

Chief Fecht may be interested. Or may be WYDOT's John Cox.

A few days ago, the below e-mail offer came to the Cheyenne Herald. Not supportive of purchased "degrees," we thought maybe Cheyenne Police Chief Bob Fecht or the former head of the Wyoming Highway Patrol, both of whom have purchased worthless "degrees" - Fecht with public money, Cox with his own funds - might be interested.

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Our Staff will get back to You in 1 - 3 working days

Cheyenne Herald Warning!! -- the above e-mail is reproduced exactly as received. Do not respond!! We have no idea where this provided telephone no. will take you. These are the kind of come-ons that led to people like Fecht and Cox biting. Anyone who cannot see these offers are bogus is looking for something for nothing. Most who are told they can "become a doctor and receive All the Benefits that Comes with it!" and believe that promise should not get ahead in their jobs as Fecht and Cox have.

"No Exams/Interview/Books/tests/classes" must have sounded attractive to two men in law enforcement who are sworn to uphold the law. How embarrassing to Wyoming!

Thank you so much
for your vote on August 19th

I ask for your continued support in the
upcoming General Election on November 4th



Paid for by Woodhouse for Commissioner



Gay Woodhouse
Candidate for Laramie County Commissioner

155, 157

The replacement bridge over the Mississippi River in downtown Minneapolis took 13 months to design and build. The replacement viaduct over a few sets of railroad tracks in Cheyenne was approved by voters five years ago and hasn't begun construction.

The following two news article excerpts appeared in Twin Cities media

New Minneapolis Bridge Practical, Not Flashy

Sunday, September 14, 2008 2:30 PM

MINNEAPOLIS — The new Interstate 35W bridge, replacing one whose deadly collapse into the Mississippi River scarred the city's image and emotions, may be getting kudos for opening ahead of schedule and restoring a vital traffic link.

But it's not generating a lot of excitement for its appearance. Some had hoped the new concrete box girder structure due to open this week would rise as an architectural jewel near downtown Minneapolis. "We had an opportunity to build a signature bridge, and we didn't take it," said Jerry Foss, a real estate agent who lives nearby. "They chose an average bridge, and we got an average bridge."

Government officials opted for practicality over pretension. "The first goal was to have a bridge that was safe and effective," Minneapolis Mayor R.T. Rybak said.

Time also was a factor, since the old steel girder span's collapse on Aug. 1, 2007 - killing 13 people and injuring more than 100 - severed a major transportation link through the heart of the Twin Cities.

This week's opening will come about three weeks ahead of schedule.

The new concrete span includes high-tech sensors and back-up features the steel truss bridge it replaces lacked. The \$234 million bridge was fast-tracked to restore a traffic route that accounted for 140,000 trips a day.

The builders are in line for a bonus of up to \$27 million for completing the project more than three months early.

Imagine the difference in scale of these projects. About 13 months to design and build a lengthy bridge over water (not land) which will carry more cars and trucks in a day than the new Norris Viaduct will probably carry in a year.

The attitude in Minneapolis, a Midwestern cosmopolitan city, also differs from the one in Cheyenne. Their objective was to get a replacement bridge up quickly and functionally. Here, the arguments about trees, a concrete pedestrian walkway, etc., are less worthy to cause delay than what might have been in Minneapolis.

The argument here is that "we only get one chance to do it right." Unfortunately, they also only get one chance to do it wrong and usually avail themselves of that chance. If a functional bridge over the river in Minnesota took precedent over "an architectural jewel," whatever design is used for a viaduct over railroad tracks here is adequate.

Can you believe that a two lane bridge over railroad tracks in Cheyenne would cost one-tenth what a ten lane bridge over the Mississippi River cost in Minneapolis? Construction workers in the Midwest are union members. Their wages are at least half again as high as those paid here. Maybe twice. Overtime must have been staggering.

Ponder these comparative details for a moment: There, a bridge collapsed and the city was first in search and rescue mode, and then in deep shock and grief for those who died in the collapse. Here, years prior to presenting the question to voters in 2003, city employees could have made at least tentative plans for this viaduct but didn't. There, clean-up was monumental and difficult, not starting immediately. Here, a different path is being taken and the old viaduct, which was never unsafe or in danger of collapse in spite of what city officials and the daily newspaper claimed, is still in use

Thirteen months. Ahead of schedule and under budget. Can you imagine the inspections and engineering demands put on that heavily traveled bridge's design and construction? Here, they will find a design made for somewhere else and adapt it to fit the distance over these tracks and start to drive pilings. Thirteen months back there, for a much greater project. Here it will be at least six years and a modest viaduct will rise.

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