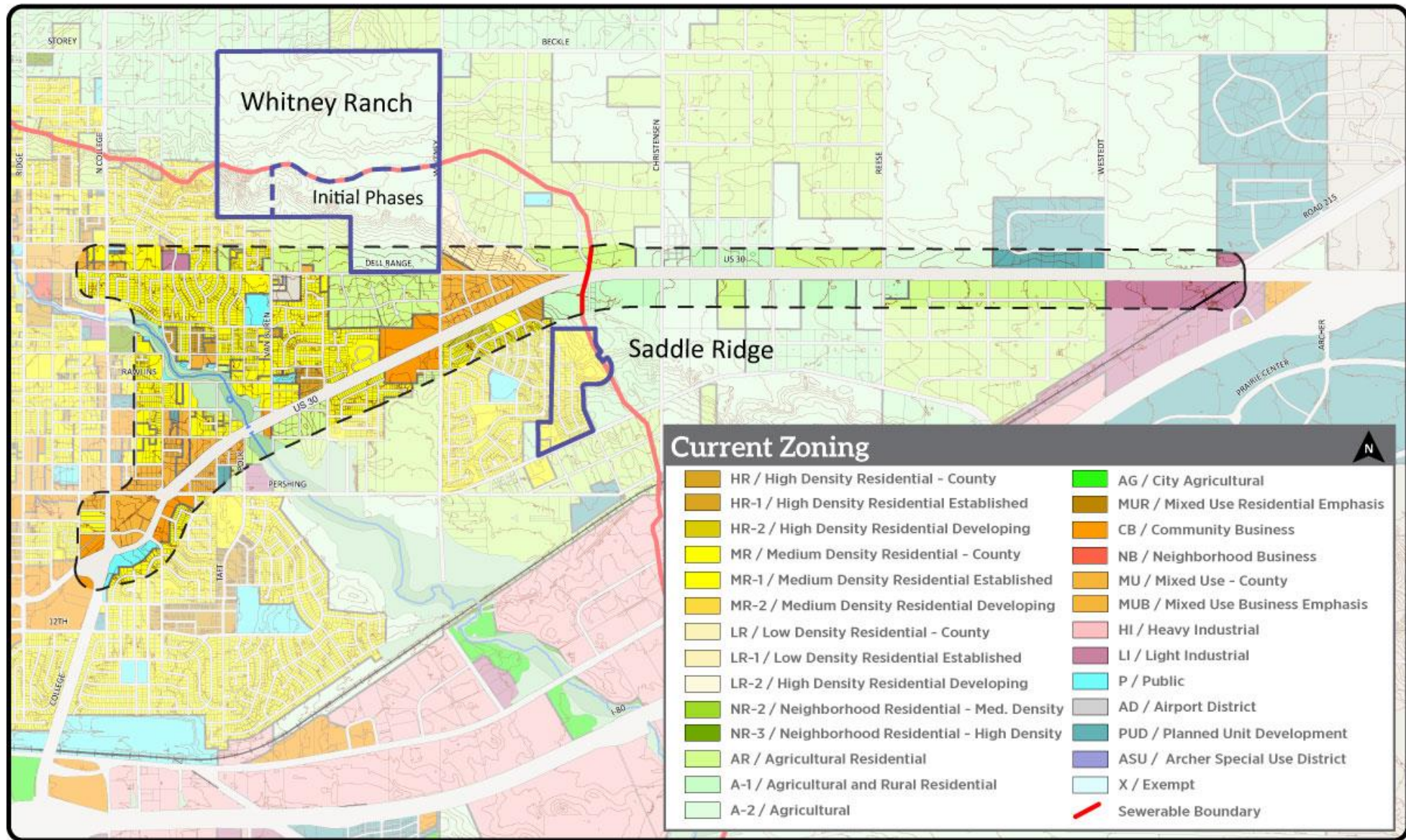
- Widen East Pershing so more people will use that side of
- Light at Dell Range and Hwy 30
- Have Hwy 30 pass under Dell Range with an exit from East Dell Range to E Hwy 30 ●
- Make Hwy 30 complete Dell Range
- Find connecting 4 mile Road through to the East ●●●●●●
- College Dell Range needs work

Highway 30 + Whitney ●●●●●  
Highway 30 + Dell Range ●  
Highway 30 + Saddle Ridge

- Fix sight line at Saddle Ridge
- Need Street Light + Traffic Dell Range + Whitney
- Resurface and widen
- Whitney + 45 30 Need a some kind of traffic
- Pershing + Hwy 30 Needs improvement
- Consider speed limit

