

EAST ALLISON ROAD CORRIDOR STUDY

Prepared by the
Cheyenne MPO
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ACKNOWLEDGEMENTS

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DISCLAIMER

The Cheyenne Metropolitan Planning Organization and Laramie County have developed this report for the use of the MPO and Laramie County to support planning efforts and future design for East Allison Road. Some additional data collection and validation, and design refinement will be required during the final design phase, and some plan recommendations may change or be altered during final design.

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LIST OF ABBREVIATIONS

BHE - Black Hills Energy

BOPU - Cheyenne Board of Public Utilities

CAD - Computer-aided design

FEMA - Federal Emergency Management Agency

FHWA - Federal Highway Administration

GIS - Geographical Information System

LOS - Level of Service

MPH - Miles per hour

MPO - Cheyenne Metropolitan Planning Organization

NRCS - Natural Resources Conservation District

NTMP - Neighborhood Traffic Management Program

ROW - Right of Way

UDC - Unified Development Code

USPS - United States Postal Service

VPD - Vehicles per Day

WYDOT - Wyoming Department of Transportation

INTRODUCTION

The Cheyenne MPO (MPO) conducted this study to inventory existing conditions, analyze alternative solutions, and develop a plan that solves existing corridor issues and options and potential changes to the corridor in the future. The limits of the East Allison Road Corridor Study are South Greeley Highway to the west and North College Drive to the east. The corridor is 1.6 miles in length and is identified as a Major Collector on the City of Cheyenne Master Street Plan Official Map.

The existing corridor is a county maintained road in an urban environment. Between South Greeley Highway and Avenue C, the poor condition of the road surface and drainage issues are top concerns of the neighborhood. There is a lack of sidewalks; however, greenway infrastructure is in the vicinity. There is a gap in the corridor between Avenue C and the west side of the Niobrara Energy Park with dedicated right-of-way for a future road connection. Additional right-of-way will be needed to complete the corridor. The right-of-way through the Niobrara Energy Park is adequate for the proposed connection, but may require upgrades in the future for separate bike lanes if traffic volumes increase.

Project Goals

- Connect East Allison Road from Avenue C to Niobrara Energy Park
- Reconstruct Road from South Greeley Highway to Avenue C
- Improve Overall Safety
- Address Drainage Issues
- Enhance Pedestrian/Bicycle Facilities
- Provide Cost Estimates for Construction

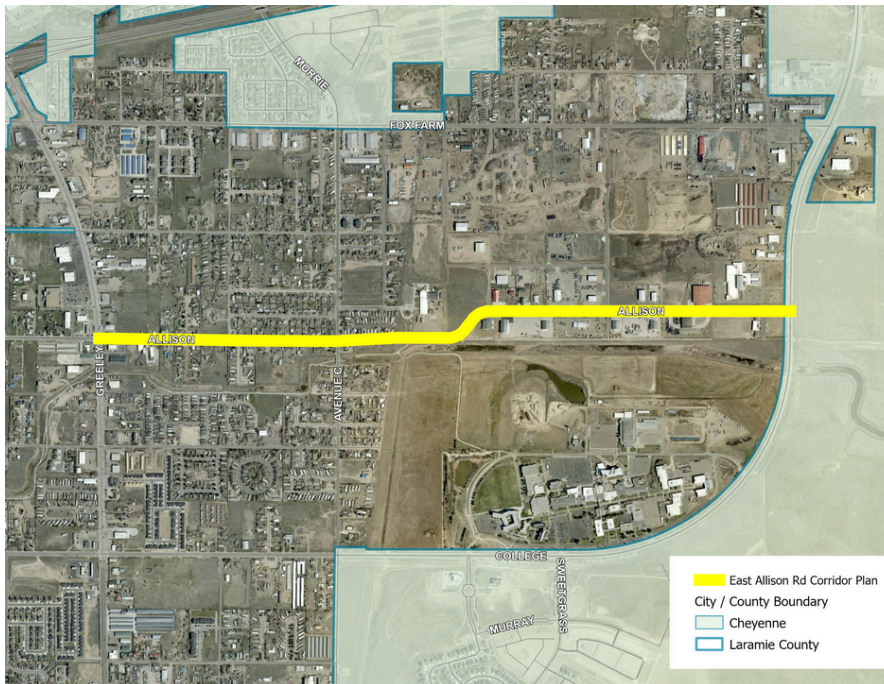


FIGURE 1 - EAST ALLISON ROAD - SOUTH GREELEY HIGHWAY TO NORTH COLLEGE DRIVE

PROJECT AREA

The project area can be broken into three sections:

Section 1 - East Allison from US 85 to Avenue C

Section 2 - The unimproved section from Avenue C to Niobrara Energy Park

Section 3 - East Allison through Niobrara Energy Park

FIGURE 2 - PROJECT AREA - US 85 TO NORTH COLLEGE DRIVE



SECTION 1



SECTION 2



SECTION 3

SECTION 1 - US 85 TO AVENUE C



FIGURE 3



CHARACTERISTICS

This section of East Allison Road traverses through an established neighborhood with a mix of commercial uses on the west end and predominately residential on the eastern two-thirds. Laramie County Fire Station #1 and South Cheyenne Sewer and Water District offices are located within the corridor.

The pavement of the road is in poor condition. A drainage swale is present on the north side of the road; however, drainage issues persists with stormwater runoff from the road and development to the north. Overhead utilities line both sides of the street. The corridor lacks sidewalks and bicycle facilities. No on-street parking is provided; however, residents are parking in front of existing home within the right-of-way. The eastern half of the corridor is located within the 500-year floodplain.

SECTION 2 - AVENUE C TO NIOBRARA ENERGY PARK



FIGURE 4



CHARACTERISTICS

This section is unimproved. A portion of the area to the east is platted with a 70' right-of-way for a future connection to Niobrara Energy Park. Additional right-of-way would need to be acquired from one parcel to make the connection. The relatively flat ground is adjacent to Allison Draw with a significant portion located within the 100-year floodplain. The greenway traverses this section with access to Arp School and Laramie County Community College. A future greenway connection to the existing path on the south side of Niobrara Energy Park is planned. An overhead power line parallels the alignment of the future connection.

SECTION 3 - NIOBRARA ENERGY PARK



FIGURE 5

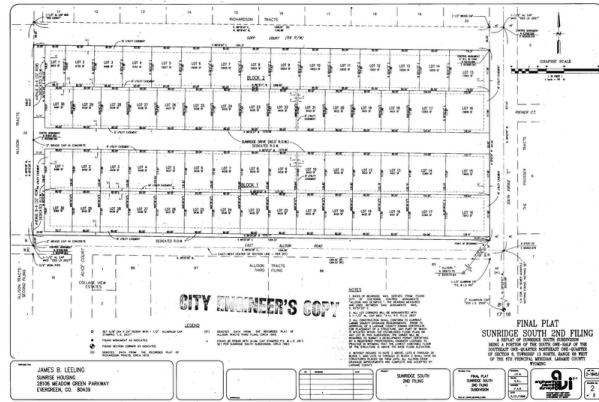
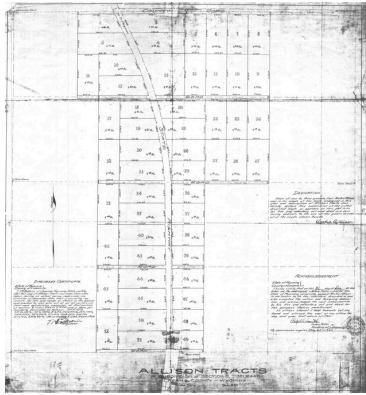


CHARACTERISTICS

The Niobrara Energy Park was platted in 2012 with a dedicated 70' right-of-way for the extension of East Allison Road. The industrial park has adequate road infrastructure with the exception of missing sidewalks; however, there is an unconnected section of greenway on the south side of the park. The road intersects with North College Drive on the east end. A future connection of the road to Avenue C would not require any upgrades for this section. The width of the road could accommodate bicycle lanes if needed.

