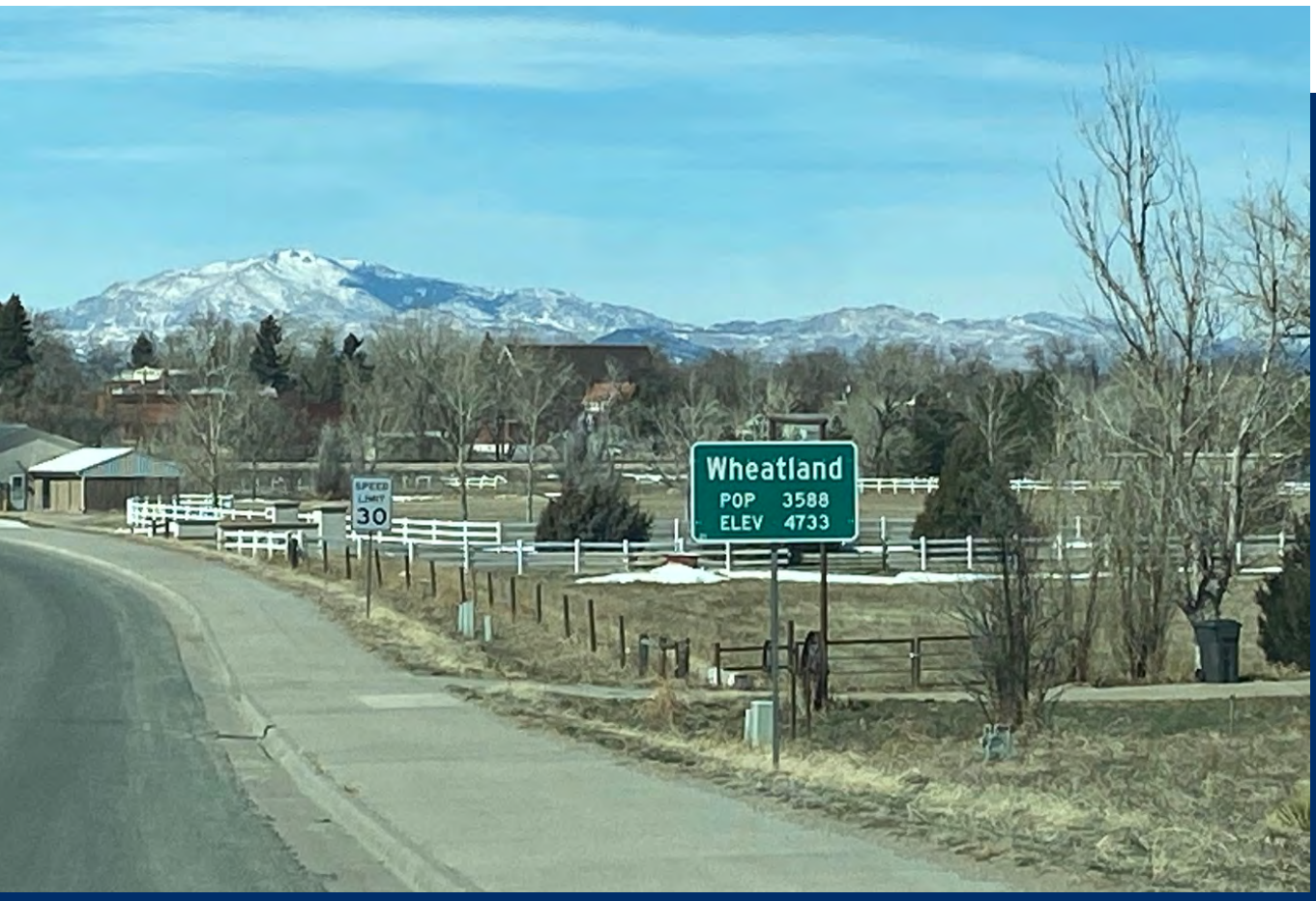
Town of Wheatland
Platte County, Wyoming



MASTER PATHWAY PLAN

Promoting meaningful connections, safety, and easy access

SECOND DRAFT - MAY 6, 2022

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INTRODUCTION

Wheatland is a small town and county seat in the heart of Platte County, Wyoming. Home of the nation's first and largest private irrigation district, Wheatland is embedded in a rich and diverse history. As stated in the Wheatland Mission Statement of the Platte County Development Plan:

"Wheatland's mission is to enhance our small town quality of life through sound public policy, emphasizing safety, quality education, affordable cost of living, diverse business development and retention, and public involvement while promoting recreational opportunities."

This Town of Wheatland Pathway Master Plan focuses on the first and last aspects of this statement: quality of life and promoting recreational opportunities. The Town Council recognizes that maintaining and expanding the trail network for non-vehicular connectivity throughout and adjacent to Town is essential to enhancing the quality of life in Wheatland for both its residents and visitors. Additionally, the compact layout of Wheatland means that many recreation opportunities are easily accessible from Town. By enhancing pedestrian and bicycle connectivity and safety in Wheatland, the trails and transportation network become one—connecting people to destinations and recreation seamlessly.

This plan is a targeted document that outlines specific existing and proposed pathways and connections the Town would like to safeguard or create. It reflects goals found in the Platte County Development Plan and was developed with broad community input and support. Specifically, this Wheatland Pathway Master Plan was created to

- Inventory and map existing pathways and recommend future pathways.
- Establish the vision, goals, and policies to guide decision making.
- Document priorities and needs of current and future pathway users.
- Address safe bicycle and pedestrian connectivity throughout Wheatland.
- Prioritize projects and outline implementation strategies to start acting on plan recommendations without delay.

This Master Plan Update is a revision of the Wheatland Trails Plan that was adopted by the Council in June 2003. Aside from continued development in and around the Town, there have been numerous local and regional scale changes since the plan's adoption. These changes include

- The need to address new federal, state, and local funding sources that have become available since 2003.
- Several significant land development projects have been planned or constructed since 2003, affecting transportation, land use, and connectivity.
- The Community Development Plan the Town of Wheatland completed in 2008 created a vision of the Town. Public parks, pathways, and open space are important components of the 2008 Plan. The plan identifies themes that are critical to maintaining the Town's vibrancy and ensure people will continue to want to live, work, and play in Wheatland.

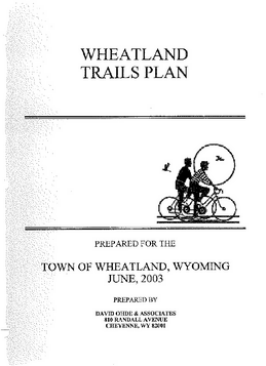
It is necessary to revise the 2003 Wheatland Trails Plan to reflect the current conditions and update the original recommendations. While the Town of Wheatland changes as a result of internal and external development pressures, it is critical to continually reevaluate and update planning efforts to keep up with new opportunities and stay ahead of potential constraints.

Pathways can provide economic, environmental, recreational, and transportation-related benefits to the entire community. A pathway system, well-integrated within the Wheatland community, can function to

- Preserve the natural environment that makes Wheatland a pleasant place to live.
- Provide recreational opportunities ranging from quiet enjoyment of natural areas to hiking and bicycling.
- Provide a network of pedestrian and bicycle trails which are safe and pleasant compliments to the Town's street system that will connect neighborhoods, schools, shopping areas, and parks.
- Increase the value of all properties in Wheatland by creating an aesthetically pleasing community with greater options for non-motorized vehicle transportation, recreation, and open space.

BACKGROUND

This section provides a brief summary of planning documents and policies that have been previously developed/adopted. The Wheatland Pathway Master Plan builds upon this previous work.

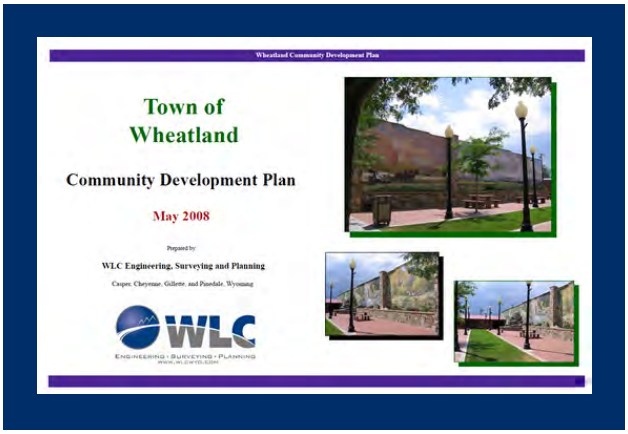


Wheatland Trails Plan - 2003

In June of 2003, the Town of Wheatland contracted David Ohde & Associates to create a Wheatland Trails Plan (WTP). This plan was the original plan used as the basis of planning a trails system for the Town of Wheatland. The plan outlined approximately 8.7 miles of trail routes throughout the Wheatland area. These routes consisted of on-street bike lanes (~2.53 miles), off-street bike paths (~5.81 miles), and sidewalk segments (~0.4 miles). The report described 17 different sections that created a route around the town.

Town of Wheatland Community Development Plan - 2008

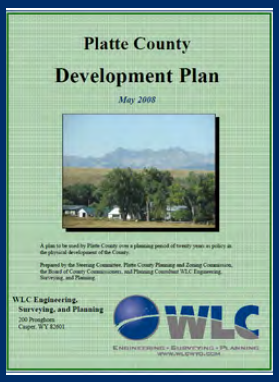
In May of 2008, the Town of Wheatland contracted WLC to create a Wheatland Community Development Plan. This plan was the original plan used as the basis of community development for the Town of Wheatland. The plan identified Recreational/Natural Resources Goals which included the following:



Goal 1: Recreational assets drawing from the natural and manmade features of the region which contribute to the enjoyment and good health of residents and visitors.

Policy 1: Enhance the existing Pathway Plan
Strategies:

- Evaluate connectivity to Town destinations from neighborhoods, schools and other starting points for walkers and joggers
- Map existing sidewalks by location and condition; establish where new sidewalks can link existing sidewalks; develop sidewalk completion timetable
- Identify locations of potential pathways and available easements
- Develop a pathway plan on the conceptual map, in addition to roads
- Use Wyoming Department of Transportation (WYDOT) Enhancement grants to establish pathways



Platte County Development Plan - 2008

In May of 2008, Platte County contracted WLC to create a Platte County Development Plan. This plan was the original plan used as the basis of county development for the Platte County. The plan identified Recreational/Natural Resources Goals which were the also reflected in the Town of Wheatland Community Development Plan.

16th Street Corridor Study

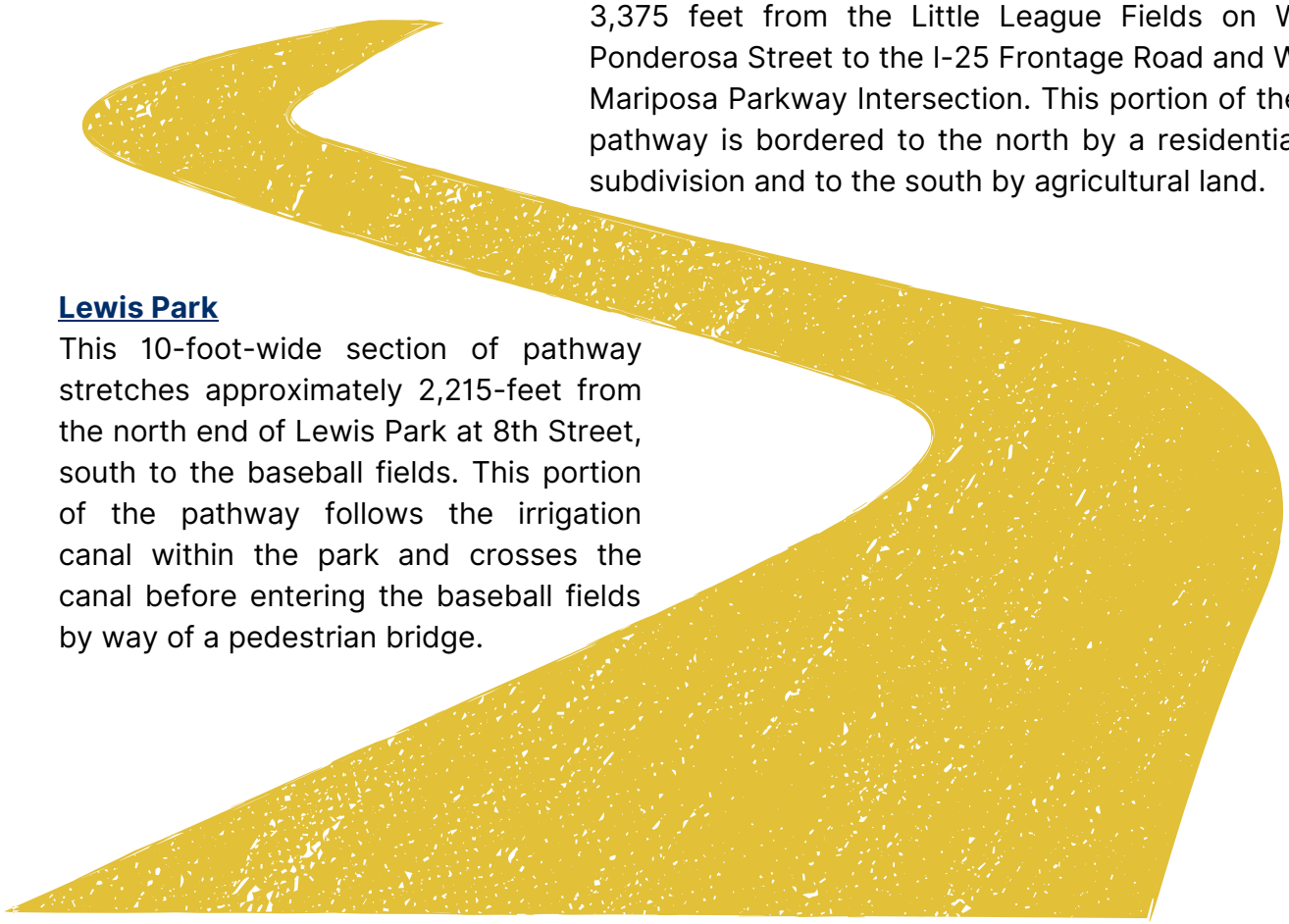
In 2016, Platte County Economic Development contracted AVI to produce the 16th Street Corridor Study which identified future roadway and infrastructure improvement projects and would assist in securing additional funding for future construction projects along the 16th Street corridor. This study identified the need for pedestrian facilities and included details to include a multi-use path and continuous pedestrian connections along the entire corridor.

During the public involvement process, the Town received many comments related to the need to enhance pedestrian facilities. The two types of facilities discussed included shared-use paths and sidewalks.

The corridor study also includes suggested intersection designs and recommended connections to existing facilities which could be incorporated into the update to the Wheatland Pathway Master Plan.

INVENTORY OF CURRENT PATHWAYS

This section provides a brief summary of existing pathway segments. The Wheatland Pathway Master Plan builds upon these existing pathways.



Little League Fields to I-25 Frontage Road

This 10-foot-wide section of pathway extends 3,375 feet from the Little League Fields on W Ponderosa Street to the I-25 Frontage Road and W Mariposa Parkway Intersection. This portion of the pathway is bordered to the north by a residential subdivision and to the south by agricultural land.

Lewis Park

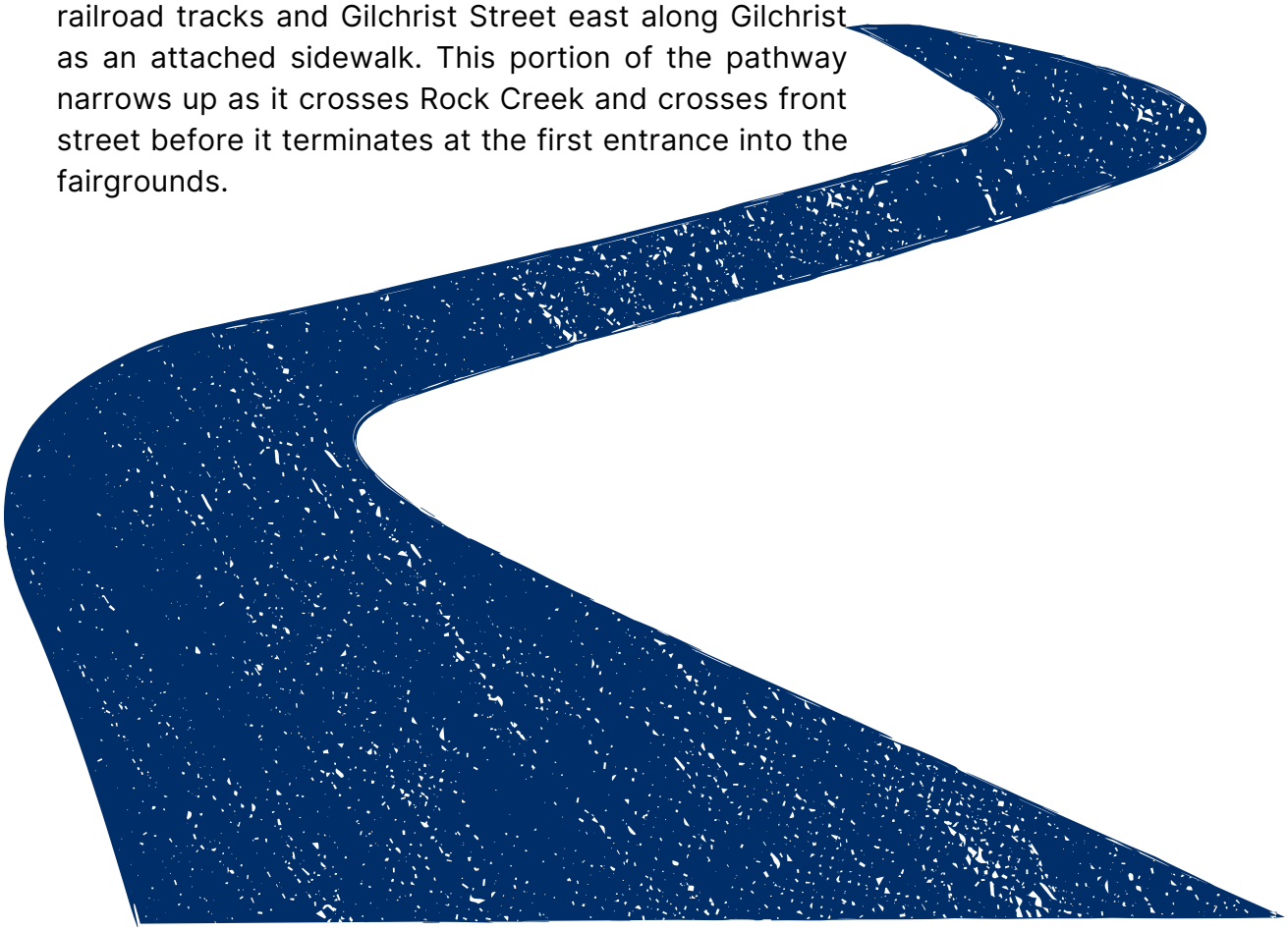
This 10-foot-wide section of pathway stretches approximately 2,215-feet from the north end of Lewis Park at 8th Street, south to the baseball fields. This portion of the pathway follows the irrigation canal within the park and crosses the canal before entering the baseball fields by way of a pedestrian bridge.

W Mariposa Parkway/16th Street Intersection to the Wheatland Cemetery

This 10-foot-wide section of pathway stretches approximately 3,260-feet from the intersection of W Mariposa Parkway and 16th Street south to the Wheatland Cemetery. This portion of the pathway is detached and found on the west side of 16th Street until it crosses the South Wheatland Highway at the 14th Street intersection and follows the South Wheatland Highway until it terminates at the south end of the Wheatland Cemetery.

Downtown to the Fairgrounds along Gilchrist

This 10-foot-wide section of pathway stretches approximately 2,500 feet from the intersection of the railroad tracks and Gilchrist Street east along Gilchrist as an attached sidewalk. This portion of the pathway narrows up as it crosses Rock Creek and crosses front street before it terminates at the first entrance into the fairgrounds.



16th Street from West Mariposa Parkway to South Street

This 10-foot-wide section of pathway stretches approximately 1,940 feet from the intersection of West Mariposa Parkway to the South Street Intersection. This portion of the pathway meanders on the west side of 16th Street surrounded by a green space on both sides. At the pathway reaches South Street, it wyes to extend east to the intersection and west to the existing sidewalk along South Street.

PLANNING PROCESS

Outlined below are the working assumptions for the process of revising the Wheatland Trails Plan. These assumptions will frame the general direction, focus of the study, and clarify what is to be accomplished through this planning effort. The manner in which the Plan will be developed and presented will reflect the basic assumptions underlying the study.

The Wheatland Trails Planning process is part of a continuing, multi-faceted effort to establish a long-range planning strategy and development policy for the future growth of the Town. The Wheatland Trails Plan will focus on the physical planning, implementation goals, and operational policies of the pathway system. The Plan's recommendations are to be supportive and consistent with the goals, objectives, and policies established within the Town's Community Development Plan.

The Wheatland Trails Planning process is an opportunity for the Pathway Committee to fulfill its specific charge of establishing a town-wide system of pathways. The Wheatland Trails Plan will exhibit the Town's commitment to continually upgrade and expand the pathway system. The plan will provide a broad-based framework within which appropriate decisions can be made about the future growth of the pathway system, and it will encourage positive coordination with other Town programs, such as parks and recreation development.

The process is an opportunity to strengthen important relationships and community perceptions. The Master Plan will foster public input, awareness, and participation in the planning process. The planning process will incorporate concerns and ideas from a variety of interests and constituents.

