



## **STAR VALLEY RANCH TRANSPORTATION ALTERNATIVES PLAN**

TOWN OF STAR VALLEY RANCH

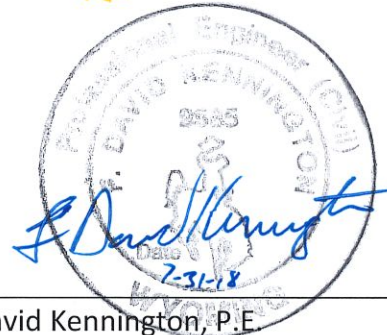
*June 2018*

# THE TOWN OF STAR VALLEY RANCH TRANSPORTATION ALTERNATIVES PLAN

JUNE 2018



*This plan was prepared using TAP funds  
from the Wyoming Transportation Department*



David Kennington, P.E.  
State of Wyoming, No. 9585

# TRANSPORTATION ALTERNATIVES PLAN

## TOWN OF STAR VALLEY RANCH

1.0 INTRODUCTION.....	1
1.1 BENEFITS OF TRAVEL PLAN .....	2
2.0 PLAN TEAM.....	3
3.0 DEMOGRAPHICS.....	3
3.1 Public Input .....	4
4.0 TRAVEL ENVIRONMENT .....	5
4.1 Topography .....	5
4.2 School Transportation Approach.....	5
4.3 Law Enforcement .....	6
5.0 TRANSPORTATION BARRIERS.....	6
5.1 High Importance Barriers.....	7
5.1.1 Connectivity .....	7
5.1.2 Long Length Cul-de-sacs .....	7
5.2 Medium Importance Barriers .....	8
5.2.1 Lack of Sidewalks and Pathways.....	8
5.2.2 Street Crossings .....	9
5.3 Low Importance Barriers.....	9
5.3.1 Walking Distance .....	9
5.3.2 Prater Canyon Creek.....	9
6.0 SOLUTIONS .....	10
6.1 Engineering and Planning.....	10
6.1.1 Long Length Cul-de-sacs .....	10
6.1.2 Lack of Sidewalks and Pathways.....	10
6.1.3 Designated Bus Stops .....	11
6.1.4 Prater Canyon Creek.....	12
6.1.5 Bicycle Racks.....	12
6.2 Education .....	12
6.3 Encouragement .....	12
6.4 Enforcement .....	13

6.4.1 Traffic Enforcement Patrols.....	13
6.4.2 Speed Feedback Signs .....	13
6.4.3 Street Signage & Traffic Control Devices.....	13
6.5 Evaluation .....	13
7.0 IMPROVEMENTS MAPPING .....	13
8.0 PROJECT PRIORITIZATION / ACTION PLAN.....	14
9.0 PLAN ENDORSEMENTS .....	16

#### APPENDIX A - FIGURES AND PHOTOS

#### APPENDIX B – MEETING DATA

#### APPENDIX C – SURVEY RESULTS

#### APPENDIX D – COST ESTIMATES



## 1.0 INTRODUCTION

The Transportation Alternatives (TAP) program is a federally funded grant program that was created by MAP-21; establishing a new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, and Safe Routes to School, wrapping them into a single funding source. When this study was initiated, it was under the MAP-21 program.

The FAST Act eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaced it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Under the TAP program funds may be used for projects or activities that are related to surface transportation and described in the definition of "Transportation Alternatives." [23 USC 101(a)(29)] The TAP program in Wyoming is administered through the Wyoming Department of Transportation (WYDOT).

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including—
  - inventory, control, or removal of outdoor advertising;
  - historic preservation and rehabilitation of historic transportation facilities;
  - vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
  - archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—

- address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or
- reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

In addition to defined Transportation Alternatives (as described above), the following projects or activities are eligible:

- The recreational trails program under 23 USC 206.
- The safe routes to school program under §1404 of SAFETEA-LU.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

The Town of Star Valley Ranch has recognized a need to improve the ability of its citizens to use alternative forms of transportation. The Town has lacked sidewalks or pathways and the majority of roads are gravel roads. Under wet soil conditions, walking and cycling are difficult.

As the Town moves toward a higher percentage of full time residents and households with school age children demand for alternative means (besides vehicles) to access the Post Office, Town Hall, swimming pool, bus stops and other attractions increases.

The Town of Star Valley Ranch is located in northern Lincoln County and has a population of 1,503 according to the 2010 U.S. Census.

Figure 1.0 shows the Town and its main attractions.

## 1.1 BENEFITS OF TRAVEL PLAN

A long term travel plan implemented as ability allows offers the following benefits:

- Healthy Lifestyles – Walking and biking have demonstrated health benefits. Planned pathways offer safe and pleasant environments to walk or bike. Pathways can also link to mountain trails offering backcountry experiences.
- Improved Mobility – For those that do not drive, alternative transportation offers increased independence through walking.
- Quality of Life – Pathways improve the livability of communities and increase the ability to attract and maintain residents.
- Safe Routes to School – Pathways offer increased independence for children to travel to and from school and encourage lifelong healthy habits of walking.
- Social Interaction – Traveling outside vehicles encourages face to face interactions and offers social contact that builds a sense of community.

- Reduced Congestion - Separation of pedestrians and traffic improves traffic flow and pedestrian safety. Alternative means of transportation also removes vehicles from the road by offering a reasonable alternative to driving for short trips.

## 2.0 PLAN TEAM

A cross section of school representatives, Town representatives, parents, and professionals are represented on the Town of Star Valley Ranch Transportation Alternatives Plan Team. The Plan Team consists of the following:

- Kathleen Buyers, Mayor, Town of Star Valley Ranch
- Ryan Lyman, Transportation Director, Lincoln County School District #2
- Evan Byrd, Administrator, Town of Town of Star Valley Ranch
- Mason Hillstead, Public Works, Town of Star Valley Ranch
- Ernie Sainz, Public Works Director, Town of Town of Star Valley Ranch
- Gregory Greenhoe, Chairman of Natural Resources Board, Town of Star Valley Ranch
- David Kennington, Sunrise Engineering

The Plan Team met to identify issues regarding walking, biking, trails and connectivity issues within the Town. The team identified destination locations within the Town and general challenges residents have when trying to utilize alternative transportation means.

## 3.0 DEMOGRAPHICS

According to the 2010 census data the Town of Star Valley Ranch had the population characteristics shown in Table 3.0.

Population estimates from the US Census Bureau estimates the 2017 population to be 1,581. The census information indicates about 21.8% of the population is over 65 and 23.8% is under 18 years of age. The remaining 54.4% (817) is between 19 and 65 years of age. The Census Bureau in 2016 also estimated about 707 or 45% of the population is employed. The census data indicates that even though the Town was sometimes in the past viewed as a retirement community there is a significant portion of the population that is working full time.

Table 3.0 - 2010 Population Data

<b>Total population</b>	1,503	100.0%
<b>Under 5 years</b>	99	6.6%
<b>5 to 9 years</b>	104	6.9%
<b>10 to 14 years</b>	108	7.2%
<b>15 to 19 years</b>	58	3.9%
<b>20 to 24 years</b>	32	2.1%
<b>25 to 29 years</b>	69	4.6%
<b>30 to 34 years</b>	127	8.4%
<b>35 to 39 years</b>	106	7.1%
<b>40 to 44 years</b>	79	5.3%
<b>45 to 49 years</b>	81	5.4%
<b>50 to 54 years</b>	85	5.7%
<b>55 to 59 years</b>	99	6.6%
<b>60 to 64 years</b>	128	8.5%
<b>65 to 69 years</b>	119	7.9%
<b>70 to 74 years</b>	93	6.2%
<b>75 to 79 years</b>	51	3.4%
<b>80 to 84 years</b>	52	3.5%
<b>85 years and over</b>	13	0.9%
<b>Median age (years)</b>	43.2	( X )
<b>16 years and over</b>	1,181	78.6%
<b>18 years and over</b>	1,145	76.2%
<b>21 years and over</b>	1,129	75.1%
<b>62 years and over</b>	415	27.6
<b>65 years and over</b>	328	21.8

### 3.1 Public Input

In order to foster input from the public on this Transportation Alternatives Plan, the Town suggested on-line surveys. These surveys have previously been successful with other Town issues. A survey was conducted during the first week of February 2018. The survey questions and results

are contained in Appendix B. The survey had 83 respondents living on 60 or more different streets. At least 78 of the 83 respondents walk or use other non-motorized travel means. Their major destinations include the Post Office, parks, trailheads to the mountains and the swimming pool. School bus stops and Town Hall are less used destinations.

The respondents identified the following challenges with regard to non-motorized travel:

- Road surfaces (gravel)
- Traffic and lack of pathways

*(Note the above items were suggestions in the survey question to which the respondent replied, not necessarily a thought generated by the respondent. See the survey in Appendix B for context.)*

With regard to school travel, the majority of the respondents walk to the bus pickup locations. The following items were identified as being challenges and concerns to independent travel to the bus pickup location:

- Lack of sidewalk
- Speed and volume of traffic
- Cold weather and lack of shelter

## 4.0 TRAVEL ENVIRONMENT

### 4.1 Topography

The Town of Star Valley Ranch contains varied topography, some of which is impossible for larger vehicles to negotiate especially in wintertime. Steep grades, sight distance, and sloping intersections create conditions that even experienced residents sometimes have difficulty during travel. The lower areas of Town have flat gentle grades favored by walkers and other non-motorized travelers. In addition, these flatter areas are the location of bus routes and pickup locations. The topography of the Town has influenced the highest use multi-use travel corridors to be generally located at lower elevations along the arterial roads. Figure 4.1 shows existing trails and pathways created and maintained by the Town.

### 4.2 School Transportation Approach

A phone interview was held with Ryan Lyman, Transportation Director for LCSD2 during the last week of January 2018. Mr. Lyman outlined the current bus routes through the Town and noted the steep conditions that limit where the buses can travel. Several of the bus routes are expected to be permanent, long-term routes. As noted by Mr. Lyman, the current pickup locations are less than ideal with a mixture of traffic, parental cars, children and the bus all congregated on the narrow shoulder with some arriving and departing while the bus is loading. The Town snow removal staff has also noted hazards of children waiting for the bus on snowbanks with limited sight distance and difficult footing. Oftentimes the bus will stop at a mid-point to pick up children still making their way to the bus stop along the roadway.



Mr. Lyman expressed support for creation of designated bus stops with shelter and a parent parking scheme that separates cars from the bus.

The logical location for the permanent bus pick up location would be along corridors that will always be a bus route. Potential locations include the following:

- Muddy String near Aztec
- Muddy String near Clark (or Clark near Birch)
- Vista Dr. near the post office
- Hardman Dr. near Middle Branch Dr.
- Butte Dr, or East Street

Figure 4.2 illustrates the current bus routes along with potential locations for permanent bus stops with shelters.

### 4.3 Law Enforcement

The Town of Star Valley Ranch has no police department. The Town contracts with Lincoln County Sheriffs office to provide part-time coverage by a deputy but the coverage times are determined by the Sheriff. The Town can make special requests, however timing these requests with potential offenses is nearly impossible.

## 5.0 TRANSPORTATION BARRIERS

A number of issues that act as barriers to pedestrian and bicycle transportation have been identified as part of this study. These barriers range from mild gravel or mud to the more difficult rights of way and private property issues.

The resident survey identified road surface as a barrier to travel and something that deters alternative forms of travel. Traffic levels and speed are also a deterrent to walking. The Town streets typically have a 24' width but a very limited steeply sloping gravel/dirt shoulder. Consequently, pedestrians must walk on the traffic lane and oftentimes impede traffic.

The boundary of the Town and the layout of its multiple plats creates areas where one must travel a long distance around private land to reach a destination that could otherwise be a short walk. Examples of access issues include the following:

- Evergreen Drive to Spruce Drive (on their north ends)
- Alpenglow Circle to Aspen Way
- North Forest Drive to Cedar Drive

## 5.1 High Importance Barriers

### 5.1.1 Connectivity

In several areas the original land development pattern followed later by the incorporated boundary of the Town creates peninsula type development with limited ingress/egress routes. The private and often roadless areas between the developed land presents barriers to all forms of travel.

An example of this is the North Forest Drive to Cedar Drive private property barrier near Cedar Drive and North Forest Drive. A permanent easement along the road depicted in Figures 5.1.1a and 5.1.1b would allow pedestrian access. At present it is an emergency egress in the event of a fire.



Figure 5.1.1a Private Property Cedar Dr.



Figure 5.1.1b Private Property North Forest

### 5.1.2 Long Length Cul-de-sacs

The Town contains several long length cul-de-sacs such as Spruce and Evergreen that are not necessarily barriers to travel outside the plat but are barriers to travel within the plat. For instance, as shown in Figure 5.1.2 the end of the Spruce Drive is 350 feet from the end of Evergreen however one must travel over a mile to make the trip without trespassing.

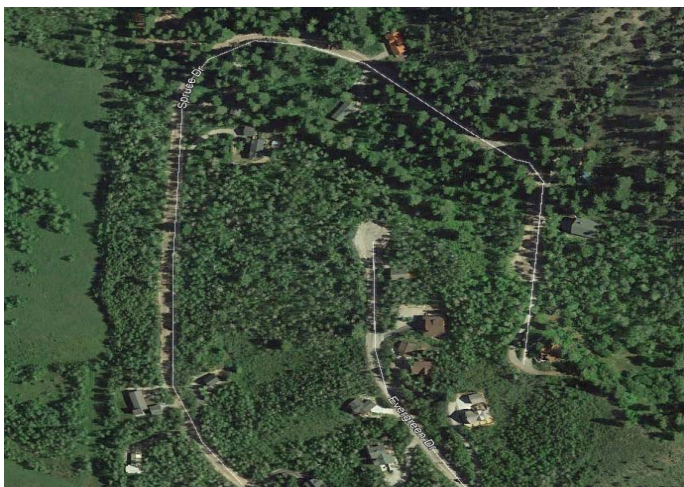


Figure 5.1.2 Cul-de-sacs of Spruce Drive and Evergreen Drive

## 5.2 Medium Importance Barriers

### 5.2.1 Lack of Sidewalks and Pathways

The Town of Star Valley Ranch has limited pathways in accessible public right of way. The existing pathways are located along Muddy String (south of Vista) and Vista Drive from Muddy String to Vista West. During the survey traffic and traffic speed were identified as concerns with potential walkers. The lack of sidewalks and pathways puts walkers on the road in uncomfortable proximity to traffic. Figure 5.2.1a shows Vista Drive, an arterial street in town. Figure 5.2.1b shows Muddy String also a busy road and the only north-south route in this area of Town. Note pedestrian passing guardrails.



Figure 5.2.1a Vista Drive looking East



Figure 5.2.1b Muddy String

During winter months icy footing and high snow banks at the edge of the road make pedestrian travel risky as pedestrians and vehicles share the road with no room for escape. Figure 5.2.1c shows a typical snow bank and road edge present from December to March.



Figure 5.2.1c Typical road edge during winter



Figure 5.2.1d Bus drop off on Vista



## 5.2.2 Street Crossings

Traffic volumes are generally low within the Town and most streets can be crossed with little difficulty. There are however a few areas where traffic concentrated and crosswalks have been installed. Vista Drive near the Post Office and Town Hall is an area of high traffic and crosswalks have been installed. If future permanent bus stops are installed additional crosswalks may be required. The location of these crosswalks would at points cross arterial roads such as Vista and the thru arterial traffic would not otherwise stop.

## 5.3 Low Importance Barriers

### 5.3.1 Walking Distance

Most walking within the Town is conducted as recreational/exercise by the participants. The Town Hall and Post Office can be destinations or stops but in general the length of recreational walks are tailored to the walker.

In the case of children reaching a bus stop, distance can be a barrier in that the pace of the child can vary greatly with age; consequently, limiting the distance to the slower paces of young children is recommended. Children living in the upper extremities of Town will have difficulty reaching a bus stop in a reasonable time.

### 5.3.2 Prater Canyon Creek

The creek from Prater Canyon crosses Cedar Drive at a low water crossing where the road enters Prater Canyon (see Figure 5.3.2a). This crossing is the only means to enter Prater Canyon. The crossing is constructed of concrete and normally easy to traverse. However, under some short term runoff conditions the crossing flows water at levels that could block pedestrians or bicycles. Although listed as a low importance barrier it is an infrequent barrier.



Figure 5.3.2a Low Water Crossing at Prater Canyon

## 6.0 SOLUTIONS

The primary goal for the Town of Star Valley Ranch Transportation Alternatives Plan is to improve the safety of walking and bicycling residents and to improve connectivity across the Town. The largest barriers to having routes for residents to walk and bike within the Town of Star Valley can be addressed with improvements to the infrastructure and the acquisition of rights of way in key areas. The following improvements are proposed.

### 6.1 Engineering and Planning

Some solutions can be implemented with volunteer and committee action. Clearing easements, road shoulders and pathways can be completed in coordination with Firewise activities and other civic group activities. Other more complex endeavors such as pathways may require survey, engineering, and legal activity to map out implementation details. For instance, a pathway could require easements, grade changes, utility relocation and identification of property corners.

#### 6.1.1 Long Length Cul-de-sacs

The long length cul-de-sacs require right of way or easement acquisition to provide a pathway. The primary challenge will be preserving the privacy of the impacted lots and lot owners will be reluctant to grant pedestrian easements. Purchase of one or more lots may be required. Perhaps the primary benefit of this access would be a secondary fire escape and fire fighting access route.