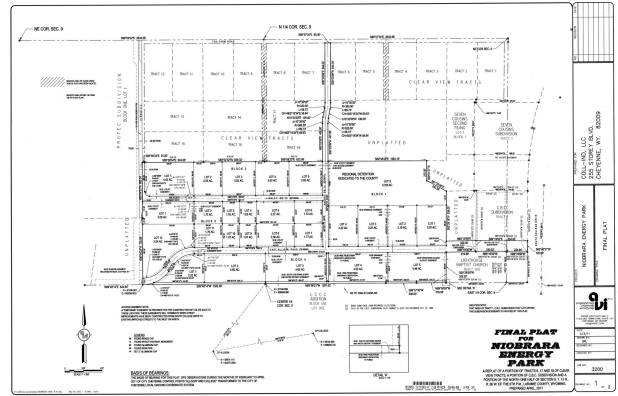
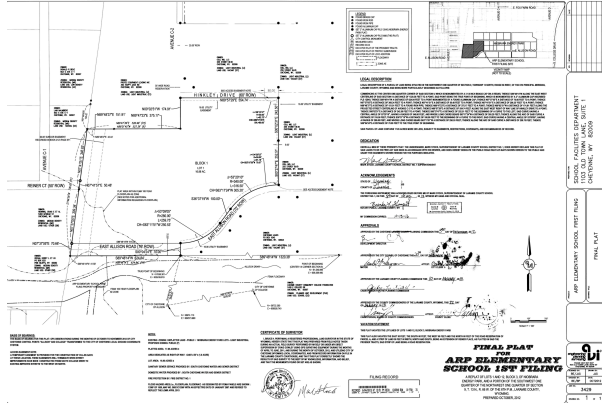
PLATS

The area was first platted in 1933 with Allison Tracts. Other notable plats were Sunridge South 2nd Filing in 1996 and Niobrara Energy Park in 2012. The plats for subdivisions along East Allison Road indicate that the dedicated right-of-way varies from 50' on the west end to 70' for the remainder of the corridor.



Subdivision	Surveyor	Year
Allison Tracts	TH Baldwin	1933
Allison Tracts - 2nd Filing	TH Baldwin	1937
Allison Tracts - 3rd Filing	TH Baldwin	1945
Allison Tracts - 10th Filing	Jeffrey B Jones	2023
Arp Elementary School - 1st	Bruce H Perryman	2012
CBC Subdivision	Larry T Perry	1986
College View Estates	E Philip Kelley	1973
Fanning Subdivision	Donald M Hopkins	1993

TABLE 1A - RECORDED PLATS



Subdivision	Surveyor	Year
LCCC Addition	John A Steil	1988
Lighthouse Baptist Church	Larry T Perry	2000
Mitchell Subdivision	RL Hudson	1975
Mitchell Subdivision - 2nd Filing	Donald M Hopkins	1980
Niobrara Energy Park	SD Dawson	2012
Niobrara Energy Park - 2nd Filing	Jeffrey B Jones	2015
Niobrara Energy Park - 3rd Filing	Adam Deschler	2019
Niobrara Energy Park - 4th Filing	Adam Deschler	2021
Prosser Tracts	TH Baldwin	1930
Sundridge South	Paul Reid	1996

TABLE 1B - RECORDED PLATS

ZONING

The entire corridor is within the jurisdiction of Laramie County for zoning. The following districts fall within the corridor.

- Commercial Business (CB) - Community business areas are to be primarily used as retail centers which serve a number of neighborhoods and are located where retail stores and services predominate.
- Medium Density Residential (MR) - Areas which are to be primarily developed or redeveloped for medium density residential uses.
- Light Industrial (LI) - Light industrial areas are to be primarily developed for environmentally controlled manufacturing or intensive employment uses and may have accessory commercial or office uses.
- Public Use (P) - This district is primarily for governmental buildings and government- sponsored uses where the activities conducted are directed to providing services to the public.

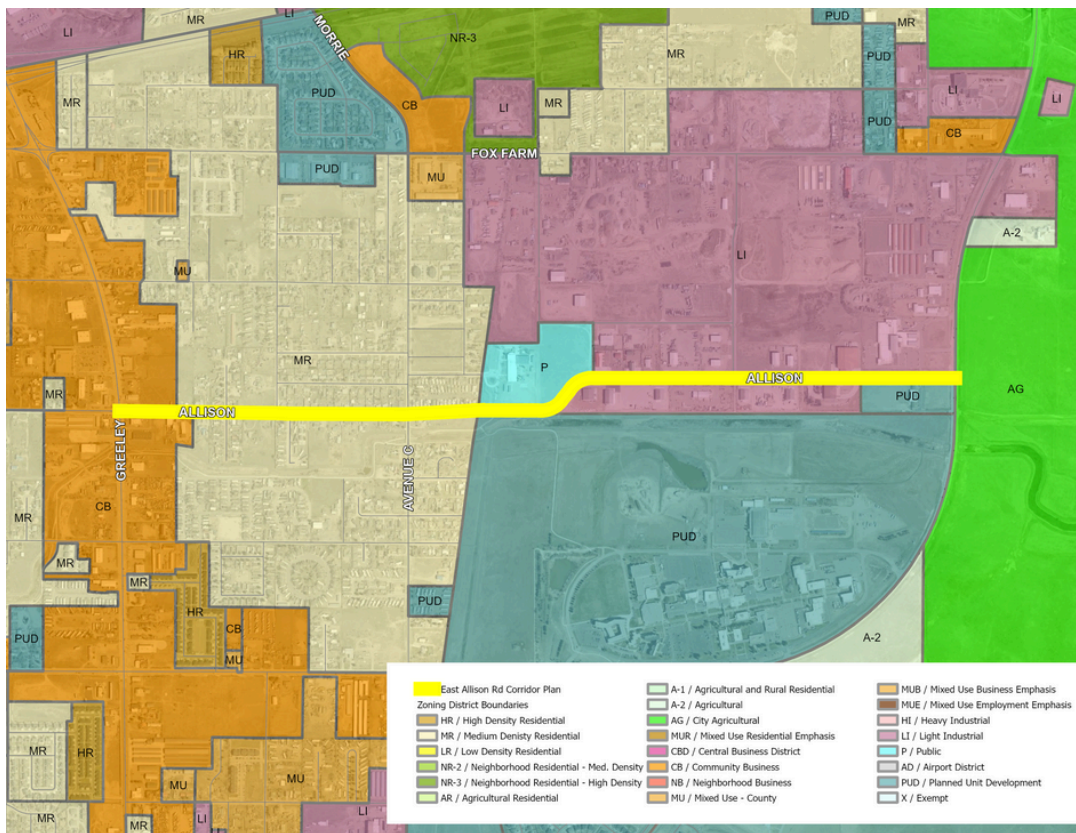


FIGURE 6 - ZONING

SOILS & DRAINAGE

TOPOGRAPHY

The terrain of East Allison Road gently slopes to the east with a high point of 6012 feet at US 85 and 5995 feet at Avenue C. Drainage flows toward Allison Draw with a top of bank of 5990 feet. The road connection point in the Niobrara Energy Park is 5992 feet. Drainage in the area is poor; however, with proper infrastructure improvements stormwater could easily be directed to Allison Draw which has a low point of 5983 feet.

DRAINAGE

The entire corridor drains to Allison Draw, which flows to the east. The county maintained drainage is wet most of the year; however, flows are dependent on storm events. Allison Draw is in need of dredging to help improve flow during dry seasons. A large culvert and ditch south of Arp Elementary School helps direct stormwater to Allison Draw.

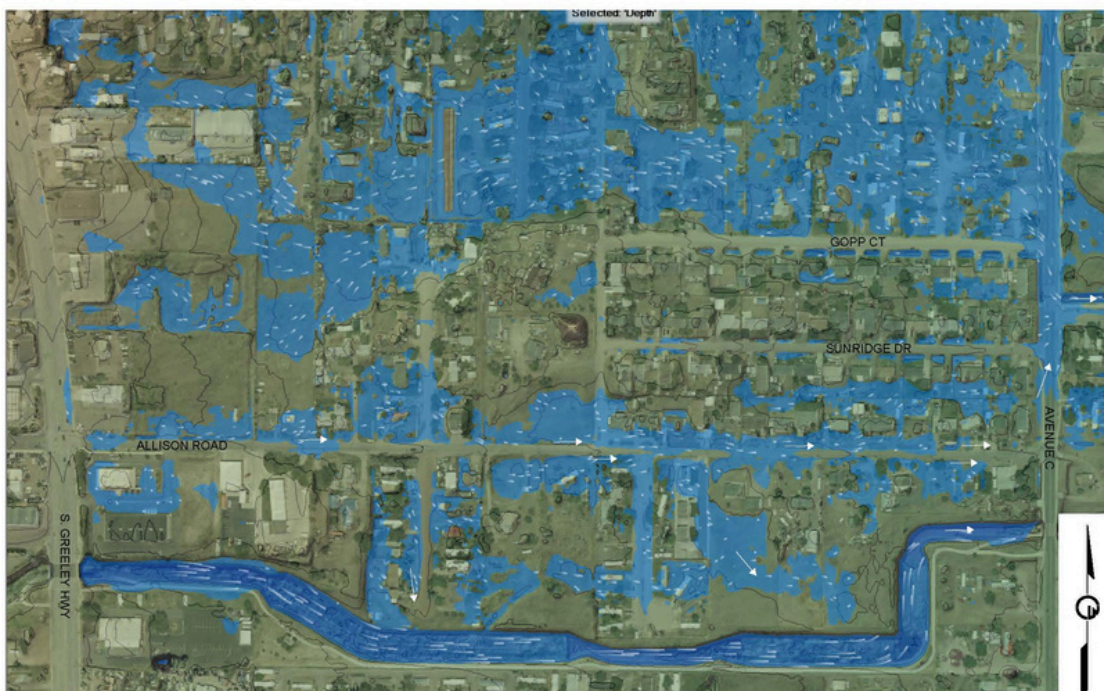


FIGURE 7- DRAINAGE PATTERNS - SOURCE KELLY HAFNER

SOILS

Three soil characteristics are present along the corridor. The west end consists of Poposhia-Trimad complex soils, the central section is Ascalon complex, and the industrial park is Ascalon loam cool. All three soil types are classified as well drained. The complete soil survey can be found in Appendix C.