# Existing & Future Conditions



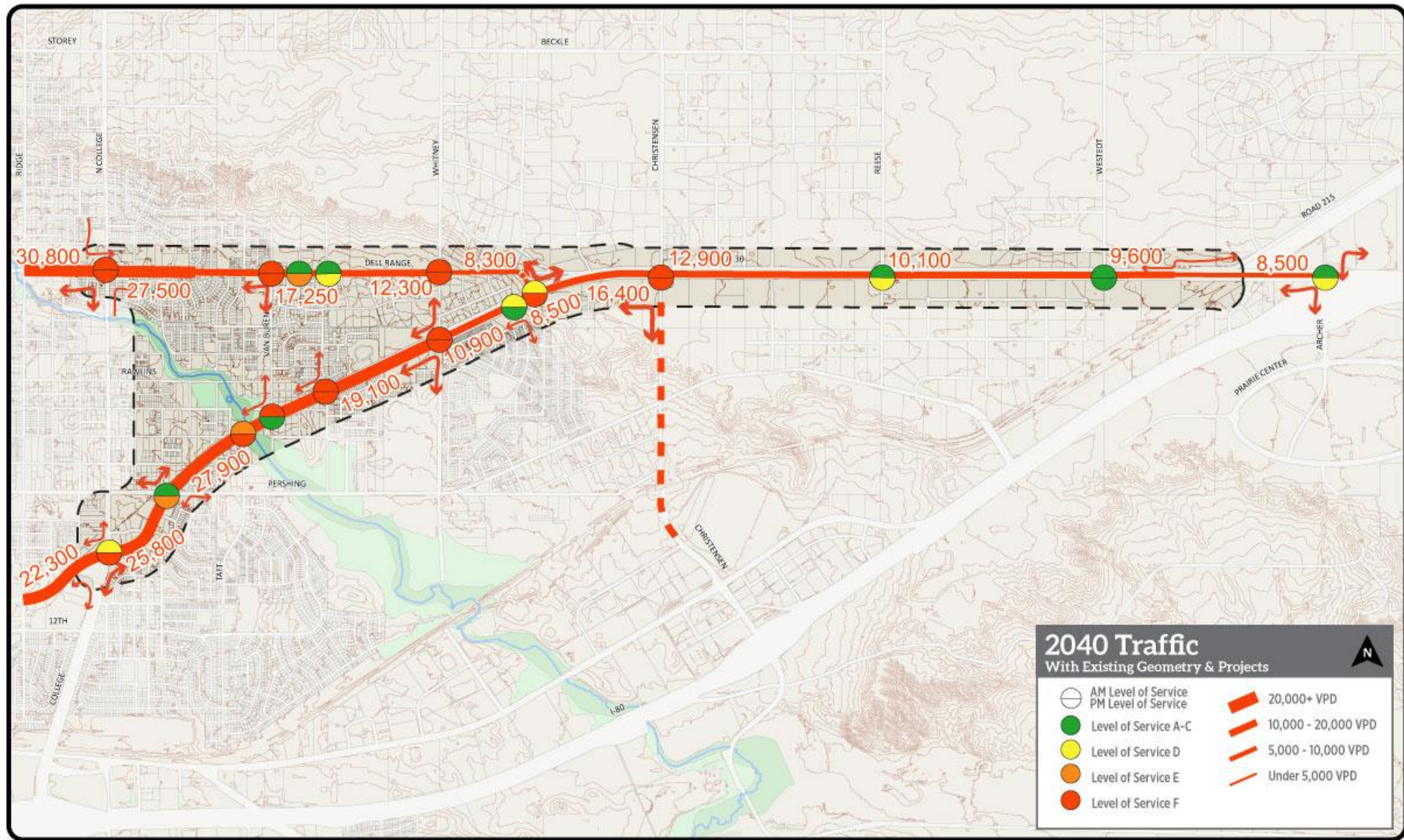


## EAST DELL RANGE BOULEVARD / US 30 CORRIDOR STUDY



## Zoning and Future Development



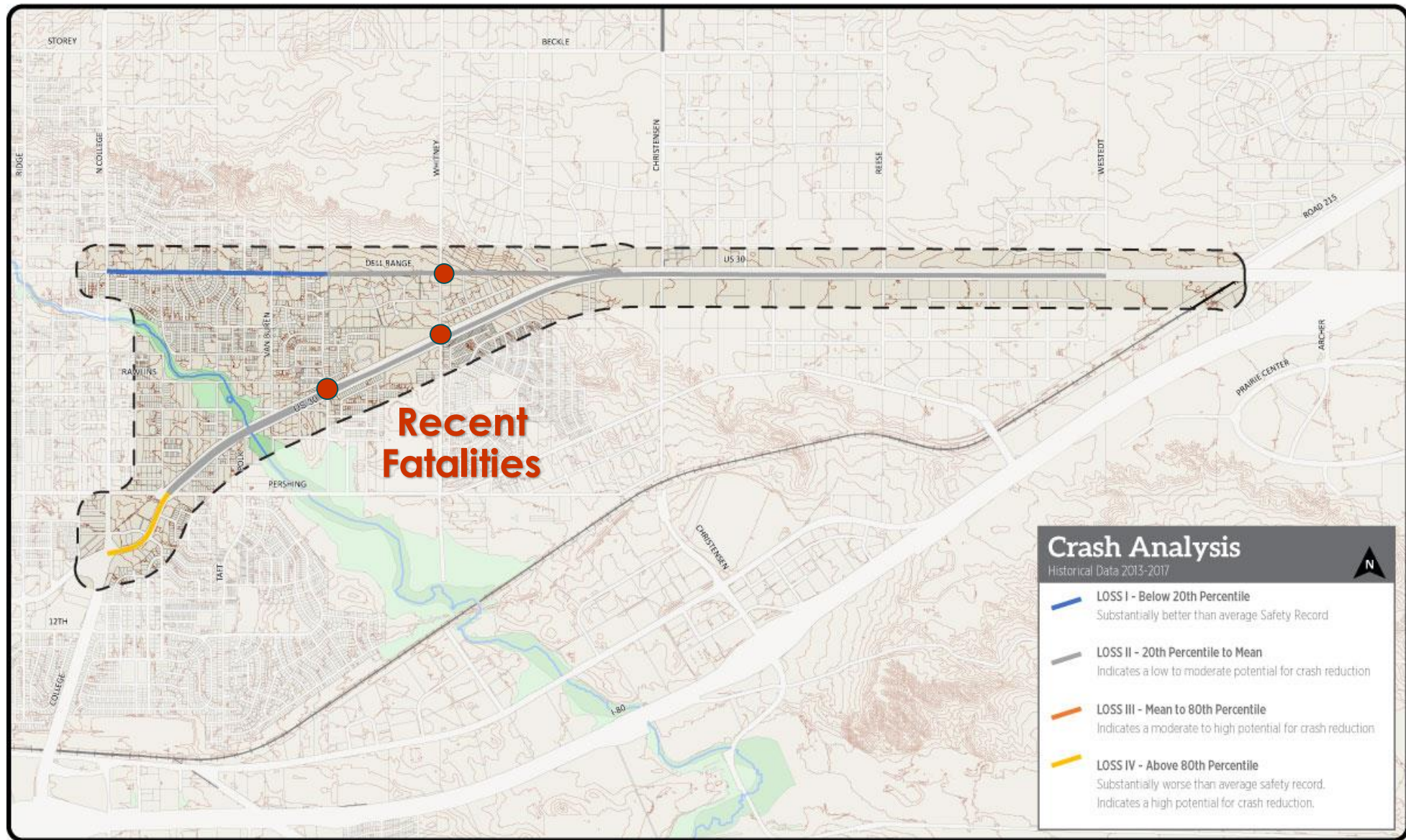


## EAST DELL RANGE BOULEVARD / US 30 CORRIDOR STUDY



*Future Traffic*





## EAST DELL RANGE BOULEVARD / US 30 CORRIDOR STUDY



*Crash History*





Community

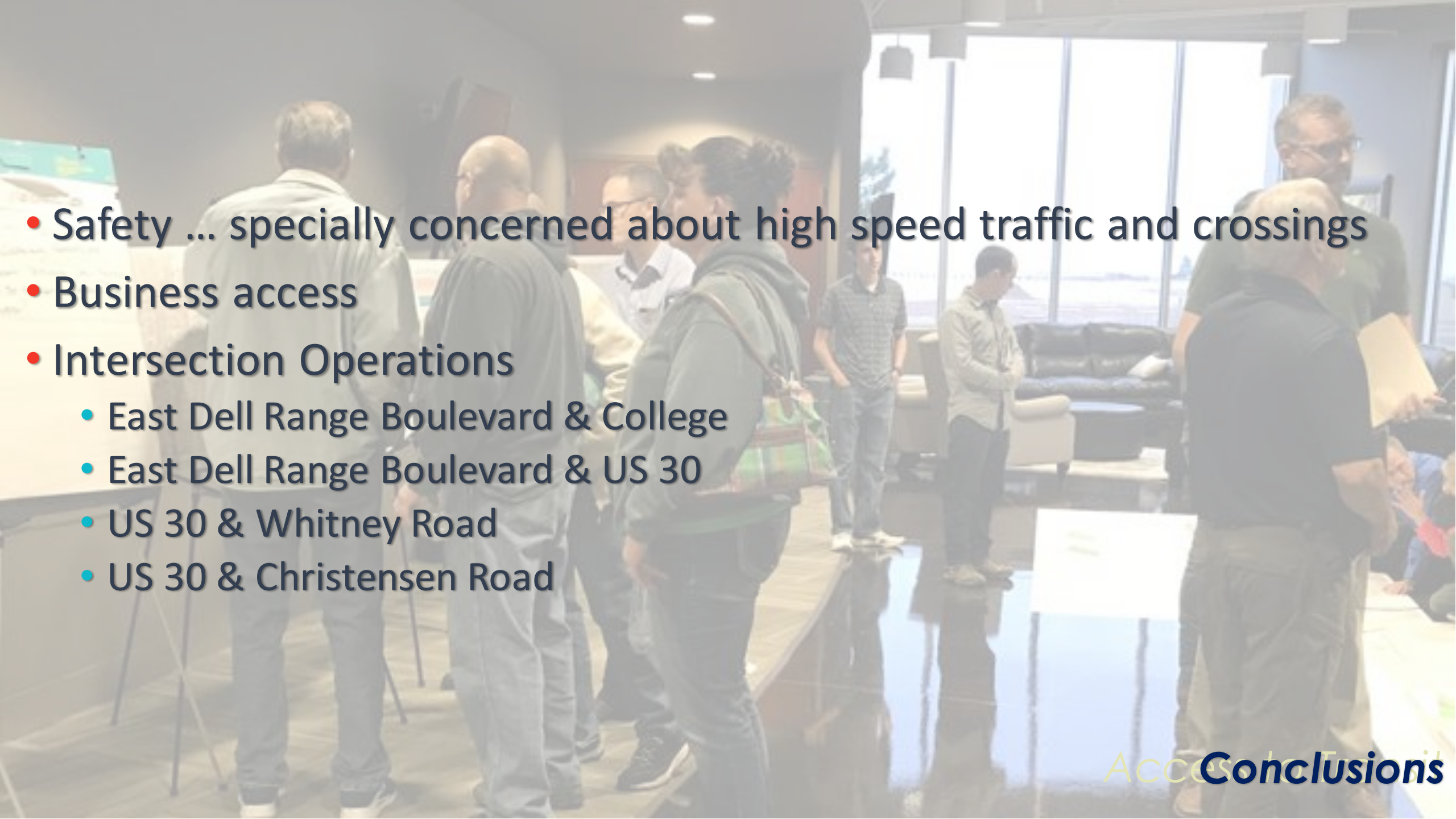
**OUTREACH**



- 
- **Stakeholder Coordination – WYDOT, County Staff, City Staff**
  - **Focus Group Meetings – Property Owners, Business Owners, and Advocacy Groups**
  - **Community Workshops**
    - Kick-off -
    - Workshop – Initial Findings & Idea Generation
    - Open house – Recommendation