#### 6.1.2 Lack of Sidewalks and Pathways

Additional sidewalks and pathways will directly address several of the deterrents the residents have expressed with regard to walking. In addition, sidewalks could address concerns parents have raised with walking to the bus stop. In some areas the destinations of walkers coincides with bus routes and children walking to the bus stop. The Post Office is a destination as well as a bus stop location. Extending the existing Vista Drive pathway from Vista West to Vista East will provide a pathway way that intercepts seven intersections and provides a means for pedestrians from all of these side streets to reach the post office while not walking on Vista Drive (the busiest street in town). Figures 6.1.2 and 6.1.2a in Appendix A illustrates the concepts associated with the Vista Drive pathway.

The area of Muddy String Lane from Piute to Clark Lane is also a leading candidate for a pathway to address walking and bicycling concerns. Figure 6.1.2b in Appendix A illustrates the design concept associated with this more difficult cut and fill road section.

The bus route on Cedar Drive and Hardman Drive also coincide with popular walker routes and the most direct traffic route from the post office to the southern half of town. Pathways constructed out of each bus stop will be used by walkers and bicycles.

The Lincoln County Travel Plan and the Town of Star Valley Ranch have contemplated several larger picture pathways that follow non-traditional routes. Examples of these routes include the bank of the Hardman Ditch and the Lower Valley Energy transmission corridor. These routes are long and continuous and removed from vehicular traffic. However they offer challenges in



that the parent use of these corridors requires activities that are hazardous to pedestrians and will damage or cover pathways. Negotiation of the wholesale use of these corridors as pathways is expected to be difficult. It may be better and more easily agreed to use only small segments of these corridors to jump from one public right of way to the next thereby reducing conflicts with the primary use of these corridors. Figure 6.1.2 is a canal near Ridgecrest and Alpine Way. Note the dredged mud from normal maintenance.



Figure 6.1.2 Canal Maintenance

### 6.1.3 Designated Bus Stops

The establishment of designated bus stops will require property acquisition at locations along the routes. The property will allow off-street drop-off and pickup of children and will serve as an anchor for multiuse pathways reaching out to nearby intersections. Figure 6.1.3, 6.1.3a, 6.1.3b and 6.1.3c in Appendix A show potential permanent bus stop locations. The permanent bus stop shelter will encourage children to stay out of traffic while waiting for the bus and serve as a focal point for children and parents when agreeing on pickup location.



Figure 6.1.3 Sample Bus Shelter

The bus stop should also be equipped with a secure bicycle rack to allow students to ride to and from the stop.

#### 6.1.4 Prater Canyon Creek

In order to provide a safe method of crossing Prater Canyon Creek, a pedestrian and bicycle bridge could be constructed immediately east of the existing low water crossing. With proper planning and construction, this would provide a safe way to cross the creek. Because of the relatively low vehicular traffic in this area the bridge would not include pathway extensions other than a short entrance and exit pathway that leads back to the road.

The pedestrian bridge would require a railing system that would prevent small children from falling into the creek. The bridge could be narrow as it will not be used in winter months and snow removal will be unnecessary.

#### 6.1.5 Bicycle Racks

At points such as trailheads, parks, the pool, and post office, bicycle racks will allow the cyclist to secure their bicycle as they participate in other activities. Racks should be considered at locations where a bicycle may remain for an extended period of time out of the owners line of vision. Knowing there is a place to secure their bicycle will encourage the use of bicycles.

### 6.2 Education

Using electronic and traditional print media the Town can provide information related to pathway locations to residents. The materials will include maps of Town streets with destinations and those streets with pathways.

Education programs could be initiated by the Town to encourage adherence to safety rules while walking or biking to the bus pickup locations. Educational materials could be produced and distributed that would teach children safe procedures for crossing intersections and dealing with traffic. Also, pedestrian and bicycle safety skills could be taught in events that encouraged participation by students.

### 6.3 Encouragement

Many residents participate in walking during summer months. The addition of plowed pathways can further encourage participation in alternative transportation during all seasons.

A program could be instituted that would encourage kids to walk or bike to school. This could include events such as a “Walk to School Day” and a “Bike to School Day”.

## 6.4 Enforcement

### 6.4.1 Traffic Enforcement Patrols

The Town of Star Valley Ranch contracts with the Lincoln County Sheriffs Office for traffic enforcement. The timing of patrols is random and depends on availability personnel. At Town meetings the public has expressed a desire for additional patrols. The reporting by the public of incidents is encouraged and the reporting must be to the Sheriffs Office. Reporting of incidents by the public to Town Hall are not as useful to the Sheriff. Reports to dispatch can be tracked and evaluated by the Sheriff in planning the dates and times enforcement.

### 6.4.2 Speed Feedback Signs

Speeding concerns on streets adjacent to popular pedestrian routes could be addressed by installing speed limit signs with driver feedback, which show the speed of a vehicle as it drives by. Utilization of a trailer mounted speed feedback sign would allow for placing the sign where needed in the immediate vicinity of the pathway. The sign would inform drivers of their current speed along with the posted speed limit, which would hopefully encourage compliance with the limit.

### 6.4.3 Street Signage & Traffic Control Devices

Currently the signage consists of standard sign sizes. The Town in recent years, has made a concerted effort to upgrade signage and improve coverage at intersections. As pathways are installed additional signage and establishment of designated cross walks will become necessary at busy intersections.

## 6.5 Evaluation

In order to evaluate the effectiveness of implemented solutions, additional surveys should be completed after the solution is completed. Conducting resident surveys will allow for collection of data regarding the number of those walking or biking as well as attitudes about the given solution.

For example, following installation of a pathway segment, surveys could be conducted to determine if walking and biking numbers have increased and if user perception of safety of the route has changed. The post-improvement surveys should be conducted after some time has passed utilizing the new situation.

## 7.0 IMPROVEMENTS MAPPING

The locations of potential solutions discussed in Section 8 of this Plan are shown in Figure 6.1.3 and Figure. 7.1.

## 8.0 PROJECT PRIORITIZATION / ACTION PLAN

The multiple projects/strategies identified have many similarities and some differences. All projects to some degree address alternative travel, resident safety, and connectivity. All projects can be implemented at varying levels of cost and difficulty. The selection and prioritization of the top projects requires evaluation of these criteria. The following Table 8.1 outlines a non-monetary comparison of the alternative projects. Using a combination of an importance score multiplied by a subjective assigned comparison value generates a score. The total project score on the right hand column is a means of comparing projects.

**Table 8.1 Non-Monetary Comparison of Projects**

Project	Rank by Scorer				Combined Ranking Points (lower points are higher ranked)
	Project Preparer	Mayor and Administrator	Natural Resources Board Member	Parks and Recreation	
<b>Muddy String Pathway</b> - Pathway from Piute to Clark Lane	6	3	4	3	<b>16</b>
<b>Vista Pathway</b> - Pathway along Vista from Vista West to Vista East	1	1	1	1	<b>4</b>
<b>RV Park Pathway</b> - Muddy String to Fox Run Park	11	5	9	5	<b>30</b>
<b>Hardman Pathway</b> - Butte to Last Chance Drive	4	2	3	4	<b>13</b>
<b>Cedar Creek Dr. Pathway</b> - Vista to Swimming Pool	2	4	2	2	<b>10</b>
<b>Vista East Pathway</b> - Vista to Green Canyon Dr.	3	5	5	5	<b>18</b>
<b>Cedar Creek Dr. Pathway</b> - Swimming Pool to Cedar Creek Trailhead	5	6	6	5	<b>22</b>
<b>Hardman Ditch Pathway</b> - Middle Branch to Muddy String	9	8	12	5	<b>34</b>
<b>Powerline Pathway</b> - Brushwood or Holly Drive	7	6	15	5	<b>33</b>
<b>Prater Pathway</b> - North Forest to Prater Canyon	12	7	7	5	<b>31</b>
<b>Bus Pickup/Drop Off</b> - Muddy String and Clark	8	10	14	3	<b>35</b>
<b>Bus Pickup/Drop Off</b> - Muddy String at Aztec	10	10	8	3	<b>31</b>
<b>Bus Pickup/Drop Off</b> - Near Post Office	8	9	13	1	<b>31</b>
<b>Bus Pickup/Drop Off</b> - Hardman south of Middle Branch Dr.	10	10	11	4	<b>35</b>
<b>Bus Pickup/Drop Off</b> - East Street / Butte Area	8	10	10	4	<b>32</b>

Cost estimates for the top ranking projects were prepared and are contained in Appendix D. In the case of the potential Hardman Ditch and Powerline trails, estimates were not prepared due to the number of uncertainties regarding ROW access and routes. The following Table 8.1a summarizes the cost estimates for the top ranking projects.

**Table 8.1a Cost Summary for Highest Ranking Projects**

Project Description				Project Cost
Transportation Alternatives Pathways				
	Vista Drive Pathway			\$207,000
	Cedar Creek Drive Pathway			\$401,000
	Hardman Drive Pathway			\$413,000
	Muddy String Pathway			\$246,000
	Vista East Pathway			\$93,000
Bus Pickup Costs				
	Bus Pickup - Off Street			\$179,000
	Bus Pickup - On Street			\$123,000

The Action Plan for this Transportation Alternatives Plan outlines the steps to be taken to ensure Transportation Alternatives for residents. Each of the top five strategies is listed in priority along with details outlining how the strategy will be implemented. The Action Plan shown in Table 8.2. includes non-project actions such as traffic enforcement and sign upgrades.

**Table 8.2 Action Plan**

Strategy Name	Strategy Type	Strategy Detail	Time-frame	Responsible Party	Status	Funding Source
Vista Dr. Multi Use Pathway	Engineering	Install Pathway Parallel to Roadway	12-24 Months	Town of Star Valley Ranch	Not Yet Begun	WY TAP Program
Cedar Creek Dr. Pathway	Engineering	Install Pathway	24-36 Months	Town of Star Valley Ranch	Not Yet Begun	WY TAP Program
Hardman Pathway Butte to Last Ch.	Engineering	Install Pathway Parallel to Roadway	24-36 Months	Town of Star Valley Ranch	Not Yet Begun	WY TAP Program
Vista East Pathway Vista to Green Canyon Dr,	Engineering	Install Pathway Parallel to Roadway	24-48 Months	Town of Star Valley Ranch	Not Yet Begun	WY TAP Program
Bus Shelter at Post Office	Engineering	Install Shelter in Coordination with Pathway	12-24 Months	Town of Star Valley Ranch	Not Yet Begun	WY TAP Program
Additional Pathways	Engineering	Construct Additional Pathways	36-60 Months	Town of Star Valley Ranch	Not Yet Begun	WY TAP Program
Traffic Enforcement	Enforcement	Increase Patrol Presence		Town of Star Valley Ranch	In Progress	Town of Star Valley Ranch
Speed Feedback Signs	Enforcement	Install Speed Feedback Signs	24-48 Months	Town of Star Valley Ranch	Not Yet Begun	WY TAP Program
Traffic Sign Upgrades	Enforcement	Install more noticeable signs; remove blocking vegetation	12-24 Months	Town of Star Valley Ranch	In Progress	Town of Star Valley Ranch



## 9.0 PLAN ENDORSEMENTS



The Town of Star Valley Ranch Transportation Alternatives Plan has been endorsed by the following Council Motion:



The Town of  
***Star Valley Ranch, Wyoming***  
***Suggested Motion***

**I MOVE the Town of Star Valley Ranch adopt the Town of Star Valley Ranch Transportation Alternatives Plan. This plan was prepared by Sunrise Engineering and presented at the September 10, 2018 Town Council Meeting. The Town Council wished to add an additional month for citizen comment and no further comments were received. Therefore the Town of Star Valley Ranch will adopt the Town of Star Valley Ranch Transportation Alternatives Plan.**

Motion made by Councilman Occhi  
Motion seconded by Councilman Lynch  
Motion rescinded by Councilman Occhi  
Second rescinded by Councilman Lynch  
Motion made by Councilman Occhi to accept the Town of Star Valley Ranch Transportation Alternatives Plan as presented at the September Council Meeting.  
Motion seconded by Councilman Lynch  
Vote: SA – aye JL – aye MO – aye BS – aye KB – aye  
Passed and adopted this 10<sup>th</sup> October, 2018.

For the Town of Star Valley Ranch

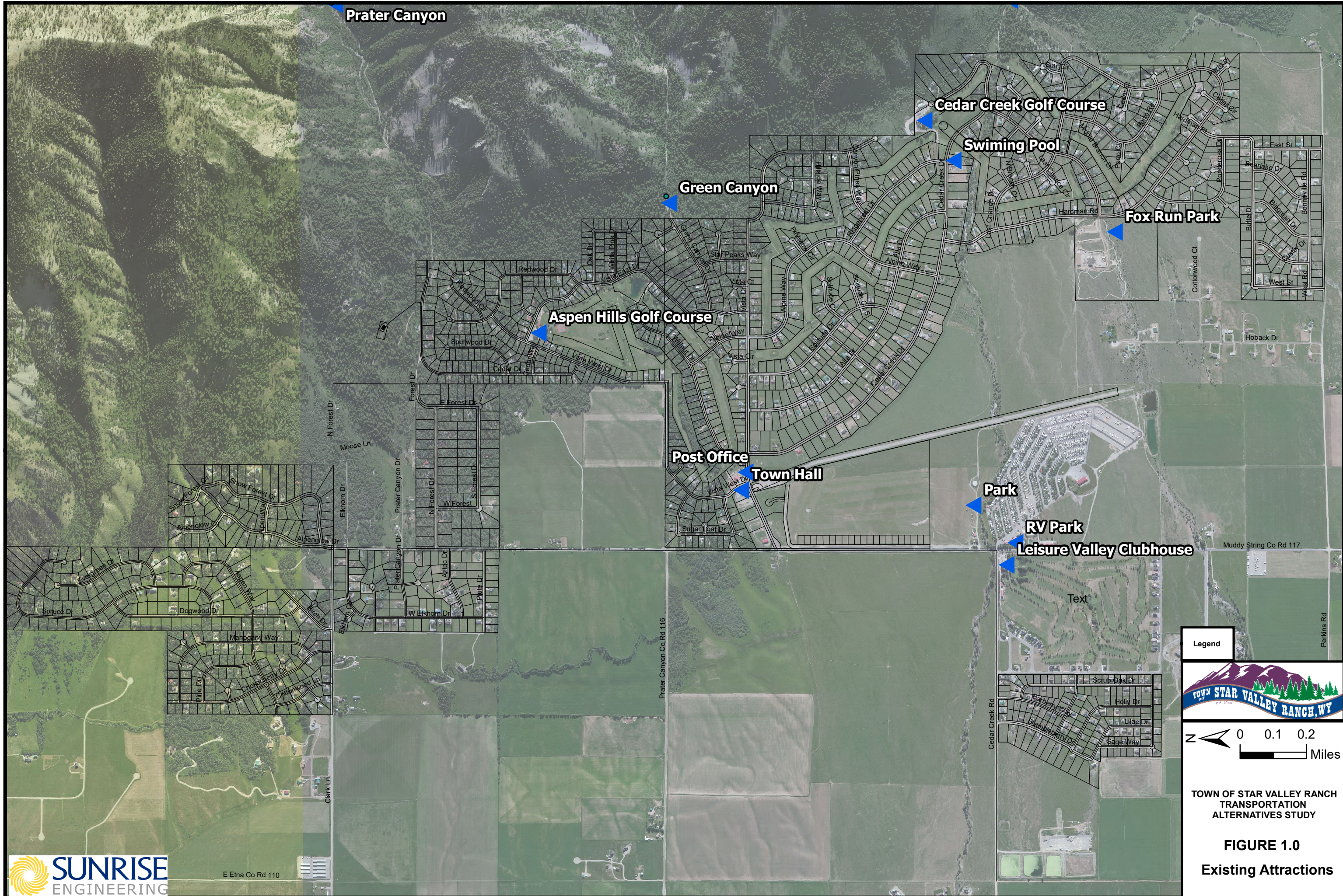
Attest:   
By:   
Kathleen Buyers, Mayor