PUBLIC INPUT

The Wheatland Pathway Master Plan incorporates a variety of data and mines local knowledge using a comprehensive stakeholder participation process and community surveys. The stakeholder input process incorporated a variety of methods that included interviews, focus group meetings, and public forums/presentations. The data generated from these critical community interactions helped to define the pathway needs of the community.

Through the community engagement process, excited community members helped to determine the future of the pathway system. There have been subtle differences in opinions of what the community needs most, but some common themes and priorities have emerged:

- Develop new pathway connections to other parts of the Town
- Create pathway connections between existing pathways
- A love for recreation of all types by people of all ages and abilities
- A wish to provide safer streets and intersections for walking and bicycling
- A need for providing well-lit pathways
- An acknowledgement that implementation of trail and connectivity projects will take work, funding, commitment, and creative partnerships from the Wheatland community

The community plays a vital role in the planning process by sharing personal priorities for pathway amenities, connections, and alignments, and weighing in on the decisions the Town will be making. The following list is a summary of the public outreach to date:

- Meetings with the Town's Pathway Committee
- Project Website to provide information, surveys, and updates to the planning process
- Targeted Facebook Ads about Public Input Sessions/Surveys
- Online surveys, questionnaires, and comment forms
- A community public input session

Project Website

The project website, a stand-alone website under the domain www.townofwheatlandpathwayplan.com, was established early in the planning process to serve as a clearinghouse for project information and mapping, to notify the public about project meetings, and to serve as a central point for submitting comments on the project throughout the planning process. Website snapshots can be seen in Appendix A.

Targeted Facebook Ad

A targeted Facebook ad was utilized to target the Town of Wheatland's Facebook users to encourage more community input. The ad featured information about the first public input session and the website link for those who wished to provide feedback through the survey. The ad was published for 3-days and reached 2,371 Facebook users in the community. The ad garnered 177 engagements and led to 59 survey responses and 39 reactions. The ad had 12 shares and 12 comments.

Public Survey

An online survey was placed on the project website and advertised on the targeted Facebook ad. The survey was used as another tool for gathering additional public comment from people who were unable to attend the first public input session. The purpose of the survey was to understand what the community values along the existing pathways, what improvements are needed, where future pathway segments should be placed, and how the current pathways may be affecting the way the Wheatland community lives, works, and plays. The survey was live for 4 weeks and received 65 responses. The survey and results can be seen in Appendix B.

Public Input Session

The inaugural Public Input Session was met with enthusiasm and optimism from the Wheatland community. It was held on Thursday, February 24, 2022 in the Wheatland Town Hall Council Chamber. This meeting received lively participation from over 15 individuals of all ages. Participants discussed existing conditions and future opportunities, safety difficulties and enhancements, winter and summer trail uses, recreation etiquette throughout town, and connectivity to town resources and amenities. Participants had the opportunity to interact with and provide comments directly onto concept maps with markers and push pins and discuss project components with the Wheatland Pathway planning team. Responses we received at the public input session can be viewed in Appendix C.

Coffee and Donuts

On Wednesday, April 6th, 2022 the second public input session was held at the Town of Wheatland Town Hall with an optional virtual feed for those who were unable to attend. During the presentation, the first survey results and first public input session information was presented and discussed with the attendees. The first draft of proposed pathway alignments was also presented and discussed. Participants had the opportunity to ask questions and provide comments and offer suggestions. A recorded copy of the open house was posted to the website.

DESIGN STANDARDS & GUIDELINES

Safety is the primary consideration when designing pathway facilities. If pathway facilities do not offer safe and adequate pedestrian conditions, the facilities will not be used and will not encourage greater use. It is the primary goal of this plan to establish standards to serve as a guide in the development of safe and adequate pathway facilities for the Town of Wheatland

The guidelines address the following design issues:

Pathway design standards and guidelines can help elected officials, advisory board members, and staff make decisions involving the expenditure of public funds and the enhancement of public safety. Decisions related to amounts of land or easements to be purchased, the types of pathways to construct, and the location of pathways can be facilitated by incorporating standards and guidelines in the pathway planning and decision-making process.

There are two types of pathways that will be considered for the Town of Wheatland's Pathway Plan. Those two types are on-street pathways and off-street pathways. On-street pathways are pathways that will share the road right-of-way for its route and off-street pathways are pathways that have their own right-of-way and are not adjacent to streets.

On-Street Pathways

On-street pathways are meant to be in areas where space is limited and having a pathway with its own right-of-way is not feasible. These pathways will utilize the same right-of-way as the road and in some cases be attached to the curb and gutter. These path sections will resemble more of a sidewalk than a standalone path. The three variations of on-street pathways which will be considered for as part of this Master Plan include detached, attached, and median pathways.

On-street pathways will typically be 8-10 feet wide, which allows for mixed bicycle and pedestrian traffic to flow in both directions. In situations where it is not possible to have a full 8- to 10-foot-wide pathway in the road right-of-way, the pathway can be narrowed to 6-8 feet and be for pedestrian use only.

Detached pathways are preferred to improve the visual attractiveness of Wheatland's street system and improve pedestrian safety by separating the pedestrian from the moving travel lanes. The separation between the road and pathway creates a safer environment for pedestrians and allows for beautification of the pathway and road area with the addition of the landscape buffer.

When limited space is available in the street right-of-way, an attached pathway is acceptable though less favorable. Attached pathways will be raised above street level and separated from the street by a curb and gutter. Attached pathways lack a barrier between moving traffic and pedestrians and have been shown to have a significant adverse impact on the quality of the walking experience. In these circumstances proper signage is needed to inform vehicles, pedestrians and bicycles users that the sidewalk is for pedestrian use only and bicycles should use the street.

A median pathway is a less common type of pathway that can be used where where sufficient road right-of-way exists. Median pathways are placed between opposite travel lanes with a green space on either side to provide a safety buffer. This median pathway replaces sidewalks on both sides of the roadway. Median pathways are not as common and less favorable than attached pathways. These types of pathways can pose many issues with access and cross-roadway accommodations. On busy streets, pedestrians would be forced to cross the travel lanes to access the center pathway. There is also the potential that safe crossings could not be accommodated at each intersection making them difficult to cross, especially on busy multi-lane roadways.

Concrete is the recommended surface treatment for all on-street pathways. The typical cross section for an on-street pathway will be 4” of concrete over 4” of base course material. Please see on-street pathway cross section options in Appendix D.

Off-Street Pathways

While off-street paths are typically more expensive to build than other non-motorized facilities, they support a much wider range of users and activities and can improve the identity of the community. Studies have also shown that properties near shared use paths have relatively higher values than other properties, and the presence of pathways in a community ranks very high for prospective homeowners.

Off-street pathways are meant to be within their own right-of-way. Off-street pathways will typically be 8- to 10 feet wide, which allows for mixed bicycle and pedestrian traffic to flow in both directions. In situations where it is not possible to have a full 8-10-foot-wide pathway in the right-of-way, the pathway can be narrowed to 6-8 feet. Off-street pathways will be used as much as possible to provide safe connections for pedestrians to navigate around Town.

All off-street pathways shall have two-foot-wide graded shoulders. The shoulders help prevent edges from crumbling and provide an alternate walking and jogging surface.

Sidewalks

In some cases, pathway connections will be on sidewalks and along public streets. The provision of designated bicycle lanes is desirable when sidewalks are used as a link in the pathway system to separate bicycle and pedestrian traffic. In the event that off-street paths merge onto on-street pathways, providing appropriate signage and pavement markings will allow for safe merging.

Pathway Standards

All pathways will be compliant with American Association of State Highway and Transportation Officials (AASHTO) and Americans with Disabilities Act (ADA) standards as much as possible. These guidelines address design standards for pathway alignment, design speeds, paving widths and clearances, slope restrictions, bridge structures and safety railings. Providing access to the greatest extent possible for the greatest number of people will allow handicap, elderly, and very young users to fully enjoy the pathway system.

Proper pathway foundation will increase the longevity of the path. Four inches of surfacing material over four inches (minimum) of base course gravel is recommended for concrete paths. Two inches of surfacing material over four inches (minimum) of base course gravel is recommended for asphalt paths. Soil borings are recommended to determine adequate material depths. Pathways should be designed to withstand the loading requirements of occasional maintenance and emergency vehicles.

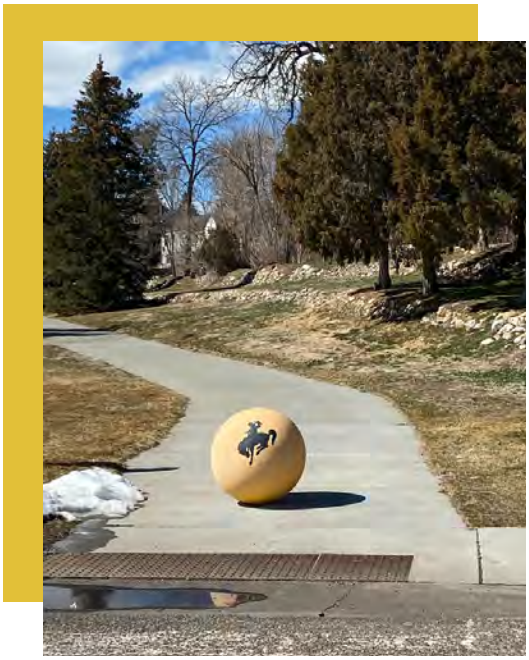
All pathways must be built to meet the requirements of the American's With Disabilities Act (ADA). The act was established to provide those with disabilities equal access to public accommodations and it requires that public accommodation and commercial facilities to be designed, constructed, and altered to comply with the accessibility standards established by the ADA.

Trailheads

Although one of the primary purposes of pathways is to provide non-motorized transportation, many individuals will use the trails for purely recreational purposes. To accommodate recreational users, trailheads should be incorporated when possible.

Pathway trailheads serve as entrances and staging areas for pathway segments, as well as places where user information is provided. Requirements for trailhead areas will vary depending on the site, context, needs, and resources available for development. The following are some general issues that should be addressed when considering trailhead areas:

- All pathway trailheads should be ADA compliant where possible.
- Major trailheads should provide adequate parking, restroom facilities, drinking fountains, site furnishings such as benches and trash receptacles, bike racks, lighting, and wayfinding signage.
- Connections between the paths and trailhead areas should be clear and obvious through the use of signage and site layout.
- Restroom facilities should remain open year-round where possible to accommodate use in all seasons.
- Gates and special barriers may be required at certain pathway segments to prevent unauthorized vehicles from entering the path.



Parks located along the path corridors tend to be good locations to accommodate trailheads and access points, although smaller facilities can be developed with more basic amenities such as limited parking, trash receptacles, and wayfinding signage.

Operations & Maintenance

Pathway corridors and trailheads should be landscaped appropriately to minimize maintenance, reduce the establishment of invasive plant species, and ensure safety for pathway users. The Town of Wheatland will be responsible for maintaining trailhead facilities, pathways, and pathway corridors.

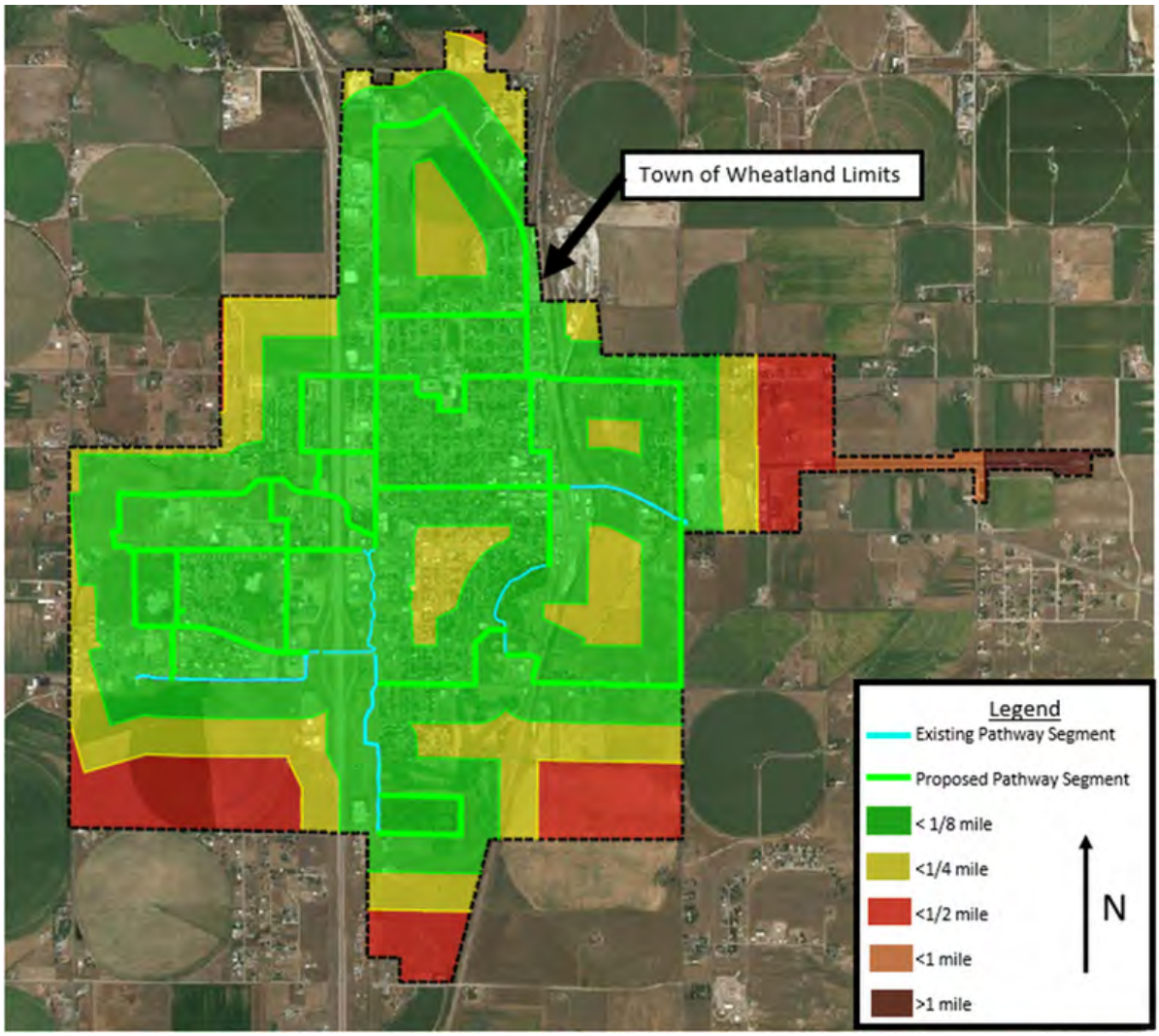
The following are some basic maintenance recommendations that might be applied along the pathway system:

- Local, county, state, and federal governments should cooperate to eradicate weeds and invasive species along the pathway corridors where it may be an issue.
- A 2- to 3-foot-wide vegetation-free clear zone should be established on each side of all fully separated, multi-purpose paths.
- Pathways should be regularly maintained, with stones, gravel, “goat heads,” and dirt removed using equipment designed for such maintenance.
- Invasive weeds such as puncturevine (which produce the dreaded “goat heads,”) should be eradicated within 5 feet of the pathway using appropriate and safe means of removal.
- Property owners adjacent to the corridors should be required to control vegetation that obscures visibility, and to control weeds and invasive species on their properties.
- Surfacing should be repaired and maintained as needed to ensure safe use.
- Trails should be kept litter and graffiti free.
- Agencies may want to partner with local organizations or service groups to help provide periodic and consistent clean-ups while building relationships and encouraging stewardship of these community facilities.

On average, Wheatland receives over 40 inches of snow per year. Winter maintenance on the network will keep facilities open and functional for users. Pedestrians can benefit from cleared sidewalks and bicyclists can benefit from cleared paved trails and bike lanes. Winter maintenance includes snow removal and application of deicing and traction control materials in ice prone areas on certain Town-maintained pathways. Snow removal will occur as determined by the Public Works Department after storm events and deicing and traction control material applications should occur periodically as necessary.

PATHWAY PLAN

The response from the public input sessions and committee meetings helped create a more inclusive pathway plan, as it reflected knowledge of community members, Town staff, and the pathway committee regarding known obstacles, barriers, and opportunities. From the input received, a new plan was developed and divided into eighteen segments to help meet the pathway goals of the community. The pathway segments were strategically placed to provide easy access to the pathway system by all Town of Wheatland residents. The heat map shown below depicts all areas within the Town limits and their respective distances to the closest pathway segment. Using this analysis, it was confirmed that the final plan provides nearly 99% of property within Town limits access to the pathway system within ½ mile radius or less, with 66% within ⅛ mile radius or less.



PRIORITIZATION & IMPLEMENTATION

There are many opportunities for pedestrian and bicycle facilities in Wheatland. Over the next decade, it is anticipated that many of these opportunities will be implemented. The Town's efforts should focus on those pathways, corridors, and streets that provide the most significant benefit and that contribute to a town-wide network.

Successful implementation of the master plan will require the protection of existing connections and the reservation of planned connections throughout the Town. Although many of the pathway corridors are intended to utilize public lands consistent with the goals and policies of the master plan, acquisition of corridors on private lands will be necessary with future development to successfully implement this plan. Many options are available to the Town, public agencies, non-profit groups, and private landowners to ensure the protection/reservation of these critical corridors. The objective of the master plan is to provide a menu of available options to both public agencies and private landowners, promoting flexibility and creativity in the negotiation process. Careful crafting of transactions between private landowners and public agencies can and should produce mutually beneficial results.

Some of the recommendations identified in this document are in locations that are managed by other entities such as Wyoming Department of Transportation (WYDOT) or the Wheatland Irrigation District. Therefore, it is important to recognize that it is essential for the Town of Wheatland to cooperate and collaborate with these entities to realize the goals of this plan. This plan will not absolutely determine the direction of potential pathway development or street designs on WYDOT rights-of-way. Rather, these recommendations can be used as a resource by these agencies to understand Wheatland's goals and vision as they make decisions for specific areas. As each project moves forward, it is important to re-engage with the appropriate partners to make it successful for all parties.

Additionally, many of the recommended segments impact, or are situated on, private property. This plan is a Master Plan—showing projects that are visionary and idealized in nature. Inevitably, this means that projects are shown on property that is clearly private. Therefore, it is important to state that private property rights will be respected and recognized by the Town of Wheatland and that cooperation with private landowners will be required for certain projects. The Town can engage with private property owners through tools such as property acquisition, tax incentives, easement dedication, etc.

Prioritization

Two matrixes were used to determine the prioritization of the proposed pathway segments. The first matrix was made up of community input from a survey posted to the website which asked community members to rank their top 8 segments in the order of highest to lowest priority. Table 8-1 reflects the number of responses that were received for each segment and each ranking. The segments labeled A-R are shown on the map in Appendix E. Segments F & Q were not included in the ranking survey since they are already in the planning phases.

Public Survey: Total Responses for Each Segment & Ranking								
Segment	Ranking							
	1	2	3	4	5	6	7	8
A	6	3	3	3	2	0	1	2
B	2	8	3	2	3	3	1	3
C	4	3	6	2	4	4	1	3
D	2	2	2	6	3	1	4	3
E	0	0	0	2	3	4	3	1
G	4	0	0	1	2	1	2	0
H	3	2	3	4	0	2	2	3
I	3	1	2	2	1	2	2	3
J	1	1	1	1	1	3	2	2
K	0	1	2	1	0	2	1	0
L	4	6	2	5	4	0	2	1
M	2	4	4	2	3	2	3	3
N	2	2	2	3	2	5	3	3
O	1	2	5	1	2	1	3	2
P	0	1	0	0	0	0	0	0
R	0	0	0	0	0	0	0	0

Table 8-1 Public Survey: Total Responses for Each Segment & Ranking

To determine priority from the responses, the number of responses received for each segment ranking was multiplied by a factor of 1 through 8, depending on ranking. The number of segments ranking 1st were multiplied by 8 and the number of segments ranking 2nd were multiplied by 7, and so on. The results of the multiplied rankings are shown in Table 8-2.

Public Survey: Scoring Calculations for Each Segment & Ranking									
Ranking	1	2	3	4	5	6	7	8	Total Points
Segment	Multiply Factor								
	8 pts	7 pts	6 pts	5 pts	4 pts	3 pts	2 pts	1 pt	
A	48	21	18	15	8	0	2	2	114
B	16	56	18	10	12	9	2	3	126
C	32	21	36	10	16	12	2	3	132
D	16	14	12	30	12	3	8	3	98
E	0	0	0	10	12	12	6	1	41
G	32	0	0	5	8	3	4	0	52
H	24	14	18	20	0	6	4	3	89
I	24	7	12	10	4	6	4	3	70
J	8	7	6	5	4	9	4	2	45
K	0	7	12	5	0	6	2	0	32
L	32	42	12	25	16	0	4	1	132
M	16	28	24	10	12	6	6	3	105
N	16	14	12	15	8	15	6	3	89
O	8	14	30	5	8	3	6	2	76
P	0	7	0	0	0	0	0	0	7
R	0	0	0	0	0	0	0	0	0

Table 8-2 Public Survey: Scoring Calculations for Each Segment & Ranking

The second matrix used to determine the prioritization was compiled from the steering committee feedback. The steering committee sorted the pathway segments into high, medium, and low priority. The recommendations from the steering committee are shown Table 8-3.

The rankings from the steering committee were multiplied by a factor of 21 points (high), 9 points (medium), and 6 points (low). The results of the multiplied rankings are shown Table 8-4.