***Engagement Efforts***



- 
- Safety ... specially concerned about high speed traffic and crossings
  - Business access
  - Intersection Operations
    - East Dell Range Boulevard & College
    - East Dell Range Boulevard & US 30
    - US 30 & Whitney Road
    - US 30 & Christensen Road

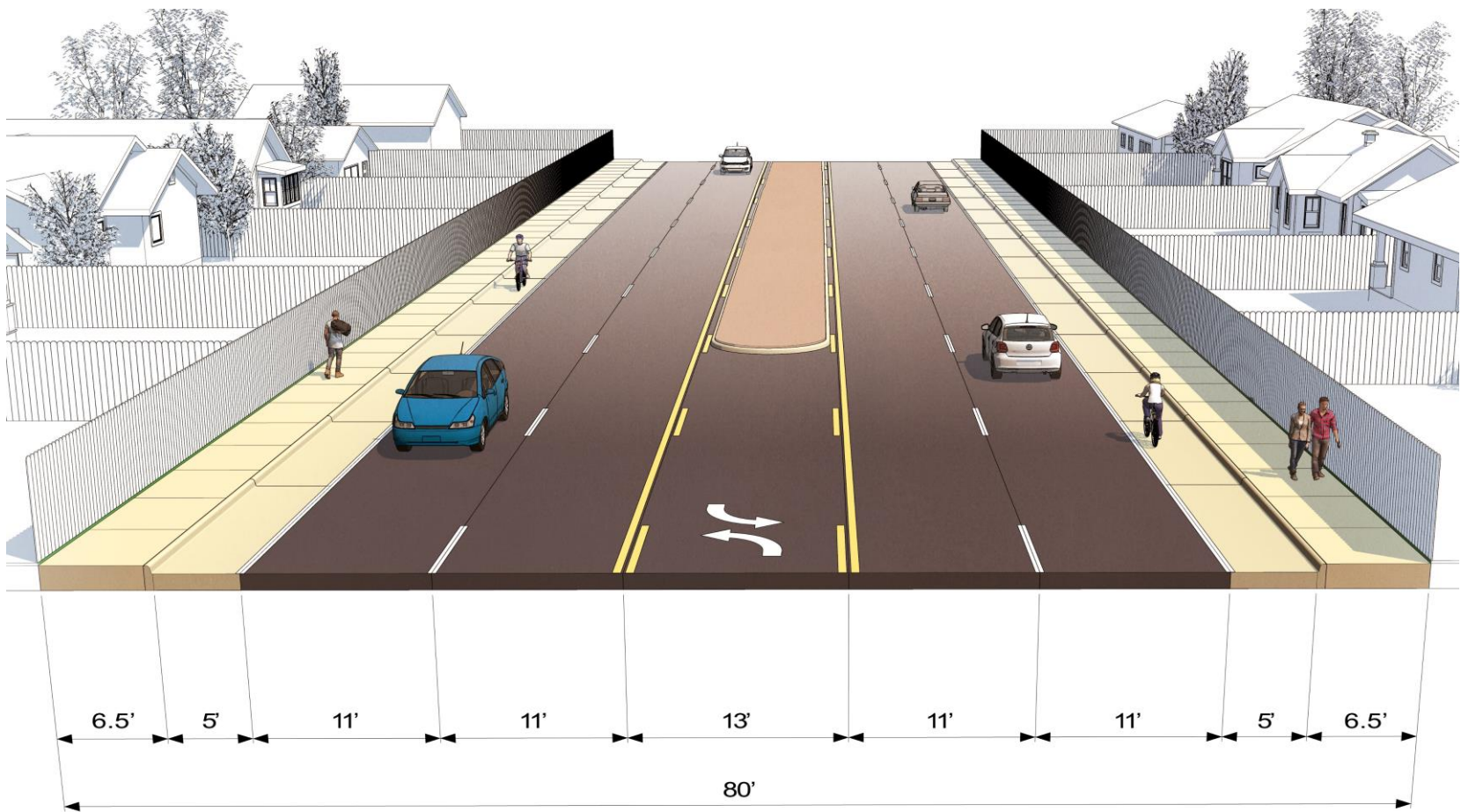
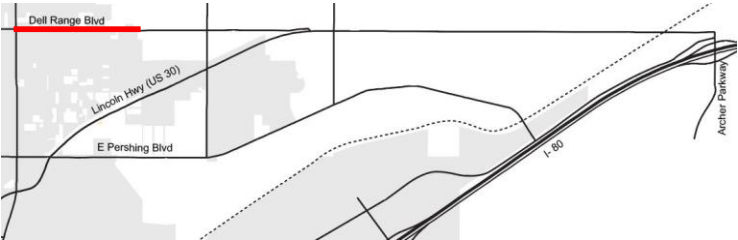




Project

# Recommendations





Proposed  
Configuration

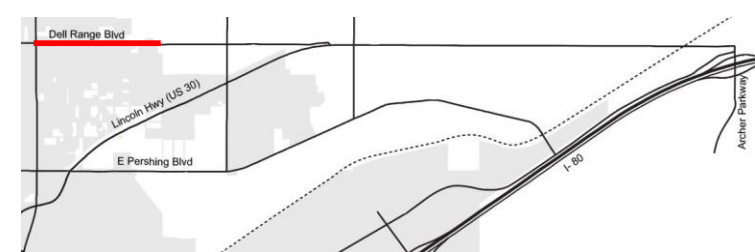


EAST DELL RANGE BOULEVARD / US 30  
CORRIDOR STUDY



Dell Range (College to Gysel)