  
By:   
Jessica North, Clerk

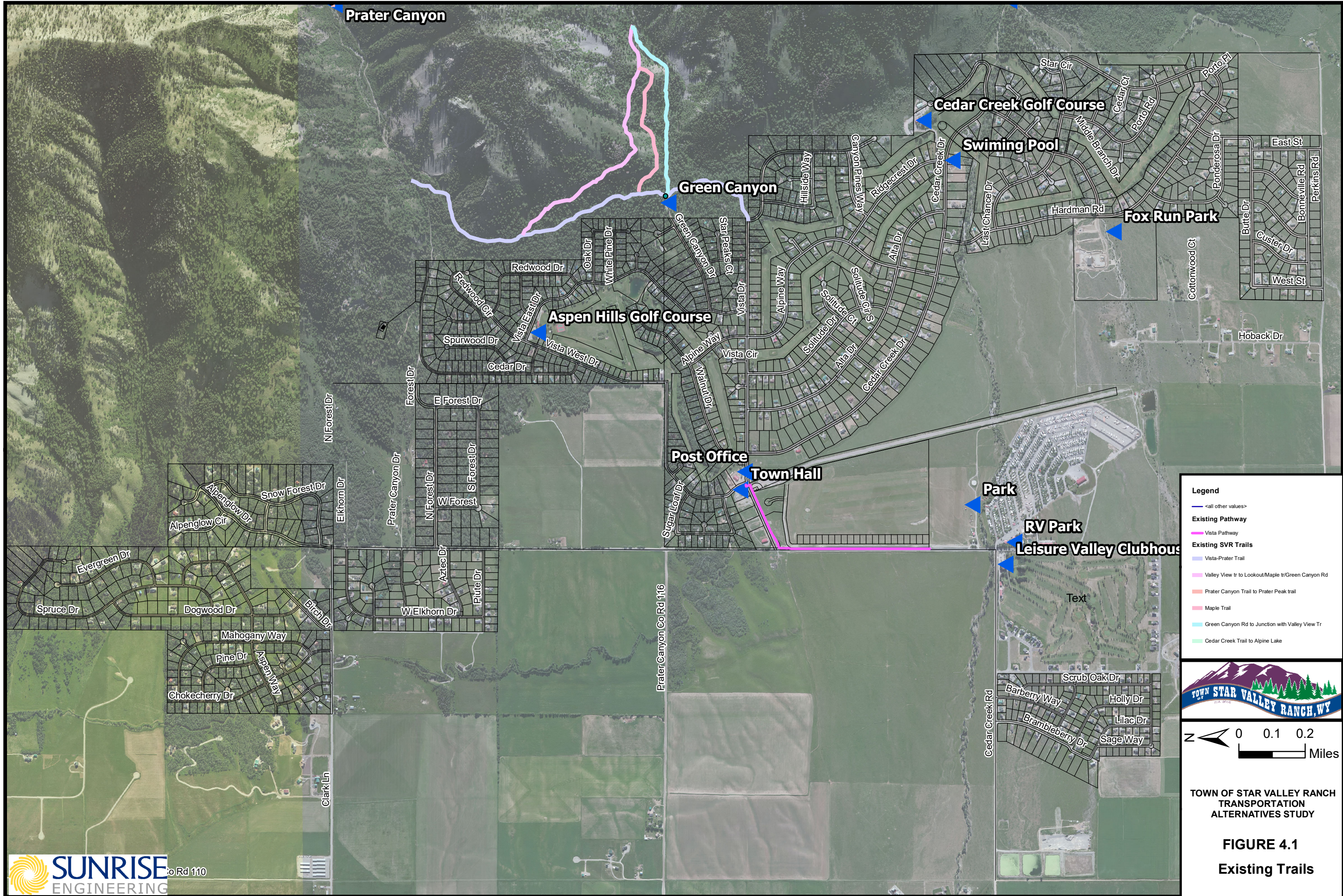
# APPENDIX A

## FIGURES AND PHOTOS

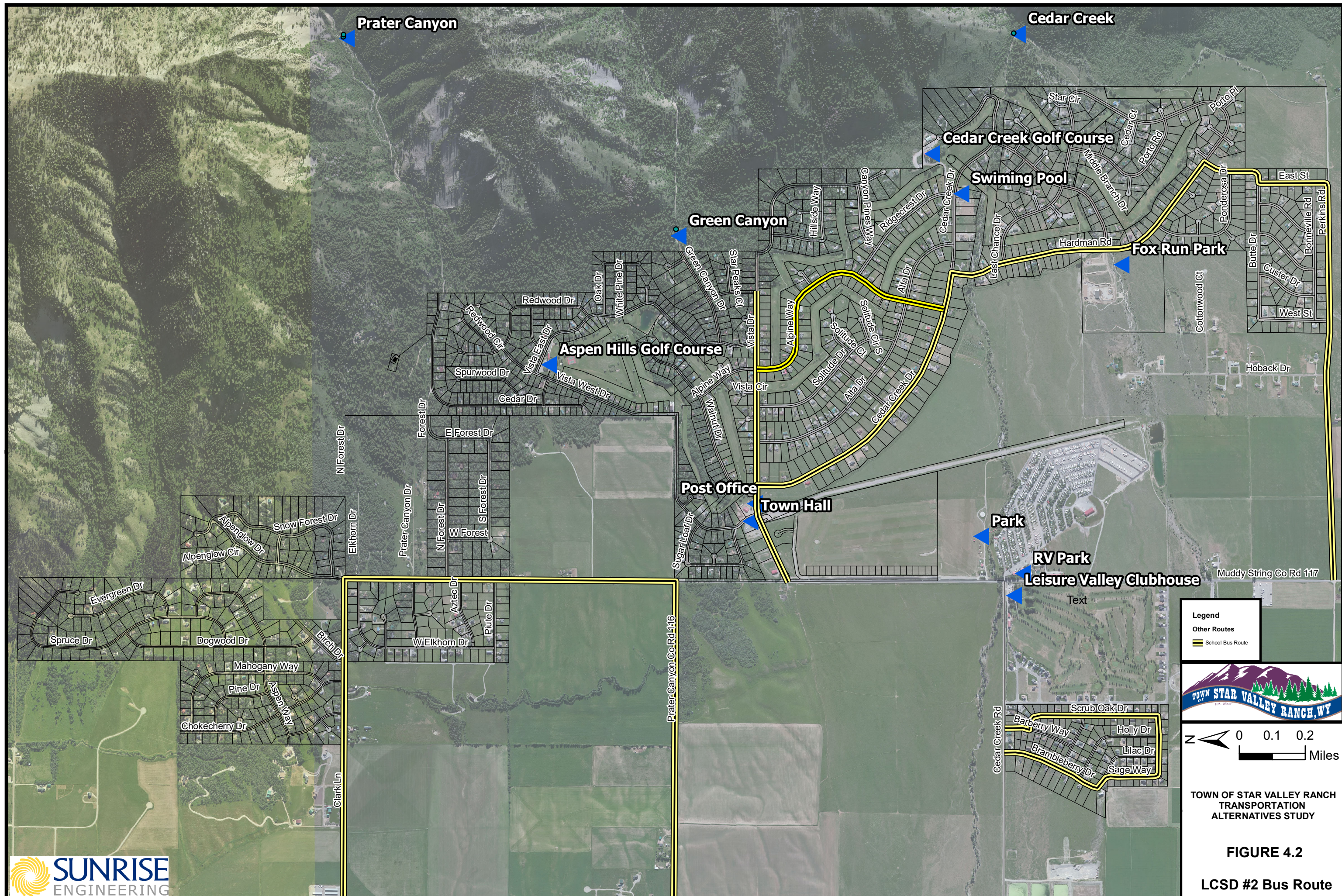






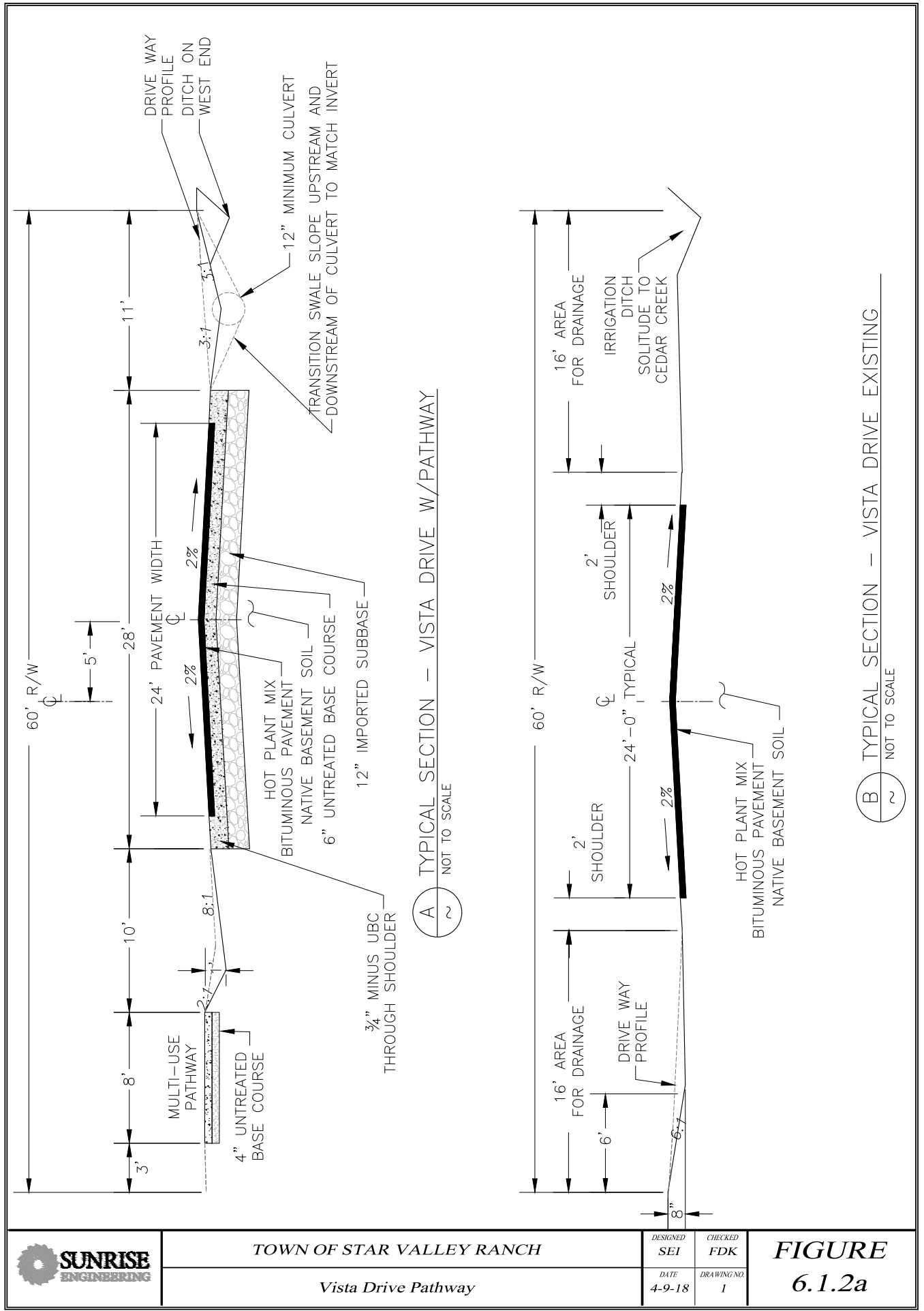










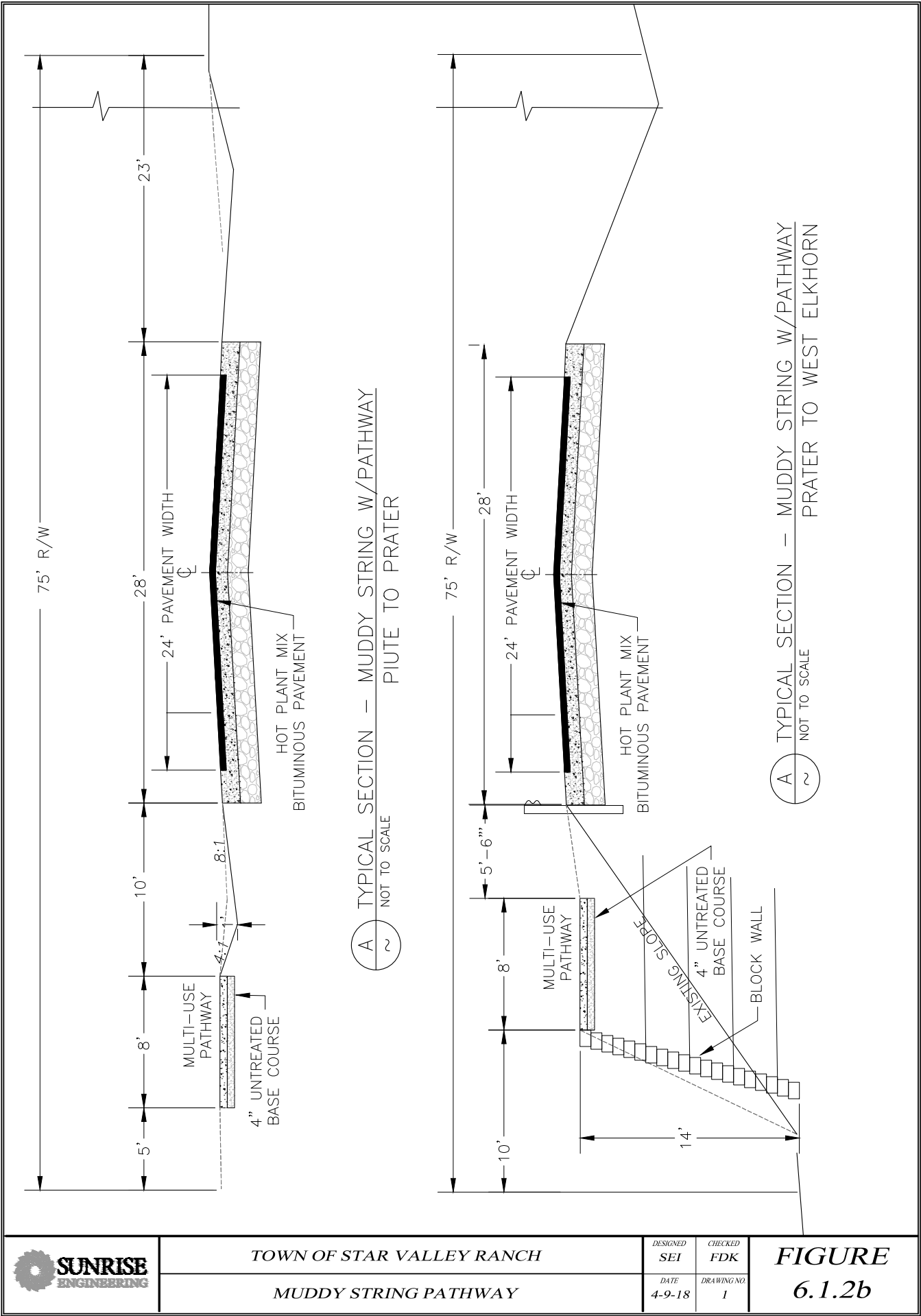


TOWN OF STAR VALLEY RANCH

Vista Drive Pathway

DESIGNED	CHECKED
SEI	FDK
DATE	DRAWING NO.
4-9-18	1

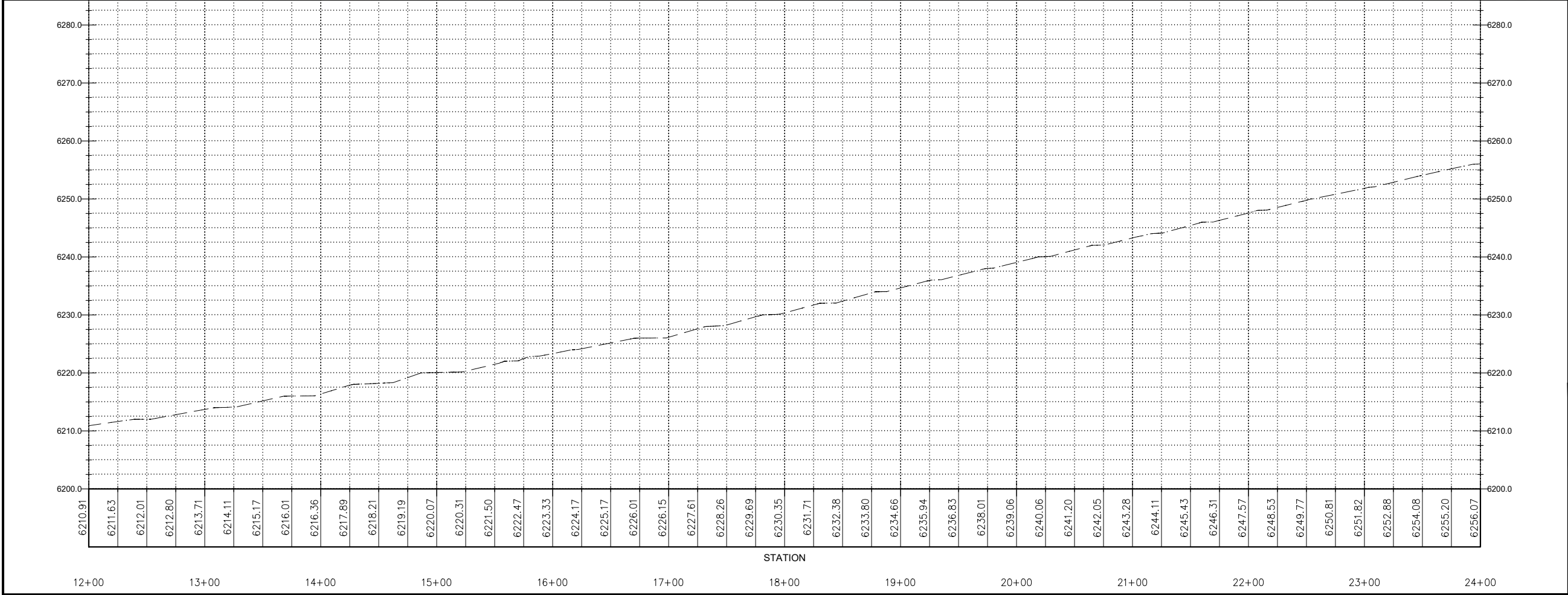
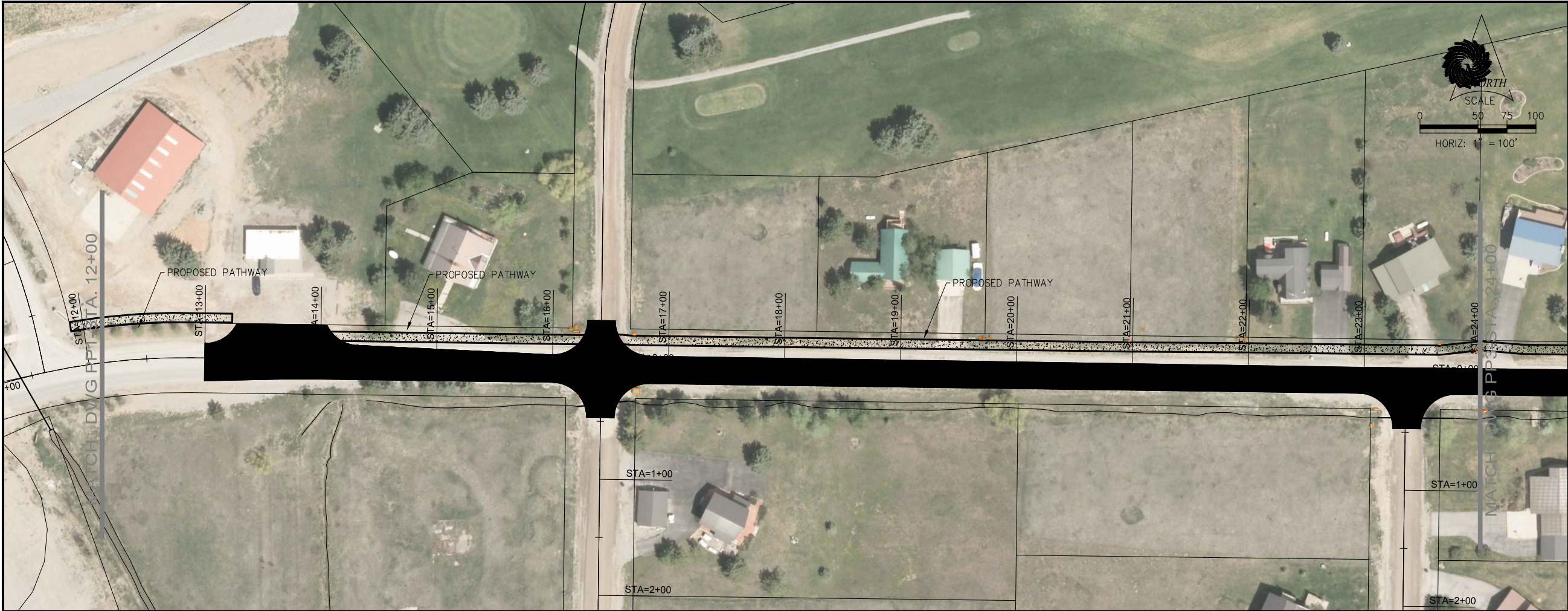
FIGURE 6.1.2a