Steering Committee Ranking			
Segment	High	Medium	Low
A	1		
B			1
C			1
D	1		
E		1	
G			1
H		1	
I		1	
J			1
K			1
L	1		
M	1		
N		1	
O		1	
P			1
R		1	

Table 8-3 Steering Committee Ranking

Steering Committee: Scoring Calculations for Each Segment & Ranking				
Ranking	High	Medium	Low	Total Points
Segment	Multiply Factor			
	21 pts	9 pts	6 pts	
A	21	0	0	21
B	0	0	6	6
C	0	0	6	6
D	21	0	0	21
E	0	9	0	9
G	0	0	6	6
H	0	9	0	9
I	0	9	0	9
J	0	0	6	6
K	0	0	6	6
L	21	0	0	21
M	21	0	0	21
N	0	9	0	9
O	0	9	0	9
P	0	0	6	6
R	0	9	0	9

Table 8-4 Steering Committee: Scoring Calculations for Each Segment & Ranking

The totals from the public survey results and the steering committee results were added together and the results are shown in Table 8-5 and the final results of the priority rankings are shown in Table 8-6.

Final Results			
Segment	Public Survey	Steering Committe	Total Points
A	114	21	135
B	126	6	132
C	132	6	138
D	98	21	119
E	41	9	50
G	52	6	58
H	89	9	98
I	70	9	79
J	45	6	51
K	32	6	38
L	132	21	153
M	105	21	126
N	89	9	98
O	76	9	85
P	7	6	13
R	0	9	9

Table 8-5 Final Results

Prioritization Ranking	Segment	Total Points
1	F	Planned
2	Q	Planned
3	L	153
4	C	138
5	A	135
6	B	132
7	M	126
8	D	119
9	H	98
10	N	98
11	O	85
12	I	79
13	G	58
14	J	51
15	E	50
16	K	38
17	P	13
18	R	9

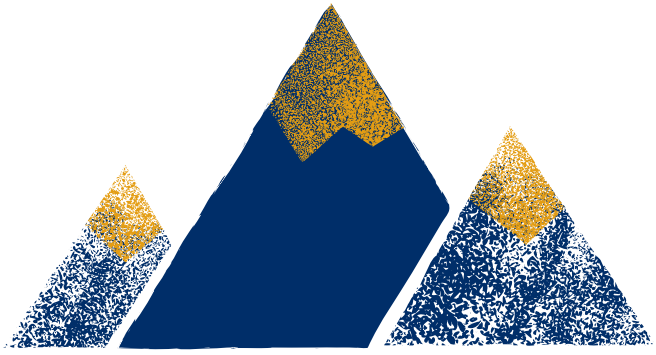
Table 8-6 Priority Ranking of Pathway Segments

Implementation

The Town of Wheatland is the primary implementing agency of this master plan. By adopting this plan, the Town acknowledges its role and responsibility to take the lead in pursuing the plan's goals and objectives. Implementation actions by the Town include actual construction and maintenance of pathway facilities and supporting programs to educate and encourage new users.

Multiple Town departments may have a role in implementing and operating the facilities envisioned in this master plan:

- The Planning Department will have major roles in implementing the master plan recommendations. Responsibilities will include developing and overseeing efforts to improve pathways, proposing pathways, scoping of education, encouragement, and enforcement events, and coordinating among the various departments and agencies that have a role in implementing this plan. This Department is responsible for ensuring that infrastructure built through private development conforms to the Town's codes. The Department may also update the Town's codes to establish new standards for projects in this plan.
- The Parks and Recreation Department will have a role in education and promotion programs, as well as overall implementation of this plan.
- The Public Works Department may assist with facility development and day-to-day operations and maintenance of the Town's roads and pathways, including signage and striping.
- The Police Department will have a significant role in supporting and implementing safety education and enforcement components of this plan.
- The Pathway Committee can assist in applying for grants to help construct pathways, as described in this plan.



The Town of Wheatland Master Pathway Plan is a living document and should be updated periodically to assess progress, identify new opportunities, and re-evaluate goals and priorities. The citizens of Wheatland have expressed interest and support for implementation of the priority actions of this master plan. An action plan should continually be updated for the following year and included in the annual capital improvements.

As the Town moves forward in building the network and implementing this master plan, it is important to continue to involve area stakeholders, residents, and businesses located along any proposed routes. Public engagement and input is a critical component of any design process involving new pathways, and is also vital when updating, changing, or re-prioritizing any recommendations.

CONSTRUCTION ESTIMATES

A breakdown of cost estimates for the recommended pathway network provided by this plan is presented in Appendix F. Buildout of the recommended system will result in a total of more than twelve miles of new pathways. The total cost of constructing the recommended projects is estimated to be about $19.7 million dollars with an average cost of $1.59 million per mile of pathway. All costs are in 2022 dollars.

Table 9-1 provides a summary of the total construction estimates for each segment. Inberg-Miller Engineer's (IME) opinions of probable Construction Costs are made on the basis of IME experience and qualifications and represent IME's best judgment as professionals generally familiar with the industry. However, since IME has no control over the cost of labor, materials, equipment, or services furnished by others, or over the Contractor's methods of determining prices, or over competitive bidding or market conditions, IME cannot and does not guarantee that actual Construction Cost will not vary from opinions of probable Construction Cost prepared by IME. These estimates are provided only to give an approximate cost to be utilized for budgeting and grant sourcing.

Pathway Segment	Length of Pathway (miles)	Estimated Construction Cost
A	0.61	$ 1,197,560.00
B	0.76	$ 1,213,134.65
C	1.60	$ 2,904,815.55
D	0.57	$ 655,218.20
E	0.71	$ 1,145,246.38
F	0.84	$ 1,483,541.15
G	0.94	$ 1,462,727.18
H	0.76	$ 1,426,895.93
I	0.94	$ 1,513,655.33
J	1.20	$ 2,241,499.49
K	0.65	$ 575,370.25
L	0.56	$ 989,436.18
M	0.32	$ 560,480.38
N	0.56	$ 1,035,762.00
O	0.42	$ 709,840.95
P	0.49	$ 510,874.00
R	0.27	$ 425,492.11
	Total	**$ 20,051,549.70**

Table 9-1 Summary of Total Construction Estimates for Each Segment

The estimates provided are for the planning level, and do not include feasibility or environmental clearance. Project-specific factors such as grading, landscaping, intersection modification and bridge construction may increase the actual cost of construction. Due to the unpredictability of funding sources, economy and political support, and those projects that require right-of-way purchase or coordination with multiple jurisdictions, the estimates provided cannot be guaranteed. A description of available funding sources is provided on the next page.

Funding

Funding for pathway development in Wheatland can come from a variety of sources including local, the State of Wyoming, and federal sources. Private development can also aid in the establishment of much of the future facilities throughout the Town. There are numerous grant opportunities that could be researched and applied for to fund pathway segments. Those grants can include opportunities such as Safe Route to School Programs. Three grant and program examples that could be applied for to fund the pathway can be seen below.

Transportation Alternatives Program

The Transportation Alternatives Program is a federally funded, community-based project fund administered by the Wyoming Department of Transportation. The program focuses on expanding travel choices and enhance the transportation experience by integrating modes and improving the cultural, historic, and environmental aspects of our transportation infrastructure.

Business Ready Community Grant

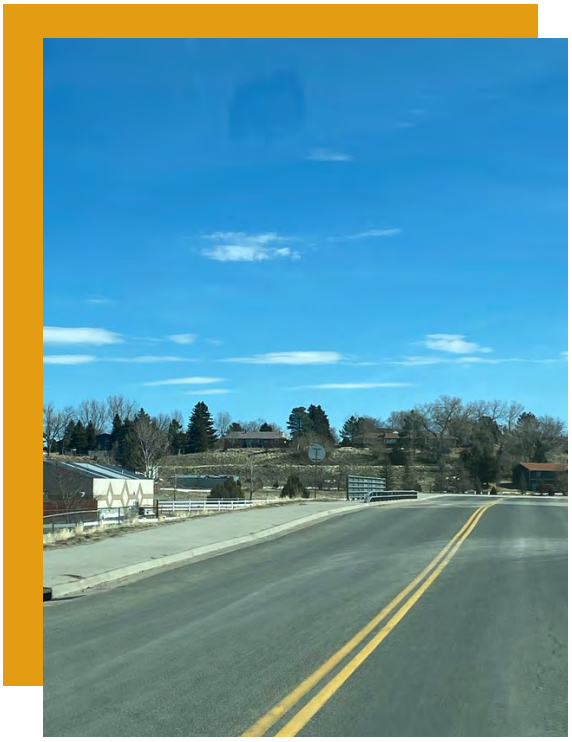
The Wyoming Business council administers the Business Ready Community grant and loan program, which provides financing for publicly owned infrastructure that services the needs of businesses and promotes economic development within Wyoming communities.

Local Funding Sources

Local funding is based on a combination of property taxes, sales taxes, and special assessments at the County and Town level. The One Cent Tax, is a “general purpose” optional sales tax that can be used for any local government function, including infrastructure projects, “special” projects, or general operating expenses under Wyoming State Statute W.S. 39-15-203 and W.S. 39-15-204. While no portion of the tax has to be dedicated to transportation projects, some portion of the funding is usually spent for roadways. The Optional One Cent must be re-approved by the voters every four years. One Cent funds are collected and distributed to each of the local governments in the County based on their respective populations and spent based on public surveys to determine priorities.

CONCLUSION

The adoption of this Town of Wheatland Pathway Master Plan completes a process that provided opportunities for comment and assimilated input from a variety of sources including citizens, professional staff, the Pathway Steering Committee, Town of Wheatland Staff, and the Town Council. Opportunities for citizen participation were frequent. Several different methods of gauging public sentiment were used including public input surveys and informal meetings. The adoption of this Plan and its recommendations reflected the broad sense of participation and ownership the Town of Wheatland community has with its pathway system. This positive endorsement will help to ensure that the Plan remains a priority.



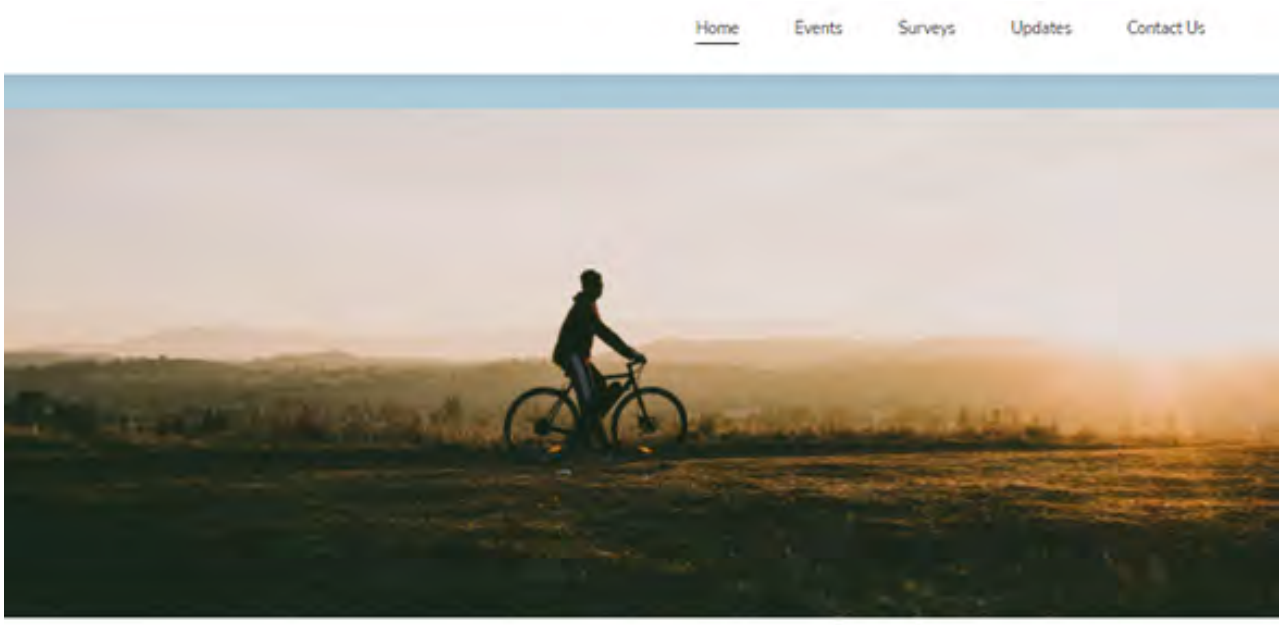
The final Pathway Plan can be seen by looking at the map in Appendix E along with the individual segment details in Appendix G. One notable aspect of the Plan is that there are multiple connecting paths identified that consist of neighborhood sidewalk segments. Pathways are only one type of facility that serve the needs of pedestrians and bicyclists. One problem with the development of a pathway system in a community that has already been mostly built out is that it may be impossible to fully interconnect the various pathway segments that serve the Town. There are many reasons why it may be impossible to fully interconnect the Town's pathway system including preexisting development, large roads, irrigation canals, and other barriers.

For these reasons it is vitally important that the Town make it a priority to provide sidewalks and bicycle lanes that could be used to connect pathways to schools, parks, community centers, neighborhoods, commercial districts, and to other pathways. These facilities are vital if the Town is to achieve a significant level of connectivity for pedestrian and bicycle users.

The presented Master Plan for the Town of Wheatland Pathway System includes approximately 12.95 miles of new pathway. At the time of writing 1.6 miles of pathway is currently in the planning phase and will be completed with the reconstruction of 16th Street by WYDOT.

Implementation of a master plan, by definition, is a long-term process. Over the next several decades and beyond, the Town will experience an almost constant need to adapt to growth and change. Public objectives, local situations, and funding opportunities are constantly in flux. To accommodate such changes, the Town of Wheatland Pathway Master Plan should be viewed as a working document. The Town should update the entire document approximately every five to ten years to ensure the continued improvement and enhancement of the Town of Wheatland Pathway System. However, the document should be treated as a living document and updated as real-world changes cause the document to become out-of-date. This 2022 update to the plan ensures its continuing relevance and indicates the commitment of the Town to this improvement.

APPENDIX A - PROJECT WEBSITE



What is a Pathways and Trails Plan?

It is a...

- **Long-term planning tool** to determine gaps and identify opportunities for improvements.
- **A visionary document** that sets the values and goals for future investments.
- An **opportunity for staff and the public** to weigh in on the future of pathways and trails in the county.

We need the Town of Wheatland to help us create a plan that will benefit the community. In order to do that, we need to understand the extent of pathway and trail needs.

The plan will direct the development and ongoing maintenance of pathways and trails and similar facilities in the future.

Home Events Surveys Updates Contact Us

Join Us!

Public Input Session

February 24th, 2022

5 p.m. - 6:30 p.m.

600 9th Street, Wheatland, WY

Want to receive Project Updates?

Email address*

Submit

WHEATLAND PATHWAY PUBLIC INPUT SESSION

We want to hear from you! Join Us!

February 24, 2022

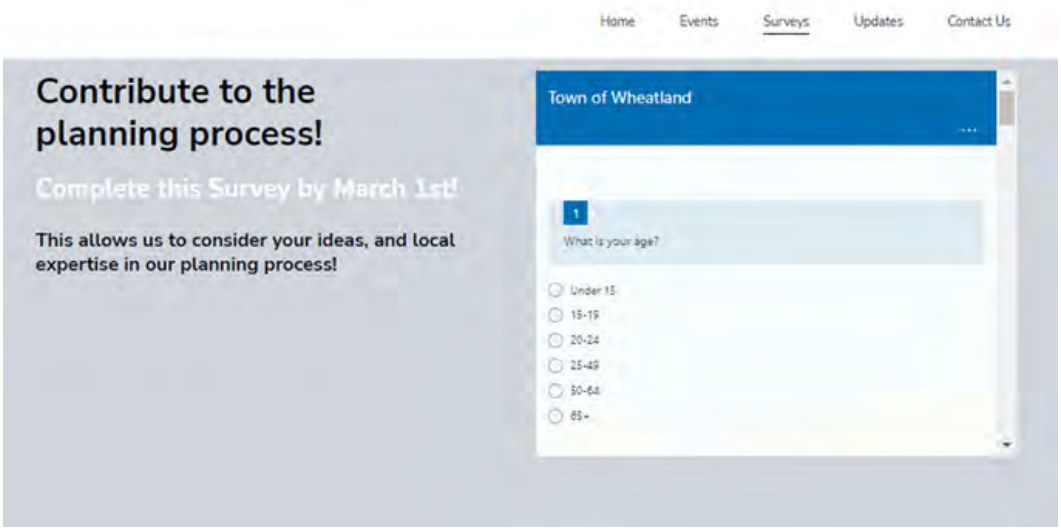
WHEN: 5:00 p.m. - 6:30 p.m.
WHERE: Town of Wheatland City Hall
600 9th Street, Wheatland, WY

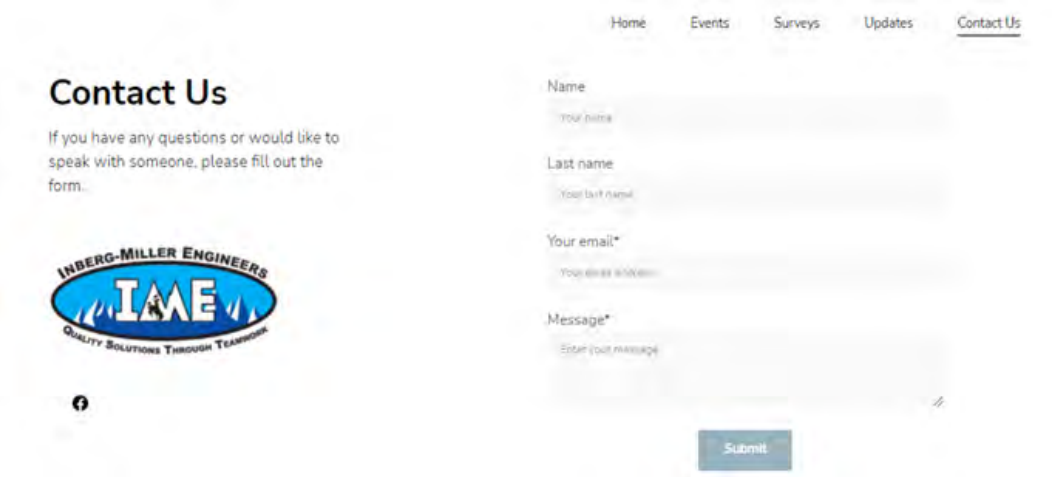
Unable to attend?

Visit the Wheatland Pathway Website and take the survey!

www.townofwheatlandpathwayplan.com

Contact Daniel Hayes with Inberg-Miller Engineers at 307-635-6827 with any questions!


Home
Events
Surveys
Updates
Contact Us
Contribute to the planning process!
Complete this Survey by March 1st!
This allows us to consider your ideas, and local expertise in our planning process!
Town of Wheatland
1
What is your age?
Under 15
15-19
20-24
25-49
50-64
65+


Home
Events
Surveys
Updates
Contact Us
Contact Us
If you have any questions or would like to speak with someone, please fill out the form.
INBERG-MILLER ENGINEERS
IME
QUALITY SOLUTIONS THROUGH TEAMWORK
Name
Last name
Your email*
Message*
Submit

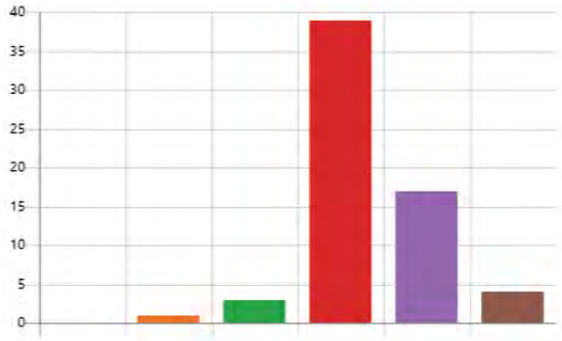
APPENDIX B - SURVEY RESULTS

Town of Wheatland

65	08:15	Closed
Responses	Average time to complete	Status

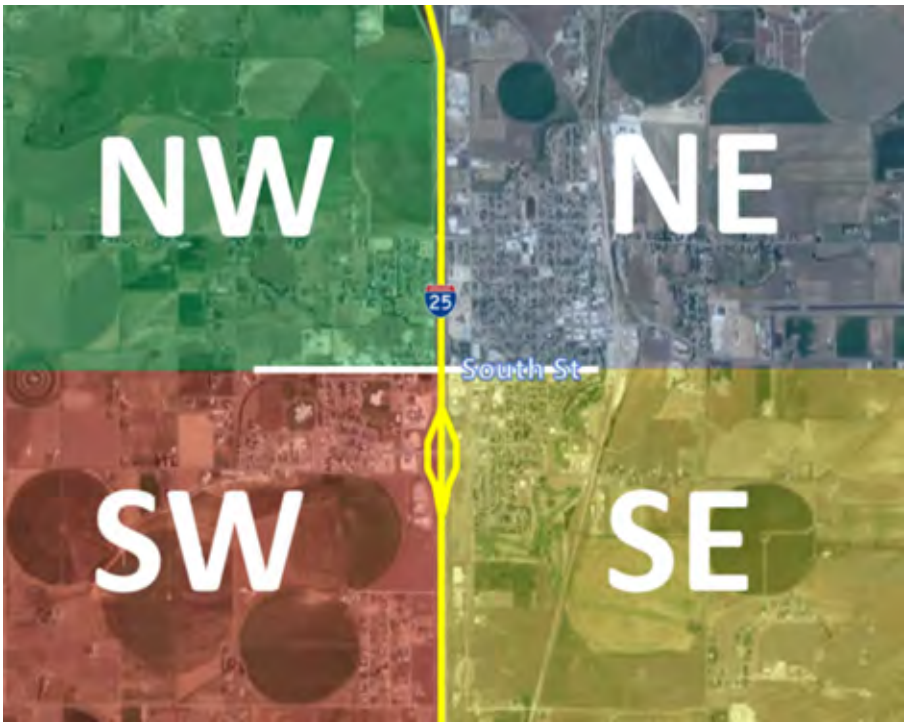
1. What is your age?