FLOODWAY

Figure 6 - FEMA Flood Zones depicts the 100-year and 500-year floodplain, which both encompass a portion of East Allison Road.

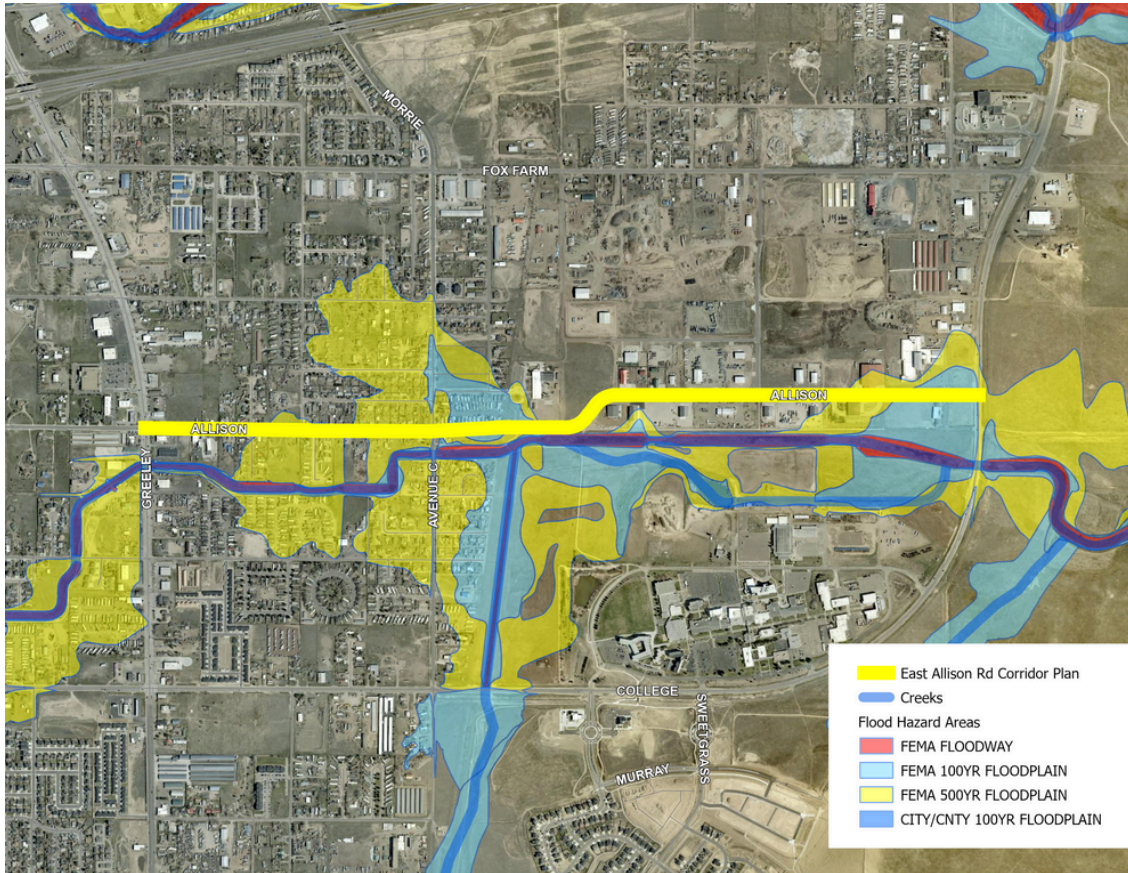


FIGURE 8 - FEMA FLOOD ZONES



CULVERT TO ALLISON DRAW



**OPEN DITCH
ALONG NORTH
SIDE OF EAST
ALLISON**

UTILITIES

Overhead and underground utilities are present along the corridor. The following utility providers were contacted to obtain information on existing infrastructure:

WAPA - Electric

Black Hills Energy - Electric & Gas

South Cheyenne Water & Sewer District

Board of Public Utilities - Water & Sewer

The following pages highlight general location of these utilities. It is recommended that these utilities be verified during the design phase prior to construction.