TOWN OF STAR VALLEY RANCH  
MUDDY STRING PATHWAY

DESIGNED SEI	CHECKED FDK
DATE 4-9-18	DRAWING NO. 1





REV NO.	COMMENT	DATE

**SUNRISE**  
ENGINEERING

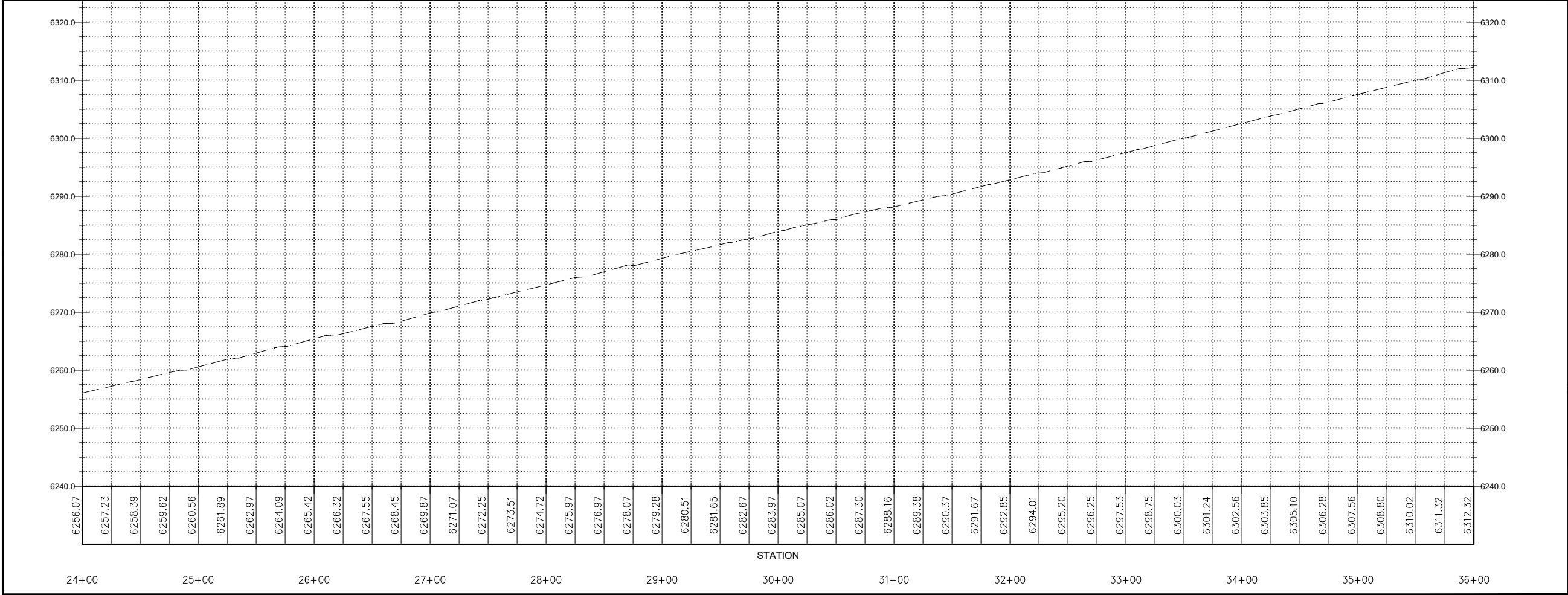
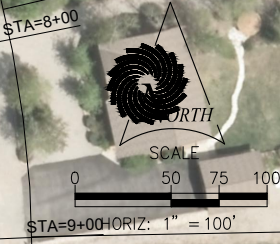
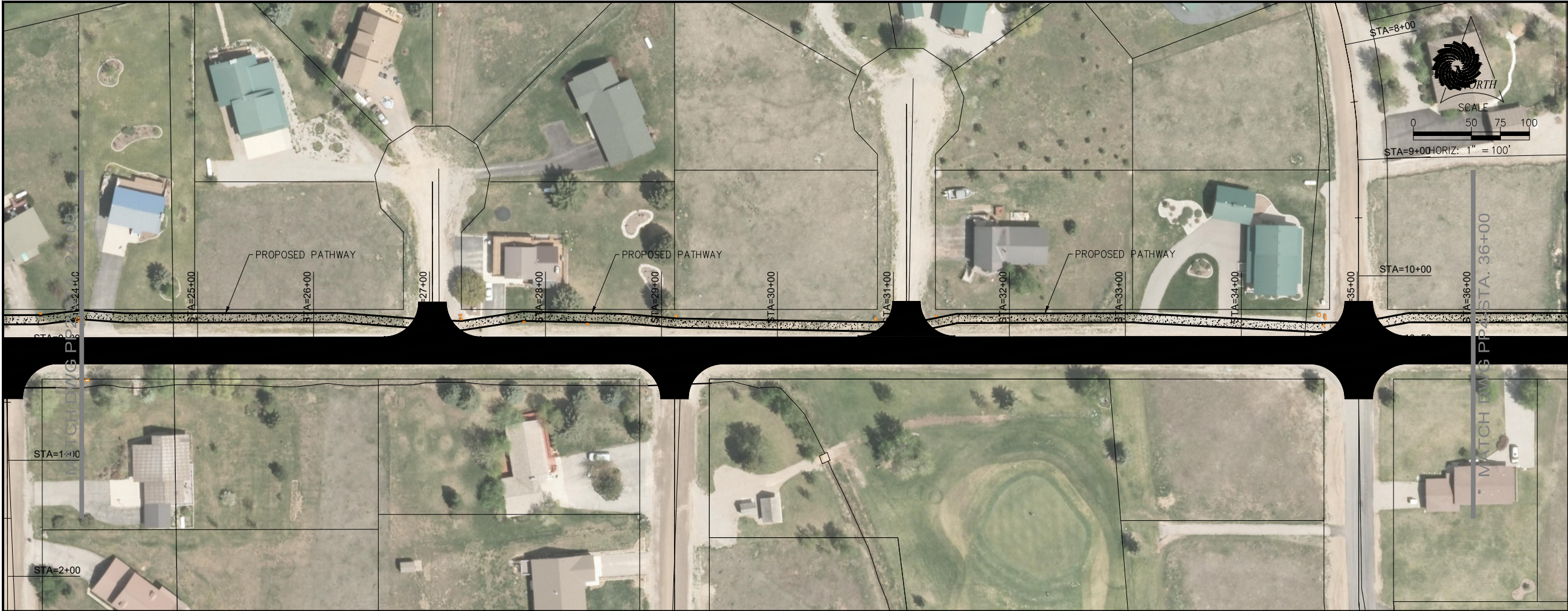
47 EAST 4TH AVENUE  
AFTON, WYOMING 83110  
TEL 307.885.8500 • FAX 307.885.8501  
www.sunrise-eng.com


**TOWN OF STAR VALLEY RANCH**

**2018 TAP PLAN**  
VISTA DRIVE PATHWAY  
EXHIBIT 6.1.2C

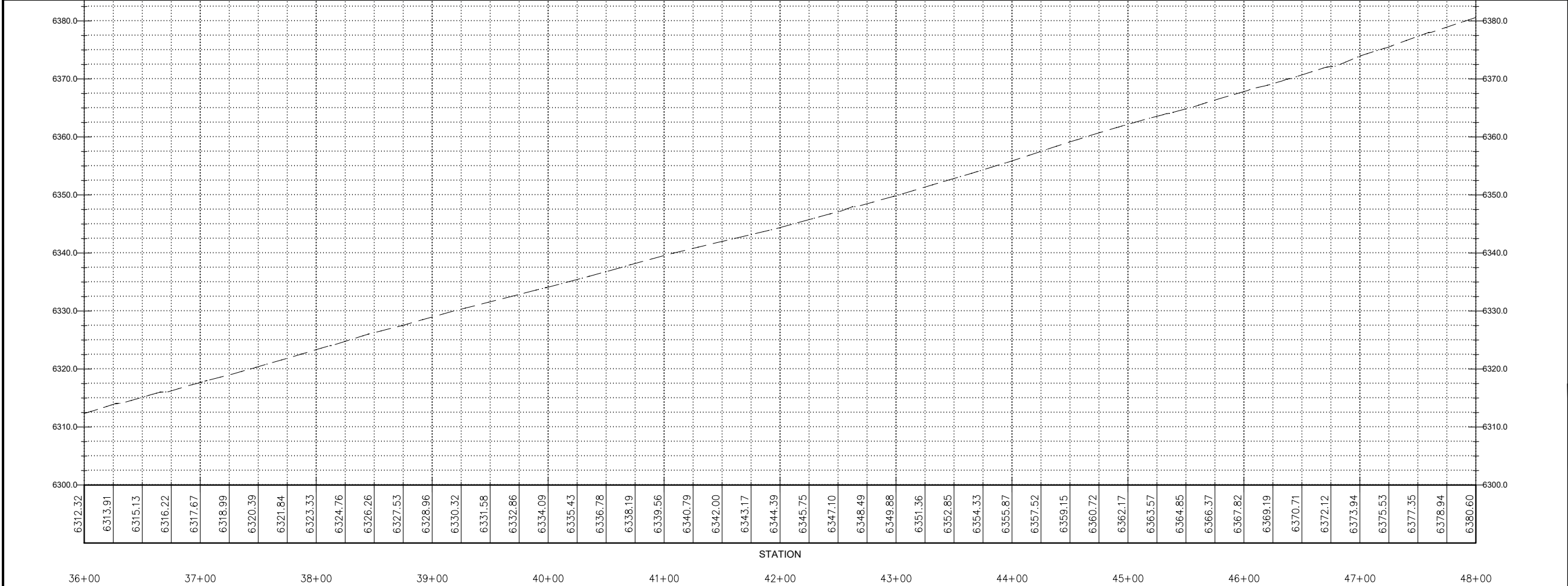
SEI NO. 00000	DESIGNED XXX	DRAWN tdk	CHECKED XXX	SHEET NO. 1 of 3	<b>PP1</b>
------------------	-----------------	--------------	----------------	---------------------	------------






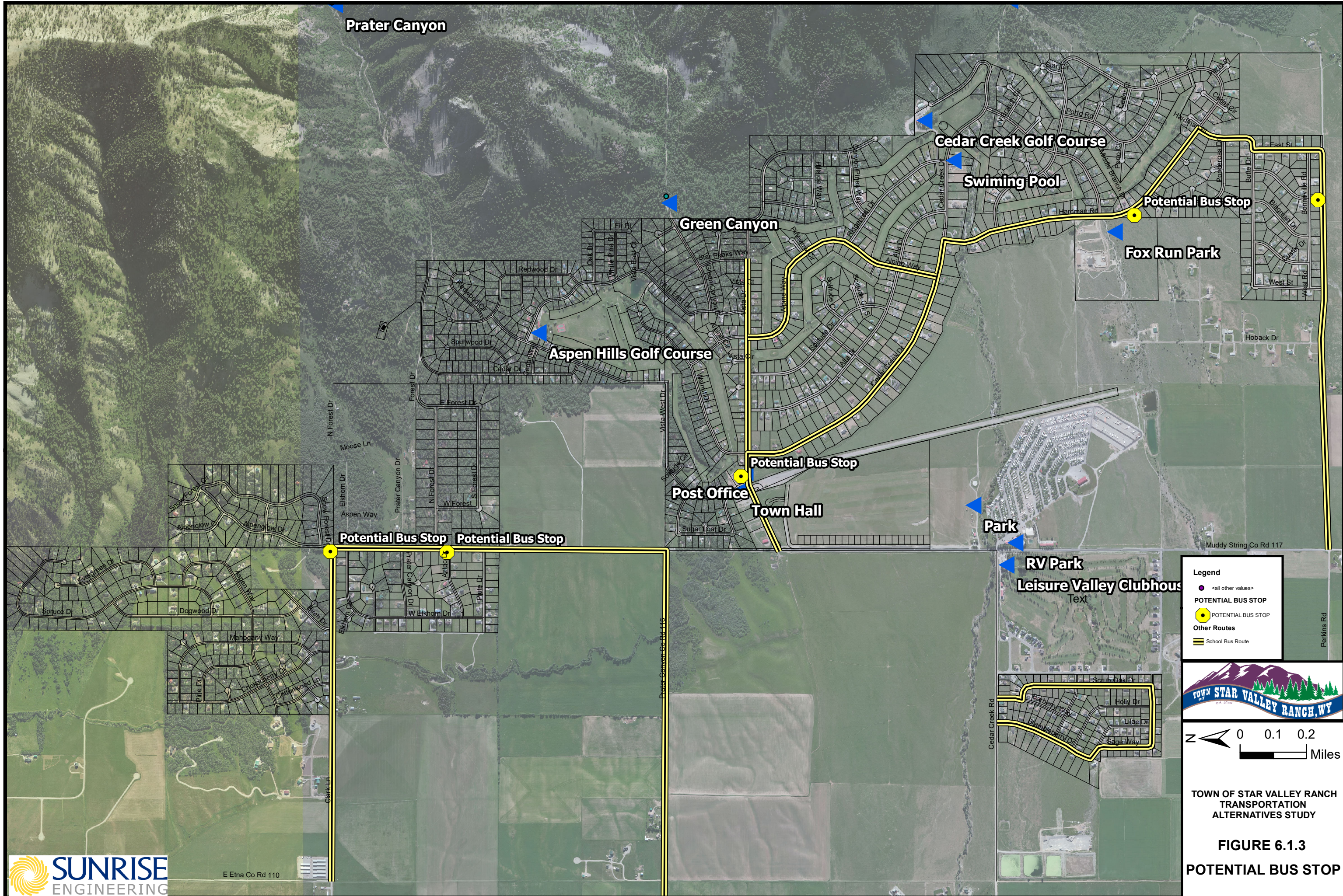
REV NO.	COMMENT	DATE
<div><b>SUNRISE</b> ENGINEERING</div> <div>47 EAST 4TH AVENUE AFTON, WYOMING 83110 TEL 307.885.8500 • FAX 307.885.8501 www.sunrise-eng.com</div>		
TOWN OF STAR VALLEY RANCH		
2018 TAP PLAN VISTA DRIVE PATHWAY EXHIBIT 6.1.2C		
SEI NO. 00000	DESIGNED XXX	DRAWN tdk
CHECKED XXX	SHEET NO. 2 of 3	PP2






REV. NO.		COMMENT		DATE	
		<b>SUNRISE</b> ENGINEERING			
		47 EAST 4TH AVENUE AFTON, WYOMING 83110 TEL 307.885.8500 • FAX 307.885.8501 www.sunrise-eng.com			
		TOWN OF STAR VALLEY RANCH			
2018 TAP PLAN VISTA DRIVE PATHWAY EXHIBIT 6.1.2C					
SEI NO. 00000	DESIGNED XXX	DRAWN XXX	CHECKED fdk	SHEET NO. 3 of 3	PP3