Under 15	0
15-19	1
20-24	3
25-49	39
50-64	17
65+	4



2. What is your gender?

Female	46
Male	16
Do not want to disclose	2

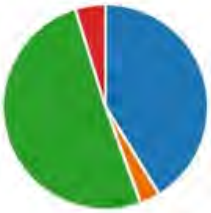


3. From the map, which area best describes where you live?

NW	8
NE	19
SW	23
SE	14

4. Do you walk and/or bicycle in the Wheatland Area?

Walk	26
Bicycle	2
Both walk and bicycle	32
Neither walk nor bicycle	3

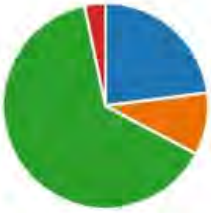


5. In general, how often do you use the Wheatland Pathways?

Daily	5
A few times a week	18
A few times a month	16
A few times a year	22
Never	1

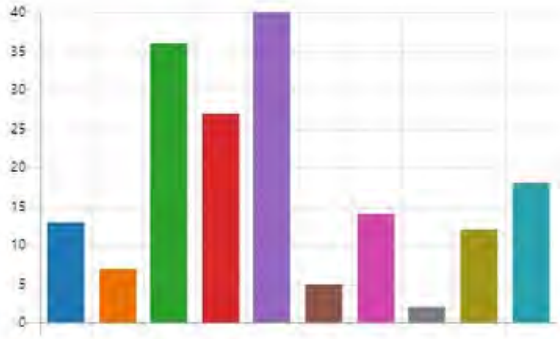
6. How do you most often access the current pathways?

Drive	14
Bike	6
Walk	39
Other	2



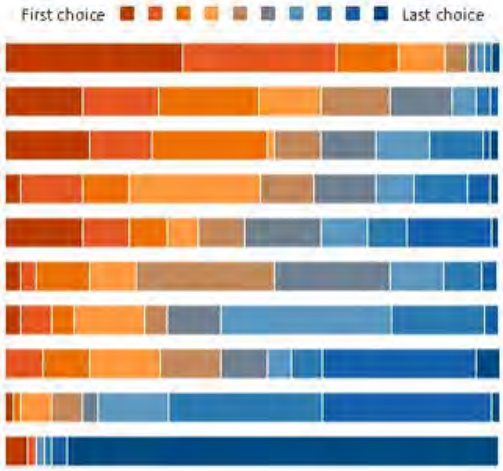
7. The map shows the existing pathway facilities in red. What other destinations would you most like to be able to reach by the pathway system? Please select your top 3-5 choices.

Work	13
Church	7
Downtown	36
School	27
Parks	40
Government Buildings	5
Shopping	14
Gym	2
Restaurants/bars	12
No specific destination	18



8. What are the top five factors that you believe encourage general greenway trail use? Click and drag to rank your top five.

Rank	Options
1	Safe street crossings
2	Safe connections to nearby sc...
3	Safety while on the pathways
4	Safe connections to nearby bu...
5	More information about the p...
6	Proper placement of rest area...
7	Additional amenities (e.g., rest...
8	Adequate lighting
9	ADA accessibility
10	Other



9. What is the single most important thing we can do to improve the pathway system in the Town of Wheatland?

Additional Comments Received:

"Safe street crossing" "Focus on making all of town pathway accessible."
"Continued publicity" "Expand its connectivity"
"Have the pathway on the outskirts of town - circle the town"
"Extending and connecting the current pathways." "Continuous paths."
"Make them safe" "Try to complete loops that access schools to neighborhoods"
"I think it's wonderful and would love to see it expanded." "Bigger, lighting"
"Expand it to make it a loop for exercising"
"Keep paths free of snow as much as possible" "Keep them cleared off"
"Clean, wide and with safe crossings" "Make more accessible downtown"
"Connect or longer looping sections for recreational purposes."
"Make more" "Have connecting walkways/safer street crossings"
"Interconnected system" "Connect the existing pathways"
"More connectivity and ADA Accessibility" "Connectivity"
"Make it all connect and the lightening along the path" "Expand it"
"Grass, flowers, just general appearance." "Public involvement"
"Connect all pathways" "Keep the path off the golf course"
"Fix existing sidewalks, while you're at it fix the roads!!"
"Make it longer with easier access and connectivity" "Lighting."
"More school connections with appropriate stop signs"
"Connect what is there for a bigger system"
"More pathways are so needed in Wheatland for walking and running."
"If there were a way to connect or get closet downtown"
"Connect the current pathways."

"The pathways are useful for walking (during daylight hours). A longer, interconnected pathway that goes around the town would be helpful for this. Right now, we walk to the park, then go back and forth on those paths until done, and walk home. It isn't destinations that make the pathway useful. It is 1) Easy access - I'm 1/2 mile away, and 2) a nice walking path for exercise. That's all it will be, but given the terrible state of sidewalks and the street for that, it would be incredible useful. I've lived in Chicago. That's what they are used for there. Destinations isn't what you use park oaths for. It's the journey. You're barking up the wrong tree from what I can see of the survey. You'll waste money on paths that go unused if you try. Think of a loop path that connects them. (Park to 16th to West side path. etc) That would be useful."

Additional Comments Received:

“It would be wonderful if the pathway system could all connect. Our biggest issue in trying to use it currently is that it dead ends in so many places and then it is hard to take kids onto the streets to try and get to the next part of the path. I think you will see much higher usage if families could safely travel around the pathway in a big loop.”

“Safely connect all schools! Huge help when you have kids in every school that need to get to and from safely!”

“Benches here and there? My grandkids love to ride their bikes and I walk. Would be nice to have a place to sit and rest, tie a shoe etc. every once in awhile.”

“Join existing pathways to make one continuous all around Wheatland. Look at other towns pathways ideas. Look at Douglas”

“There truly needs to be some kind of path on South St. kids and adults have nowhere to walk except on the street and there is constant traffic on that street.”

“Dirt or even asphalt are many times more cushioned to the body when walking or running. I don't know if wither of those are feasible, but just an FYI for people using trails for fitness.”

“Put a path near the west frontage road. I'm shocked nobody has been hit walking there yet.”

“Connect them or make a longer system. They are fragmented and don't add up to many miles.”

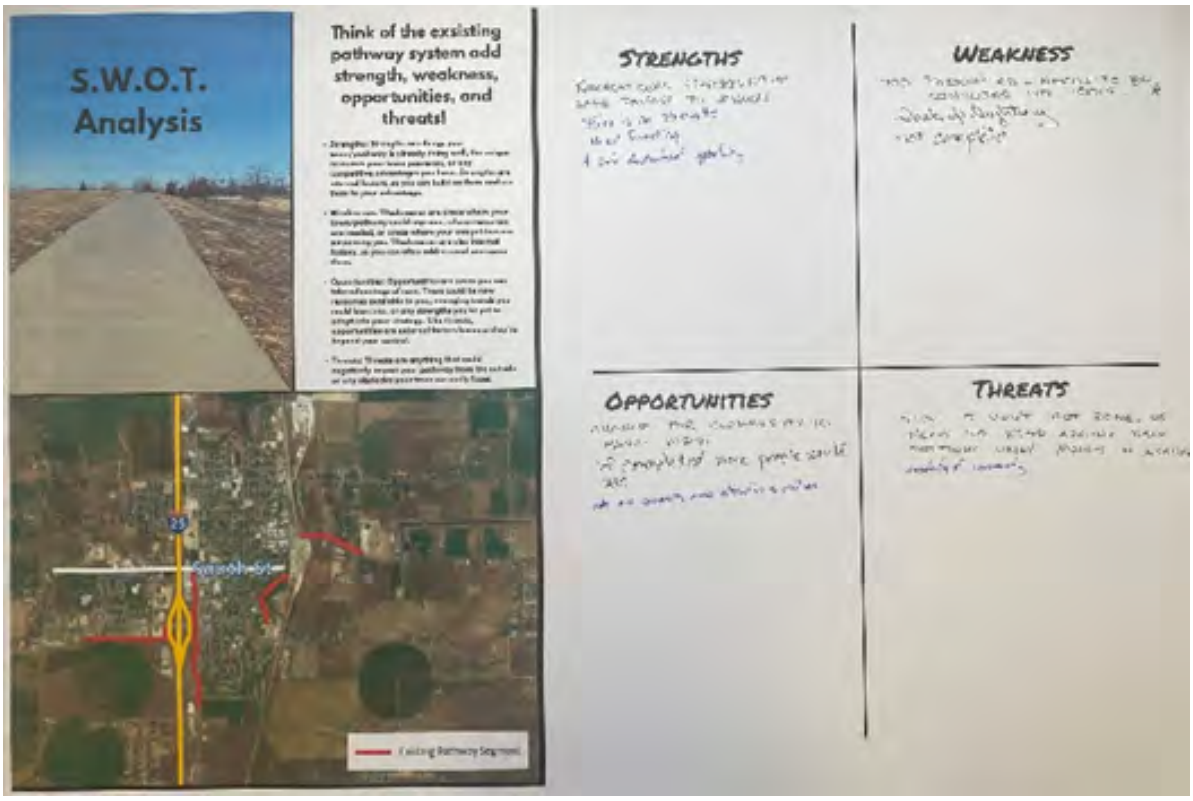
“I’d like to see the canal in a culvert with a path overtop of it, that’s a dream, but more paths north to south in town.“

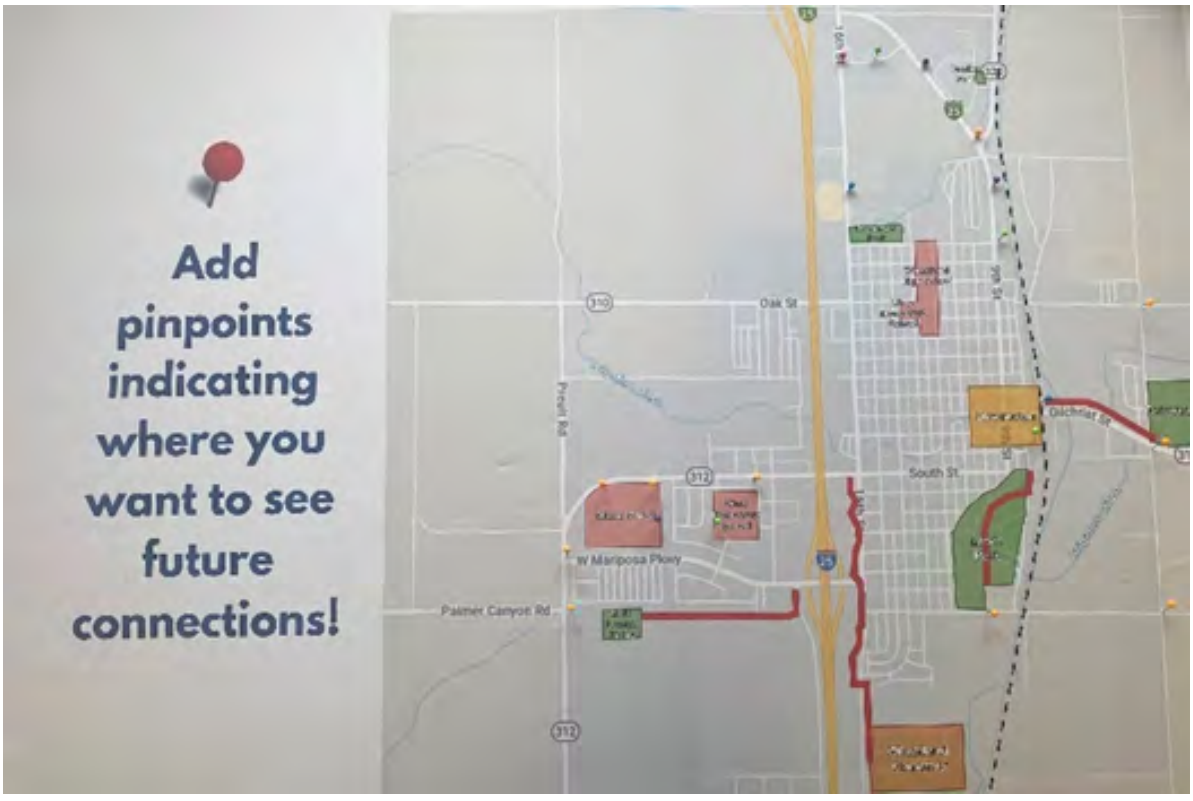
“The existing pathway crosses two very busy intersections of 16th St, I think it would get more use if it went around a less busy part of town. Especially connecting to parks. Thank you!”

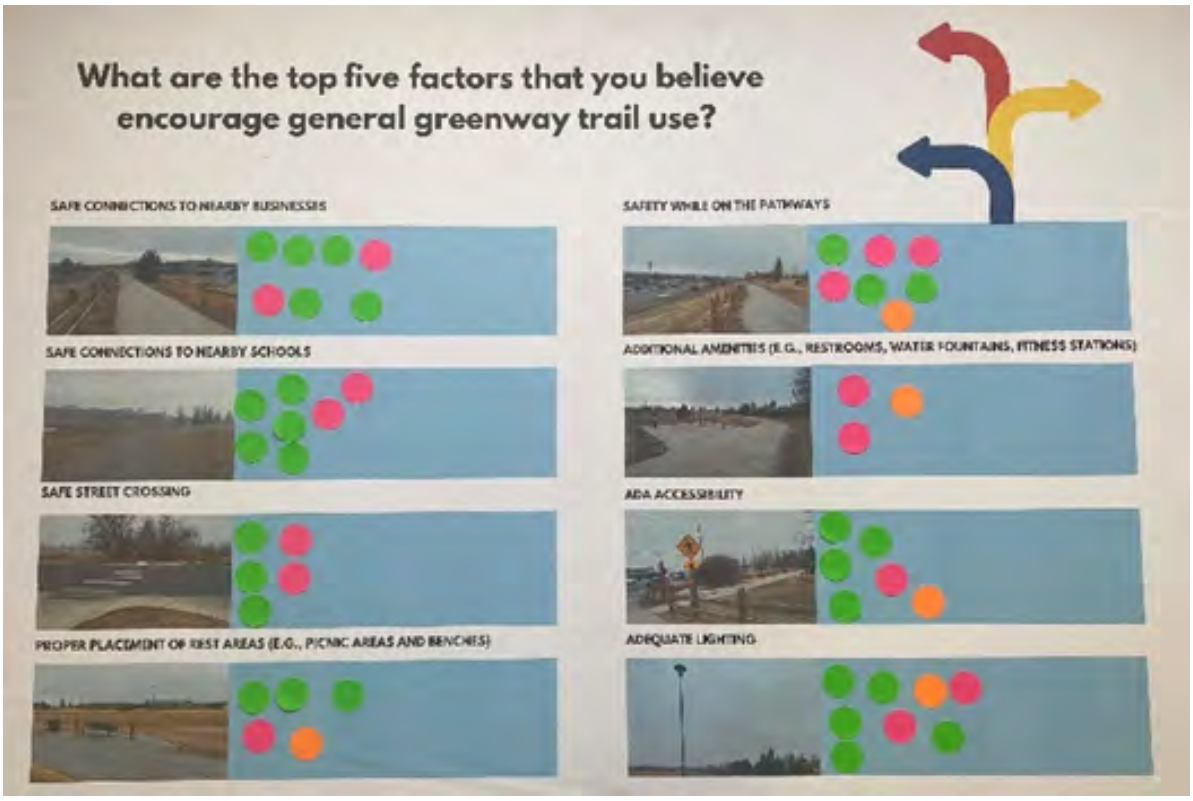
“We need a sidewalk adjacent to the West Frontage road for safely accessing town by foot or bike.”

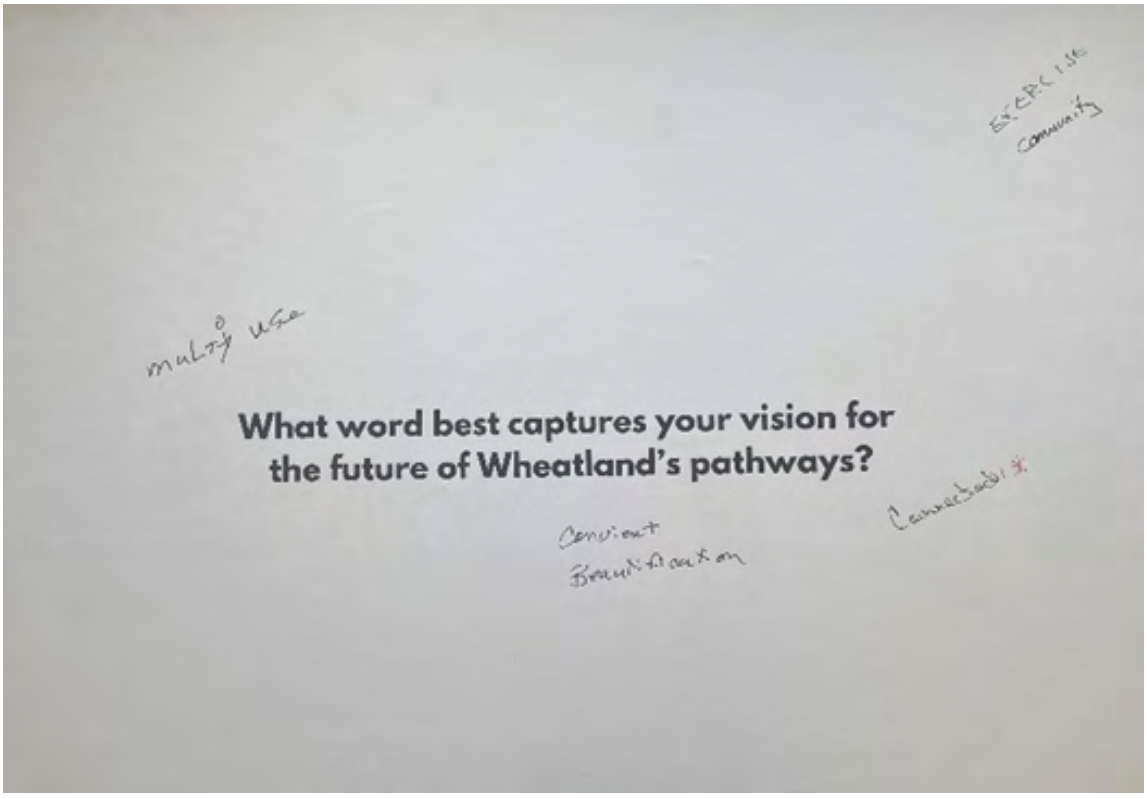
“Please stay on top of removing puncture weed! Flat tires are no fun.”