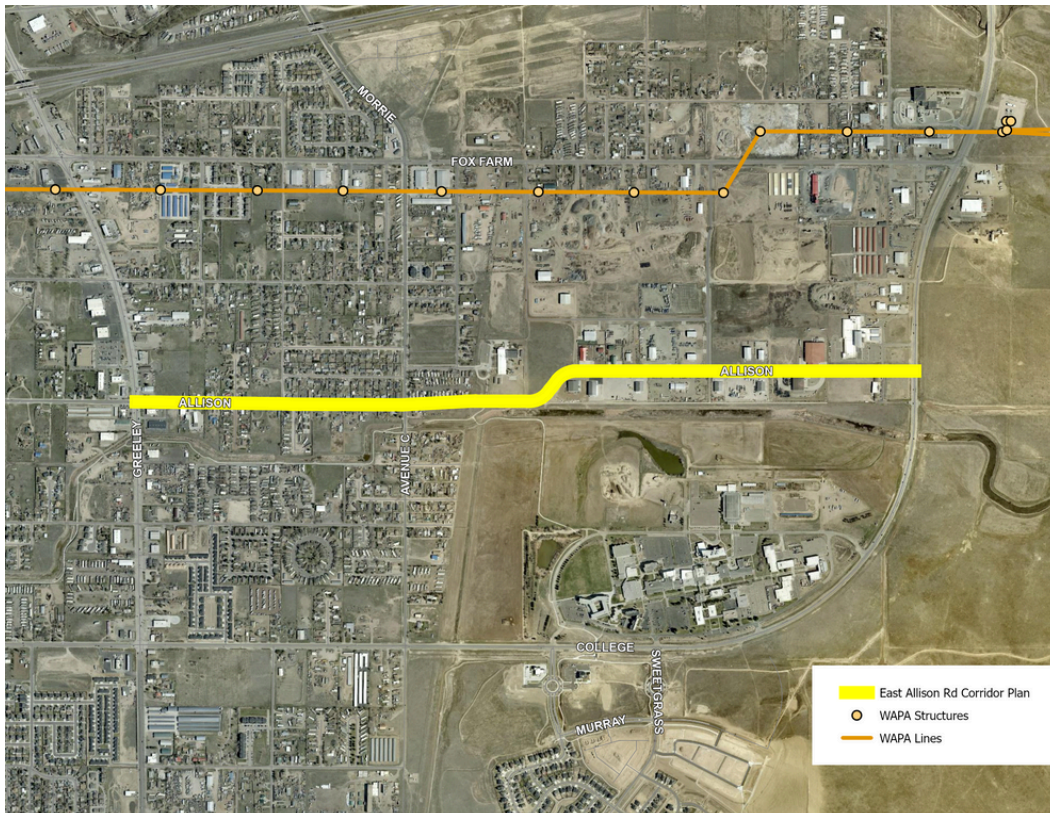


FIGURE 9 - WAPA POWER LINES

BLACK HILLS ENERGY



FIGURE 10A - BLACK HILLS ENERGY POWER LINES

BLACK HILLS ENERGY

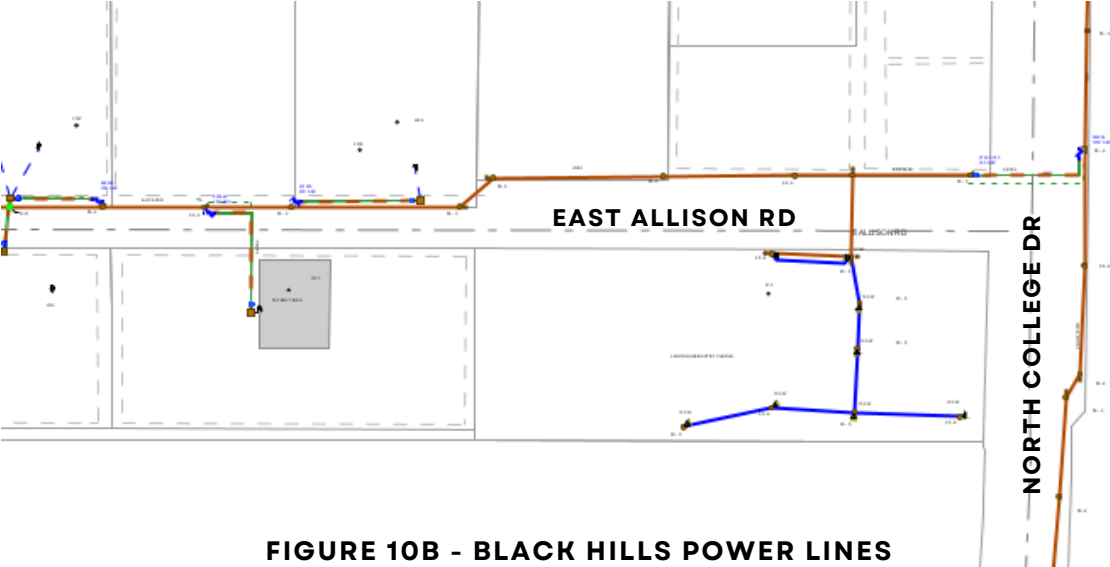
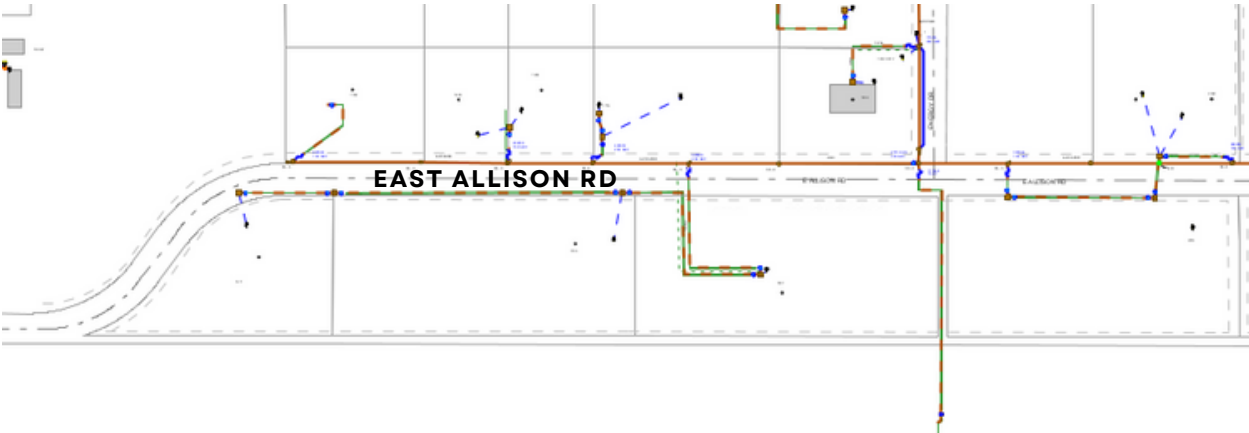