**Legend**

- <all other values>
- POTENTIAL BUS STOP**
- Other Routes**
- School Bus Route



TOWN OF STAR VALLEY RANCH, WY

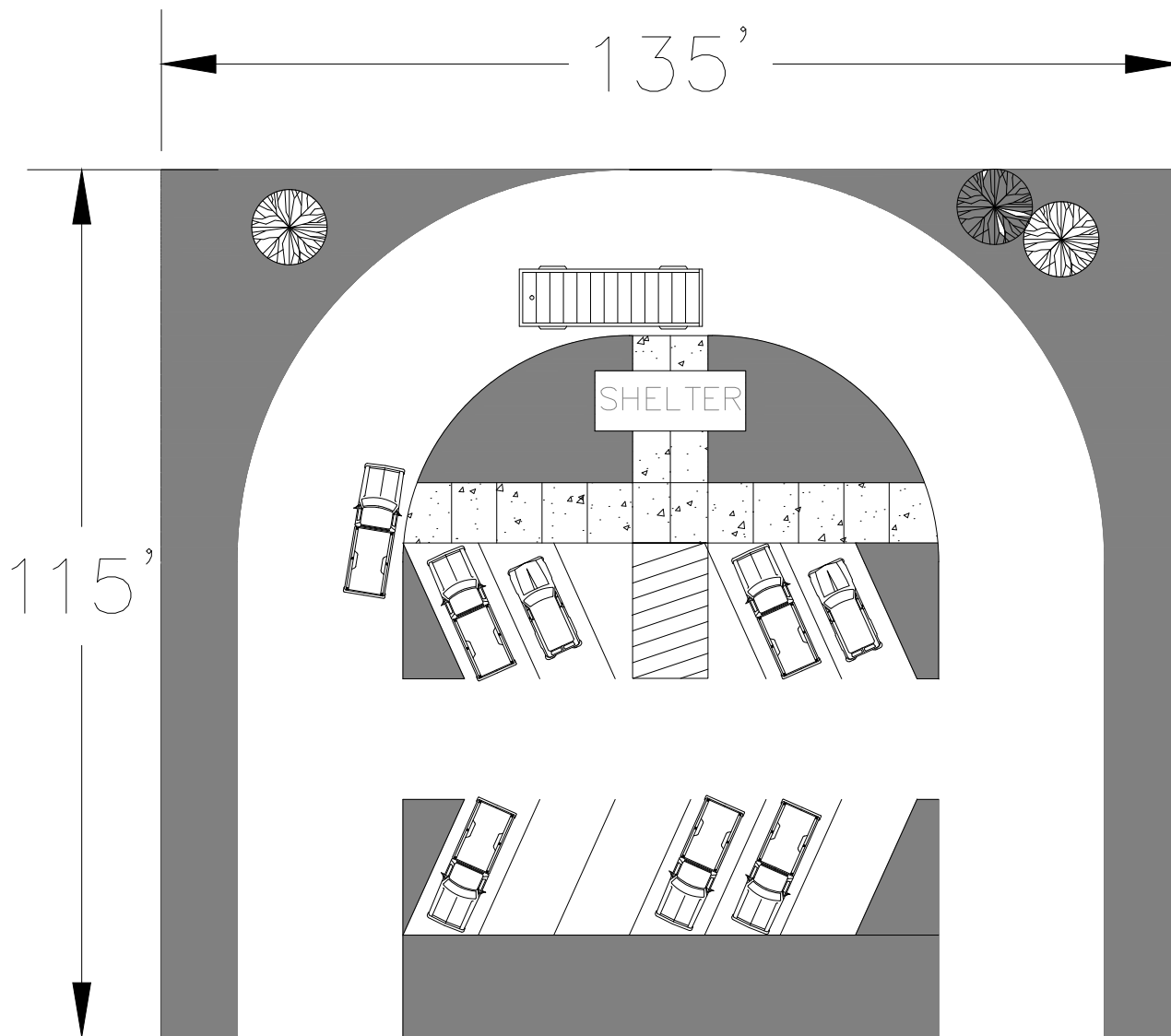
0 0.1 0.2 Miles

TOWN OF STAR VALLEY RANCH  
TRANSPORTATION  
ALTERNATIVES STUDY

**FIGURE 6.1.3**  
**POTENTIAL BUS STOP**



C:\Users\dkennington\appdata\local\temp\AcPublish\_6712\Bus Stop.dwg Jul 31, 2018 1:51pm dkennington



TOWN OF STAR VALLEY RANCH

OFF STREET BUS PICKUP

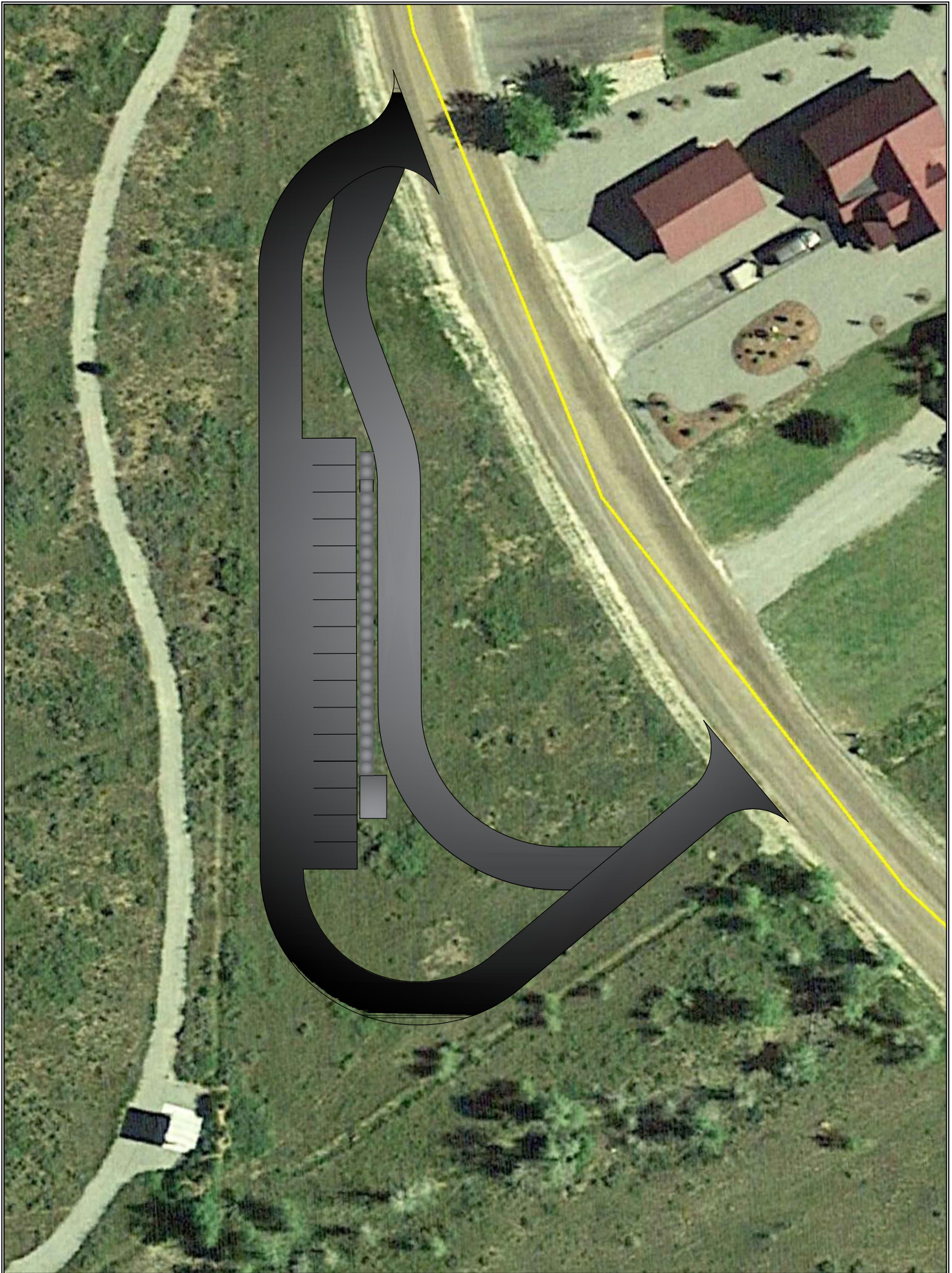
DESIGNED  
SEI

DATE  
4-9-18

CHECKED  
FDK

DRAWING NO.  
1

FIGURE  
6.1.3a



TOWN OF STAR VALLEY RANCH

Hardman Drive Bus Stop

DESIGNED  
SEI

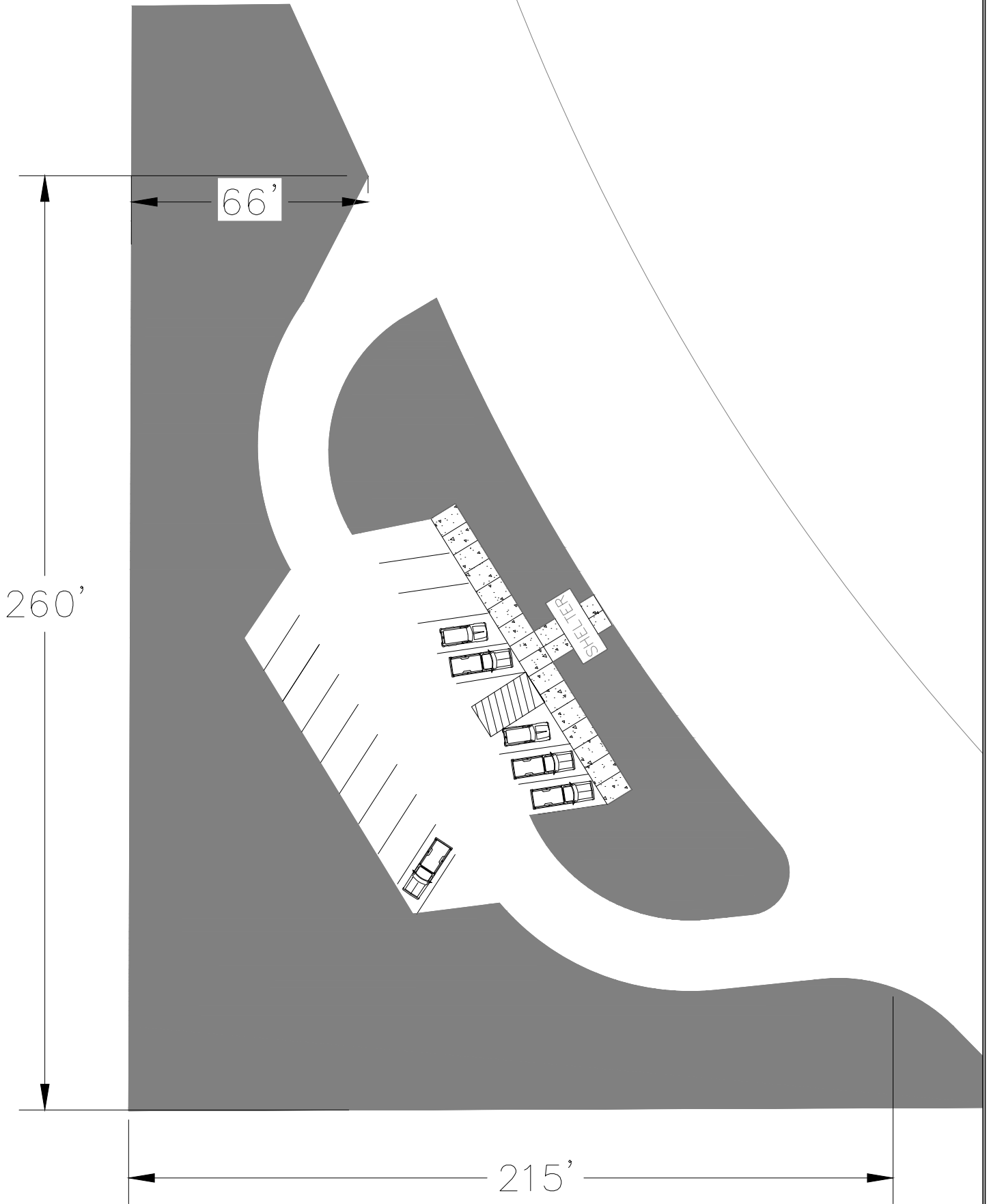
DATE  
4-9-18

CHECKED  
FDK

DRAWING NO.  
1

FIGURE  
6.1.3b

C:\Users\kdennington\appdata\local\temp\AcPublish\_6712\Bus Stop.dwg Jul 31, 2018 1:52pm kdennington



TOWN OF STAR VALLEY RANCH

Hardman Drive Bus Stop Alterantive Layout

DESIGNED  
SEI

DATE  
4-9-18

CHECKED  
FDK

DRAWING NO.  
1

**FIGURE**  
**6.1.3c**



C:\Users\dkennington\appdata\local\temp\AcPublish\_6712\Bus Stop.dwg Jul 31, 2018 1:51pm dkennington

260'

66'

220'