APPENDIX C - PUBLIC INPUT SESSION

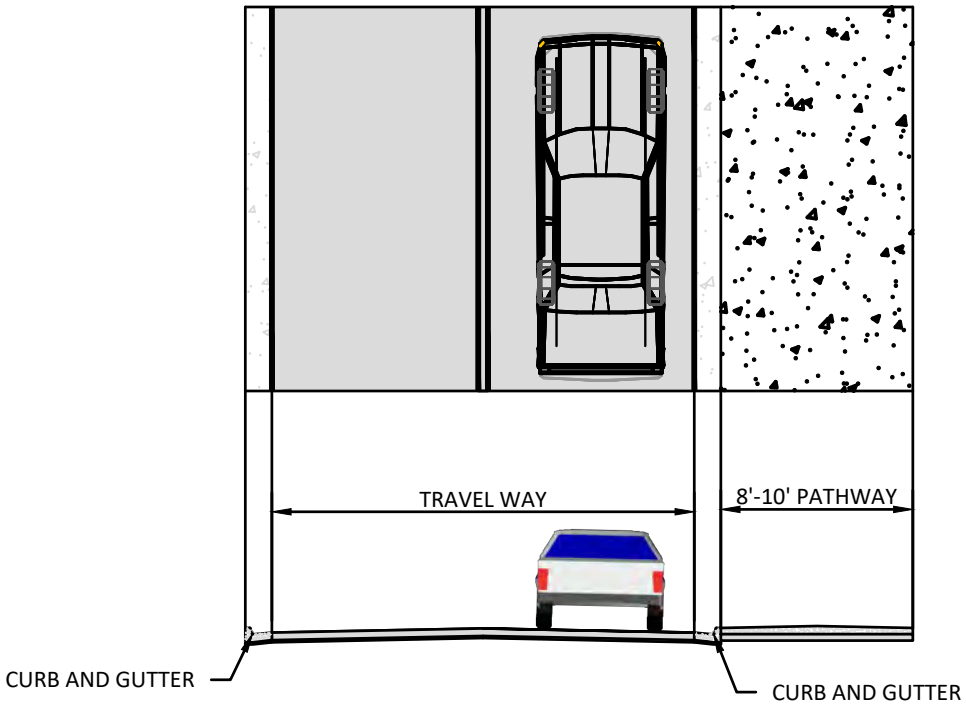




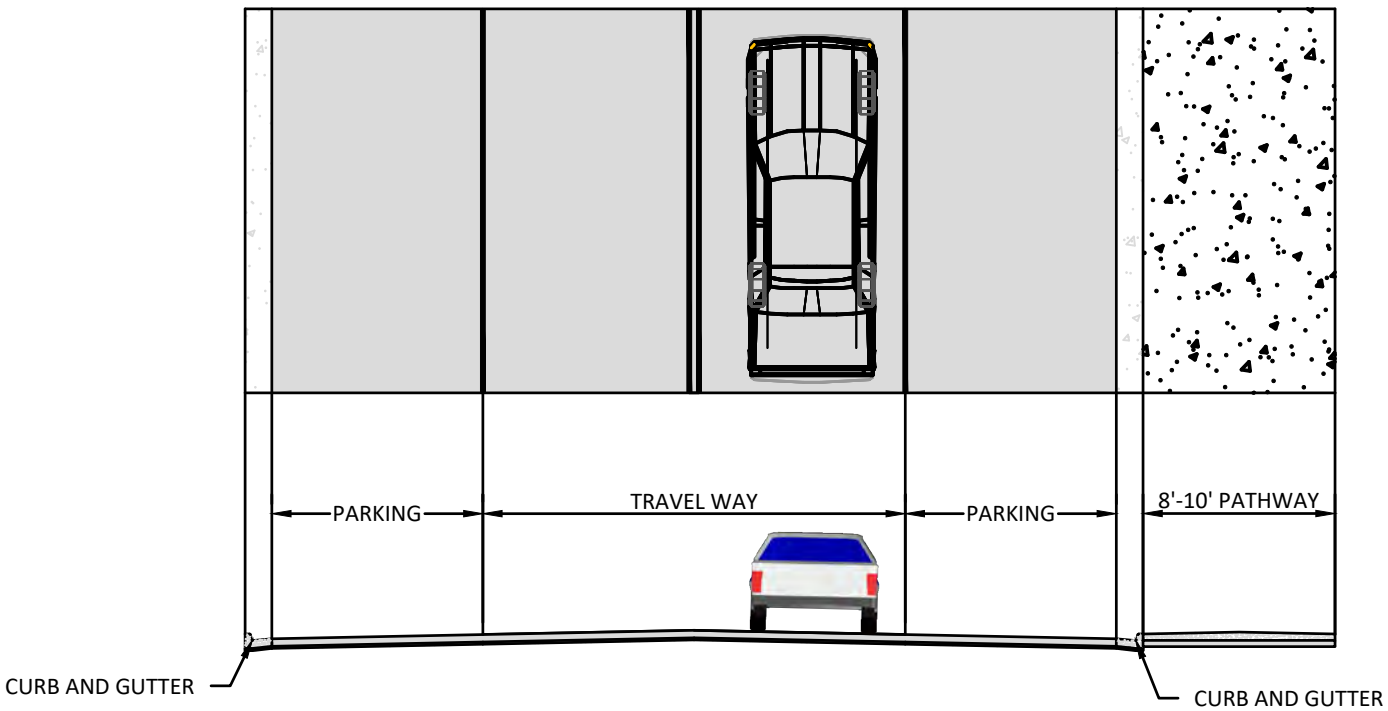

What are the top five factors that you believe encourage general greenway trail use?
SAFE CONNECTIONS TO NEARBY BUSINESSES
SAFETY WHILE ON THE PATHWAYS
SAFE CONNECTIONS TO NEARBY SCHOOLS
ADDITIONAL AMENITIES (E.G., RESTROOMS, WATER FOUNTAINS, FITNESS STATIONS)
SAFE STREET CROSSING
ADA ACCESSIBILITY
PROPER PLACEMENT OF REST AREAS (E.G., PICNIC AREAS AND BENCHES)
ADEQUATE LIGHTING


What word best captures your vision for the future of Wheatland's pathways?

APPENDIX D- DESIGN STANDARDS



ATTACHED PATHWAY WITH PARKING PROHIBITED



ATTACHED PATHWAY WITH ON-STREET PARKING

INBERG-MILLER ENGINEERS

124 East Main Street, Riverton, WY 82501, 307-856-8136
1120 East C Street, Casper, WY 82601, 307-577-0806
350 Parsley Boulevard, Cheyenne, WY 82007, 307-635-6827
193 West Flaming Gorge Way, Green River, WY 82935, 307-875-4394
804 E Richards St, Douglas, WY 82633, 307-359-7000
1300 East US Hwy 14-16, Gillette, WY 82716, 307-682-5000

SCALE	HORZ	VERT	
DRN. ZEP	BK: ----	JOB NO.	22242-HE
CHK. DJH	PAGE: ----	DATE:	3/1/2022

FILE: 22242-PATHWAY CROSS SECTIONS.DWG

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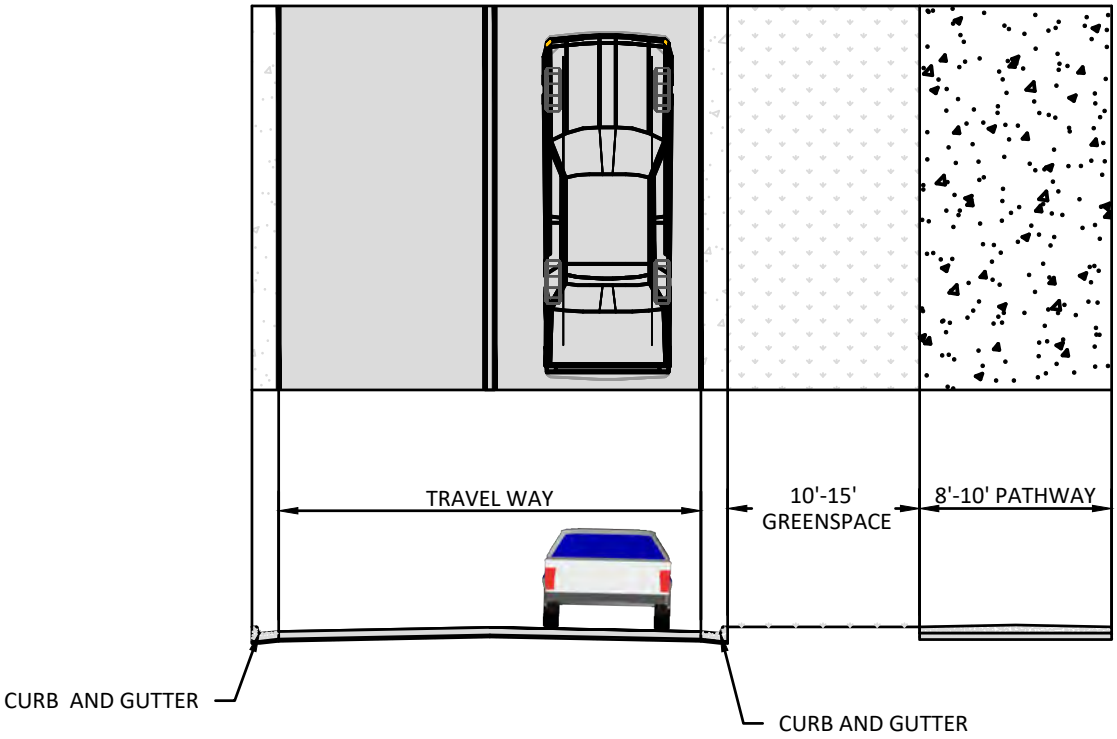
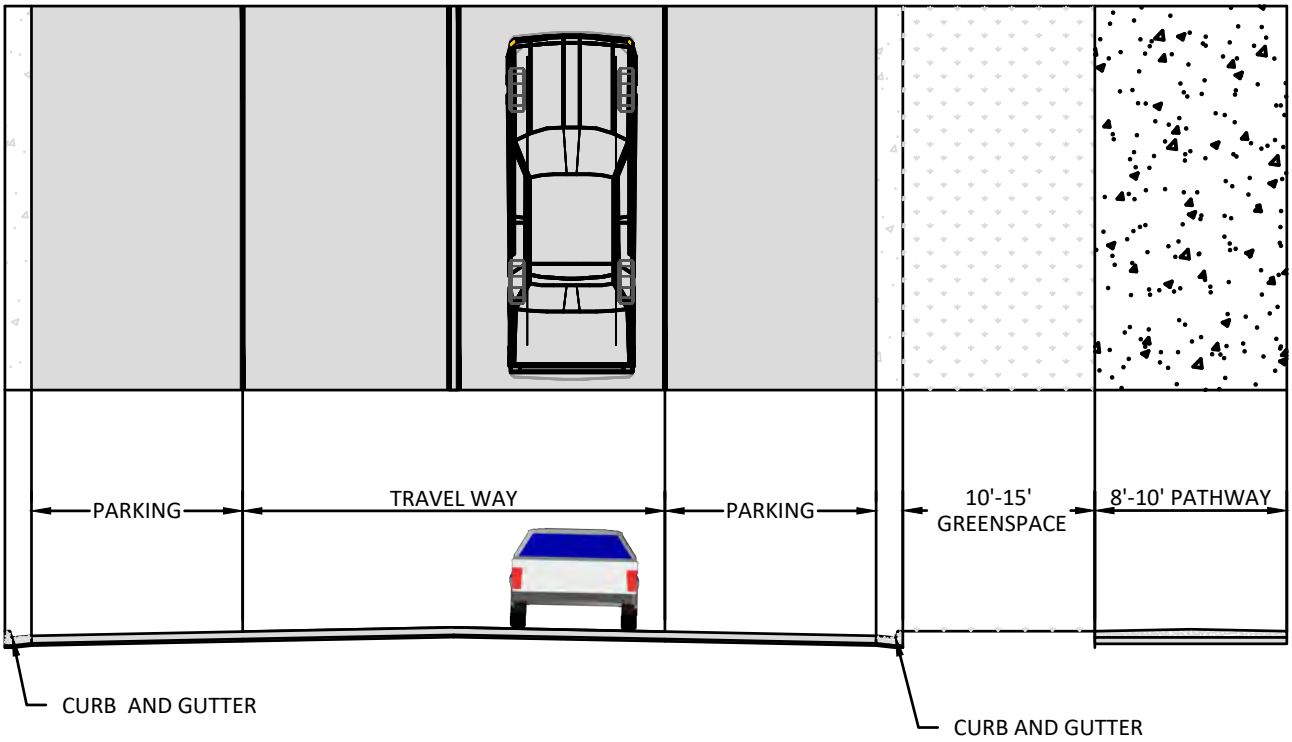


DETACHED PATHWAY WITH PARKING PROHIBITED



DETACHED PATHWAY WITH ON-STREET PARKING

INBERG-MILLER ENGINEERS

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SCALE	HORZ	VERT	
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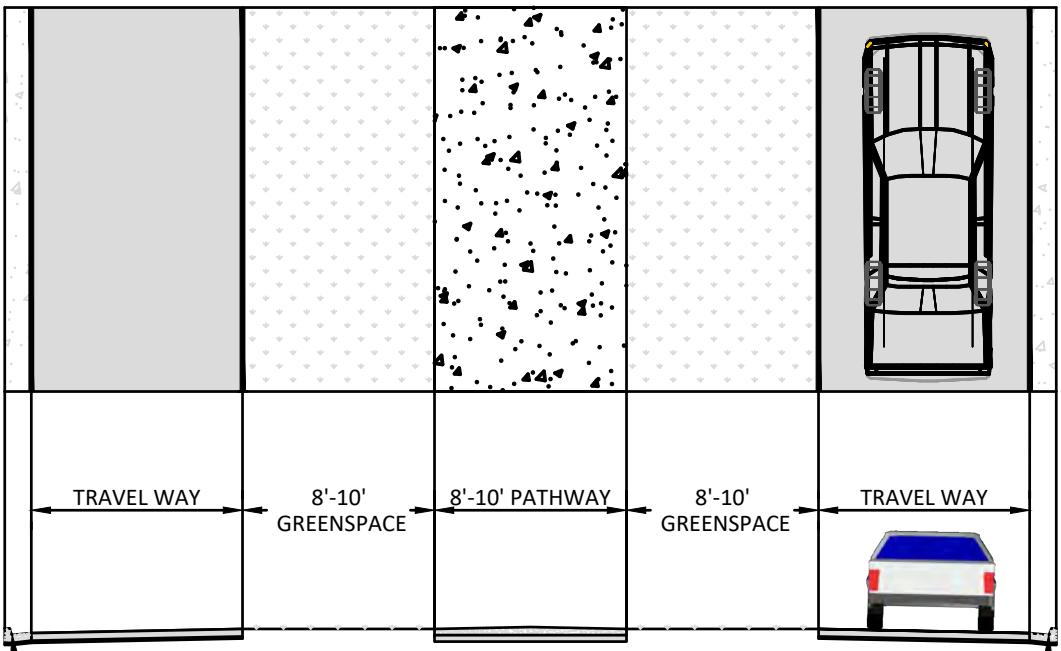
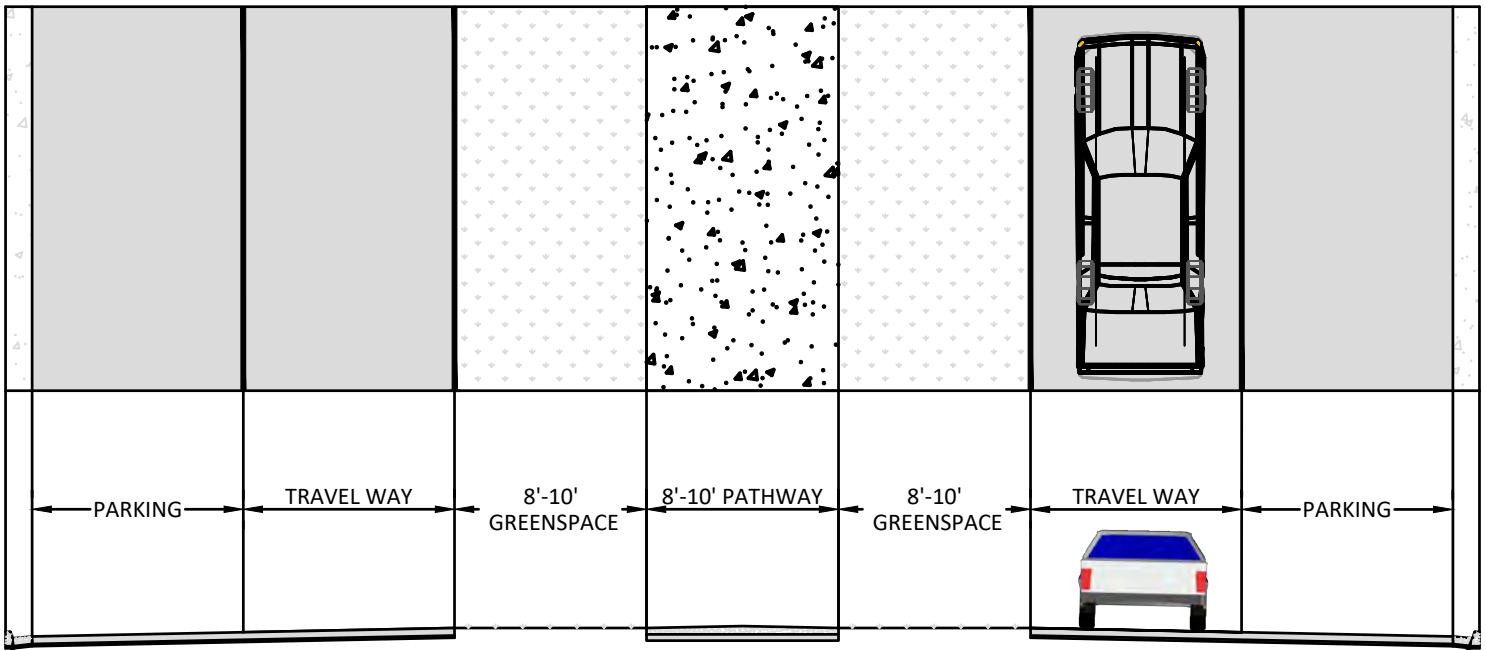
CHK. DJH	PAGE: ----	DATE:	3/1/2022



MEDIAN PATHWAY WITH PARKING PROHIBITED



MEDIAN PATHWAY WITH ON-STREET PARKING

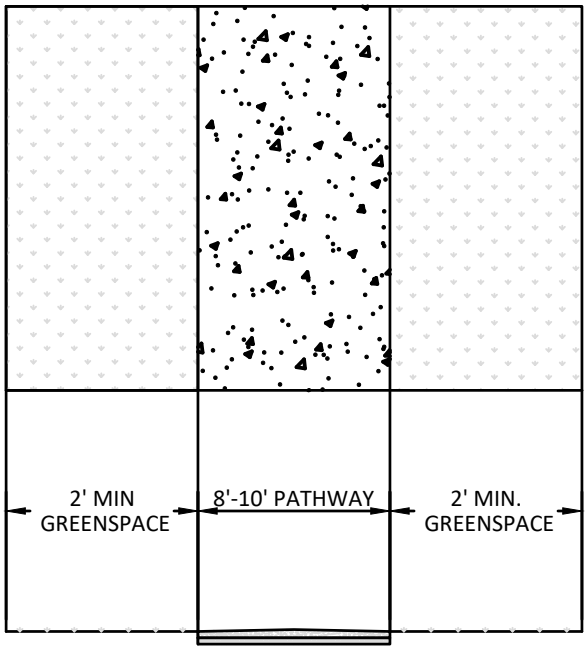
INBERG-MILLER ENGINEERS

124 East Main Street, Riverton, WY 82501, 307-856-8136
1120 East C Street, Casper, WY 82601, 307-577-0806
350 Parsley Boulevard, Cheyenne, WY 82007, 307-635-6827
193 West Flaming Gorge Way, Green River, WY 82935, 307-875-4394
804 E Richards St, Douglas, WY 82633, 307-359-7000
1300 East US Hwy 14-16, Gillette, WY 82716, 307-682-5000

SCALE	HORZ	VERT	
DRN. ZEP	BK: ----	JOB NO.	22242-HE
CHK. DJH	PAGE: ----	DATE:	3/1/2022

P:\22242-HE TOWN OF WHEATLAND Pathway Plan\DWG\22242-Pathway Cross Sections.dwg, C1.3, 3/14/2022 1:18:28 PM

FILE: 22242-PATHWAY CROSS SECTIONS.DWG



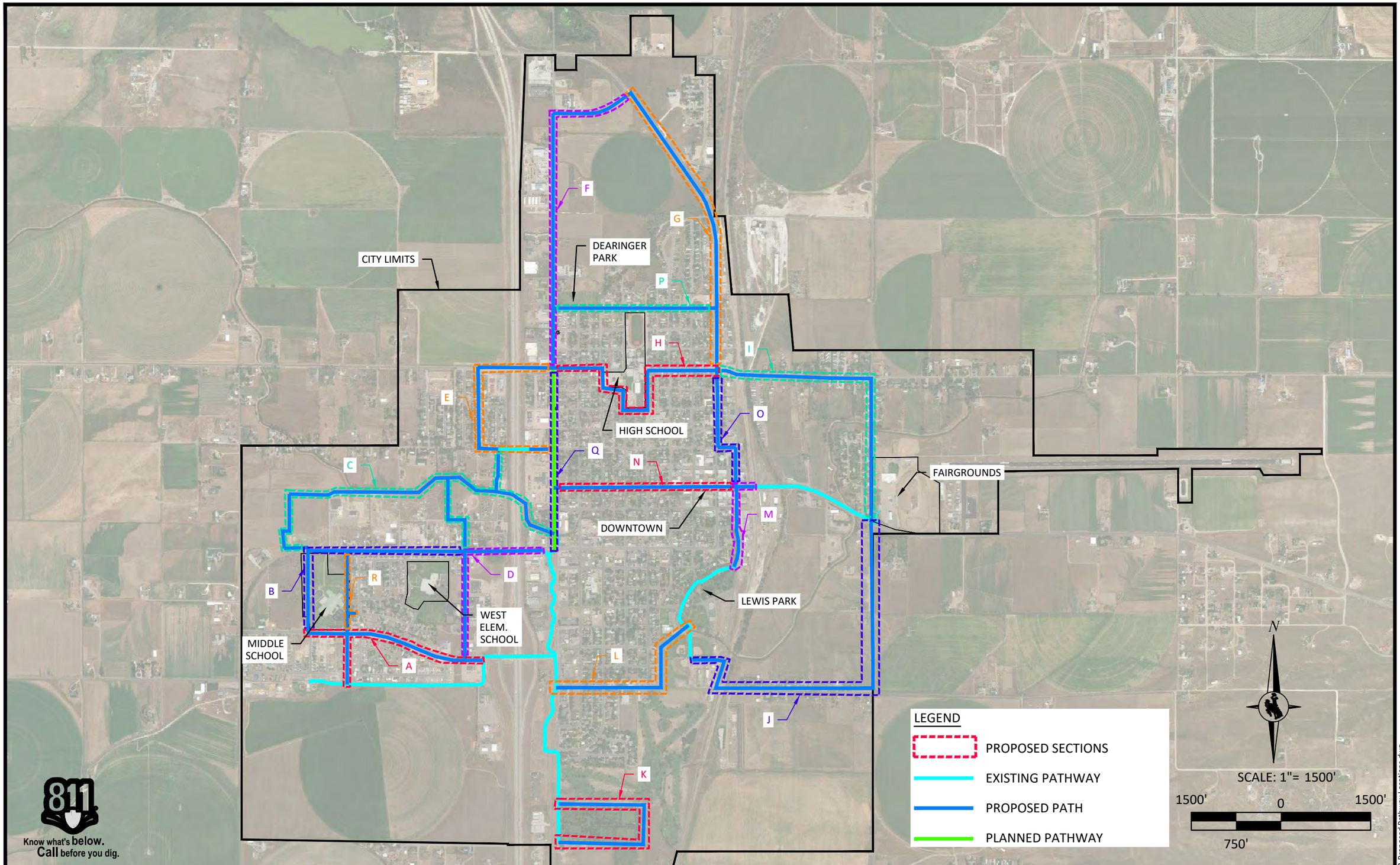
OFF-STREET PATHWAY

INBERG-MILLER ENGINEERS

124 East Main Street, Riverton, WY 82501, 307-856-8136
1120 East C Street, Casper, WY 82601, 307-577-0806
350 Parsley Boulevard, Cheyenne, WY 82007, 307-635-6827
193 West Flaming Gorge Way, Green River, WY 82935, 307-875-4394
804 E Richards St, Douglas, WY 82633, 307-359-7000
1300 East US Hwy 14-16, Gillette, WY 82716, 307-682-5000