FIGURE 10B - BLACK HILLS POWER LINES



FIGURE 11 - BLACK HILLS NATURAL GAS

SOUTH CHEYENNE WATER & SEWER

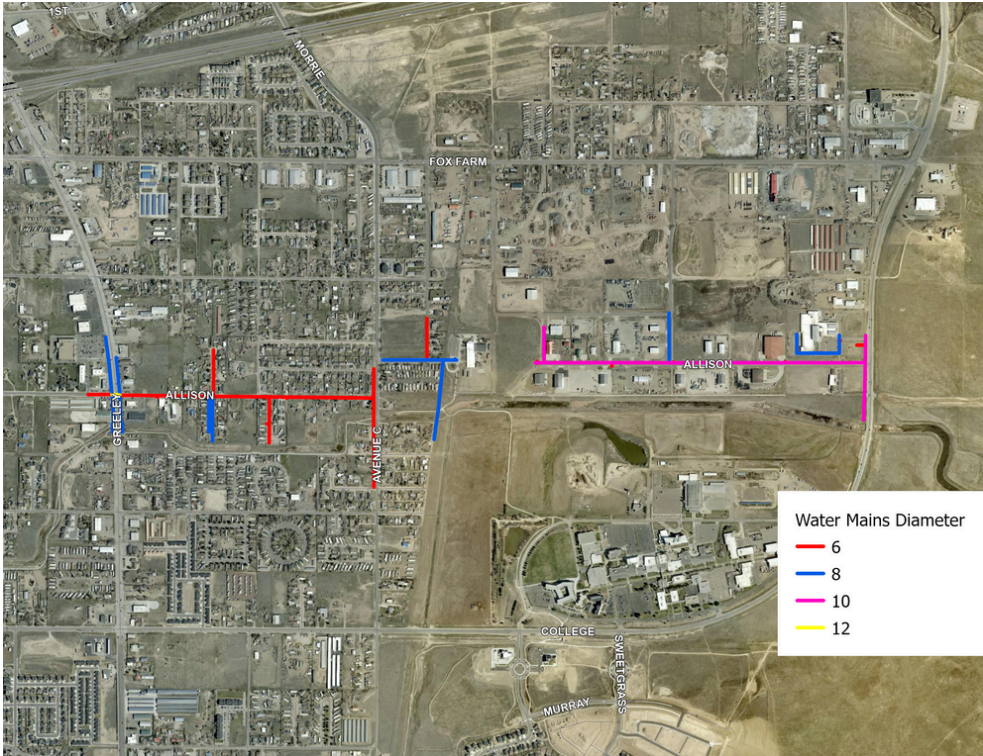


FIGURE 12 - SOUTH CHEYENNE WATER

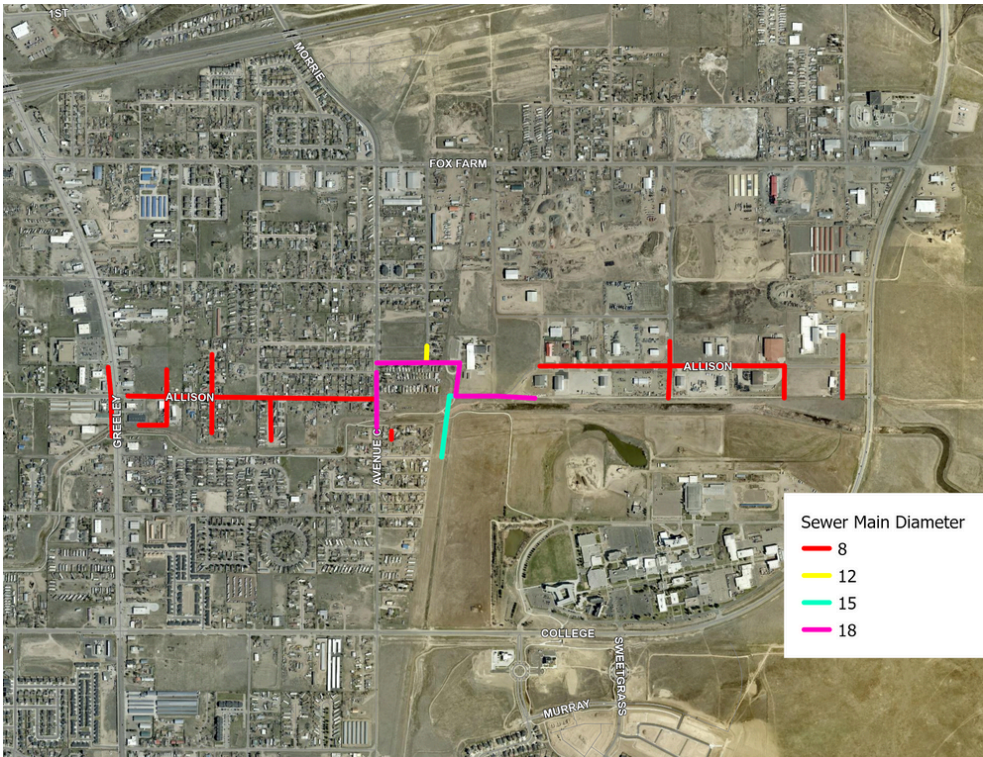


FIGURE 13 - SOUTH CHEYENNE SEWER

CHEYENNE BOARD OF PUBLIC UTILITIES

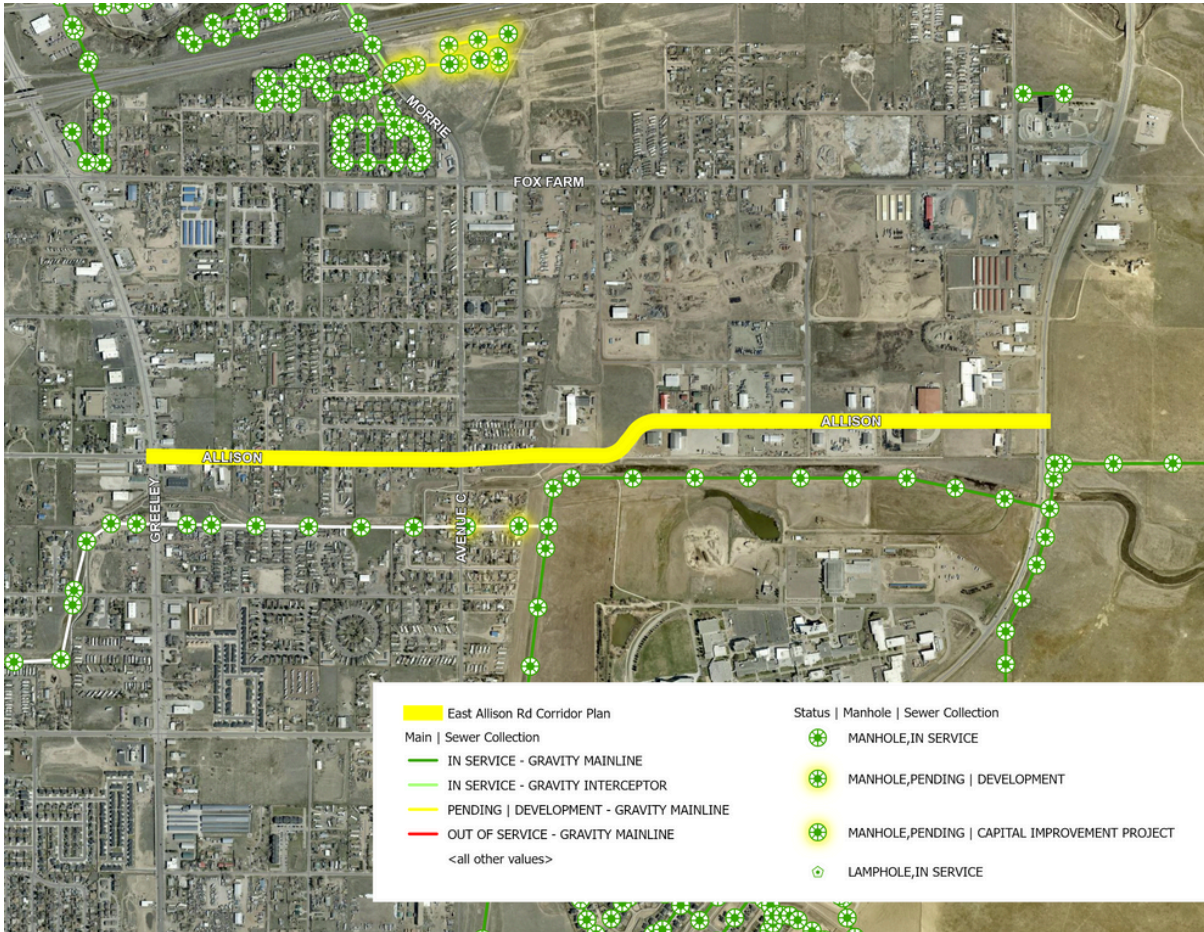


FIGURE 14 - BOPU SEWER

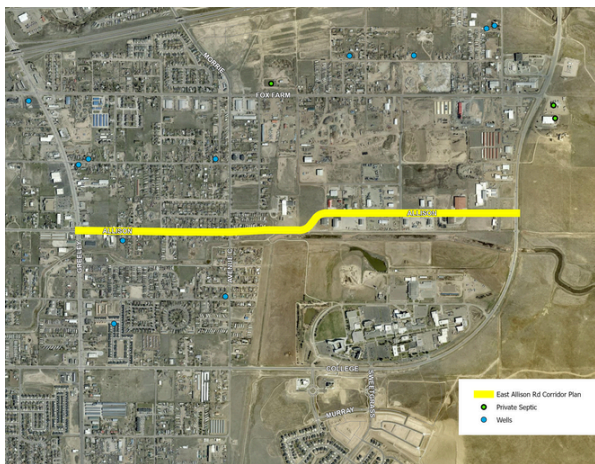


FIGURE 15 - PRIVATE SEPTIC & WELLS

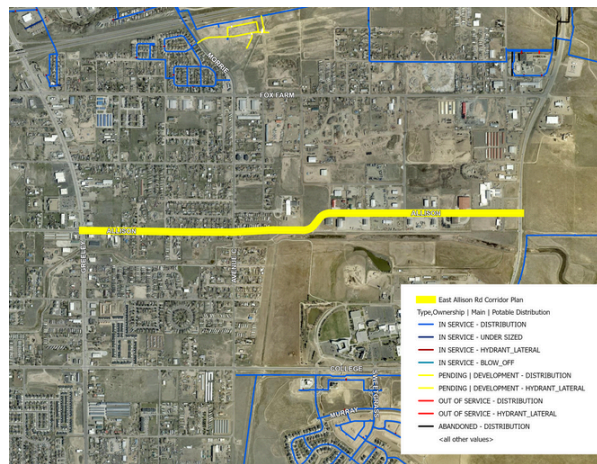


FIGURE 16 - BOPU WATER

THIS MAP IS MADE POSSIBLE THROUGH THE CHEYENNE AND LARAMIE COUNTY GIS COOPERATIVE (CLCGISC) AND IS FOR DISPLAY PURPOSES ONLY. THE CLCGISC INVOKES ITS SOVEREIGN AND GOVERNMENTAL IMMUNITY IN ALLOWING ACCESS TO OR USE OF THIS DATA, MAKES NO WARRANTIES AS TO THE VALIDITY, AND ASSUMES NO LIABILITY ASSOCIATED WITH THE USE OR MISUSE OF THIS INFORMATION.

TRANSPORTATION OPERATIONS ANALYSIS

FUNCTIONAL CLASSIFICATION

The Functional Classification Map for the Cheyenne MPO Planning Area shows East Allison Road also as a Major Collector with its eventual connection to College Drive.

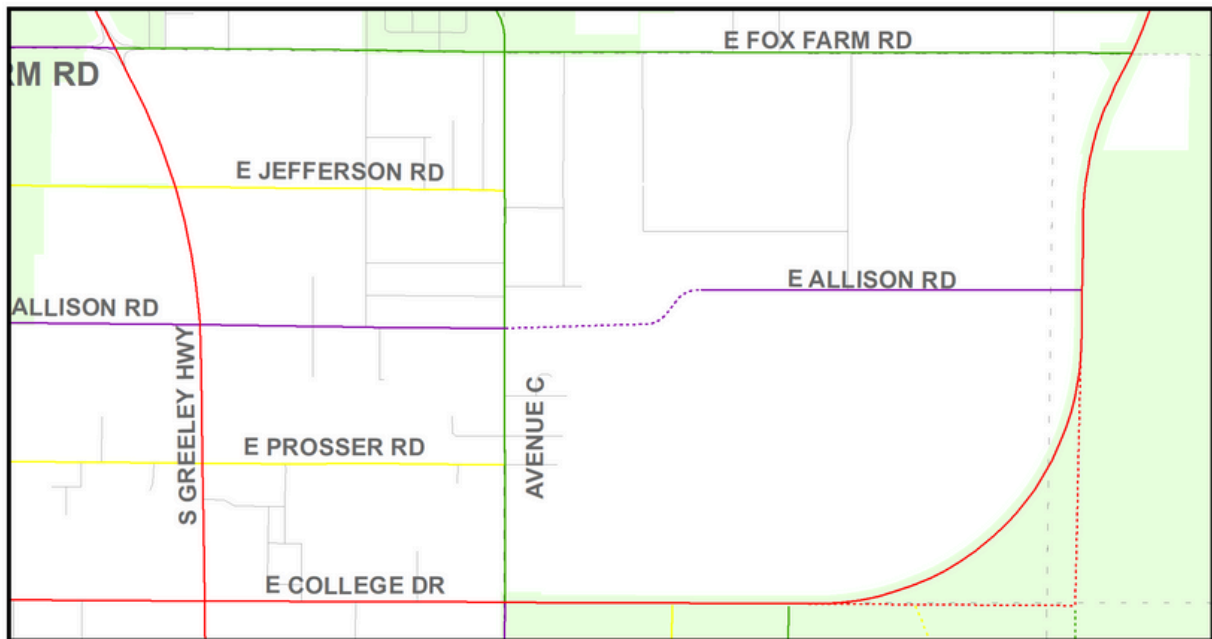
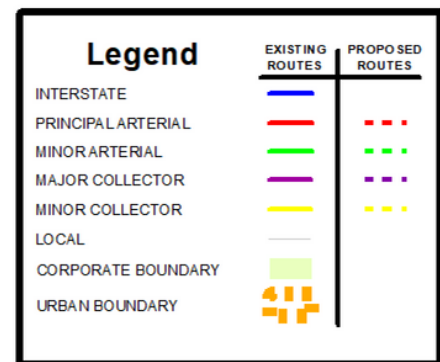


