

# A Christensen bridge would benefit very few



The purpose of an extension of Christensen Road to the south (1 above), with a bridge over the railroad tracks, is easy to determine. The benefit is just as easy to determine.

The Saddle Ridge subdivision (3 above) is along Pershing Blvd., with Whitney Road as its west boundary and Hwy 30 its north.

There is land to the [north]east of the Saddle Ridge development that could also be developed if the area became more attractive and more popular.

The need for better access to either the industrial park along Campstool or the I-80 Interstate doesn't justify spending a million and a half just on a design. There should be a standard design somewhere that covers a distance of "x" miles with a railroad track to cross. It's probably on the internet for a hundred bucks.

As you can see on the map above, there is already access to the frontage road that travels to Sapp Bros. Truck Stop and Lowes Distribution Center a reasonably short distance east of the proposed Christensen overpass (2 above).

Not that shortcuts are bad things. It just boils down to whom pays for them. If the developers who would become even wealthier if such a shortcut were provided want to pay for the design, then a chunk of the construction costs, go for it.

Those of us who live in South Park

Estates on Cheyenne's southside (and just like the new Romero Park, we are not in South Cheyenne - we are part of Cheyenne's southside) are very near I-80 but have to drive a couple miles to get to it. Interstates deliberately eliminate convenient access - their purpose is to have as few entrances as possible. And there is already egress to the interstate for those who live at Saddle Ridge and in that general area. They can take Pershing east (over the tracks) to the frontage road and go in either direction. Westerly takes them to the Campstool interchange and easterly takes them to the Archer interchange. That is much more convenient than the vast majority of Cheyenne's residents have it.

The industrial park was deliberately built far from the center of population. Access there is adequate and a shortcut for those who may live in Saddle Ridge or on Cheyenne's eastside and work at Lowe's Distribution Center is unwarranted. Unjustified at public expense. Another route for those on the northend of Saddle Ridge is to take Dell Range to Archer and access the interstate or the frontage road to get where they're going.

How far are you from where you work? From the nearest entrance to either interstate - I-25 or I-80?

Several years back, the feds were splashing a bunch of money around and invited municipalities like Cheyenne to apply for the handout.

Because Cheyenne did not prepare an application in a timely manner, it came down to the last few days and they then feverishly tried to imagine a use for \$25 million. The best they could come up with was a tunnel under the airport - extending what was then Morrie Avenue (now Airport Parkway) under the runways to make a direct route to Dell Range.

Obviously, that would have provided a more direct path for many in Cheyenne who regularly shop, bank and eat at businesses along Dell Range. That tunnel would have also provided a more direct route and a quicker way for employees of the large retailers who were already there or came later.

When the feds stopped laughing, they denied the City's application.

There is no question such a direct route to Dell Range would have benefitted far more people than would a Christensen Rd. extension and bridge over the railroad tracks.

No sympathy nor empathy is deserved by residents of Saddle Ridge. They are typical of people who build near the airport and then complain about the noise and want the schedules changed or the airport moved.

There were no houses at the subdivision called Saddle Ridge just four or five years ago. Every single resident there knew exactly what the travel situation was

to reach Lowe's Distribution Center or Interstate 80. They may have been promised a more direct access because the developers thought they had the "stroke" to make it happen, but there was no such public agreement in place when any of those residents bought their lot or built their house at Saddle Ridge. The same applies to the school district.

That's like building a new house at the end of a five mile county dirt road, then squawking because you can't get it paved at public expense.

The dotted line just to the northwest of the Lowe's facility is where Christensen Rd. would be extended and a bridge over the railroad tracks provided. If this funding is on a sales tax ballot, it will be up to county (including City of Cheyenne) residents to provide the money to benefit a few residents and a couple developers.

If it's on a ballot and voters choose to make that choice, that is their prerogative. Then, git 'er done! And, while it may make things more convenient for a few local residents, it will provide no benefit to almost all. None.

The area involved is at the edge of the City. If funding is provided, this should be a city/county/LEADS/State/Lowe's/developer project - not just yours. I'm sure the railroad will be willing to chip in a bunch of money to expose them to further liability. Not! This is a private project that should be privately funded.

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