SCALE	HORZ		VERT		
DRN. ZEP	BK: ----		JOB NO.	22242-HE	
CHK. DJH	PAGE: ----		DATE:	3/1/2022	

APPENDIX E- PATHWAY PLAN



811 Know what's below. Call before you dig.

SCALE HORZ 1"= 1500'	VERT	REVISIONS	
DRN. ZEP	BK: ----	JOB NO. 22242-HE	
CHK. DJH	PAGE: ----	DATE: 5/6/2022	

INBERG-MILLER ENGINEERS

124 East Main Street	1120 East C Street	350 Parsley Boulevard	193 West Flaming Gorge Way	804 E Richards St	1300 East US Hwy 14-16
Riverton, WY 82501	Casper, WY 82601	Cheyenne, WY 82007	Green River, WY 82935	Douglas, WY 82633	Gillette, WY 82716
307-856-8136	307-577-0806	307-635-6827	307-875-4394	307-359-7000	307-682-5000

TOWN OF WHEATLAND

PATHWAY PLAN
WHEATLAND, WYOMING

SHEET C0.1

FILE: 22242-Proposed Pathway Locations.dwg

APPENDIX F- CONSTRUCTION ESTIMATES

Inberg-Miller Engineers **Engineer's Opinion of Probable Cost**

CITY OF WHEATLAND
PATHWAY MASTER PLAN
IME No. 22242

Section: A
Description: Intersection of 26th Street/W Mariposa Parkway to just east of the intersection of W Mariposa Parkway/19th Street

Length: 0.61 miles

LS = Lump Sum SY = Square Yard LF = Linear Feet SF = Square Foot
SY = Square Yard AC = Acres CY = Cubic Yard EA = Each

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	ITEM TOTAL
1	Mobilization/Demobilization	LS	1	$ 47,200.00	$ 47,200.00
2	Temporary Traffic Control	LS	1	$ 7,900.00	$ 7,900.00
3	Stormwater Control	LS	1	$ 5,000.00	$ 5,000.00
4	Construction Staking	LS	1	$ 6,000.00	$ 6,000.00
5	Construction Materials Testing	LS	1	$ 5,000.00	$ 5,000.00
6	Demolition, Clearing & Grubbing	LS	1	$ 15,000.00	$ 15,000.00
7	Topsoil Removal and Placement	LS	1	$ 2,000.00	$ 2,000.00
8	Unclassified Excavation	CY	525	$ 20.00	$ 10,500.00
9	Sidewalk Removal	SY	1,400	$ 40.00	$ 56,000.00
10	4-Inch Concrete Pavement	SY	3,260	$ 100.00	$ 326,000.00
11	6-inch Grading "W" Roadbase	SY	3,260	$ 40.00	$ 130,400.00
12	Remove and Replace Curb and Gutter	LF	2,510	$ 40.00	$ 100,400.00
14	Asphalt Patching	SY	280	$ 45.00	$ 12,600.00
15	Seeding	LS	1	$ 3,000.00	$ 3,000.00
16	Force Account	LS	1	$ 25,000.00	$ 25,000.00
				Subtotal	$ 752,000.00
				Contingency (30%)	$ 225,600.00
				Total Construction Cost	**$ 977,600.00**
				Design and Permitting (12.5% of construction cost)	**$ 122,200.00**
				Construction Administration (10% of construction cost)	**$ 97,760.00**
				Grand Total	**$ 1,197,560.00**

Notes:
Inberg-Miller Engineers' opinions of probable construction cost are to be made on the basis of IME experience and qualifications and represent IME's best judgment as an experienced and qualified professional generally familiar with the industry. However, since IME has no control over the cost of labor, materials, equipment, or services furnished by others, or over the contractor's methods of determining prices, or over competitive bidding or market conditions, IME cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from opinions of probable construction cost prepared by IME. If OWNER wishes greater assurance as to probable Construction Cost, OWNER shall employ an independent cost.

Inberg-Miller Engineers **Engineer's Opinion of Probable Cost**

CITY OF WHEATLAND
PATHWAY MASTER PLAN
IME No. 22242

Section: B
Description: Open Field West of Middle School and South Street from Open Field Connection and Intersection of 19th Street and South Street

Length: 0.76 miles

LS = Lump Sum SY = Square Yard LF = Linear Feet SF = Square Foot
SY = Square Yard AC = Acres CY = Cubic Yard EA = Each

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	ITEM TOTAL
1	Mobilization/Demobilization	LS	1	$ 42,750.00	$ 42,750.00
2	Temporary Traffic Control	LS	1	$ 7,150.00	$ 7,150.00
3	Stormwater Control	LS	1	$ 5,000.00	$ 5,000.00
4	Construction Staking	LS	1	$ 6,000.00	$ 6,000.00
5	Construction Materials Testing	LS	1	$ 5,000.00	$ 5,000.00
6	Demolition, Clearing & Grubbing	LS	1	$ 15,000.00	$ 15,000.00
7	Topsoil Removal and Placement	LS	1	$ 2,000.00	$ 2,000.00
8	Unclassified Excavation	CY	405	$ 20.00	$ 8,100.00
9	4-Inch Concrete Pavement	SY	3,462	$ 100.00	$ 346,200.00
10	6-inch Grading "W" Roadbase	SY	3,462	$ 40.00	$ 138,480.00
11	Curb and Gutter	LF	2,635	$ 60.00	$ 158,100.00
12	Seeding	LS	1	$ 3,000.00	$ 3,000.00
13	Force Account	LS	1	$ 25,000.00	$ 25,000.00
				Subtotal	$ 761,780.00
				Contingency (30%)	$ 228,534.00
				Total Construction Cost	**$ 990,314.00**
				Design and Permitting (12.5% of construction cost)	**$ 123,789.25**
				Construction Administration (10% of construction cost)	**$ 99,031.40**
				Grand Total	**$ 1,213,134.65**

Notes:
Inberg-Miller Engineers' opinions of probable construction cost are to be made on the basis of IME experience and qualifications and represent IME's best judgment as an experienced and qualified professional generally familiar with the industry. However, since IME has no control over the cost of labor, materials, equipment, or services furnished by others, or over the contractor's methods of determining prices, or over competitive bidding or market conditions, IME cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from opinions of probable construction cost prepared by IME. If OWNER wishes greater assurance as to probable Construction Cost, OWNER shall employ an independent cost.

Inberg-Miller Engineers **Engineer's Opinion of Probable Cost**

CITY OF WHEATLAND
PATHWAY MASTER PLAN
IME No. 22242

Section: C
Description: South Street north through the 20' Greenway Easement, east along Number 2 Canal to 16th Street, as well as south through Tract 13 of Mountain View Tracts Subdivsion to Center Road, East to the intersection of Center Road and 19th Street, and south to the intersection of 19th Street and South Street
Length: 1.60 miles

LS = Lump Sum SY = Square Yard LF = Linear Feet SF = Square Foot
SY = Square Yard AC = Acres CY = Cubic Yard EA = Each

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	ITEM TOTAL
1	Mobilization/Demobilization	LS	1	$ 102,285.00	$ 102,285.00
2	Temporary Traffic Control	LS	1	$ 17,050.00	$ 17,050.00
3	Stormwater Control	LS	1	$ 5,000.00	$ 5,000.00
4	Construction Staking	LS	1	$ 6,000.00	$ 6,000.00
5	Construction Materials Testing	LS	1	$ 5,000.00	$ 5,000.00
6	Demolition, Clearing & Grubbing	LS	1	$ 15,000.00	$ 15,000.00
7	Topsoil Removal and Placement	LS	1	$ 2,000.00	$ 2,000.00
8	Unclassified Excavation	CY	2,550	$ 20.00	$ 51,000.00
9	Sidewalk Removal	SY	140	$ 40.00	$ 5,600.00
10	8-Inch Fiber Reinforced Concrete	SY	2,775	$ 175.00	$ 485,625.00
11	4-Inch Concrete Pavement	SY	5,775	$ 100.00	$ 577,500.00
12	6-inch Grading "W" Roadbase	SY	8,550	$ 40.00	$ 342,000.00
13	Remove and Replace Curb and Gutter	LF	420	$ 80.00	$ 33,600.00
14	Fence	LF	3,065	$ 10.00	$ 30,650.00
15	Asphalt Patching	SY	50	$ 45.00	$ 2,250.00
16	Bridge Widening	LS	1	$ 50,000.00	$ 50,000.00
17	Land Purchase	AC	1.31	$ 50,000.00	$ 65,500.00
18	Seeding	LS	1	$ 3,000.00	$ 3,000.00
19	Force Account	LS	1	$ 25,000.00	$ 25,000.00

Subtotal	$ 1,824,060.00
Contingency (30%)	$ 547,218.00
Total Construction Cost	**$ 2,371,278.00**
Design and Permitting (12.5% of construction cost)	**$ 296,409.75**
Construction Administration (10% of construction cost)	**$ 237,127.80**
Grand Total	**$ 2,904,815.55**

Notes:
Inberg-Miller Engineers' opinions of probable construction cost are to be made on the basis of IME experience and qualifications and represent IME's best judgment as an experienced and qualified professional generally familiar with the industry. However, since IME has no control over the cost of labor, materials, equipment, or services furnished by others, or over the contractor's methods of determining prices, or over competitive bidding or market conditions, IME cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from opinions of probable construction cost prepared by IME. If OWNER wishes greater assurance as to probable Construction Cost, OWNER shall employ an independent cost.

Inberg-Miller Engineers **Engineer's Opinion of Probable Cost**

CITY OF WHEATLAND
PATHWAY MASTER PLAN
IME No. 22242

Section: D
Description: From the intersection of 19th Street and South Street, to the intersection of 19th Street and W Mariposa Parkway

Length: 0.57 miles

LS = Lump Sum SY = Square Yard LF = Linear Feet SF = Square Foot
SY = Square Yard AC = Acres CY = Cubic Yard EA = Each

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	ITEM TOTAL
1	Mobilization/Demobilization	LS	1	$ 22,660.00	$ 22,660.00
2	Temporary Traffic Control	LS	1	$ 3,780.00	$ 3,780.00
3	Stormwater Control	LS	1	$ 5,000.00	$ 5,000.00
4	Construction Staking	LS	1	$ 6,000.00	$ 6,000.00
5	Construction Materials Testing	LS	1	$ 5,000.00	$ 5,000.00
6	Demolition, Clearing & Grubbing	LS	1	$ 15,000.00	$ 15,000.00
7	Topsoil Removal and Placement	LS	1	$ 2,000.00	$ 2,000.00
8	Unclassified Excavation	CY	625	$ 20.00	$ 12,500.00
9	4-Inch Concrete Pavement	SY	2,225	$ 100.00	$ 222,500.00
10	6-inch Grading "W" Roadbase	SY	2,225	$ 40.00	$ 89,000.00
11	Seeding	LS	1	$ 3,000.00	$ 3,000.00
12	Force Account	LS	1	$ 25,000.00	$ 25,000.00
				Subtotal	$ 411,440.00
				Contingency (30%)	$ 123,432.00
				Total Construction Cost	**$ 534,872.00**
				Design and Permitting (12.5% of construction cost)	**$ 66,859.00**
				Construction Administration (10% of construction cost)	**$ 53,487.20**
				Grand Total	**$ 655,218.20**

Notes:
Inberg-Miller Engineers' opinions of probable construction cost are to be made on the basis of IME experience and qualifications and represent IME's best judgment as an experienced and qualified professional generally familiar with the industry. However, since IME has no control over the cost of labor, materials, equipment, or services furnished by others, or over the contractor's methods of determining prices, or over competitive bidding or market conditions, IME cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from opinions of probable construction cost prepared by IME. If OWNER wishes greater assurance as to probable Construction Cost, OWNER shall employ an independent cost.

Inberg-Miller Engineers **Engineer's Opinion of Probable Cost**

CITY OF WHEATLAND
PATHWAY MASTER PLAN
IME No. 22242

Section: E
Description: 16th Street/Oak Street, west to Oak Street/19th Street, south to 19th Street/W Walnut Street, East to existing off-street pathway and to 16th street

Length: 0.71 miles

LS = Lump Sum SY = Square Yard LF = Linear Feet SF = Square Foot
SY = Square Yard AC = Acres CY = Cubic Yard EA = Each

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	ITEM TOTAL
1	Mobilization/Demobilization	LS	1	$ 49,000.00	$ 49,000.00
2	Temporary Traffic Control	LS	1	$ 8,150.00	$ 8,150.00
3	Stormwater Control	LS	1	$ 5,000.00	$ 5,000.00
4	Construction Staking	LS	1	$ 6,000.00	$ 6,000.00
5	Construction Materials Testing	LS	1	$ 5,000.00	$ 5,000.00
6	Demolition, Clearing & Grubbing	LS	1	$ 15,000.00	$ 15,000.00
7	Topsoil Removal and Placement	LS	1	$ 2,000.00	$ 2,000.00
8	Unclassified Excavation	CY	355	$ 20.00	$ 7,100.00
9	Sidewalk Removal	SY	550	$ 40.00	$ 22,000.00
10	4-Inch Concrete Pavement	SY	2,960	$ 100.00	$ 296,000.00
11	6-inch Grading "W" Roadbase	SY	2,960	$ 40.00	$ 118,400.00
12	Remove and Replace Curb and Gutter	LF	3,330	$ 40.00	$ 133,200.00
13	Asphalt Patching	SY	240	$ 45.00	$ 10,800.00
14	Concrete Pavement (C&G Patching)	SY	135	$ 100.00	$ 13,500.00
15	Seeding	LS	1	$ 3,000.00	$ 3,000.00
16	Force Account	LS	1	$ 25,000.00	$ 25,000.00
				Subtotal	$ 719,150.00
				Contingency (30%)	$ 215,745.00
				Total Construction Cost	**$ 934,895.00**
				Design and Permitting (12.5% of construction cost)	**$ 116,861.88**
				Construction Administration (10% of construction cost)	**$ 93,489.50**
				Grand Total	**$ 1,145,246.38**

Notes:
Inberg-Miller Engineers' opinions of probable construction cost are to be made on the basis of IME experience and qualifications and represent IME's best judgment as an experienced and qualified professional generally familiar with the industry. However, since IME has no control over the cost of labor, materials, equipment, or services furnished by others, or over the contractor's methods of determining prices, or over competitive bidding or market conditions, IME cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from opinions of probable construction cost prepared by IME. If OWNER wishes greater assurance as to probable Construction Cost, OWNER shall employ an independent cost.

Inberg-Miller Engineers **Engineer's Opinion of Probable Cost**

CITY OF WHEATLAND
PATHWAY MASTER PLAN
IME No. 22242

Section: F
Description: 16th Street between Rowley Street and Sherard Road and Sherard Road between 16th Street and Swanson Drive

Length: 0.84 miles

LS = Lump Sum SY = Square Yard LF = Linear Feet SF = Square Foot
SY = Square Yard AC = Acres CY = Cubic Yard EA = Each

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	ITEM TOTAL
1	Mobilization/Demobilization	LS	1	$ 60,000.00	$ 60,000.00
2	Temporary Traffic Control	LS	1	$ 7,500.00	$ 7,500.00
3	Stormwater Control	LS	1	$ 5,000.00	$ 5,000.00
4	Construction Staking	LS	1	$ 6,000.00	$ 6,000.00
5	Construction Materials Testing	LS	1	$ 5,000.00	$ 5,000.00
6	Clearing & Grubbing	LS	1	$ 15,000.00	$ 15,000.00
7	Topsoil Removal and Placement	LS	1	$ 2,000.00	$ 2,000.00
8	Unclassified Excavation	CY	140	$ 20.00	$ 2,800.00
9	4-Inch Concrete Pavement	SY	4,927	$ 100.00	$ 492,700.00
10	6-inch Grading "W" Roadbase	SY	4,927	$ 40.00	$ 197,080.00
11	Curb and Gutter	LF	500	$ 60.00	$ 30,000.00
12	Fence	LF	2,550	$ 10.00	$ 25,500.00
13	Seeding	LS	1	$ 3,000.00	$ 3,000.00
14	Land Purchase	AC	1.1	$ 50,000.00	$ 55,000.00
15	Force Account	LS	1	$ 25,000.00	$ 25,000.00
				Subtotal	$ 931,580.00
				Contingency (30%)	$ 279,474.00
				Total Construction Cost	**$ 1,211,054.00**
				Design and Permitting (12.5% of construction cost)	**$ 151,381.75**
				Construction Administration (10% of construction cost)	**$ 121,105.40**
				Grand Total	**$ 1,483,541.15**

Notes:
Inberg-Miller Engineers' opinions of probable construction cost are to be made on the basis of IME experience and qualifications and represent IME's best judgment as an experienced and qualified professional generally familiar with the industry. However, since IME has no control over the cost of labor, materials, equipment, or services furnished by others, or over the contractor's methods of determining prices, or over competitive bidding or market conditions, IME cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from opinions of probable construction cost prepared by IME. If OWNER wishes greater assurance as to probable Construction Cost, OWNER shall employ an independent cost.

Inberg-Miller Engineers **Engineer's Opinion of Probable Cost**

CITY OF WHEATLAND
PATHWAY MASTER PLAN
IME No. 22242

Section: G
Description: Between Sherard Road/Swanson Road and 9th Street/Oak Street

Length: 0.94 miles

LS = Lump Sum SY = Square Yard LF = Linear Feet SF = Square Foot
SY = Square Yard AC = Acres CY = Cubic Yard EA = Each

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	ITEM TOTAL
1	Mobilization/Demobilization	LS	1	$ 51,510.00	$ 51,510.00
2	Temporary Traffic Control	LS	1	$ 8,600.00	$ 8,600.00
3	Stormwater Control	LS	1	$ 5,000.00	$ 5,000.00
4	Construction Staking	LS	1	$ 6,000.00	$ 6,000.00
5	Construction Materials Testing	LS	1	$ 5,000.00	$ 5,000.00
6	Demolition, Clearing & Grubbing	LS	1	$ 15,000.00	$ 15,000.00
7	Topsoil Removal and Placement	LS	1	$ 2,000.00	$ 2,000.00
8	Unclassified Excavation	CY	1,220	$ 20.00	$ 24,400.00
9	4-Inch Concrete Pavement	SY	5,360	$ 100.00	$ 536,000.00
10	6-inch Grading "W" Roadbase	SY	5,360	$ 40.00	$ 214,400.00
11	Fence	LF	2,260	$ 10.00	$ 22,600.00
12	Seeding	LS	1	$ 3,000.00	$ 3,000.00
13	Force Account	LS	1	$ 25,000.00	$ 25,000.00
				Subtotal	$ 918,510.00
				Contingency (30%)	$ 275,553.00
				Total Construction Cost	**$ 1,194,063.00**
				Design and Permitting (12.5% of construction cost)	**$ 149,257.88**
				Construction Administration (10% of construction cost)	**$ 119,406.30**
				Grand Total	**$ 1,462,727.18**

Notes:
Inberg-Miller Engineers' opinions of probable construction cost are to be made on the basis of IME experience and qualifications and represent IME's best judgment as an experienced and qualified professional generally familiar with the industry. However, since IME has no control over the cost of labor, materials, equipment, or services furnished by others, or over the contractor's methods of determining prices, or over competitive bidding or market conditions, IME cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from opinions of probable construction cost prepared by IME. If OWNER wishes greater assurance as to probable Construction Cost, OWNER shall employ an independent cost.