FIGURE 17 - FUNCTIONAL CLASSIFICATION



TRAFFIC & SAFETY ANALYSIS

Traffic Model

The Cheyenne MPO Traffic Model was utilized for this study. The Model volumes for 2019 and 2045 are shown in figure A below and Allison Rd Corridor was collected April 11, 2024, shown in figure B below. A comparison of 2019 and 2045 model to current counts was reviewed and determined that counts collected fall with parameters of the 2019 and 2045 Model projections along Allison Rd Corridor. Traffic volumes are projected to increase from almost negligible numbers to 4546 vehicles per day (vpd) by 2045. The western half of the corridor, between South Greeley Hwy and Avenue C, is projected to see an increase in daily traffic of 3200 vpd. The new Allison Rd connection between Avenue C and Energy Dr will see an increase in traffic of 4500 vpd. The section between Energy Dr and College Dr will see an increase of 1700 vpd. The significant increases for 2045 make the assumption that East Allison Road is connected from from Avenue C to Niobrara Energy Park.

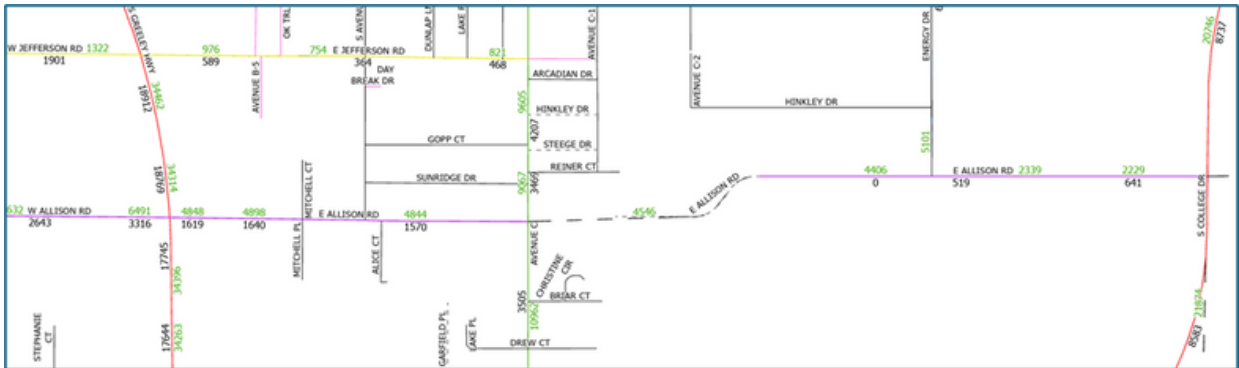


FIGURE 18: TRAFFIC MODEL, 2045 (GREEN - TOP NUMBER) AND 2019 (BLACK - BOTTOM NUMBER)

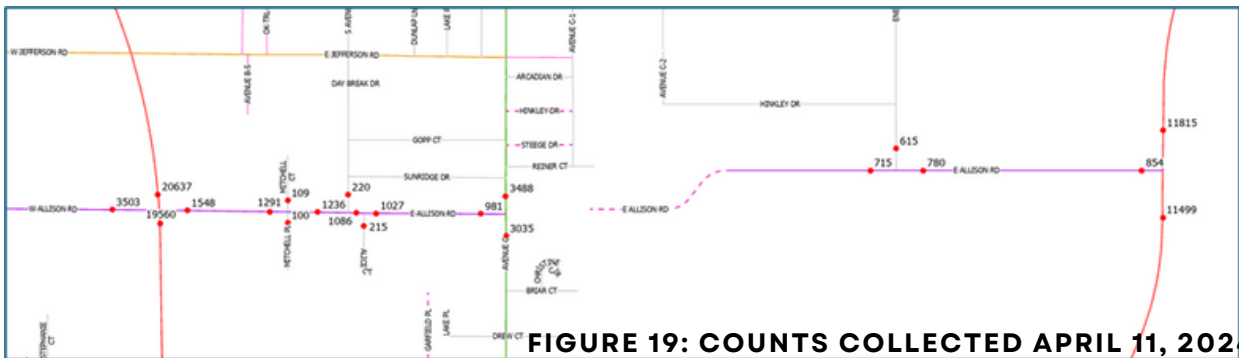


FIGURE 19: COUNTS COLLECTED APRIL 11, 2024

Speeding

The Cheyenne MPO conducted a speed study on the corridor for westbound and eastbound traffic. The locations of the speed study were east of South Greeley Hwy and west of Avenue C. The Speed Study was conducted on May 1, 2024. It is common to see speeds higher than the posted speed limit of 30 MPH. The highest measured 85th percentile speed was east of South Greeley Highway for eastbound traffic at 37.18 MPH. While the measured 85th percentile speed east of South Greeley Highway for westbound traffic at 33.98 MPH and west of Avenue C for eastbound traffic at 34.22 MPH and westbound traffic at 34.39 MPH. The higher speed on the western end near South Greeley Highway indicates vehicles are coming from wider street conditions and entering the Allison Corridor with a narrower street configuration and speeds are adjusting to the surrounding conditions.

Intersection Analysis

Under the 2024 analysis period for the East Allison Road Corridor for current condition, South Greeley Highway is operating at a LOS A for both AM & PM peak hour. All intersections with stop control are operating at a LOS of A or B through 2049 with the exception of College Dr. Currently this intersection is operating at a LOS of C and approaches LOS E for AM and LOS F for PM in 2049 with the new connection of East Allison Road to the west. The reason for the low LOS in the future is due to increased traffic on College Drive. Increased left turn movements from East Allison Road with control delay (s/veh) of 64.1 seconds for the AM to 135.9 seconds for the PM. This situation is common for stop controlled intersections when main street volumes increase reducing gaps to make left turns onto a main street. When the right turns off East Allison Road declines to a LOS D or lower, the intersection should be revisited to determine the best solution to improve overall LOS of C or better.

Corridor Crash History

The Wyoming Department of Transportation (WYDOT) Highway Safety Crash Data Analysis was contacted regarding crashes and incidents along the corridor. The last five years (2019 through 2023) were obtained to analyze the crash history and patterns.

There were no fatalities along the East Allison Road Corridor from South Greeley Highway to College Dr. There was one incident where a pedestrian was hit at the intersection of South Greeley Highway & East Allison Road while crossing with a vehicle turning right. There were several instances where a utility pole was struck due to improper driving with three angle crashes at intersection (driving to fast for conditions) and one rear end crash (improper driving) along the corridor. During the five years, there were ten total crashes with two injuries and eight involving property damage only.

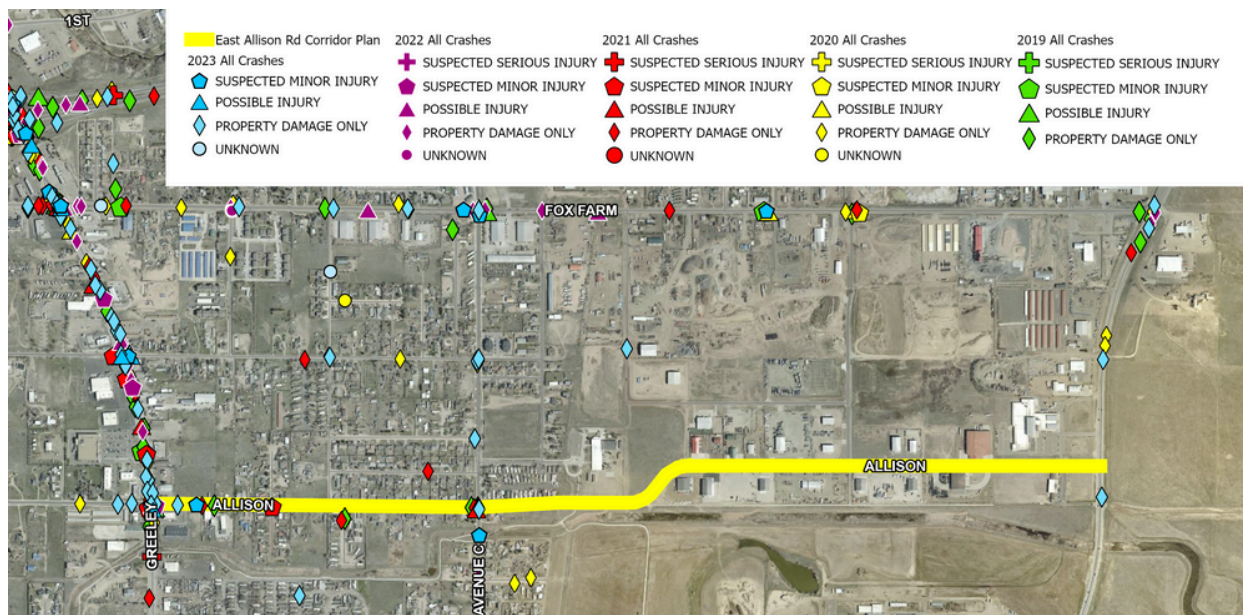


FIGURE 20: FIVE YEAR CRASH DATA

PUBLIC OUTREACH

The first neighborhood meeting was held at the Fellowship Baptist Church on May 14, 2024, from 4-6 PM. Fifteen (15) property owners participated in the open house format. Input was collected on the existing conditions of the corridor and what the citizens would like to see for improvements. Ninety (90) postcards were mailed to affected property owners.