EAST DELL RANGE BOULEVARD / US 30  
**CORRIDOR STUDY**



# Dell Range - Safety & Access Management



## RAISED MEDIANS

### Opportunities (Pros)

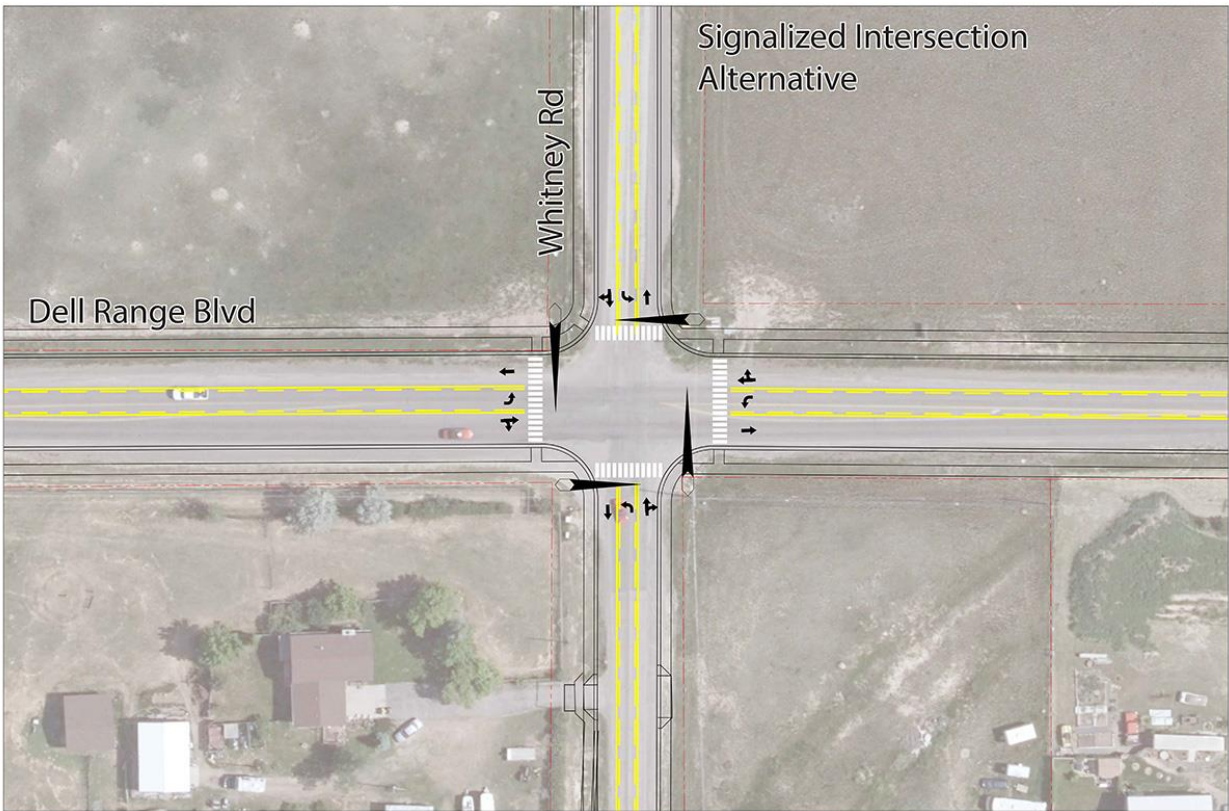
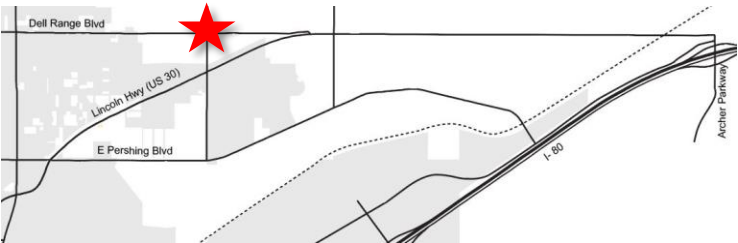
- Property Access Management
- Separates Traffic Movements
- Reduces Speeds and Conflict Points
- Channels Turning Movements
- Provides aesthetic and urban design opportunities

### Challenges (Cons)

- Property Access Management
- Higher Capital and Maintenance Costs







EAST DELL RANGE BOULEVARD / US 30  
CORRIDOR STUDY



# Dell Range & Whitney Intersection



## ROUNABOUT ALTERNATIVE

### Opportunities (Pros)

- Maintains LOS B in the AM peak and an acceptable LOS D in the PM peak hour with only a 4 second of additional overall delay when compared to the signalized intersection
- Maintaining lower traffic speeds with fewest conflict points
- Presents a long-term aesthetic and urban design gateway opportunity
- Presents a physical traffic calming opportunity transitioning higher rural travel speeds to slower suburban travel speeds
- The roundabout balances mobility demands while providing a distinctive place-making opportunity

### Challenges (Cons)

- Less comfortable intersection crossing for pedestrians and bicyclists
- Lower traffic LOS and a 4 second higher overall delay when compared to the signalized intersection
- Higher capital costs than a signalized intersection

## SIGNALIZED ALTERNATIVE

### Opportunities (Pros)

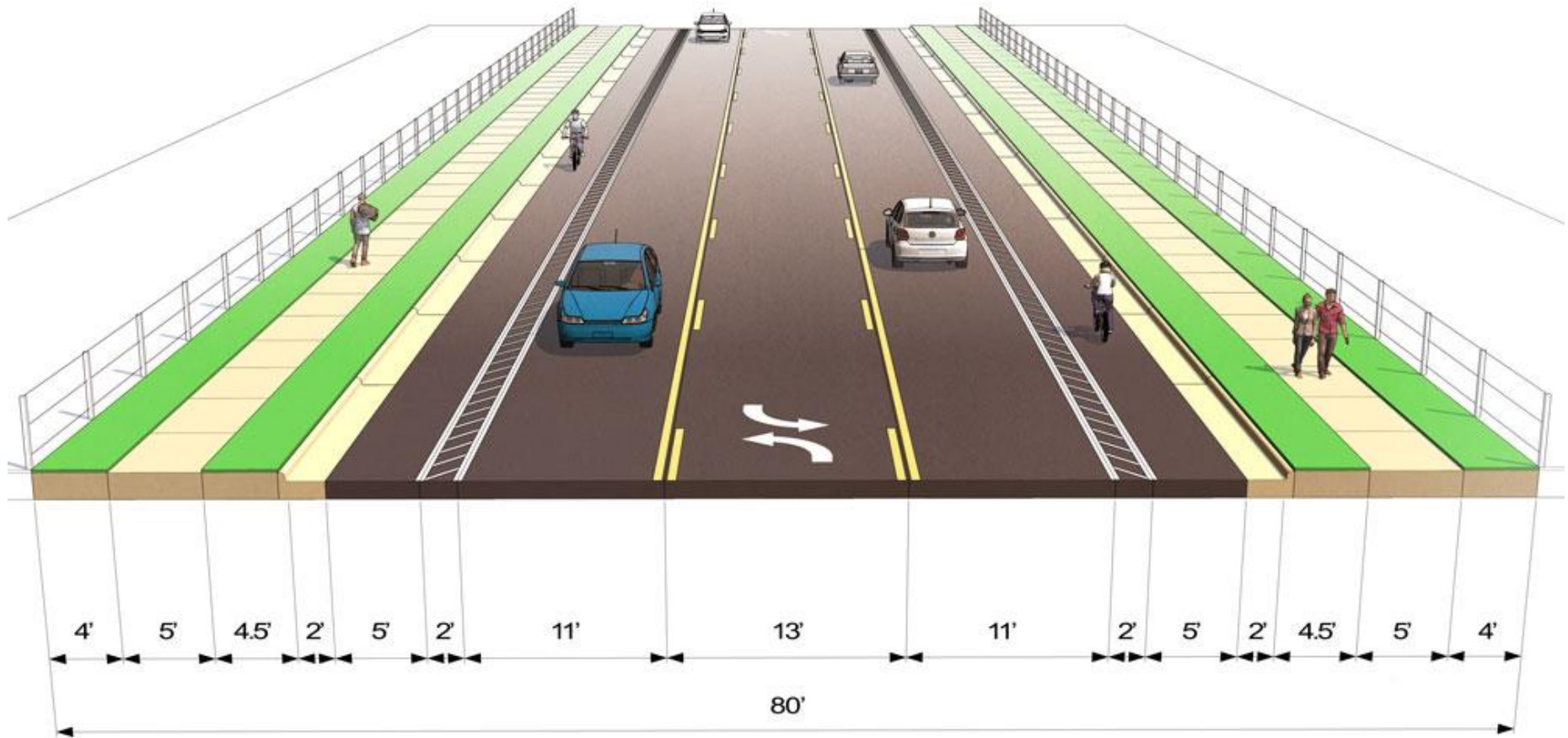
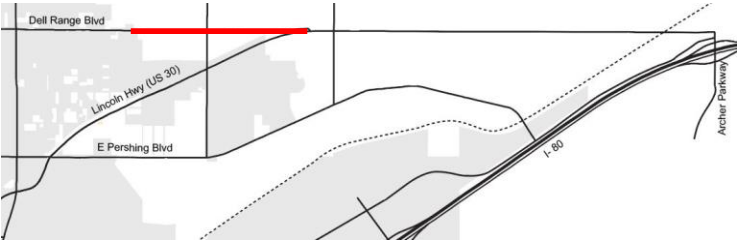
- Maintains LOS B in the AM peak and an LOS C in the PM peak hour
- Maintains shorter vehicle queue lengths
- Provides a safer physical condition than the current intersection condition
- Provides most comfortable pedestrian and bicycle crossing of the intersection
- Lower capital costs when compared to the roundabout