SHELTER



TOWN OF STAR VALLEY RANCH

Hardman Drive Bus Stop Alterantive Layout

DESIGNED  
SEI

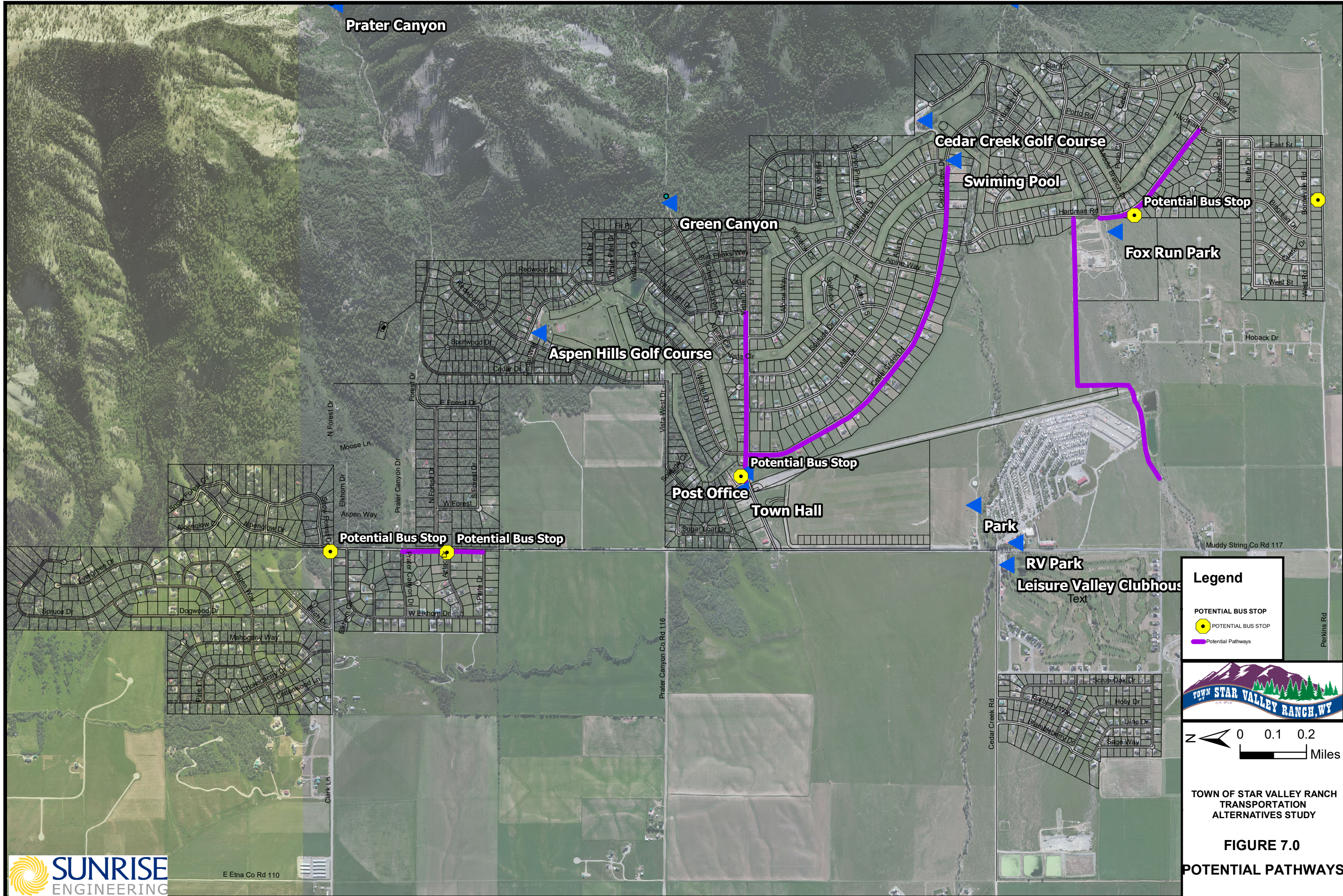
DATE  
4-9-18

CHECKED  
FDK

DRAWING NO.  
1

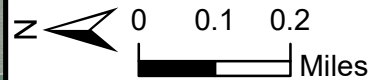
FIGURE  
6.1.3d





**Legend**

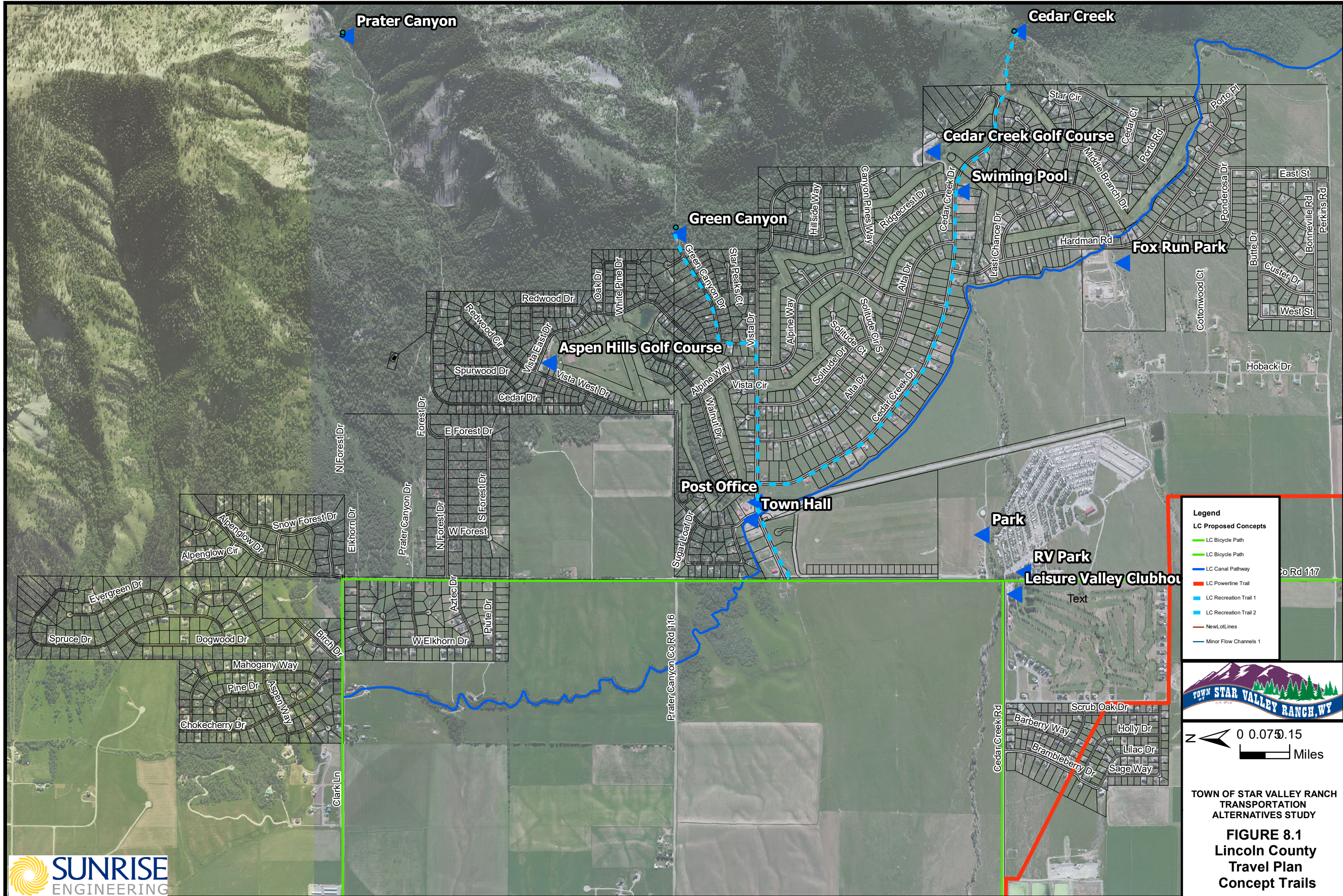
- POTENTIAL BUS STOP
- POTENTIAL BUS STOP
- Potential Pathways



TOWN OF STAR VALLEY RANCH  
TRANSPORTATION  
ALTERNATIVES STUDY


**FIGURE 7.0**  
**POTENTIAL PATHWAYS**





**Legend**

- LC Proposed Concepts
- LC Bicycle Path
- LC Canal Pathway
- LC Powerline Trail
- LC Recreation Trail 1
- LC Recreation Trail 2
- New Lot Lines
- Minor Flow Channels 1



0 0.075 0.15  
Miles

**TOWN OF STAR VALLEY RANCH**  
TRANSPORTATION  
ALTERNATIVES STUDY

**FIGURE 8.1**  
Lincoln County  
Travel Plan  
Concept Trails



# APPENDIX B

## MEETING DATA

**Town of Star Valley Ranch  
2017 TAP Kickoff Meeting**

**AGENDA – February 28th, 2018**

---

1) Attendees

Town of Star Valley Ranch  
(307) 883-8696

*Jack, Mayor Buyer Esine, Mason*

Sunrise Engineering  
(307) 885-8500

*Dan K, Ryan K*

2) Budget: \$2,215 / \$25,000 spent

3) Map of Existing Trails and Attractions

4) Issues Identified in Original Application

Student Pickup and Drop off

- Clark and Muddy String ✓
- Butte and East Street -
- Vista Near Post Office ✓

Pathway Links

- Muddy String
- Between neighborhoods

5) Other Stakeholders

- LCSD#2 – Comments
- START
- Leisure Valley

*Cedar creek Road is pushed to east, Trail on West  
snow storage space*

6) Survey Results:

Attractions  
Concerns  
Opportunities

*Culvert @ prater  
Vista East.  
Forest Banding*

7) Upcoming Tasks

- Map proposed pathways in public easements
- Identify and map areas of heavy pedestrian traffic
- Identify needed permanent structures and their location
- Identify areas with difficult or long routes of pedestrian access
- Identify potential routes or route improvements
- Prepare narrative discussions on the issues and proposed solutions
- Prepare budgetary cost estimates
- Tabulate and prioritize potential projects
- Prepare application for top priorities



# APPENDIX C

## SURVEY RESULTS

# Town of SVR Transportation Survey (only 7 questions)

83 responses

## 1) What road do you live on?

83 responses

Spruce Drive (4)

Hardman (3)

Prater Canyon Drive (3)

Hillside Circle (2)

Vista East (2)

Cedar Drive (2)

Vista (2)

Middle Branch Drive (2)

West Elkhorn Drive (2)

Vista West Drive (2)

evergreen dr

Hardman Road

306 North Forest Drive

Alta Dr.

135 Cedar Drive

Pine

Vista drive

Evergreen Drive

Mahogany

Aspen Dr

North Branch Circle

Porto Rd

W. forest dr.

vista drive

Cedar Dr

West St

Ridgecrest Drive

Solitude DR

Alpine Way

Birch dr

Redwood road

Redwwod

Cedar

Alta Drive

redwood circle

Holly drive

Solitude Court

Brambleberry

North forest

Vista West

South Forest

Snow Forrest Drive

Hardman Road

Star Peaks Court

North Branch circle

Aztec

hardman

Middle Branch Drive

Cottonwood

end of Vista Drive

South Forest Drive

Blackwood Dr

Sugar Loaf Drive

Vista Dr. Alpine, solitude

Vista dr.

East

spruce drive - we don't need this - give the money back.

Paintbrush Court

Vista West

Alta

Cheyenne Cir.

Alpenglow Dr

Sage Way

Last Chance Drive

aztec

Doesn't make any difference

Oak Dr

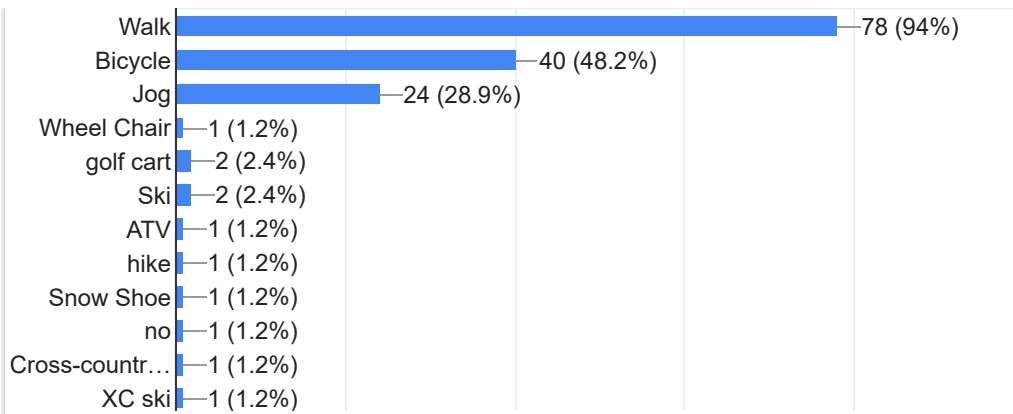
hardman road

Cedar creek drive

2) Do you or members of your household walk, jog, bicycle, or use other alternative transportation to various points within the Town?

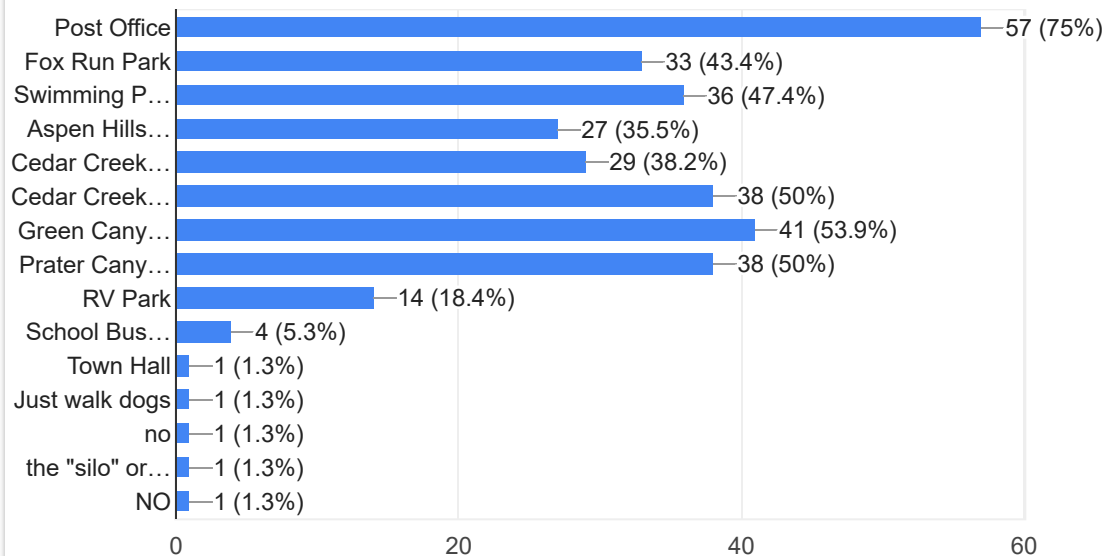
83 responses





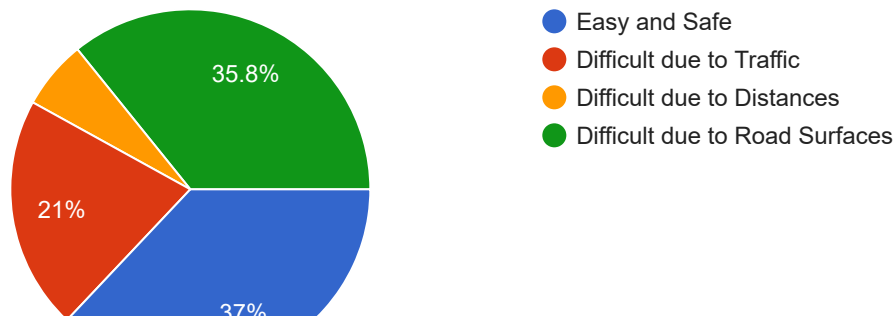
### 3) Do you consider any of the following points to be stops or destinations to which you would walk or bike?

76 responses



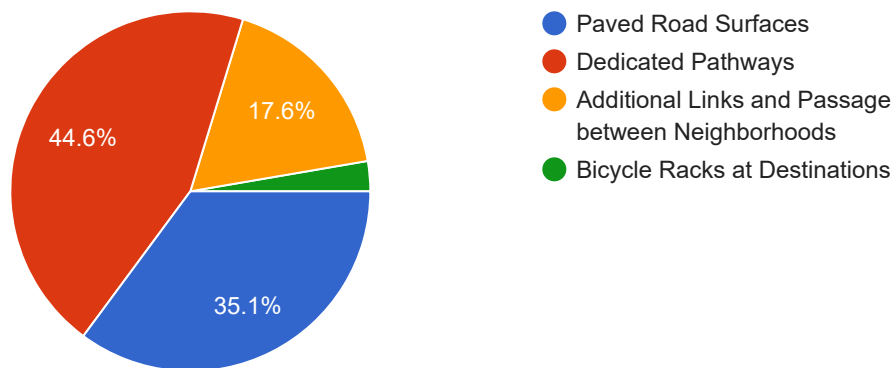
### 4) How would you rate pedestrian and bicycle travel within the Town of Star Valley Ranch?

81 responses



## 5) Which type improvements would most assist with walking and bicycling?

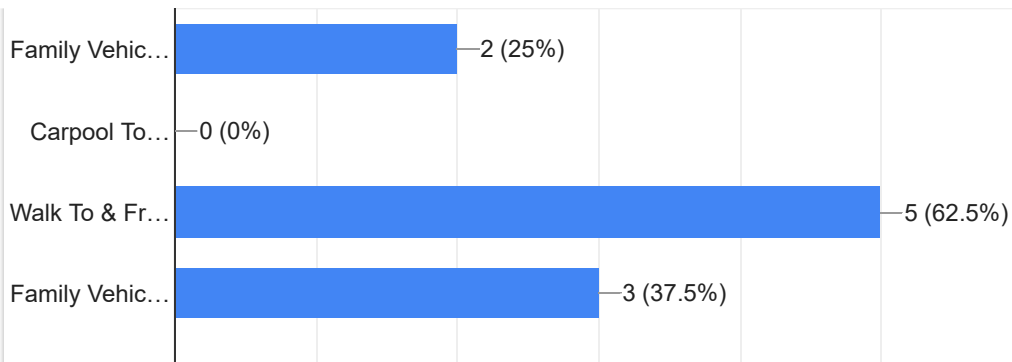
74 responses



## Optional: Travel for School Children

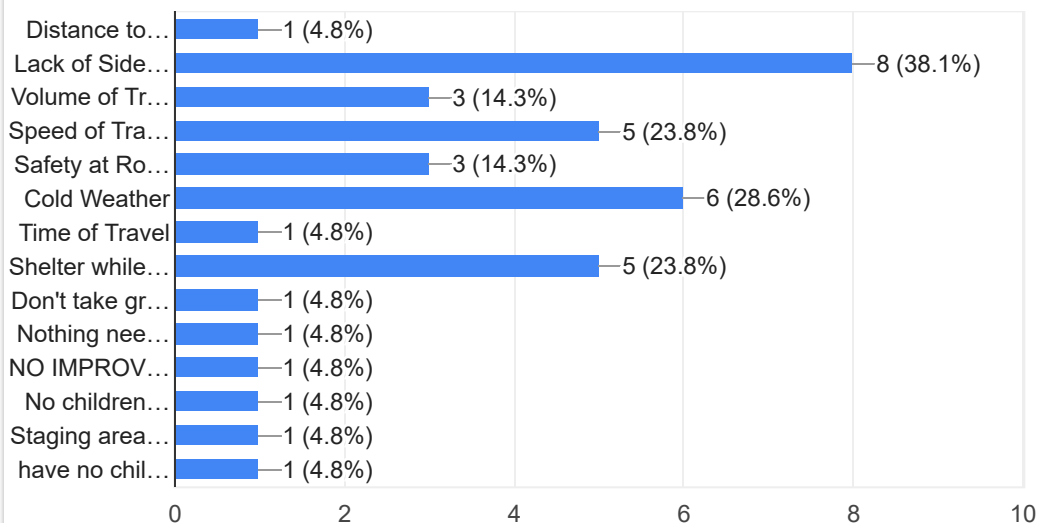
## 6) On most days, how does your child leave for school and return from school?