A follow up meeting was conducted on June 15 to present the recommended improvements.



SUMMARY OF PUBLIC COMMENT

NEIGHBORHOOD MEETING #1

Two main concerns were identified: road condition and drainage. The neighborhood would like to see the section between South Greeley Highway and Avenue resurfaced to eliminate potholes and deteriorating conditions. Surface water during storm events is problematic with ponding occurring in various locations. There is a desire for curb and gutter to mitigate these issues with two property owners willing to assist with providing easements for stormwater discharge to Allison Draw: the property east of the fire station and the trailer park on Alice Court. There are also concerns about the greenway flooding underneath Avenue C.

Residents would like to see consideration for more traffic control with a possible four way stop at Avenue C if Allison Road is connected to Niobrara Energy Park. Additional infrastructure requests include better connections to the greenway, the addition of sidewalks on at least one side of the road, street lights, and upgrades to the water and sewer utilities when the road is reconstructed. Upon completion of construction, general maintenance with consistent snow removal is desired.

NEIGHBORHOOD MEETING #2

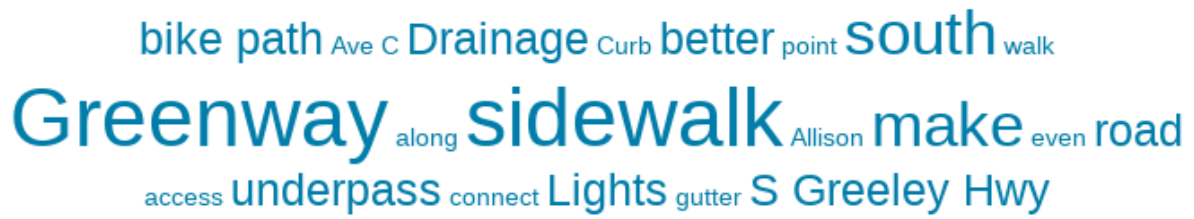
TBD

SURVEY RESULTS

A QR code with a link to a short survey was included on the postcards that were mailed to the neighborhood. A total of 23 responses were collected. The following is a summary of the results.

A third of the respondents use Section 1 daily; another third use it weekly. Only 28% of the respondents use Section 3 weekly or more frequent. Most respondents travel the corridor as a driver. The top three concerns for the corridor were lack of sidewalks, pavement condition, and drainage. The intersection with South Greeley Highway is most concerning. A quarter of the respondents resided along the corridor, a quarter were route users, and another quarter had no affiliation. The complete survey results can be found in the Appendix.

The following graphic is word cloud of common words from written responses to the question of what improvements you would like to see along the corridor. The bigger the font, the more frequent the word was mentioned.



CORRIDOR RECOMMENDATIONS

After reviewing public comments from the neighborhood meeting and online survey, the following recommendations are proposed from the steering committee:

SECTION 1

The corridor will be reconstructed within the existing right-of-way. Bike lanes will be added with a 6' sidewalk constructed on the south side of the road. Curb and gutter will be added to address road drainage. The swale on the north side of the road will be maintained to address surface runoff from the neighborhood during storm events. Further drainage study will be necessary to determine the best location for outfall locations to Allison Draw.

Unfortunately, it would be too costly to remove overhead utilities; however, it is recommended that all overhead wires be consolidated to one side of the street, preferably the south side. Underground water and sewer should be replaced while the road is being reconstructed. Early coordination with the South Cheyenne Water & Sewer District is suggested.

Other considerations should include addressing driveway access and encouraging the consolidation of driveways for shared access where possible. It is also recommended that mailboxes be consolidated into a single location to service the entire neighborhood.

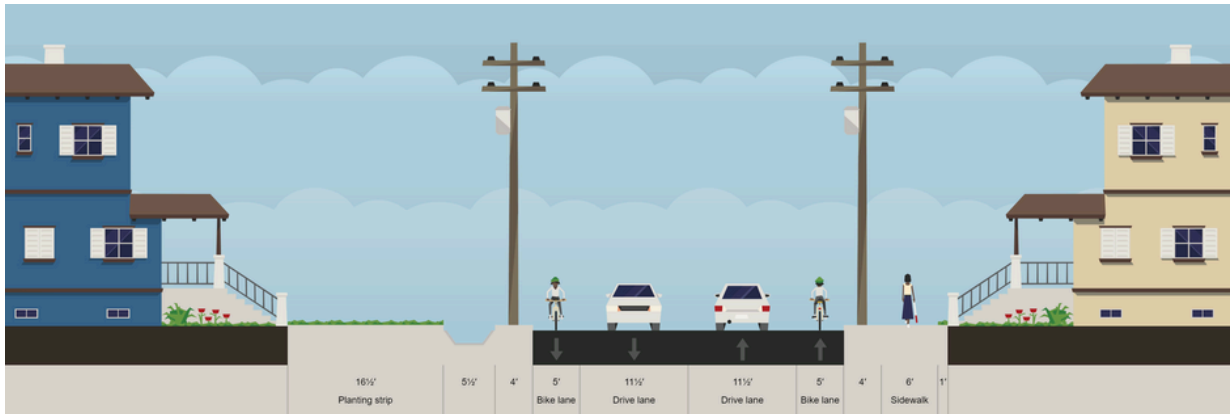


FIGURE 21 - SOUTH GREELEY HIGHWAY TO AVENUE C

SECTION 2

To enhance the thoroughfare network of southeast Cheyenne, it is recommended to connect East Allison from Avenue C to Niobrara Energy Park. This connection is expected to see an increase of daily traffic from 1,500 to 4,000 vehicles per day. This will alleviate traffic flow on College Drive and potentially eliminate the need for signalization along the College Drive corridor.

The 3.27 acre parcel located at 903 Avenue C should be acquired by the Laramie County to accommodate the road extension. Approximately half of the property is located within the 100 year flood plain. It is estimated the north 90 feet of this parcel would need to be dedicated for the right-of-way. The residual land would be a desirable location for affordable housing with proper site improvements.

A 6' sidewalk is proposed for both sides of this section with the exception of 10' greenway to connect two sections of existing greenway. Early coordination with Greater Cheyenne Greenways is needed to ensure proper design for a planned connector section. Additional consideration shall be made for improving the existing greenway section crossing Allison Draw that remains wet most of the year.

A drainage ditch aligns the existing unimproved right-of-way of this section. The existing box culvert will need to be relocated/replaced underneath the greenway with direct access to Allison Draw and eliminating the ditch.

A tree lined street is also recommended to enhance the aesthetics of the corridor. If the parcel described above is acquired some initial planning for driveway access shall be discussed.



FIGURE 22 - AVENUE C TO NIOBRARA ENERGY PARK

SECTION 3

This section will accommodate the connection to Avenue C with little improvements necessary. The large cul-de-sac can be eliminated since the corridor will become a through road. The section does have a greenway running parallel to the corridor along the south side of the industrial park with a connector to Energy Drive. As such, a sidewalk is not recommended at this time; however, if conditions warrant a sidewalk could easily be accommodated on the south side of the road.

Coordination with WYDOT shall occur to determine any intersection configurations at College Drive. The eastern 875 feet of the corridor has a 120' right-of-way. If requested by the adjacent property this study would support vacation of a portion of this right-way-way after final intersection design is complete.