### Challenges (Cons)

- Higher speeds and more conflict points when compared to the roundabout
- Limited aesthetic and urban design gateway opportunities
- Provides traffic control, not traffic calming in transitioning from higher rural travel speeds to slower suburban travel speeds







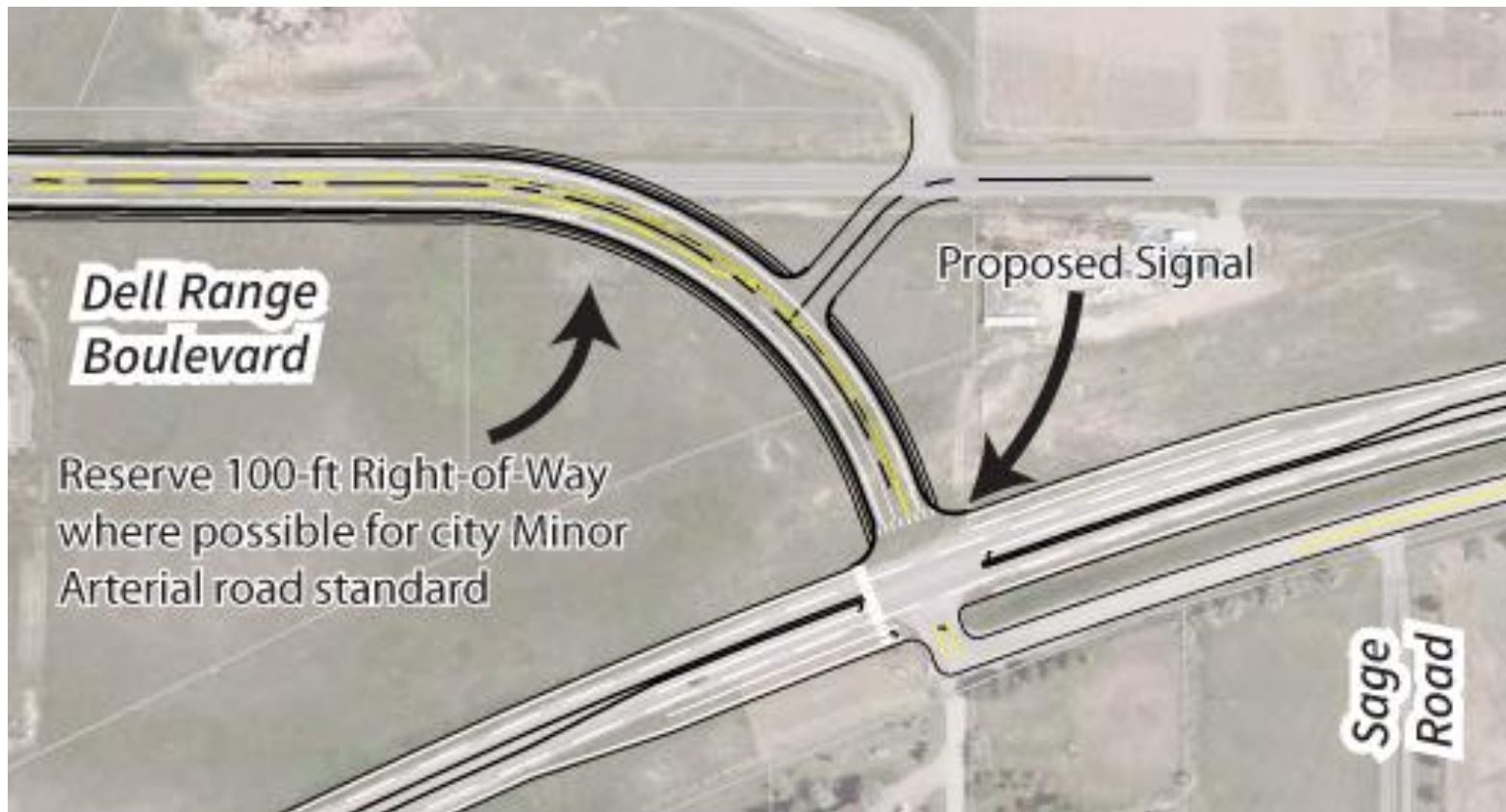
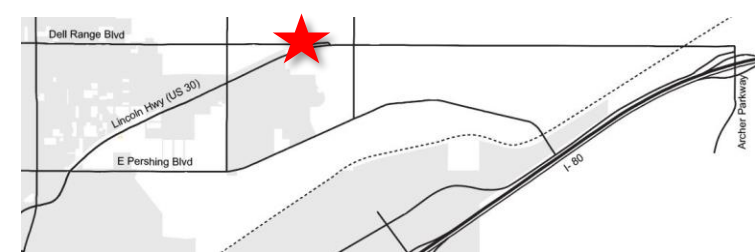
Proposed  
Configuration



EAST DELL RANGE BOULEVARD / US 30  
CORRIDOR STUDY



East Dell Range (Gysel to US 30)