8 responses



## 7) What of the following issues present the greatest concern or risk to independent travel to/from the bus stop?

21 responses



This content is neither created nor endorsed by Google. Report Abuse - Terms of Service - Additional Terms

Google Forms

Table 8.1 SUMMARY OF NON MONETARY COMPARISON OF PROJECTS

Project	Rank by Scorer				Combined Ranking Points (lower points are higher ranked)
	Project Preparer	Mayor and Administrator	Natural Resources Board Member	Parks and Recreation	
<b>Muddy String Pathway</b> - Pathway from Piute to Clark Lane	6	3	4	3	<b>16</b>
<b>Vista Drive Pathway</b> - Pathway along Vista from Vista West to Vista East	1	1	1	1	<b>4</b>
<b>RV Park Pathway</b> - Muddy String to Fox Run Park	11	5	9	5	<b>30</b>
<b>Hardman Pathway</b> - Butte to Last Chance Drive	4	2	3	4	<b>13</b>
<b>Cedar Creek Dr. Pathway</b> - Vista to Swimming Pool	2	4	2	2	<b>10</b>
<b>Vista East Pathway</b> - Vista to Green Canyon Dr.	3	5	5	5	<b>18</b>
<b>Cedar Creek Dr. Pathway</b> - Swimming Pool to Cedar Creek Trailhead	5	6	6	5	<b>22</b>
<b>Hardman Ditch Pathway</b> - Middle Branch to Muddy String	9	8	12	5	<b>34</b>
<b>Powerline Pathway</b> - Brushwood or Holly Drive	7	6	15	5	<b>33</b>
<b>Prater Pathway</b> - North Forest to Prater Canyon	12	7	7	5	<b>31</b>
<b>Bus Pickup/Drop Off</b> - Muddy String and Clark	8	10	14	3	<b>35</b>
<b>Bus Pickup/Drop Off</b> - Muddy String at Aztec	10	10	8	3	<b>31</b>
<b>Bus Pickup/Drop Off</b> - Near Post Office	8	9	13	1	<b>31</b>
<b>Bus Pickup/Drop Off</b> - Hardman south of Middle Branch Dr.	10	10	11	4	<b>35</b>
<b>Bus Pickup/Drop Off</b> - East Street / Butte Area	8	10	10	4	<b>32</b>

Table 8.1 NON MONETARY COMPARISON OF PROJECTS



LEGEND																						TOTAL SCORE		
1Selection Value					RESIDENT SAFETY					CONNECTIVITY				ALTERNATIVE TRAVEL				IMPLEMENTATION						
5 Very Important					Eliminates Car/Pedestrian Conflicts	Provides Shelter	Separates Children From Vehicles	Future Growth and Redundancy Points Sub-total	Connects Attractions	Reduces Travel Distances	Connectivity Across Plats	Impact To Customers Points Sub-total	Encourages Walking	Encourages Bicycling	Non-Motorized Travel to Bus Pickup/Dropoff	Doveetails to Other Improvement Plans	Public Convenience Points Sub-total	Requires Coordination With Other Gov. Entities		Requires Easements or Land Acquisition	Funding Availability		Public Convenience Points Sub-total	
1 Minimal Importance																								
2Assigned Value																								
+10 Proposed project provides significant benefit as compared to other projects.																								
+1 Proposed project provides minimal benefit as compared to other projects.																								
0 Proposed project provides no benefit as compared to other projects.																								
-1 Proposed project provides minimal negative impacts compared to other projects.																								
-10 Proposed project provides significant negative impacts as compared to other projects.																								
Project1Selection Value					4	5	2	5		3	3	4		3	4	3	4	2		3	4			
2Assigned Value					2	0	0	1		0	0	1		1	1	2	-1	-1	0	1	2			
Points					8	0	0	5	13	0	0	4	4	3	4	6	-4	9	-2	0	3	8	9	35
Muddy String Pathway - Pathway from Piute to Clark Lane					1	0	0	1		2	0	0	0	1	1	2	3	2	0	1	2			
Vista Pathway - Pathway along Vista from Vista West to Vista East					4	0	0	5	9	6	0	0	6	3	4	6	12	25	4	0	3	8	15	55
					-1	1	0	-1		1	2	3		1	1	2	-1	-1	0	-1	-1			
RV Park Pathway - Muddy String to Fox Run Park					-4	5	0	-5	-4	3	6	12	21	3	4	6	-4	9	-2	0	-3	-4	-9	17
					2	0	0	1		0	0	1		1	1	2	0	1	0	1	2			
Hardman Pathway - Butte to Last Chance Drive					8	0	0	5	13	0	0	4	4	3	4	6	0	13	2		3	8	13	43
					2	0	0	1		1	0	1		1	1	2	0		1	0	1	2		
Cedar Creek Dr. Pathway - Vista to Swimming Pool					8	0	0	5	13	3	0	4	7	3	4	6	0	13	2		3	8	13	46
					1	0	0	1		2	0	1		1	1	2	0		1	0	1	2		
Vista East Pathway - Vista to Green Canyon Dr.					4	0	0	5	9	6	0	4	10	3	4	6	0	13	2		3	8	13	45
					1	0	0	1		2	0	-1		1	1	2	0		1	0	1	2		
Cedar Creek Dr. Pathway - Swimming Pool to Cedar Creek Trailhead					4	0	0	5	9	6	0	-4	2	3	4	6	0	13	2		3	8	13	37
					4	0	0	2		1	0	2		1	1	-1	-2	-4	0	-2	2			
Hardman Ditch Pathway - Middle Branch to Muddy String					16	0	0	10	26	3	0	8	11	3	4	-3	-8	-4	-8		-6	8	-6	27
					4	0	0	2		0	0	2		1	1	-2	-1	-1	0	-1	2			
Powerline Pathway - Brushwood or Holly Drive					16	0	0	10	26	0	0	8	8	3	4	-6	-4	-3	-2		-3	8	3	34
					0	0	0	0	0	1	3	2		1	0	-1	-1	0		-1	0			
Prater Pathway - North Forest to Prater Canyon					0	0	0	0	0	3	9	8	20	3	0	-3	-4	-4	0		-3	0	-3	13
					1	-1	5	3		-1	-1	0		1	1	2	0	0		-3	2			
Bus Pickup/Drop Off - Muddy String and Clark					4	-5	10	15	24	-3	-3	0	-6	3	4	6	0	13	0		-9	8	-1	30
					1	-1	5	2		-1	-1	0		1	1	2	0	0		-3	2			
Bus Pickup/Drop Off - Muddy String at Aztec					4	-5	10	10	19	-3	-3	0	-6	3	4	6	0	13	0		-9	8	-1	25
					1	-1	5	3		-1	-1	0		1	1	2	0	0		-3	2			
Bus Pickup/Drop Off - Near Post Office					4	-5	10	15	24	-3	-3	0	-6	3	4	6	0	13	0		-9	8	-1	30
					1	-1	5	2		-1	-1	0		1	1	2	0	0		-3	2			
Bus Pickup/Drop Off - Hardman south of Middle Branch Dr.					4	-5	10	10	19	-3	-3	0	-6	3	4	6	0	13	0		-9	8	-1	25
					1	-1	5	3		-1	-1	0		1	1	2	0	0		-3	2			
Bus Pickup/Drop Off - East Street / Butte Area					4	-5	10	15	24	-3	-3	0	-6	3	4	6	0	13	0		-9	8	-1	30



Table 8.1 NON MONETARY COMPARISON OF PROJECTS



LEGEND																			TOTAL SCORE		
Selection Value 5 Very Important 1 Minimal Importance	Assigned Value +10 Proposed project provides significant benefit as compared to other projects. +1 Proposed project provides minimal benefit as compared to other projects. 0 Proposed project provides no benefit as compared to other projects. -1 Proposed project provides minimal negative impacts compared to other projects. -10 Proposed project provides significant negative impacts as compared to other projects.	RESIDENT SAFETY				CONNECTIVITY			ALTERNATIVE TRAVEL				IMPLEMENTATION								
		Eliminates Car/Pedestrian Conflicts	Provides Shelter	Separates Children From Vehicles	Future Growth and Redundancy Points Sub-total	Connects Attractions	Reduces Travel Distances	Connectivity Across Plats	Impact To Customers Points Sub-total	Encourages Walking	Encourages Bicycling	Non-Motorized Travel to Bus Pickup/Dropoff	Dovetails to Other Improvement Plans	Public Convenience Points Sub-total	Requires Coordination With Other Gov. Entities	Requires Easements or Land Acquisition	Funding Availability	Public Convenience Points Sub-total			
Project	Selection Value	5		5	5		5	1	1		5	5	1	5		1		1	5		
	Assigned Value	9		0	10		5	0	8		7	6	10	9		-2		5	8		
Muddy String Pathway - Pathway from Plute to Clark Lane	Points	45	0	0	50	95	25	0	8	33	35	30	10	45	120	-2	0	5	40	43	291
Vista Pathway - Pathway along Vista from Vista West to Vista East		10		0	10		10	0	10		10	10	10	10		2		10	10		
		50	0	0	50	100	50	0	10	60	50	50	10	50	160	2	0	10	50	62	382
		0		0	5		10	10	10		10	10	0	5		-1		-5	10		
RV Park Pathway - Muddy String to Fox Run Park		0	0	0	25	25	50	10	10	70	50	50	0	25	125	-1	0	-5	50	44	264
		8		0	8		10	0	9		10	9	9	9		1		1	10		
Hardman Pathway - Butte to Last Chance Drive		40	0	0	40	80	50	0	9	59	50	45	9	45	149	1		1	50	52	340
		8		0	7		9	0	0		9	7	5	8		1		1	8		
Cedar Creek Dr. Pathway - Vista to Swimming Pool		40	0	0	35	75	45	0	0	45	45	35	5	40	125	1		1	40	42	287
		5			8		8	0	0		7	6	3	6		1		1	8		
Vista East Pathway - Vista to Green Canyon Dr.		25	0	0	40	65	40	0	0	40	35	30	3	30	98	1		1	40	42	245
		6		0	6		9	0	0		7	5	0	9		1		1	5		
Cedar Creek Dr. Pathway - Swimming Pool to Cedar Creek Trailhead		30	0	0	30	60	45	0	0	45	35	25	0	45	105	1		1	25	27	237
		7		0	8		7	0	5		6	6	0	5		-5		-3	3		
Hardman Ditch Pathway - Middle Branch to Muddy String		35	0	0	40	75	35	0	5	40	30	30	0	25	85	-5		-3	15	7	207
		10		8	8		3	5	0		4	3	9	4		0		-2	5		
Powerline Pathway - Brushwood or Holly Drive		50	0	40	40	130	15	5	0	20	20	15	9	20	64	0		-2	25	23	237
		7		0	8		7	0	8		6	5	5	6		0		-2	5		
Prater Pathway - North Forest to Prater Canyon		35	0	0	40	75	35	0	8	43	30	25	5	30	90	0		-2	25	23	231
		0		5	0		0	0	0		5	6	0	8		0		-1	0		
Bus Pickup/Drop Off - Muddy String and Clark		0	0	25	0	25	0	0	0	0	25	30	0	40	95	0		-1	0	-1	119
		0		5	0		0	0	0		5	6	0	8		0		-1	0		
Bus Pickup/Drop Off - Muddy String at Aztec		0	0	25	0	25	0	0	0	0	25	30	0	40	95	0		-1	0	-1	119
		0		5	0		0	0	0		5	6	0	8		0		10	0		
Bus Pickup/Drop Off - Near Post Office		0	0	25	0	25	0	0	0	0	25	30	0	40	95	0		10	0	10	130
		0		5	0		0	0	0		5	6	0	8		0		-1	0		
Bus Pickup/Drop Off - Hardman south of Middle Branch Dr.		0	0	25	0	25	0	0	0	0	25	30	0	40	95	0		-1	0	-1	119
		0		5	0		0	0	0		5	6	0	8		0		-1	0		
Bus Pickup/Drop Off - East Street / Butte Area		0	0	25	0	25	0	0	0	0	25	30	0	40	95	0		-1	0	-1	119

TOTAL SCORE

LEGEND	
Selection Value	Assigned Value
5 Very Important	+10 Proposed project provides significant benefit as compared to other projects.
1 Minimal Importance	+1 Proposed project provides minimal benefit as compared to other projects.
	0 Proposed project provides no benefit as compared to other projects.
	-1 Proposed project provides minimal negative impacts compared to other projects.
	-10 Proposed project provides significant negative impacts as compared to other projects.

Mayor and Administrator Scores



Table 8.1 NON MONETARY COMPARISON OF PROJECTS



LEGEND																					TOTAL SCORE	
1 Selection Value 5 Very Important 1 Minimal Importance		RESIDENT SAFETY					CONNECTIVITY			ALTERNATIVE TRAVEL				IMPLEMENTATION								
2 Assigned Value +10 Proposed project provides significant benefit as compared to other projects. +1 Proposed project provides minimal benefit as compared to other projects. 0 Proposed project provides no benefit as compared to other projects. -1 Proposed project provides minimal negative impacts compared to other projects. -10 Proposed project provides significant negative impacts as compared to other projects.		Eliminates Car/Pedestrian Conflicts	Provides Shelter	Separates Children From Vehicles	Future Growth and Redundancy Points Sub-total	Connects Attractions	Reduces Travel Distances	Connectivity Across Plats	Impact To Customers Points Sub-total	Encourages Walking	Encourages Bicycling	Non-Motorized Travel to Bus Pickup/Dropoff	Dovetails to Other Improvement Plans	Public Convenience Points Sub-total	Requires Coordination With Other Gov. Entities	Requires Easements or Land Acquisition	Funding Availability	Public Convenience Points Sub-total				
Project		5		4	5		4	2	3		5	5	4	3		5		2	5			
2 Assigned Value		9		0	10		6	0	9		5	6	10	9		-1		1	2			
Muddy String Pathway - Pathway from Plute to Clark Lane		45	0	0	50	95	24	0	27	51	25	30	40	27	122	-5	0	2	10	7		275
Vista Pathway - Pathway along Vista from Vista West to Vista East		10		0	10		10	0	10		10	10	10	10		2		1	2			
		50	0	0	50	100	40	0	30	70	50	50	40	30	170	10	0	2	10	22		362
		6		0	4		9	0	0		8	8	0	8		-1		-1	2			
RV Park Pathway - Muddy String to Fox Run Park		30	0	0	20	50	36	0	0	36	40	40	0	24	104	-5	0	-2	10	3		193
		8		0	9		7	0	9		9	9	9	9		1		1	2			
Hardman Pathway - Butte to Last Chance Drive		40	0	0	45	85	28	0	27	55	45	45	36	27	153	5		2	10	17	310	
		10		0	10		10	0	10		10	10	10	10		1		1	2			
Cedar Creek Dr. Pathway - Vista to Swimming Pool		50	0	0	50	100	40	0	30	70	50	50	40	30	170	5		2	10	17	357	
		7		0	8		8	0	0		8	5	2	8		1		1	2			
Vista East Pathway - Vista to Green Canyon Dr.		35	0	0	40	75	32	0	0	32	40	25	8	24	97	5		2	10	17	221	
		7		0	7		9	0	0		8	6	0	8		1		1	2			
Cedar Creek Dr. Pathway - Swimming Pool to Cedar Creek Trailhead		35	0	0	35	70	36	0	0	36	40	30	0	24	94	5		2	10	17	217	
		5		0	8		6	0	8		7	7	0	4		-3		-3	2			
Hardman Ditch Pathway - Middle Branch to Muddy String		25	0	0	40	65	24	0	24	48	35	35	0	12	82	-15		-6	10	-11	184	
		6		0	6		5	0	4		4	3	0	5		-2		-1	2			
Powerline Pathway - Brushwood or Holly Drive		30	0	0	30	60	20	0	12	32	20	15	0	15	50	-10		-2	10	-2	140	
		7		0	7		7	0	7		6	5	4	7		-1		-1	2			
Prater Pathway - North Forest to Prater Canyon		35	0	0	35	70	28	0	21	49	30	25	16	21	92	-5		-2	10	3	214	
		10		10			0		0		4	5	0	8		0		-3	2			
Bus Pickup/Drop Off - Muddy String and Clark		50	0	40	0	90	0	0	0	0	20	25	0	24	69	0		-6	10	4	163	
		10		9	8		0		0		4	5	0	8		0		-3	2			
Bus Pickup/Drop Off - Muddy String at Aztec		50	0	36	40	126	0	0	0	0	20	25	0	24	69	0		-6	10	4	199	
		7		6	8		0		0		4	5	0	8		0		-3	2			
Bus Pickup/Drop Off - Near Post Office		35	0	24	40	99	0	0	0	0	20	25	0	24	69	0		-6	10	4	172	
		8		8	8		0		0		4	5	0	8		0		-3	2			
Bus Pickup/Drop Off - Hardman south of Middle Branch Dr.		40	0	32	40	112	0	0	0	0	20	25	0	24	69	0		-6	10	4	185	
		9		7	8		0		0		4	5	0	8		0		-3	2			
Bus Pickup/Drop Off - East Street / Butte Area		45	0	28	40	113	0	0	0	0	20	25	0	24	69	0		-6	10	4	186	

LEGEND	
Selection Value	
5	Very Important
1	Minimal Importance
Assigned Value	
+10 Proposed project provides significant benefit as compared to other projects.	
+1 Proposed project provides minimal benefit as compared to other projects.	
0 Proposed project provides no benefit as compared to other projects.	
-1 Proposed project provides minimal negative impacts compared to other projects.	
-10 Proposed project provides significant negative impacts as compared to other projects.	

Natural Resources Board Member



**SUNRISE**  
ENGINEERING

**LEGEND**

**\*Selection Value**

- 5 Very Important
- 1 Minimal Importance

**\*Assigned Value**

- +10 Proposed project provides significant benefit as compared to other projects.
- +1 Proposed project provides minimal benefit as compared to other projects.
- 0 Proposed project provides no benefit as compared to other projects.
- 1 Proposed project provides minimal negative impacts compared to other projects.
- 10 Proposed project provides significant negative impacts as compared to other projects.

### Parks and Recreation



# APPENDIX D

## COST ESTIMATES

**TOWN OF STAR VALLEY RANCH**  
**TRANSPORTATION ALTERNATIVES PLAN**  
Engineer's Opinion of Probable Construction Costs



Project Name: **Vista Drive Pathway**  
Type Of Project: Transportation Alternatives Pathways  
Notes: **Vista East to Vista West**

Description: This pathway located on the north side of Vista Drive begins near the Mail Center and runs east to Vista East Drive. It will be an 8' wide concrete path located about 10 feet off of the travel lane.