Inberg-Miller Engineers **Engineer's Opinion of Probable Cost**

CITY OF WHEATLAND
PATHWAY MASTER PLAN
IME No. 22242

Section: H
Description: From 16th Street/Oak Street to Oak/14th Street, south to 14th Street/Cedar Street, east to Cedar Street/13th Street, south to 13th Street/Spruce Street, east to Spruce Street/12th Street, 12th Street/Oak Street, east to Oak Street/9th Street

Length: 0.76 miles

LS = Lump Sum SY = Square Yard LF = Linear Feet SF = Square Foot
SY = Square Yard AC = Acres CY = Cubic Yard EA = Each

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	ITEM TOTAL
1	Mobilization/Demobilization	LS	1	$ 58,100.00	$ 58,100.00
2	Temporary Traffic Control	LS	1	$ 9,675.00	$ 9,675.00
3	Stormwater Control	LS	1	$ 5,000.00	$ 5,000.00
4	Construction Staking	LS	1	$ 6,000.00	$ 6,000.00
5	Construction Materials Testing	LS	1	$ 5,000.00	$ 5,000.00
6	Demolition, Clearing & Grubbing	LS	1	$ 15,000.00	$ 15,000.00
7	Topsoil Removal and Placement	LS	1	$ 2,000.00	$ 2,000.00
8	Unclassified Excavation	CY	1,075	$ 20.00	$ 21,500.00
9	Sidewalk Removal	SY	850	$ 40.00	$ 34,000.00
10	4-Inch Concrete Pavement	SY	3,825	$ 100.00	$ 382,500.00
11	6-inch Grading "W" Roadbase	SY	3,825	$ 40.00	$ 153,000.00
12	Remove and Replace Curb and Gutter	LF	3,475	$ 40.00	$ 139,000.00
13	Fence	LF	236	$ 10.00	$ 2,360.00
14	Asphalt Patching	SY	775	$ 45.00	$ 34,875.00
15	Seeding	LS	1	$ 3,000.00	$ 3,000.00
16	Force Account	LS	1	$ 25,000.00	$ 25,000.00
				Subtotal	$ 896,010.00
				Contingency (30%)	$ 268,803.00
				Total Construction Cost	**$ 1,164,813.00**
				Design and Permitting (12.5% of construction cost)	**$ 145,601.63**
				Construction Administration (10% of construction cost)	**$ 116,481.30**
				Grand Total	**$ 1,426,895.93**

Notes:
Inberg-Miller Engineers' opinions of probable construction cost are to be made on the basis of IME experience and qualifications and represent IME's best judgment as an experienced and qualified professional generally familiar with the industry. However, since IME has no control over the cost of labor, materials, equipment, or services furnished by others, or over the contractor's methods of determining prices, or over competitive bidding or market conditions, IME cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from opinions of probable construction cost prepared by IME. If OWNER wishes greater assurance as to probable Construction Cost, OWNER shall employ an independent cost.

Inberg-Miller Engineers **Engineer's Opinion of Probable Cost**

CITY OF WHEATLAND
PATHWAY MASTER PLAN
IME No. 22242

Section: I
Description: 9th Street/E Oak Street, east to E Oak Street/Front Street, south to Front Street/Gilchrist Street

Length: 0.94 miles

LS = Lump Sum SY = Square Yard LF = Linear Feet SF = Square Foot
SY = Square Yard AC = Acres CY = Cubic Yard EA = Each

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	ITEM TOTAL
1	Mobilization/Demobilization	LS	1	$ 53,300.00	$ 53,300.00
2	Temporary Traffic Control	LS	1	$ 8,890.00	$ 8,890.00
3	Stormwater Control	LS	1	$ 5,000.00	$ 5,000.00
4	Construction Staking	LS	1	$ 6,000.00	$ 6,000.00
5	Construction Materials Testing	LS	1	$ 5,000.00	$ 5,000.00
6	Demolition, Clearing & Grubbing	LS	1	$ 15,000.00	$ 15,000.00
7	Topsoil Removal and Placement	LS	1	$ 2,000.00	$ 2,000.00
8	Unclassified Excavation	CY	1,485	$ 20.00	$ 29,700.00
9	4-Inch Concrete Pavement	SY	5,340	$ 100.00	$ 534,000.00
10	6-inch Grading "W" Roadbase	SY	5,340	$ 40.00	$ 213,600.00
11	Bridge Widening	LS	1	$ 50,000.00	$ 50,000.00
12	Seeding	LS	1	$ 3,000.00	$ 3,000.00
13	Force Account	LS	1	$ 25,000.00	$ 25,000.00
				Subtotal	$ 950,490.00
				Contingency (30%)	$ 285,147.00
				Total Construction Cost	**$ 1,235,637.00**
				Design and Permitting (12.5% of construction cost)	**$ 154,454.63**
				Construction Administration (10% of construction cost)	**$ 123,563.70**
				Grand Total	**$ 1,513,655.33**

Notes:
Inberg-Miller Engineers' opinions of probable construction cost are to be made on the basis of IME experience and qualifications and represent IME's best judgment as an experienced and qualified professional generally familiar with the industry. However, since IME has no control over the cost of labor, materials, equipment, or services furnished by others, or over the contractor's methods of determining prices, or over competitive bidding or market conditions, IME cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from opinions of probable construction cost prepared by IME. If OWNER wishes greater assurance as to probable Construction Cost, OWNER shall employ an independent cost.

Inberg-Miller Engineers **Engineer's Opinion of Probable Cost**

CITY OF WHEATLAND
PATHWAY MASTER PLAN
IME No. 22242

Section: J
Description: Gilchrist Steet/Y-O Ranch Road south to Y-O Ranch Road/E Cole Street, west to E Cole Street/8th Street, north and west to existing detached pathway at the baseball complex

Length: 1.20 miles

LS = Lump Sum SY = Square Yard LF = Linear Feet SF = Square Foot
SY = Square Yard AC = Acres CY = Cubic Yard EA = Each

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	ITEM TOTAL
1	Mobilization/Demobilization	LS	1	$ 78,930.00	$ 78,930.00
2	Temporary Traffic Control	LS	1	$ 13,155.00	$ 13,155.00
3	Stormwater Control	LS	1	$ 5,000.00	$ 5,000.00
4	Construction Staking	LS	1	$ 6,000.00	$ 6,000.00
5	Construction Materials Testing	LS	1	$ 5,000.00	$ 5,000.00
6	Demolition, Clearing & Grubbing	LS	1	$ 15,000.00	$ 15,000.00
7	Topsoil Removal and Placement	LS	1	$ 2,000.00	$ 2,000.00
8	Unclassified Excavation	CY	2,000	$ 20.00	$ 40,000.00
9	Sidewalk Removal	SY	280	$ 40.00	$ 11,200.00
10	4-Inch Concrete Pavement	SY	7,035	$ 100.00	$ 703,500.00
11	6-inch Grading "W" Roadbase	SY	7,035	$ 40.00	$ 281,400.00
12	Curb and Gutter	LF	2,540	$ 60.00	$ 152,400.00
13	Remove Curb and Gutter	LF	640	$ 20.00	$ 12,800.00
14	Asphalt Patching	SY	70	$ 45.00	$ 3,150.00
15	Bridge Widening	LS	1	$ 50,000.00	$ 50,000.00
16	Seeding	LS	1	$ 3,000.00	$ 3,000.00
17	Force Account	LS	1	$ 25,000.00	$ 25,000.00
				Subtotal	$ 1,407,535.00
				Contingency (30%)	$ 422,260.50
				Total Construction Cost	**$ 1,829,795.50**
				Design and Permitting (12.5% of construction cost)	**$ 228,724.44**
				Construction Administration (10% of construction cost)	**$ 182,979.55**
				Grand Total	**$ 2,241,499.49**

Notes:
Inberg-Miller Engineers' opinions of probable construction cost are to be made on the basis of IME experience and qualifications and represent IME's best judgment as an experienced and qualified professional generally familiar with the industry. However, since IME has no control over the cost of labor, materials, equipment, or services furnished by others, or over the contractor's methods of determining prices, or over competitive bidding or market conditions, IME cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from opinions of probable construction cost prepared by IME. If OWNER wishes greater assurance as to probable Construction Cost, OWNER shall employ an independent cost.

Inberg-Miller Engineers **Engineer's Opinion of Probable Cost**

CITY OF WHEATLAND
PATHWAY MASTER PLAN
IME No. 22242

Section: K
Description: Pathway going around the Cemetery

Length: 1.20 Miles

LS = Lump Sum SY = Square Yard LF = Linear Feet SF = Square Foot
SY = Square Yard AC = Acres CY = Cubic Yard EA = Each

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	ITEM TOTAL
1	Mobilization/Demobilization	LS	1	$ 20,300.00	$ 20,300.00
2	Temporary Traffic Control	LS	1	$ 3,400.00	$ 3,400.00
3	Stormwater Control	LS	1	$ 5,000.00	$ 5,000.00
4	Construction Staking	LS	1	$ 6,000.00	$ 6,000.00
5	Construction Materials Testing	LS	1	$ 5,000.00	$ 5,000.00
6	Demolition, Clearing & Grubbing	LS	1	$ 15,000.00	$ 15,000.00
7	Topsoil Removal and Placement	LS	1	$ 2,000.00	$ 2,000.00
8	Unclassified Excavation	CY	530	$ 20.00	$ 10,600.00
10	4-Inch Concrete Pavement	SY	1,900	$ 100.00	$ 190,000.00
11	6-inch Grading "W" Roadbase	SY	1,900	$ 40.00	$ 76,000.00
12	Seeding	LS	1	$ 3,000.00	$ 3,000.00
13	Force Account	LS	1	$ 25,000.00	$ 25,000.00
				Subtotal	$ 361,300.00
				Contingency (30%)	$ 108,390.00
				Total Construction Cost	**$ 469,690.00**
				Design and Permitting (12.5% of construction cost)	**$ 58,711.25**
				Construction Administration (10% of construction cost)	**$ 46,969.00**
				Grand Total	**$ 575,370.25**

Notes:
Inberg-Miller Engineers' opinions of probable construction cost are to be made on the basis of IME experience and qualifications and represent IME's best judgment as an experienced and qualified professional generally familiar with the industry. However, since IME has no control over the cost of labor, materials, equipment, or services furnished by others, or over the contractor's methods of determining prices, or over competitive bidding or market conditions, IME cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from opinions of probable construction cost prepared by IME. If OWNER wishes greater assurance as to probable Construction Cost, OWNER shall employ an independent cost.

Inberg-Miller Engineers **Engineer's Opinion of Probable Cost**

CITY OF WHEATLAND
PATHWAY MASTER PLAN
IME No. 22242

Section: L
Description: 16th Street/Cole Street, east to alleyway behind Loomis Street, north/northeast to Baseball Complex and existing off-street pathway

Length: 0.56 miles

LS = Lump Sum SY = Square Yard LF = Linear Feet SF = Square Foot
SY = Square Yard AC = Acres CY = Cubic Yard EA = Each

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	ITEM TOTAL
1	Mobilization/Demobilization	LS	1	$ 34,850.00	$ 34,850.00
2	Temporary Traffic Control	LS	1	$ 5,810.00	$ 5,810.00
3	Stormwater Control	LS	1	$ 5,000.00	$ 5,000.00
4	Construction Staking	LS	1	$ 6,000.00	$ 6,000.00
5	Construction Materials Testing	LS	1	$ 5,000.00	$ 5,000.00
6	Demolition, Clearing & Grubbing	LS	1	$ 15,000.00	$ 15,000.00
7	Topsoil Removal and Placement	LS	1	$ 2,000.00	$ 2,000.00
8	Unclassified Excavation	CY	400	$ 20.00	$ 8,000.00
9	Sidewalk Removal	SY	220	$ 40.00	$ 8,800.00
10	4-Inch Concrete Pavement	SY	3,260	$ 100.00	$ 326,000.00
11	6-inch Grading "W" Roadbase	SY	3,260	$ 40.00	$ 130,400.00
12	Remove and Replace Curb and Gutter	LF	1,535	$ 20.00	$ 30,700.00
13	Asphalt Patching	SY	350	$ 45.00	$ 15,750.00
14	Seeding	LS	1	$ 3,000.00	$ 3,000.00
15	Force Account	LS	1	$ 25,000.00	$ 25,000.00
				Subtotal	$ 621,310.00
				Contignecy (30%)	$ 186,393.00
				Total Construction Cost	**$ 807,703.00**
				Design and Permitting (12.5% of construction cost)	**$ 100,962.88**
				Construction Administration (10% of construction cost)	**$ 80,770.30**
				Grand Total	**$ 989,436.18**

Notes:
Inberg-Miller Engineers' opinions of probable construction cost are to be made on the basis of IME experience and qualifications and represent IME's best judgment as an experienced and qualified professional generally familiar with the industry. However, since IME has no control over the cost of labor, materials, equipment, or services furnished by others, or over the contractor's methods of determining prices, or over competitive bidding or market conditions, IME cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from opinions of probable construction cost prepared by IME. If OWNER wishes greater assurance as to probable Construction Cost, OWNER shall employ an independent cost.

Inberg-Miller Engineers **Engineer's Opinion of Probable Cost**

CITY OF WHEATLAND
PATHWAY MASTER PLAN
IME No. 22242

Section: M
Description: From existing off-street pathway in Lewis Park, north along 8th Street to Gilchrist Street, then east along Gilchrist Street to the existing sidewalk

Length: 0.32 miles

LS = Lump Sum SY = Square Yard LF = Linear Feet SF = Square Foot
SY = Square Yard AC = Acres CY = Cubic Yard EA = Each

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	ITEM TOTAL
1	Mobilization/Demobilization	LS	1	$ 18,850.00	$ 18,850.00
2	Temporary Traffic Control	LS	1	$ 3,150.00	$ 3,150.00
3	Stormwater Control	LS	1	$ 5,000.00	$ 5,000.00
4	Construction Staking	LS	1	$ 6,000.00	$ 6,000.00
5	Construction Materials Testing	LS	1	$ 5,000.00	$ 5,000.00
6	Demolition, Clearing & Grubbing	LS	1	$ 15,000.00	$ 15,000.00
7	Topsoil Removal and Placement	LS	1	$ 2,000.00	$ 2,000.00
8	Unclassified Excavation	CY	440	$ 20.00	$ 8,800.00
9	Sidewalk Removal	SY	600	$ 40.00	$ 24,000.00
10	4-Inch Concrete Pavement	SY	1,580	$ 100.00	$ 158,000.00
11	6-inch Grading "W" Roadbase	SY	1,580	$ 40.00	$ 63,200.00
12	Remove and Replace Curb and Gutter	LF	500	$ 20.00	$ 10,000.00
13	Asphalt Patching	SY	110	$ 45.00	$ 4,950.00
14	Seeding	LS	1	$ 3,000.00	$ 3,000.00
15	Force Account	LS	1	$ 25,000.00	$ 25,000.00
				Subtotal	$ 351,950.00
				Contignecy (30%)	$ 105,585.00
				Total Construction Cost	**$ 457,535.00**
				Design and Permitting (12.5% of construction cost)	**$ 57,191.88**
				Construction Administration (10% of construction cost)	**$ 45,753.50**
				Grand Total	**$ 560,480.38**

Notes:
Inberg-Miller Engineers' opinions of probable construction cost are to be made on the basis of IME experience and qualifications and represent IME's best judgment as an experienced and qualified professional generally familiar with the industry. However, since IME has no control over the cost of labor, materials, equipment, or services furnished by others, or over the contractor's methods of determining prices, or over competitive bidding or market conditions, IME cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from opinions of probable construction cost prepared by IME. If OWNER wishes greater assurance as to probable Construction Cost, OWNER shall employ an independent cost.

Inberg-Miller Engineers **Engineer's Opinion of Probable Cost**

CITY OF WHEATLAND
PATHWAY MASTER PLAN
IME No. 22242

Section: N
Description: From 16th Street/Gilchrist Street, and east to Gilchrist Street/8th Street

Length: 0.56 miles

LS = Lump Sum SY = Square Yard LF = Linear Feet SF = Square Foot
SY = Square Yard AC = Acres CY = Cubic Yard EA = Each

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	ITEM TOTAL
1	Mobilization/Demobilization	LS	1	$ 36,500.00	$ 36,500.00
2	Temporary Traffic Control	LS	1	$ 6,100.00	$ 6,100.00
3	Stormwater Control	LS	1	$ 5,000.00	$ 5,000.00
4	Construction Staking	LS	1	$ 6,000.00	$ 6,000.00
5	Construction Materials Testing	LS	1	$ 5,000.00	$ 5,000.00
6	Demolition, Clearing & Grubbing	LS	1	$ 15,000.00	$ 15,000.00
7	Topsoil Removal and Placement	LS	1	$ 2,000.00	$ 2,000.00
8	Unclassified Excavation	CY	805	$ 20.00	$ 16,100.00
9	Sidewalk Removal	SY	1,160	$ 40.00	$ 46,400.00
10	4-Inch Concrete Pavement	SY	2,900	$ 100.00	$ 290,000.00
11	6-inch Grading "W" Roadbase	SY	2,900	$ 40.00	$ 116,000.00
12	Remove and Replace Curb and Gutter	LF	2,610	$ 20.00	$ 52,200.00
13	Asphalt Patching	SY	580	$ 45.00	$ 26,100.00
14	Seeding	LS	1	$ 3,000.00	$ 3,000.00
15	Force Account	LS	1	$ 25,000.00	$ 25,000.00
				Subtotal	$ 650,400.00
				Contignecy (30%)	$ 195,120.00
				Total Construction Cost	**$ 845,520.00**
				Design and Permitting (12.5% of construction cost)	**$ 105,690.00**
				Construction Administration (10% of construction cost)	**$ 84,552.00**
				Grand Total	**$ 1,035,762.00**

Notes:
Inberg-Miller Engineers' opinions of probable construction cost are to be made on the basis of IME experience and qualifications and represent IME's best judgment as an experienced and qualified professional generally familiar with the industry. However, since IME has no control over the cost of labor, materials, equipment, or services furnished by others, or over the contractor's methods of determining prices, or over competitive bidding or market conditions, IME cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from opinions of probable construction cost prepared by IME. If OWNER wishes greater assurance as to probable Construction Cost, OWNER shall employ an independent cost.

Inberg-Miller Engineers **Engineer's Opinion of Probable Cost**

CITY OF WHEATLAND
PATHWAY MASTER PLAN
IME No. 22242

Section: O
Description: From Gilchrist Street/8th Street, north to 8th Street/E Walnut Street, west to E Walnut Street/9th Street, and North to 9th Street/Oak Street

Length: 0.42 miles

LS = Lump Sum SY = Square Yard LF = Linear Feet SF = Square Foot
SY = Square Yard AC = Acres CY = Cubic Yard EA = Each

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	ITEM TOTAL
1	Mobilization/Demobilization	LS	1	$ 25,000.00	$ 25,000.00
2	Temporary Traffic Control	LS	1	$ 4,170.00	$ 4,170.00
3	Stormwater Control	LS	1	$ 5,000.00	$ 5,000.00
4	Construction Staking	LS	1	$ 6,000.00	$ 6,000.00
5	Construction Materials Testing	LS	1	$ 5,000.00	$ 5,000.00
6	Demolition, Clearing & Grubbing	LS	1	$ 15,000.00	$ 15,000.00
7	Topsoil Removal and Placement	LS	1	$ 2,000.00	$ 2,000.00
8	Unclassified Excavation	CY	511	$ 20.00	$ 10,220.00
9	4-Inch Concrete Pavement	SY	1,870	$ 100.00	$ 187,000.00
10	6-inch Grading "W" Roadbase	SY	1,870	$ 40.00	$ 74,800.00
11	Curb and Gutter	LF	1,280	$ 60.00	$ 76,800.00
12	Asphalt Patching	SY	150	$ 45.00	$ 6,750.00
13	Seeding	LS	1	$ 3,000.00	$ 3,000.00
14	Force Account	LS	1	$ 25,000.00	$ 25,000.00
				Subtotal	$ 445,740.00
				Contingency (30%)	$ 133,722.00
				Total Construction Cost	**$ 579,462.00**
				Design and Permitting (12.5% of construction cost)	**$ 72,432.75**
				Construction Administration (10% of construction cost)	**$ 57,946.20**
				Grand Total	**$ 709,840.95**

Notes:
Inberg-Miller Engineers' opinions of probable construction cost are to be made on the basis of IME experience and qualifications and represent IME's best judgment as an experienced and qualified professional generally familiar with the industry. However, since IME has no control over the cost of labor, materials, equipment, or services furnished by others, or over the contractor's methods of determining prices, or over competitive bidding or market conditions, IME cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from opinions of probable construction cost prepared by IME. If OWNER wishes greater assurance as to probable Construction Cost, OWNER shall employ an independent cost.

Inberg-Miller Engineers **Engineer's Opinion of Probable Cost**

CITY OF WHEATLAND
PATHWAY MASTER PLAN
IME No. 22242

Section: P
Description: From 16th Street/Rowley Street east to Rowley Street/9th Street

Length: 0.49 miles

LS = Lump Sum SY = Square Yard LF = Linear Feet SF = Square Foot
SY = Square Yard AC = Acres CY = Cubic Yard EA = Each

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	ITEM TOTAL
1	Mobilization/Demobilization	LS	1	$ 18,000.00	$ 18,000.00
2	Temporary Traffic Control	LS	1	$ 3,000.00	$ 3,000.00
3	Stormwater Control	LS	1	$ 5,000.00	$ 5,000.00
4	Construction Staking	LS	1	$ 6,000.00	$ 6,000.00
5	Construction Materials Testing	LS	1	$ 5,000.00	$ 5,000.00
6	Demolition, Clearing & Grubbing	LS	1	$ 15,000.00	$ 15,000.00
7	Topsoil Removal and Placement	LS	1	$ 2,000.00	$ 2,000.00
8	Unclassified Excavation	CY	460	$ 20.00	$ 9,200.00
9	4-Inch Concrete Pavement	SY	1,640	$ 100.00	$ 164,000.00
10	6-inch Grading "W" Roadbase	SY	1,640	$ 40.00	$ 65,600.00
11	Seeding	LS	1	$ 3,000.00	$ 3,000.00
12	Force Account	LS	1	$ 25,000.00	$ 25,000.00
				Subtotal	$ 320,800.00
				Contingency (30%)	$ 96,240.00
				Total Construction Cost	**$ 417,040.00**
				Design and Permitting (12.5% of construction cost)	**$ 52,130.00**
				Construction Administration (10% of construction cost)	**$ 41,704.00**
				Grand Total	**$ 510,874.00**

Notes:
Inberg-Miller Engineers' opinions of probable construction cost are to be made on the basis of IME experience and qualifications and represent IME's best judgment as an experienced and qualified professional generally familiar with the industry. However, since IME has no control over the cost of labor, materials, equipment, or services furnished by others, or over the contractor's methods of determining prices, or over competitive bidding or market conditions, IME cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from opinions of probable construction cost prepared by IME. If OWNER wishes greater assurance as to probable Construction Cost, OWNER shall employ an independent cost.