Proposed  
Configuration

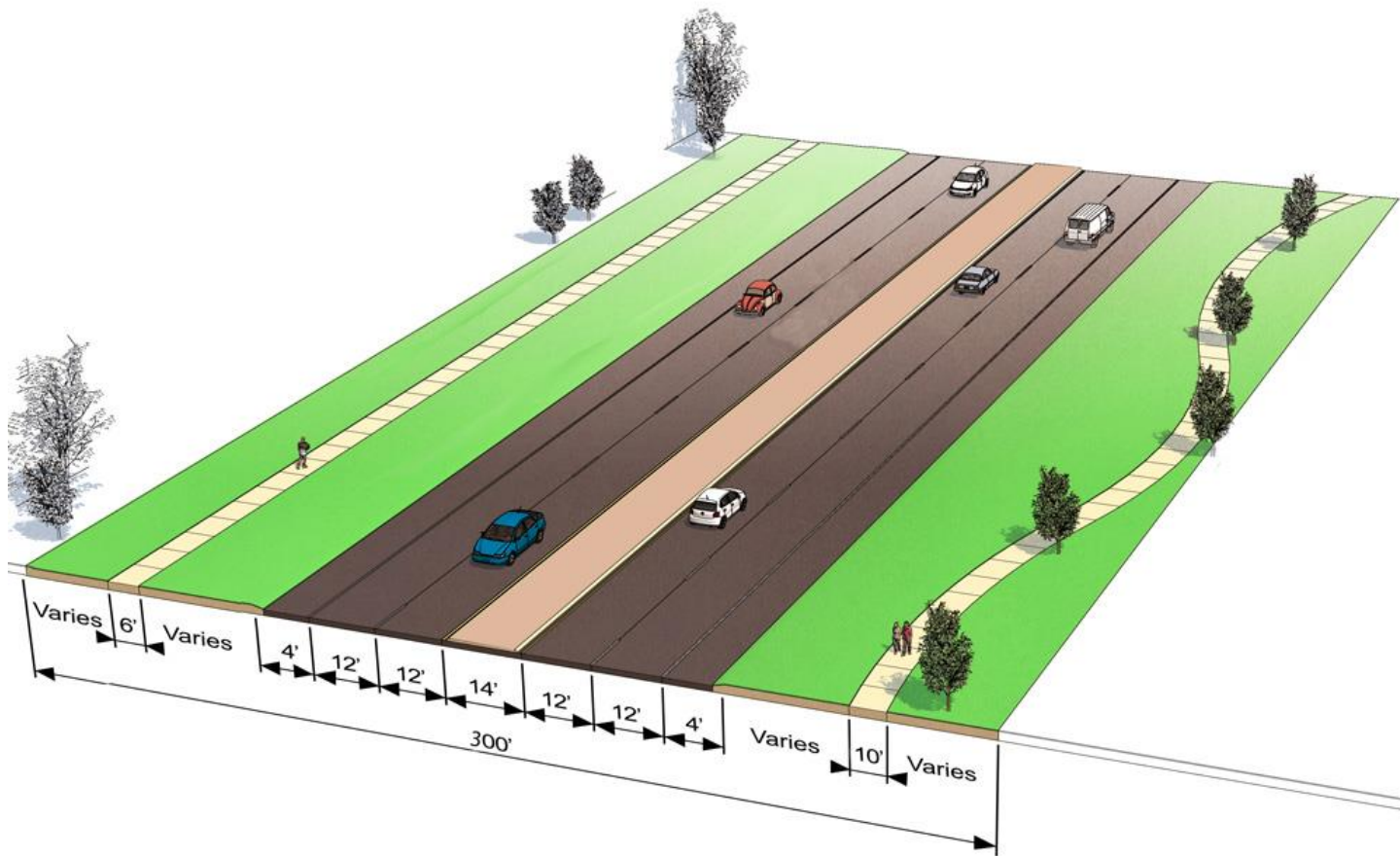
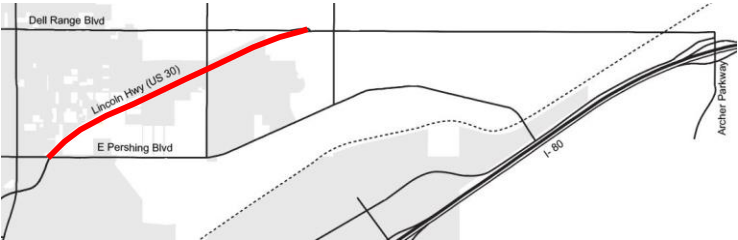


EAST DELL RANGE BOULEVARD / US 30  
**CORRIDOR STUDY**



*East Dell Range and US 30*

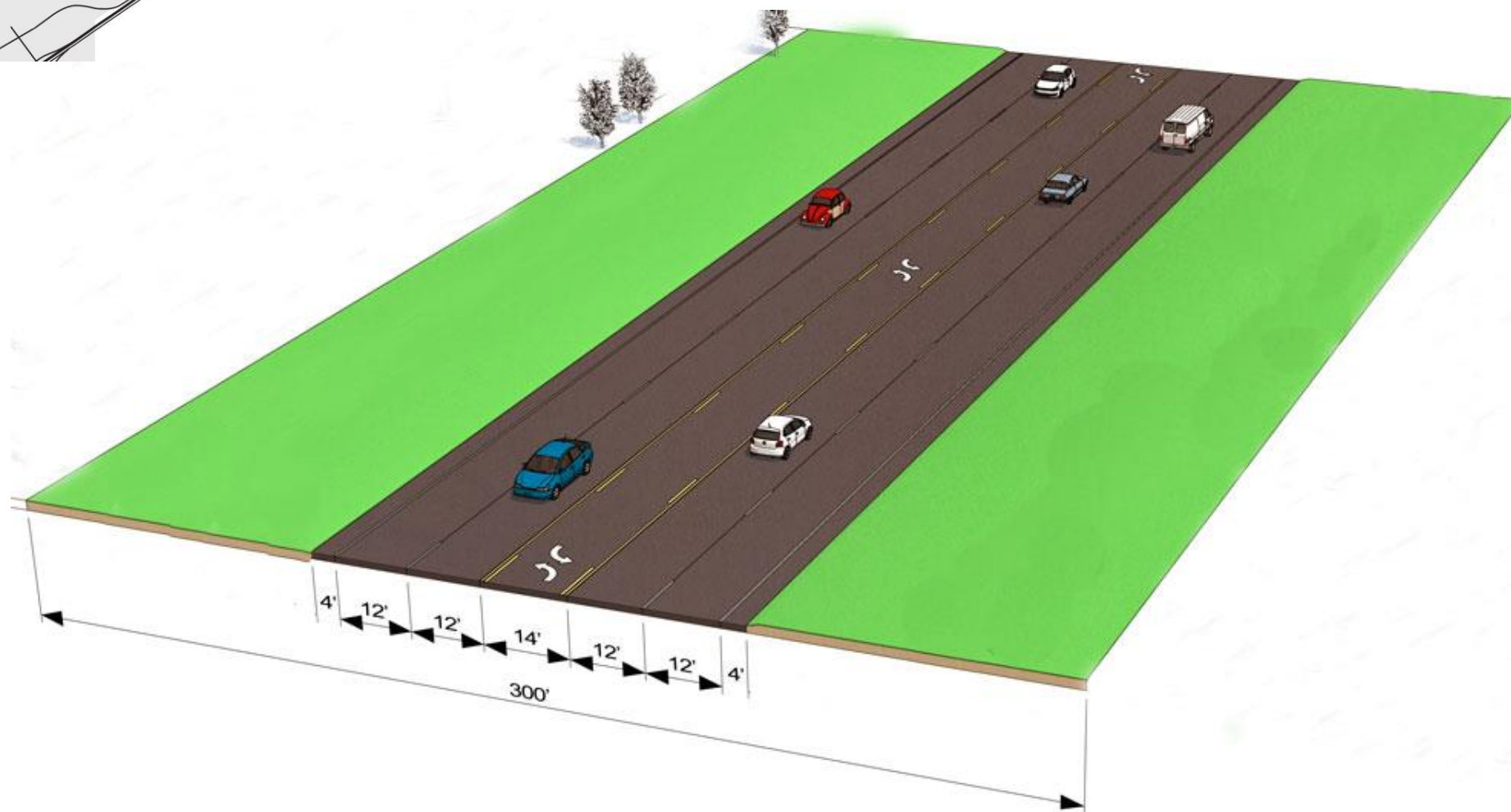
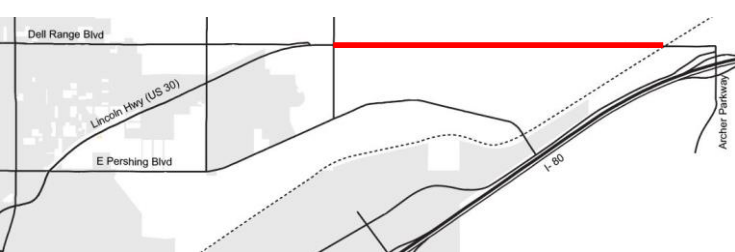