**CONSTRUCTION COSTS**

Item #	Description	Quantity	Unit	Unit Cost*	Total Cost
1	Mobilization	1	L.S.	\$8,000.00	\$8,000
2	Materials Sampling & Testing	1	L.S.	\$4,000.00	\$4,000
3	Clear and Grub Pathway Route	1	L.S.	\$10,000.00	\$10,000
4	Untreated Base Course	270	C.Y.	\$35.00	\$9,450
5	8' Wide Concrete Sidewalk - (4" Thick)	2,300	S.Y.	\$32.00	\$73,600
6	9' x 2" Conduits Under Pathway	26	Each	\$50.00	\$1,300
7	ADA Warning Pad	9	Each	\$700.00	\$6,300
8	Restore Landscaping	1	L.S.	\$5,000.00	\$5,000
9	Sod Restoration	5,000	S.F.	\$2.50	\$12,500
10	Pavement Crosswalk Markings	4	Each	\$3,000.00	\$12,000
11	Crosswalk Warning Sign	8	Each	\$800.00	\$6,400
12	Relocate Phone Pedestal	2	Each	\$800.00	\$1,600
13					
*See itemized cost for detail of cost components				<b>Construction Total</b>	<b>\$150,150</b>

**INCIDENTAL PROJECT COSTS**

Construction Engineering @ 10% of Subtotal #1 \$15,015

**Subtotal \$165,165**

Contingency @ 10% of Subtotal #2 \$16,517

**Total Construction Cost \$182,000**  
(rounded)

Preliminary Engineering / Survey \$15,000

Permitting @ 1% of Project Cost \$2,000

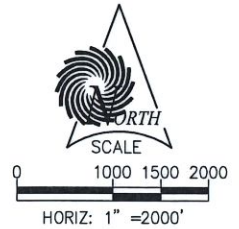
Legal @ 4% of Project Cost \$8,000

Right of Way - Land Acquisition \$0

**Total Project Cost \$207,000**



Attachment B: Map  
Town of  
Star Valley Ranch  
Vista Drive Pathway



MUDDY STRING

PROJECT AREA

VISTA DRIVE



**SUNRISE**  
ENGINEERING

47 EAST 4TH AVENUE  
AFTON, WYOMING 83110  
TEL 307.885.8500 • FAX 307.885.8501  
[www.sunrise-eng.com](http://www.sunrise-eng.com)

**TOWN OF STAR VALLEY RANCH**  
**TRANSPORTATION ALTERNATIVES PLAN**  
Engineer's Opinion of Probable Construction Costs



Project Name: **Muddy String Pathway**  
Type Of Project: Transportation Alternatives Pathways  
Notes: **Piute to Prater Creek**

Description: This pathway connects several side streets along Muddy String and will eventually become part of a longer north-south pathway route identified by the Town and County .

**CONSTRUCTION COSTS**

Item #	Description	Quantity	Unit	Unit Cost*	Total Cost
1	Mobilization	1	L.S.	\$8,000.00	\$8,000
2	Materials Sampling & Testing	1	L.S.	\$6,000.00	\$6,000
3	Clear and Grub Pathway Route	1	L.S.	\$6,000.00	\$6,000
4	Earthwork	1	L.S.	\$20,000.00	\$20,000
5	Decorative Block Retaining Wall (Less than 6' tall)	1,380	S.F.	\$45.00	\$62,100
6	Untreated Base Course	187	C.Y.	\$35.00	\$6,545
7	Culvert Extension	20	L.F.	\$80.00	\$1,600
8	8' Wide Concrete Sidewalk - (4" Thick)	1,120	S.Y.	\$32.00	\$35,840
9	9' x 2" Conduits Under Pathway	4	Each	\$50.00	\$200
10	ADA Warning Pad	4	Each	\$700.00	\$2,800
11	Restore Landscaping	1	L.S.	\$3,000.00	\$3,000
12	Sod Restoration	2,520	S.F.	\$2.50	\$6,300
13	Pavement Crosswalk Markings	1	Each	\$3,000.00	\$3,000
14	Crosswalk Warning Sign	3	Each	\$800.00	\$2,400
15	Relocate Phone Pedestal	4	Each	\$800.00	\$3,200
<i>* See itemized cost for detail of cost components</i>				<b>Construction Total</b>	<b>\$166,985</b>

**INCIDENTAL PROJECT COSTS**

Construction Engineering @ 10% of Subtotal #1 \$16,699

**Subtotal \$183,684**

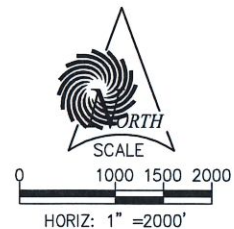
Contingency @ 10% of Subtotal #2 \$18,368

**Total Construction Cost \$203,000**  
*(rounded)*

Preparation of Final Designs and Specifications \$17,000  
Permitting @ 3% of Project Cost \$7,000  
Legal @ 4% of Project Cost \$9,000  
Right of Way - Land Acquisition \$10,000  
**Total Project Cost \$246,000**



Attachment B: Map  
Town of  
Star Valley Ranch  
Muddy String Pathway



MUDDY STRING

PROJECT AREA

P:\Star Valley Ranch (Town of)\Dwg C30\Star Valley Ranch--Road Study.dwg Jun 22, 2018 2:21pm pelliatt



47 EAST 4TH AVENUE  
AFTON, WYOMING 83110  
TEL 307.885.8500 • FAX 307.885.8501  
[www.sunrise-eng.com](http://www.sunrise-eng.com)

**TOWN OF STAR VALLEY RANCH**  
**TRANSPORTATION ALTERNATIVES PLAN**  
Engineer's Opinion of Probable Construction Costs



Project Name: **Cedar Creek Drive Pathway**  
Type Of Project: Transportation Alternatives Pathways  
Notes: **Vista Swimming Pool**

Description: This pathway located along Cedar Creek Drive beginning near the Mail Center and runs south east to to the Swimming Pool. It will be an 8' wide concrete path located about 8 feet off of the travel lane. Overall Length is estimated at 6,200 feet.

**CONSTRUCTION COSTS**

Item #	Description	Quantity	Unit	Unit Cost*	Total Cost
1	Mobilization	1	L.S.	\$13,000.00	\$13,000
2	Materials Sampling & Testing	1	L.S.	\$4,000.00	\$4,000
3	Clear and Grub Pathway Route	1	L.S.	\$20,000.00	\$20,000
4	Untreated Base Course	919	C.Y.	\$35.00	\$32,165
5	8' Wide Concrete Sidewalk - (4" Thick)	5,511	S.Y.	\$32.00	\$176,356
6	9' x 2" Conduits Under Pathway	18	Each	\$50.00	\$900
7	ADA Warning Pad	6	Each	\$700.00	\$4,200
8	Restore Landscaping	1	L.S.	\$20,000.00	\$20,000
9	Sod Restoration	5,000	S.F.	\$2.50	\$12,500
10	Pavement Crosswalk Markings	-	Each	\$3,000.00	\$0
11	Crosswalk Warning Sign	2	Each	\$800.00	\$1,600
12	Relocate Phone Pedestal	8	Each	\$800.00	\$6,400
13					
*See itemized cost for detail of cost components				<b>Construction Total</b>	<b>\$291,121</b>

**INCIDENTAL PROJECT COSTS**

Construction Engineering @ 10% of Subtotal #1 \$29,112

**Subtotal \$320,233**

Contingency @ 10% of Subtotal #2 \$32,023

**Total Construction Cost \$353,000**  
(rounded)

Preliminary Engineering / Survey \$29,000

Permitting @ 1% of Project Cost \$4,000

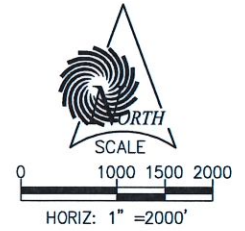
Legal @ 4% of Project Cost \$15,000

Right of Way - Land Acquisition \$0

**Total Project Cost \$401,000**



Attachment B: Map  
Town of  
Star Valley Ranch  
Cedar Creek Drive Pathway



MUDDY STRING

PROJECT AREA

CEDAR CREEK  
DRIVE  
SWIMMING  
POOL



**SUNRISE**  
ENGINEERING

47 EAST 4TH AVENUE  
AFTON, WYOMING 83110  
TEL 307.885.8500 • FAX 307.885.8501  
[www.sunrise-eng.com](http://www.sunrise-eng.com)

**TOWN OF STAR VALLEY RANCH**  
**TRANSPORTATION ALTERNATIVES PLAN**  
Engineer's Opinion of Probable Construction Costs



Project Name: **Hardman Drive Pathway**  
Type Of Project: Transportation Alternatives Pathways  
Notes: **East Street to Cedar Creek Drive**

Description: This pathway located along Hardman Drive is centered on Fox Run Park and extends north to Cedar Creek and South to East Street. It will be an 8' wide concrete path located about 8 feet off of the travel lane. Overall Length is estimated at 5,800 feet. Phasing this project into multiple segments is possible.

**CONSTRUCTION COSTS**

Item #	Description	Quantity	Unit	Unit Cost*	Total Cost
1	Mobilization	1	L.S.	\$15,000.00	\$15,000
2	Materials Sampling & Testing	1	L.S.	\$4,000.00	\$4,000
3	Clear and Grub Pathway Route	1	L.S.	\$25,000.00	\$25,000
4	Untreated Base Course	860	C.Y.	\$35.00	\$30,100
5	8' Wide Concrete Sidewalk - (4" Thick)	5,156	S.Y.	\$32.00	\$164,978
6	9' x 2" Conduits Under Pathway	40	Each	\$50.00	\$2,000
7	ADA Warning Pad	8	Each	\$700.00	\$5,600
8	Restore Landscaping	1	L.S.	\$12,000.00	\$12,000
9	Sod Restoration	1,000	S.F.	\$2.50	\$2,500
10	Pavement Crosswalk Markings	-	Each	\$3,000.00	\$0
11	Crosswalk Warning Sign	5	Each	\$800.00	\$4,000
12	Relocate Phone Pedestal	10	Each	\$800.00	\$8,000
13	Culvert Extension	30	L.F.	\$300.00	\$9,000
14	Culvert Wing Walls	1	L.S.	\$18,000.00	\$18,000
*See itemized cost for detail of cost components				<b>Construction Total</b>	<b>\$300,178</b>

**INCIDENTAL PROJECT COSTS**

Construction Engineering @ 10% of Subtotal #1 \$30,018

**Subtotal \$330,196**

Contingency @ 10% of Subtotal #2 \$33,020

**Total Construction Cost \$364,000**  
(rounded)

Preliminary Engineering / Survey \$30,000

Permitting @ 1% of Project Cost \$4,000

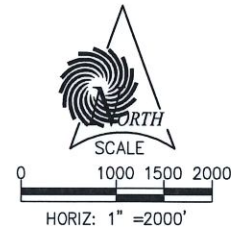
Legal @ 4% of Project Cost \$15,000

Right of Way - Land Acquisition \$0

**Total Project Cost \$413,000**



Attachment B: Map  
Town of  
Star Valley Ranch  
Hardman Road Pathway



MUDDY STRING

VISTA DRIVE

HARDMAN  
ROAD

PROJECT AREA

BUTTE  
DRIVE

PERKINS LANE



**SUNRISE**  
ENGINEERING

47 EAST 4TH AVENUE  
AFTON, WYOMING 83110  
TEL 307.885.8500 • FAX 307.885.8501  
[www.sunrise-eng.com](http://www.sunrise-eng.com)

**TOWN OF STAR VALLEY RANCH**  
**TRANSPORTATION ALTERNATIVES PLAN**  
Engineer's Opinion of Probable Construction Costs



Project Name: **Vista East Pathway**  
Type Of Project: Transportation Alternatives Pathways  
Notes: **From Vista along Vista East to Green Canyon then along Green Canyon to Green Canyon Trailhead**

Description: This pathway located Vista East Drive begins at Vista then joins Green Canyon Drive and follows Green Canyon to the Green Canyon Trailhead. It will be an 8' wide gravel path located about 2 feet off of the travel lane on Green Canyon. It will be 8' off of the travel lane on Vista East and constructed of Concrete. Overall Length is estimated at 2,350 feet.

**CONSTRUCTION COSTS**

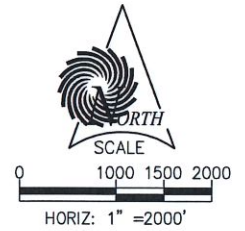
Item #	Description	Quantity	Unit	Unit Cost*	Total Cost
1	Mobilization	1	L.S.	\$4,000.00	\$4,000
2	Materials Sampling & Testing	1	L.S.	\$4,000.00	\$4,000
3	Clear and Grub Pathway Route	1	L.S.	\$15,000.00	\$15,000
4	Untreated Base Course	348	C.Y.	\$35.00	\$12,190
5	8' Wide Concrete Sidewalk - (4" Thick)	551	S.Y.	\$32.00	\$17,636
6	9' x 2" Conduits Under Pathway	2	Each	\$50.00	\$100
7	ADA Warning Pad	1	Each	\$700.00	\$700
8	Restore Landscaping	1	L.S.	\$3,000.00	\$3,000
9	Sod Restoration	1,250	S.F.	\$2.50	\$3,125
10	Pavement Crosswalk Markings	-	Each	\$3,000.00	\$0
11	Crosswalk Warning Sign	-	Each	\$800.00	\$0
12	Relocate Phone Pedestal	8	Each	\$800.00	\$6,400
13					
* See itemized cost for detail of cost components				<b>Construction Total</b>	<b>\$66,151</b>

**INCIDENTAL PROJECT COSTS**

Construction Engineering @ 10% of Subtotal #1	\$6,615
<b>Subtotal</b>	<b>\$72,766</b>
Contingency @ 10% of Subtotal #2	\$7,277
<b>Total Construction Cost</b>	<b>\$81,000</b> (rounded)
Preliminary Engineering / Survey	\$7,000
Permitting @ 1% of Project Cost	\$1,000
Legal @ 4% of Project Cost	\$4,000
Right of Way - Land Acquisition	\$0
<b>Total Project Cost</b>	<b>\$93,000</b>



Attachment B: Map  
Town of  
Star Valley Ranch  
Vista East Pathway



MUDDY STRING

PROJECT AREA

GREEN CANYON  
DRIVE

VISTA EAST DRIVE



**SUNRISE**  
ENGINEERING

47 EAST 4TH AVENUE  
AFTON, WYOMING 83110  
TEL 307.885.8500 • FAX 307.885.8501  
[www.sunrise-eng.com](http://www.sunrise-eng.com)

**TOWN OF STAR VALLEY RANCH**  
**TRANSPORTATION ALTERNATIVES PLAN**  
Engineer's Opinion of Probable Construction Costs



Project Name: **Bus Pickup - Off Street**  
Type Of Project: Bus Pickup and Shelter  
Notes: **Bus Pickup - Off Street**

Description: This project is to complete an off street bus stop with shelter on a lot or lots purchased by the Town.

**CONSTRUCTION COSTS**

Item #	Description	Quantity	Unit	Unit Cost*	Total Cost
1	Mobilization	1	L.S.	\$5,000.00	\$5,000
2	Materials Sampling & Testing	1	L.S.	\$3,000.00	\$3,000
3	Clear and Grub Site	1	L.S.	\$10,000.00	\$10,000
4	Earthwork	1	L.S.	\$20,000.00	\$20,000
5					
6	Untreated Base Course	180	C.Y.	\$35.00	\$6,300
7	3" Asphalt Paving	1,550	S.Y.	\$17.00	\$26,350
8	8' Wide Concrete Sidewalk - (4" Thick)	80	S.Y.	\$32.00	\$2,560
9	Pre Fabricated Bus Shelter	1	L.S.	\$12,000.00	\$12,000
10	ADA Warning Pad	2	Each	\$700.00	\$1,400
11	Landscaping	1	L.S.	\$2,000.00	\$2,000
12	Top soil and reseeding	12,600	S.F.	\$1.00	\$12,600
13	Pavement Crosswalk Markings	1	Each	\$3,000.00	\$3,000
14	Crosswalk Warning Sign	1	Each	\$800.00	\$800
15					
*See itemized cost for detail of cost components				<b>Construction Total</b>	<b>\$105,010</b>

**INCIDENTAL PROJECT COSTS**

Construction Engineering @ 10% of Subtotal #1 \$10,501

**Subtotal \$115,511**

Contingency @ 10% of Subtotal #2 \$11,551

**Total Construction Cost \$128,000**  
(rounded)

Preparation of Final Designs and Specifications \$11,000  
Permitting @ 3% of Project Cost \$4,000  
Legal @ 4% of Project Cost \$6,000  
Right of Way - Land Acquisition \$30,000  
**Total Project Cost \$179,000**



**TOWN OF STAR VALLEY RANCH**  
**TRANSPORTATION ALTERNATIVES PLAN**  
Engineer's Opinion of Probable Construction Costs



Project Name: **Bus Pickup - On Street**  
Type Of Project: On Street Bus Pickup and Shelter  
Notes: **Bus Pickup - On Street**

Description: This project is to complete an on Street bus stop with shelter with off street parking on a lot or lots purchased by the Town.

**CONSTRUCTION COSTS**

Item #	Description	Quantity	Unit	Unit Cost*	Total Cost
1	Mobilization	1	L.S.	\$5,000.00	\$5,000
2	Materials Sampling & Testing	1	L.S.	\$3,000.00	\$3,000
3	Clear and Grub Site	1	L.S.	\$7,000.00	\$7,000
4	Earthwork	1	L.S.	\$10,000.00	\$10,000
5					
6	Untreated Base Course	90	C.Y.	\$35.00	\$3,150
7	3" Asphalt Paving	800	S.Y.	\$17.00	\$13,600
8	8' Wide Concrete Sidewalk - (4" Thick)	80	S.Y.	\$32.00	\$2,560
9	Pre Fabricated Bus Shelter	1	L.S.	\$12,000.00	\$12,000
10	ADA Warning Pad	2	Each	\$700.00	\$1,400
11	Landscaping	1	L.S.	\$2,000.00	\$2,000
12	Top soil and reseeding	5,400	S.F.	\$1.00	\$5,400
13	Pavement Crosswalk Markings	1	Each	\$3,000.00	\$3,000
14	Crosswalk Warning Sign	1	Each	\$800.00	\$800
15					
*See itemized cost for detail of cost components				<b>Construction Total</b>	<b>\$68,910</b>

**INCIDENTAL PROJECT COSTS**

Construction Engineering @ 10% of Subtotal #1 \$6,891

**Subtotal \$75,801**

Contingency @ 10% of Subtotal #2 \$7,580

**Total Construction Cost \$84,000**  
(rounded)

Preparation of Final Designs and Specifications \$7,000

Permitting @ 3% of Project Cost \$3,000

Legal @ 4% of Project Cost \$4,000

Right of Way - Land Acquisition \$25,000

**Total Project Cost \$123,000**