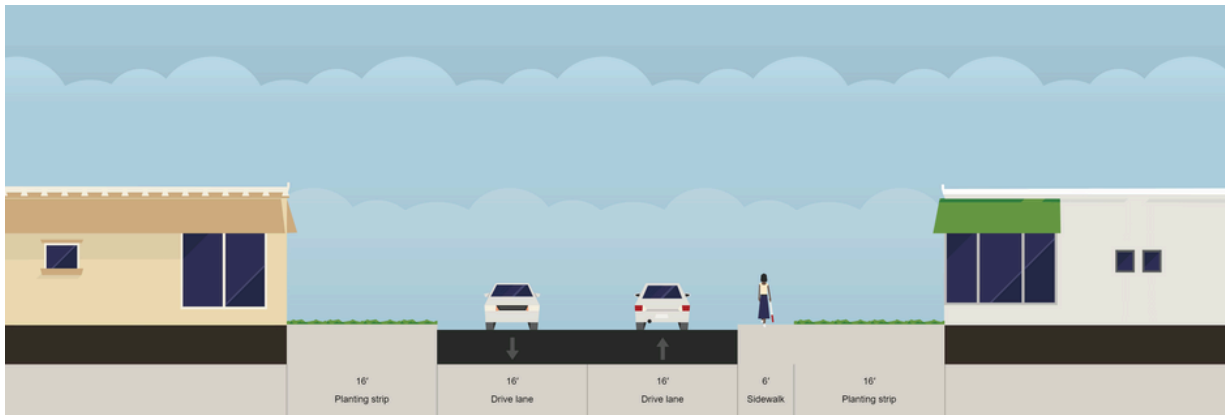


FIGURE 23 - NIOBRARA ENERGY PARK

COST ESTIMATES

In 2021, Laramie County voters approved 6th Penny sales tax funds in the amount of \$2,435,339.99 to be collected for the design and construction of East Allison Road from South Greeley Highway to Avenue C (Section 1). Based on preliminary cost estimates, sufficient funding is available to complete Section 1 of this study.

Table 2 - Estimate of Probable Costs

Section 1	\$1,984,514
Section 2	\$2,240,082
Section 3	NA

COST ESTIMATES

Section 1: Allison Rd, S. Greeley Hwy to Avenue C

Item No.	Description	Unit	Estimated Quantity	Unit Price	Total Cost
1	Mobilization	LS	1	\$80,000.00	\$80,000.00
2	Bonds and Insurance	LS	1	\$25,000.00	\$25,000.00
3	Traffic Control	LS	1	\$45,000.00	\$45,000.00
4	Quality Control Testing	LS	1	\$40,000.00	\$40,000.00
5	Construction Surveying	LS	1	\$30,000.00	\$30,000.00
6	Erosion Control and Stormwater Management	LS	1	\$25,000.00	\$25,000.00
7	Removal of pipe (Storm sewer/culverts)	LF	602	\$21.00	\$12,642.00
8	Remove Asphalt Pavement	SY	7,604	\$4.20	\$31,936.83
9	Remove Concrete Pavement (sidewalk, roadway, & approaches)	SY	797	\$15.00	\$11,955.00
10	Remove Curb & Gutter	LF	82	\$4.00	\$328.00
11	Clearing and Grubbing	LS	1	\$5,000.00	\$5,000.00
12	Retocate Existing Utilities	LS	1	\$10,000.00	\$10,000.00
13	Unclassified Excavation	LS	1	\$50,000.00	\$50,000.00
14	Crushed Base, Grading W, 4"	SY	1,280	\$5.30	\$6,785.51
15	Crushed Base, Grading W, 6"	SY	11,913	\$8.00	\$95,307.15
16	Plant Mix Bit. Pavement 2"	SY	11,913	\$12.40	\$147,726.09
17	Plant Mix Bit. Pavement 3"	SY	11,913	\$18.50	\$220,397.79
18	Storm - RCP 18"	LF	688	\$130.00	\$89,440.00
19	Grade Drainage Ditch	LF	1870	\$125.00	\$233,750.00
20	Adjust Sewer Manholes	EA	8	\$270.00	\$2,160.00
21	Adjust Water Valve Box	EA	2	\$420.00	\$840.00
22	Adjust Gas Valve Box	EA	1	\$420.00	\$420.00
23	Dryland Seeding	ACRE	1.74	\$2,500.00	\$4,350.00
24	Curb Turn Fillets	SF	1,780	\$8.50	\$15,130.00
25	Concrete Valley Pan	SF	1,428	\$8.50	\$12,138.00
26	Concrete Sidewalk, 4"	SF	16,084	\$7.40	\$119,021.60
27	Concrete Approach, 6"	SF	9,777	\$9.50	\$92,881.50
28	Detectable Warning Plates	EA	6	\$200.00	\$1,200.00
29	Striping, White Edge Line 4"	LF	5,144	\$0.45	\$2,314.80
30	Striping, Yellow Edge Line 4"	LF	4,994	\$0.80	\$3,995.20
31	Striping, Crosswalk	EA	25	\$1,200.00	\$30,000.00
32	Stop Bar 24" Wide	LF	50	\$120.00	\$6,000.00
33	Left Turn Arrow Symbol	EA	2	\$300.00	\$600.00
34	Bike Symbol with Arrow	EA	6	\$300.00	\$1,800.00
35	Bike Symbol with Sharrow	EA	1	\$300.00	\$300.00
36	Force Account	\$	50,000	\$1.00	\$50,000.00

Construction Total: \$1,503,419.47

Engineering Design: \$180,410.34
 Construction Administration: \$120,273.56

Total with Engineering Design & Construction Administration: \$1,804,103.36

10% Contingency: \$180,410.34
Project Total: \$1,984,513.70

COST ESTIMATES

Section 2: Allison Rd, Avenue C to Start of Existing Road

Item No.	Description	Unit	Estimated Quantity	Unit Price	Total Cost
1	Mobilization	LS	1	\$210,000.00	\$210,000.00
2	Bonds and Insurance	LS	1	\$42,000.00	\$42,000.00
3	Traffic Control	LS	1	\$82,000.00	\$82,000.00
4	Quality Control Testing	LS	1	\$82,000.00	\$82,000.00
5	Construction Surveying	LS	1	\$62,000.00	\$62,000.00
6	Erosion Control and Stormwater Management	LS	1	\$51,000.00	\$51,000.00
7	Removal of pipe (Storm sewer/culverts)	LF	36	\$21.00	\$756.00
8	Remove Asphalt Pavement	SY	2365	\$4.20	\$9,933.00
9	Remove Concrete Pavement (sidewalk, roadway, & approaches)	SY	115	\$15.00	\$1,725.00
10	Remove Curb & Gutter	LF	270	\$4.00	\$1,080.00
11	Clearing and Grubbing	LS	1	\$15,000.00	\$15,000.00
12	Relocate Existing Utilities	LS	1	\$42,000.00	\$42,000.00
13	Unclassified Excavation	LS	1	\$200,000.00	\$200,000.00
14	Crushed Base, Grading W, 4"	SY	8738	\$5.30	\$46,311.40
15	Crushed Base, Grading W, 6"	SY	8738	\$8.00	\$69,904.00
16	Plant Mix Bit. Pavement 3"	SY	8738	\$18.50	\$161,653.00
17	Plant Mix Bit. Pavement 4"	SY	8738	\$24.50	\$214,081.00
18	Storm - RCP 24"	LF	250	\$160.00	\$40,000.00
19	FES - RCP 24"	EA	8	\$1,600.00	\$12,800.00
20	Dryland Seeding	ACRE	0.89	\$2,500.00	\$2,225.00
21	Curb and Gutter, A, 24"	LF	3932	\$24.00	\$94,368.00
22	Curb Turn Fillets	SF	356	\$8.50	\$3,026.00
23	Concrete Valley Pan	SF	421	\$8.50	\$3,578.50
24	Concrete Sidewalk, 4"	SF	23592	\$7.40	\$174,580.80
25	Detectable Warning Plates	EA	6	\$200.00	\$1,200.00
26	Striping, White Edge Line 4"	LF	1788	\$0.45	\$804.60
27	Striping, Yellow Edge Line 4"	LF	3932	\$0.80	\$3,145.60
28	Striping, Crosswalk	EA	14	\$1,200.00	\$16,800.00
29	Stop Bar 24" Wide	LF	18	\$120.00	\$2,160.00
30	Bike Symbol with Arrow	EA	2	\$300.00	\$600.00
31	Bike Symbol with Sharrow	EA	1	\$300.00	\$300.00
32	Force Account	\$	50000	\$1.00	\$50,000.00

Construction Total: \$1,697,031.90

Engineering Design: \$203,643.83

Construction Administration: \$135,762.55

Total with Engineering Design & Construction Administration: \$2,036,438.28

10% Contingency: \$203,643.83

Project Total: \$2,240,082.11

Appendices

Appendix A - Public Outreach

Appendix B - 10% Design Plans

Appendix C - Technical Reports

Appendix D - Recorded Plats