Proposed  
Configuration



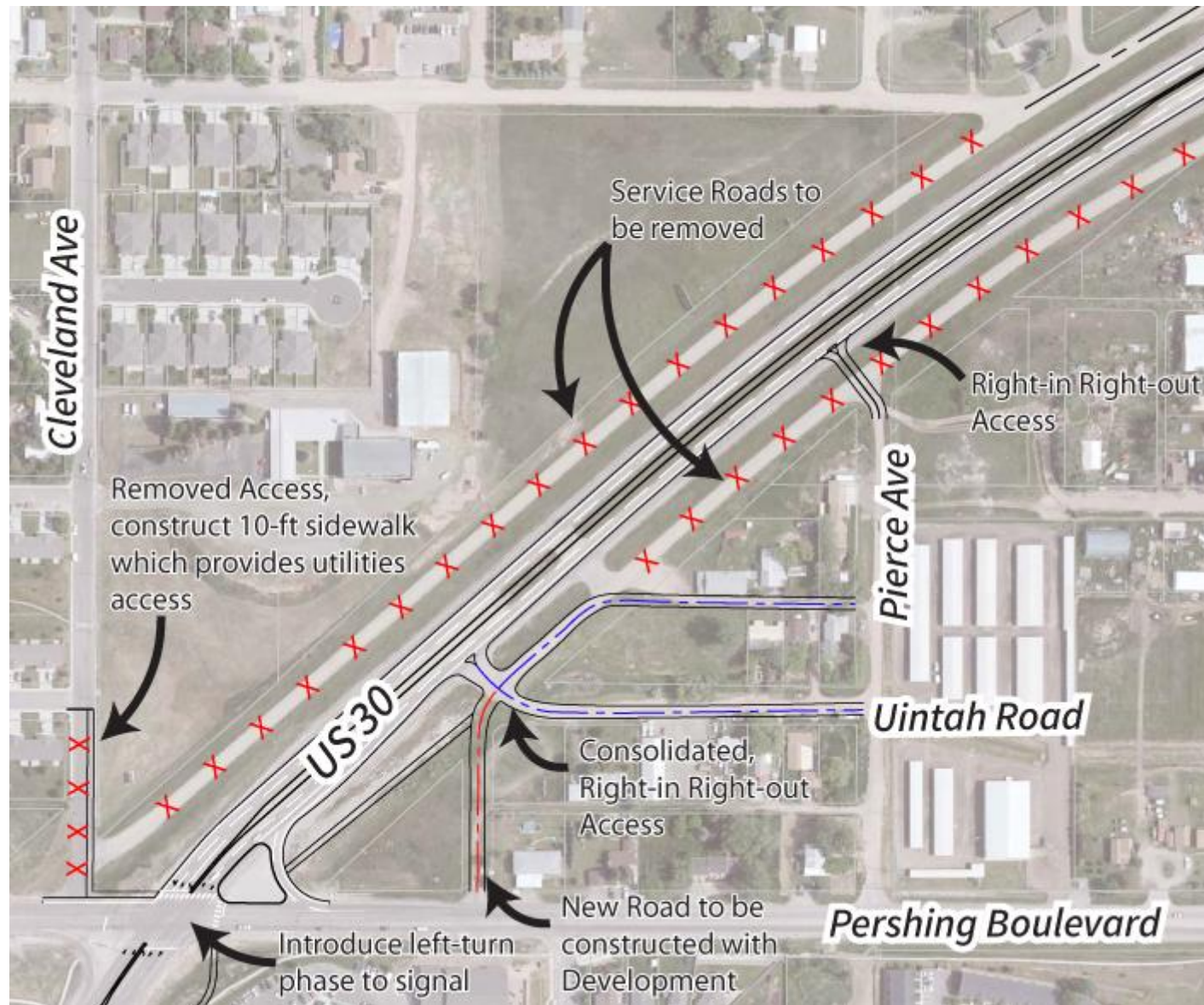




**EAST DELL RANGE BOULEVARD / US 30  
CORRIDOR STUDY**



*US 30 – Christensen to UPRR*

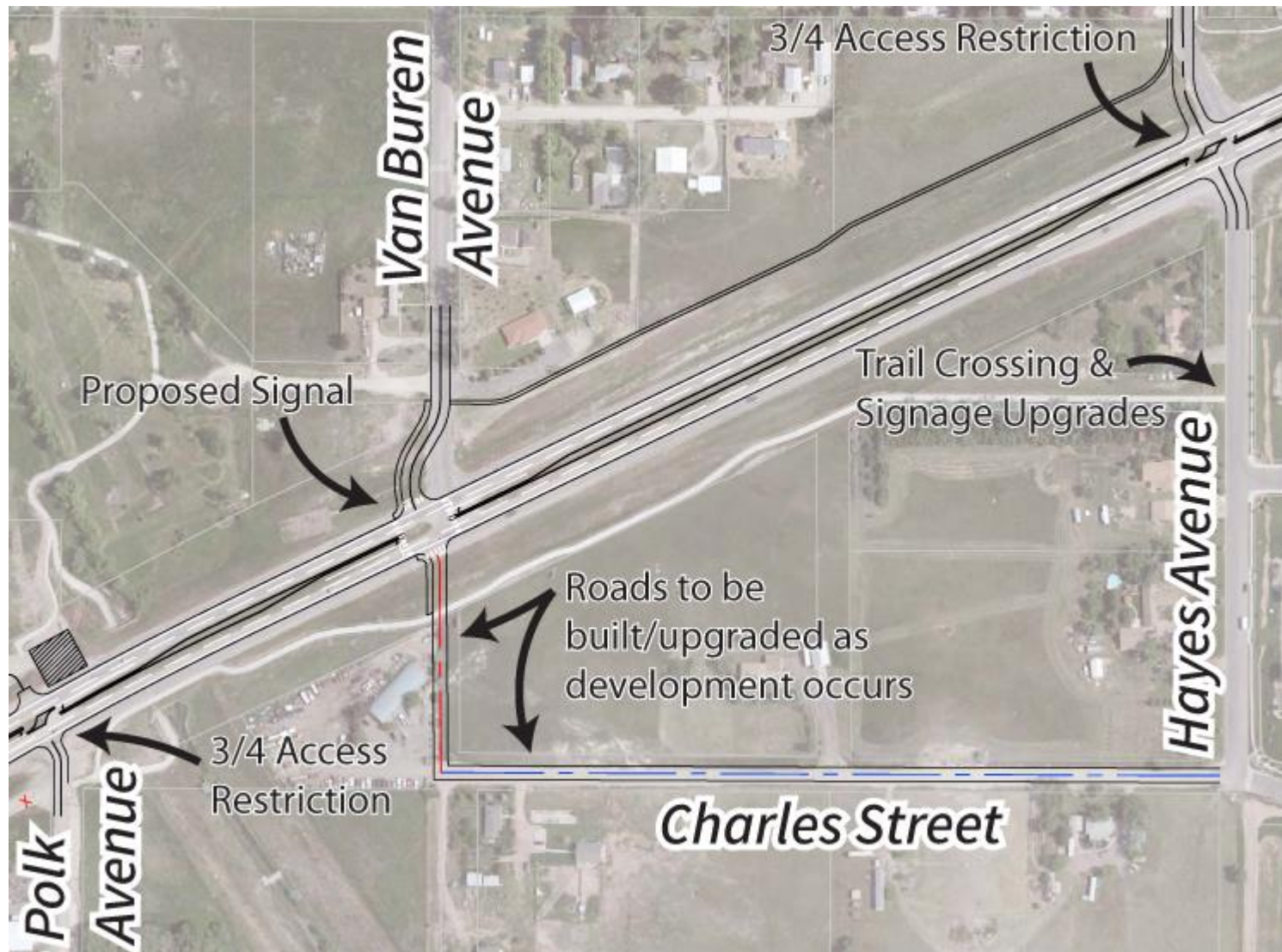


**EAST DELL RANGE BOULEVARD / US 30  
CORRIDOR STUDY**



*US 30 – Pershing to Christensen*

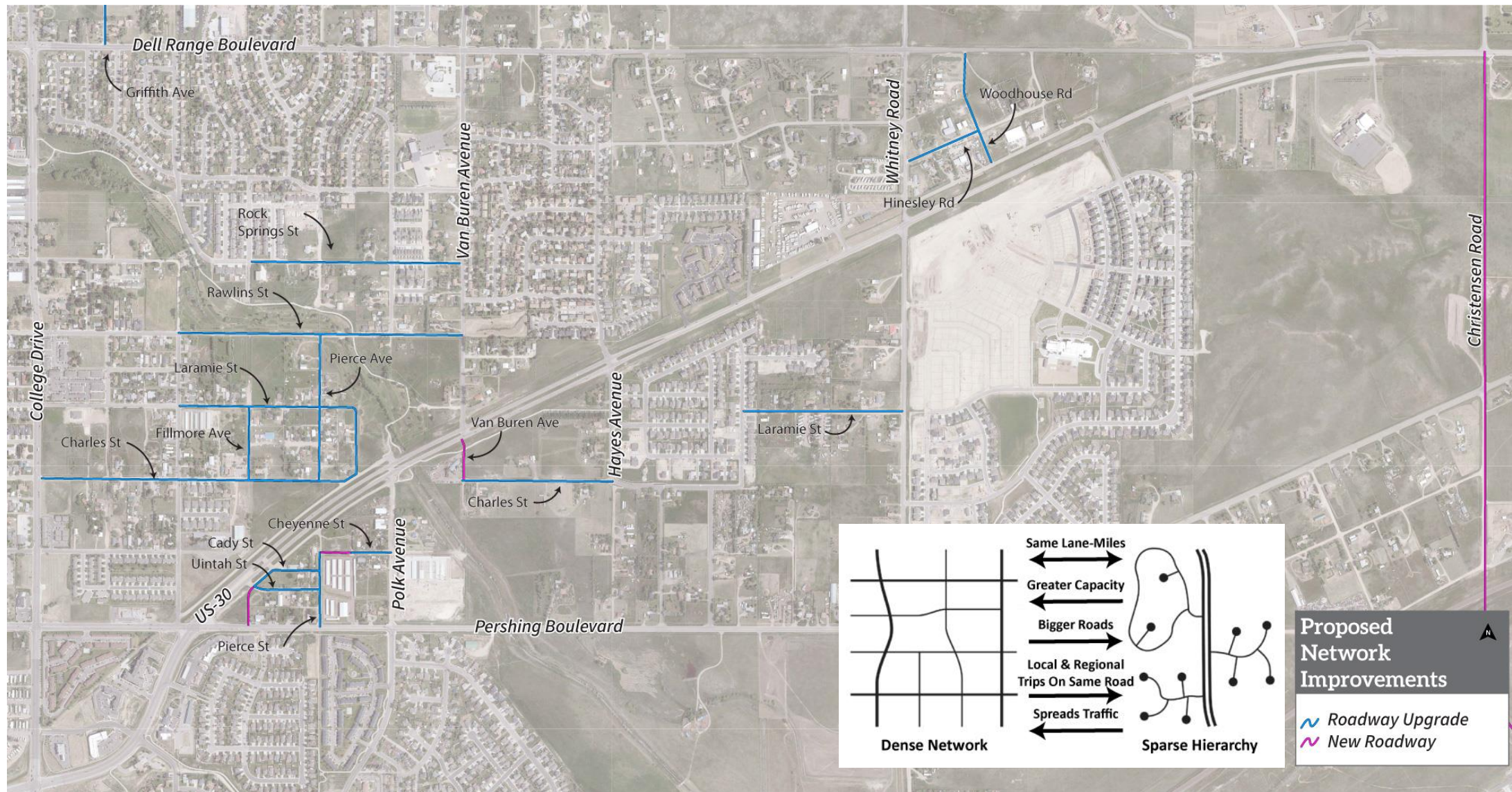












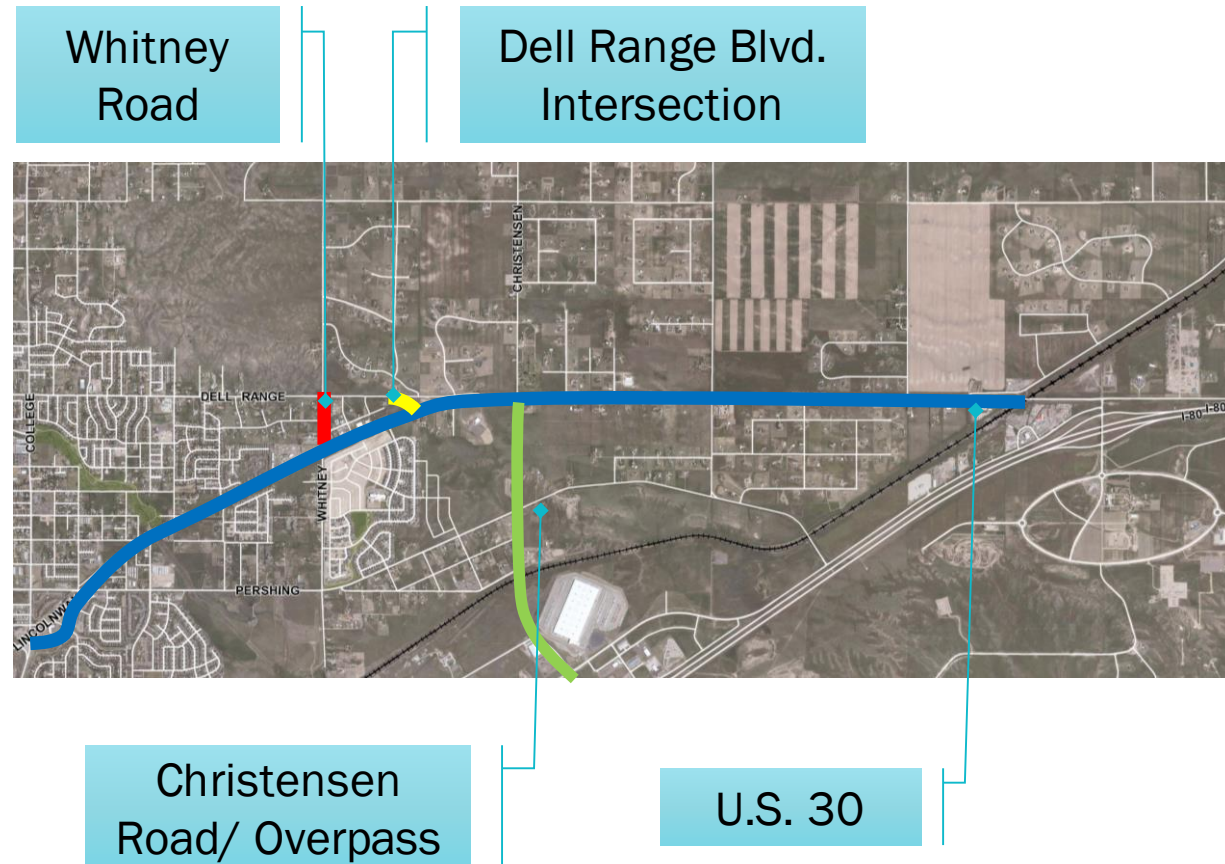
## EAST DELL RANGE BOULEVARD / US 30 CORRIDOR STUDY



## Street Network Improvements



- **Christensen Road/ Overpass**
  - Fiscal Year 2019/2020
  - 6% Penny – City of Cheyenne
- **Dell Range Blvd. (Intersection of U.S. 30 and Dell Range Blvd.)**
  - Fiscal Year 2020
  - Surface Transportation Program (STP) – Urban
    - 90.49% Federal/ 9.51% Local Match (Laramie County)
- **Whitney Road (North right-of-way U.S. 30 to Dell Range Blvd.)**
  - Fiscal Year 2021
  - STP – Urban
    - 90.49% Federal/ 9.51% Local Match (Laramie County)
- **U.S. 30 Reconstruction (College Drive to Railroad Road)**
  - Fiscal Year 2024
  - National Highway Program (NHP)
    - 90.49% Federal/ 9.51% State Match (State of Wyoming)





# EAST DELL RANGE BOULEVARD / US 30 CORRIDOR STUDY

---



## Laramie County Commission

Thank You!



November 5, 2019