Inberg-Miller Engineers **Engineer's Opinion of Probable Cost**

CITY OF WHEATLAND
PATHWAY MASTER PLAN
IME No. 22242

Section: R
Description: Open Field east of Middle School, running between South Street and W Mariposa Parkway. Additional pathway extends east to 24th Street, utilizing the 10' Pedestrian Easement

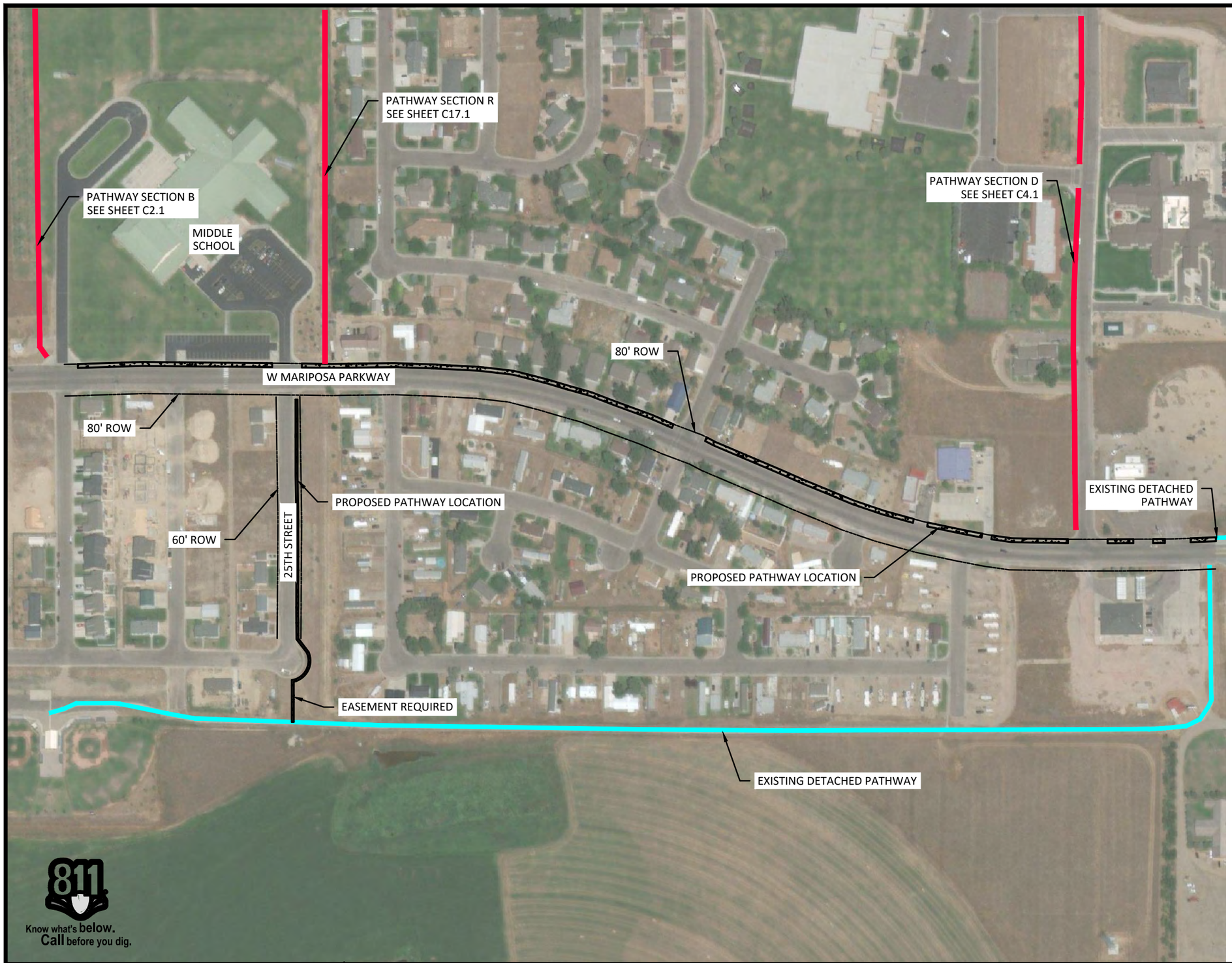
Length: 0.27 miles

LS = Lump Sum SY = Square Yard LF = Linear Feet SF = Square Foot
SY = Square Yard AC = Acres CY = Cubic Yard EA = Each

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	ITEM TOTAL
1	Mobilization/Demobilization	LS	1	$ 14,985.00	$ 14,985.00
2	Temporary Traffic Control	LS	1	$ 2,500.00	$ 2,500.00
3	Stormwater Control	LS	1	$ 5,000.00	$ 5,000.00
4	Construction Staking	LS	1	$ 6,000.00	$ 6,000.00
5	Construction Materials Testing	LS	1	$ 5,000.00	$ 5,000.00
6	Demolition, Clearing & Grubbing	LS	1	$ 15,000.00	$ 15,000.00
7	Topsoil Removal and Placement	LS	1	$ 2,000.00	$ 2,000.00
8	Unclassified Excavation	CY	440	$ 20.00	$ 8,800.00
9	4-Inch Concrete Pavement	SY	1,285	$ 100.00	$ 128,500.00
10	6-inch Grading "W" Roadbase	SY	1,285	$ 40.00	$ 51,400.00
11	Seeding	LS	1	$ 3,000.00	$ 3,000.00
12	Force Account	LS	1	$ 25,000.00	$ 25,000.00
				Subtotal	$ 267,185.00
				Contingency (30%)	$ 80,155.50
				Total Construction Cost	**$ 347,340.50**
				Design and Permitting (12.5% of construction cost)	**$ 43,417.56**
				Construction Administration (10% of construction cost)	**$ 34,734.05**
				Grand Total	**$ 425,492.11**

Notes:
Inberg-Miller Engineers' opinions of probable construction cost are to be made on the basis of IME experience and qualifications and represent IME's best judgment as an experienced and qualified professional generally familiar with the industry. However, since IME has no control over the cost of labor, materials, equipment, or services furnished by others, or over the contractor's methods of determining prices, or over competitive bidding or market conditions, IME cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from opinions of probable construction cost prepared by IME. If OWNER wishes greater assurance as to probable Construction Cost, OWNER shall employ an independent cost.

APPENDIX G- SEGMENT DETAILS



PATHWAY SEGMENT A

LOCATION:

MARIPOSA PARKWAY AND 25TH STREET

ATTACHED PATHWAY WITH ON-STREET PARKING, BEGINNING JUST EAST OF THE INTERSECTION OF W MARIPOSA PARKWAY AND 28TH STREET AND ENDING AT THE EXISTING SIDEWALK JUST EAST OF THE INTERSECTION OF 19TH STREET AND MARIPOSA PARKWAY. AN ADDITIONAL SEGMENT WOULD BE DEVELOPED BETWEEN THE EXISTING OFF-STREET PATHWAY AND THE INTERSECTION OF 25TH STREET AND W MARIPOSA PARKWAY.

OVERALL LENGTH: ±0.61 MILES

OWNERSHIP: TOWN OF WHEATLAND

N

SCALE: 1"= 250'

250' 0 250'

125'

811 Know what's below. Call before you dig.

SCALE HORZ 1"= 250'	VERT	REVISIONS	
DRN. ZEP	BK: ----	JOB NO. 22242-HE	
CHK. DJH	PAGE: ----	DATE: 4/25/2022	

INBERG-MILLER ENGINEERS

124 East Main Street Riverton, WY 82501 307-856-8136
1120 East C Street Casper, WY 82601 307-577-0806
350 Parsley Boulevard Cheyenne, WY 82007 307-635-6827
193 West Flaming Gorge Way Green River, WY 82935 307-875-4394
804 E Richards St Douglas, WY 82633 307-359-7000
1300 East US Hwy 14-16 Gillette, WY 82716 307-682-5000

TOWN OF WHEATLAND

PATHWAY PLAN
WHEATLAND, WYOMING

SHEET C1.1

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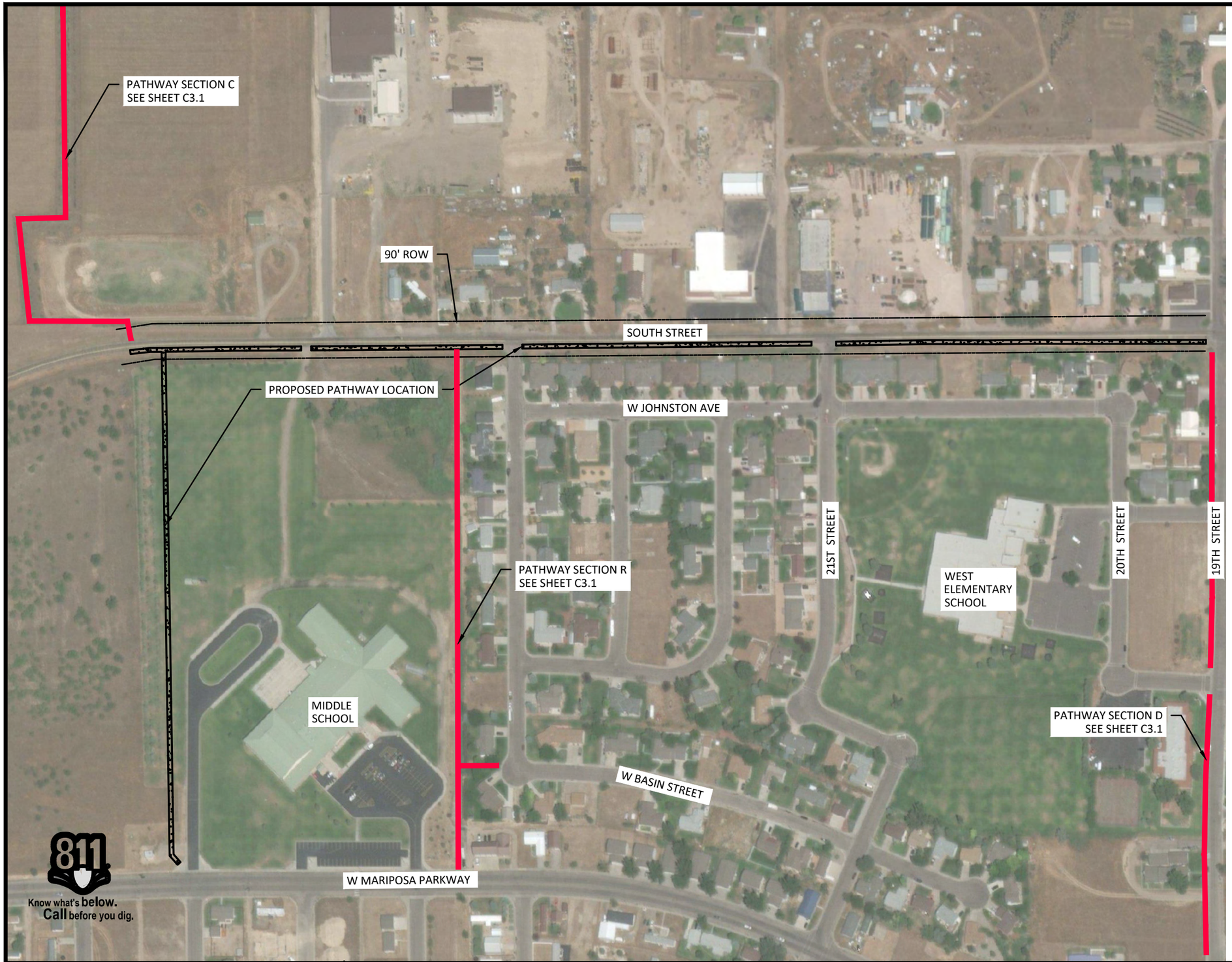

PATHWAY SEGMENT B

LOCATION:

OPEN FIELD WEST OF MIDDLE SCHOOL AND SOUTH STREET

OFF-STREET PATHWAY, BEGINNING JUST WEST OF THE INTERSECTION OF W MARIPOSA PARKWAY AND THE WEST ENTRANCE OF THE MIDDLE SCHOOL, NORTH TO SOUTH STREET WHERE IT WILL BECOME A DETACHED PATHWAY WITH PARKING PROHIBITED, EAST TO THE INTERSECTION OF SOUTH STREET AND 19TH STREET.

OVERALL LENGTH: ±0.76 MILES

OWNERSHIP: TOWN OF WHEATLAND

N

SCALE: 1"= 250'

250' 0 250'

125'

SCALE	HORZ 1"= 250'	VERT	
DRN. ZEP	BK: ----	JOB NO.	22242-HE
CHK. DJH	PAGE: ----	DATE:	4/25/2022

REVISIONS

INBERG-MILLER ENGINEERS

124 East Main Street Riverton, WY 82501 307-856-8136
1120 East C Street Casper, WY 82601 307-577-0806
350 Parsley Boulevard Cheyenne, WY 82007 307-635-6827
193 West Flaming Gorge Way Green River, WY 82935 307-875-4394
804 E Richards St Douglas, WY 82633 307-359-7000
1300 East US Hwy 14-16 Gillette, WY 82716 307-682-5000

TOWN OF WHEATLAND

PATHWAY PLAN
WHEATLAND, WYOMING

SHEET C2.1

FILE: 22242-Proposed Pathway Locations - Plan.dwg

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PATHWAY SEGMENT C

LOCATION:

NUMBER 2 CANAL, 18TH STREET, TRACT 13 OF MOUNTAIN VIEW TRACTS SUBDIVISION, CENTER ROAD, AND 19TH STREET

OFF-STREET PATHWAY, BEGINNING AT SOUTH STREET, GOING NORTH THROUGH THE 20' GREENWAY EASEMENT, EAST ALONG NUMBER 2 CANAL TO THE EXISTING SIDEWALK ON 16TH STREET. ADDITIONALLY, ATTACHED PATHWAY, BEGINNING AT THE INTERSECTION OF WEST WALNUT STREET AND 18TH STREET, SOUTH TO THE INTERSECTION OF 18TH STREET AND NUMBER 2 CANAL. ADDITIONALLY, AN OFF-STREET PATHWAY, BEGINNING AT THE NUMBER 2 CANAL ON THE NORTH END OF TRACT 13 OF THE MOUNTAIN VIEW TRACTS SUBDIVISION, GOING SOUTH TO CENTER ROAD WHERE IT BECOMES AN ATTACHED PATHWAY, EAST TO THE INTERSECTION OF CENTER ROAD AND 19TH STREET, AND SOUTH TO THE INTERSECTION OF 19TH STREET AND SOUTH STREET.

OVERALL LENGTH: ±1.60 MILES

OWNERSHIP:

TOWN OF WHEATLAND, HI TECH FABRICATION, LLC, AND WHEATLAND IRRIGATION DISTRICT

CITY LIMITS
PROPOSED SECTION E SEE SHEET C5.1
EXISTING OFF-STREET PATHWAY
W WALNUT STREET
PROPOSED SECTION Q CURRENTLY IN DESIGN PROCESS
NO. 2 CANAL
PROPOSED PATHWAY LOCATION
18TH STREET
I-25
EASEMENT REQUIRED HERE AND ALONG NO. 2 CANAL
60' ROW
EASEMENT REQUIRED
PROPOSED PATHWAY LOCATION
PROPOSED PATHWAY LOCATION
50' ROW
CENTER ROAD
20' GREENWAY EASMENT
PROPOSED PATHWAY LOCATION
19TH STREET
EXISTING SIDEWALK
SOUTH STREET
PROPOSED SECTION D SEE SHEET C4.1
PROPOSED SECTION D SEE SHEET C4.1
EXISTING DETACHED PATHWAY
WEST ELEMENTARY SCHOOL
MIDDLE SCHOOL

811 Know what's below. Call before you dig.

N

SCALE: 1"= 400'

400' 0 400'

200'

SCALE	HORZ 1"= 400'	VERT	
DRN. ZEP	BK: ----	JOB NO.	22242-HE
CHK. DJH	PAGE: ----	DATE:	4/25/2022

REVISIONS

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124 East Main Street Riverton, WY 82501 307-856-8136
1120 East C Street Casper, WY 82601 307-577-0806
350 Parsley Boulevard Cheyenne, WY 82007 307-635-6827
193 West Flaming Gorge Way Green River, WY 82935 307-875-4394
804 E Richards St Douglas, WY 82633 307-359-7000
1300 East US Hwy 14-16 Gillette, WY 82716 307-682-5000

TOWN OF WHEATLAND

PATHWAY PLAN
WHEATLAND, WYOMING

SHEET C3.1

FILE: 22242-Proposed Pathway Locations - Plan.dwg

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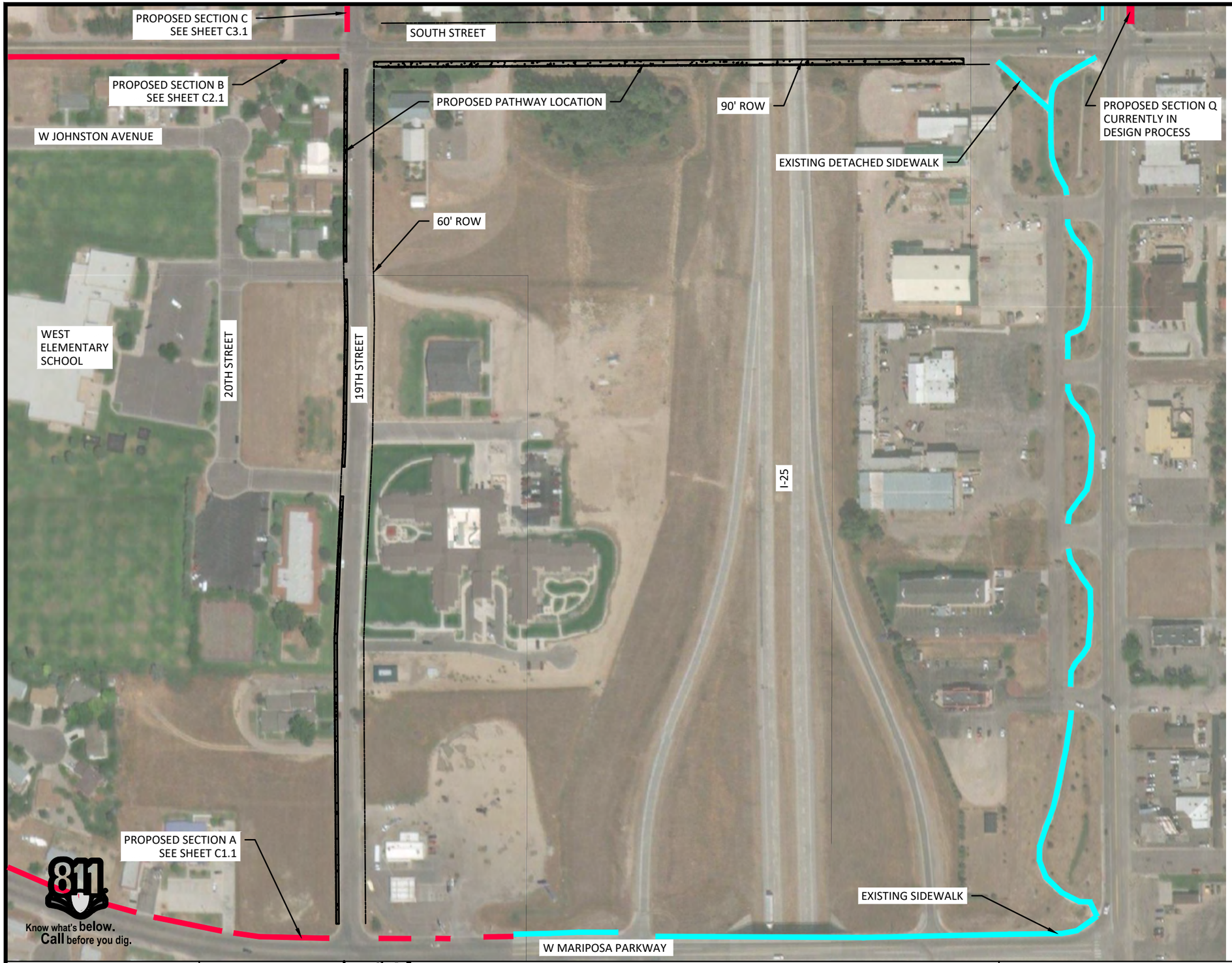

PATHWAY SEGMENT D

LOCATION:

19TH STREET AND SOUTH STREET

DETACHED PATHWAY WITH PARKING PROHIBITED, BEGINNING AT THE EXISTING DETACHED PATHWAY ON SOUTH STREET, WEST TO THE INTERSECTION OF SOUTH STREET AND 19TH STREET, THEN AN ATTACHED PATHWAY WITH PARKING GOING SOUTH TO THE INTERSECTION OF 19TH STREET AND W MARIPOSA PARKWAY.

OVERALL LENGTH: ±0.57 MILES

OWNERSHIP: TOWN OF WHEATLAND

N

SCALE: 1"= 200'

200' 0 200'

100'

811 Know what's below. Call before you dig.

SCALE	HORZ 1"= 200'	VERT		REVISIONS
DRN. ZEP	BK: ----	JOB NO.	22242-HE	
CHK. DJH	PAGE: ----	DATE:	4/25/2022	

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TOWN OF WHEATLAND

PATHWAY PLAN
WHEATLAND, WYOMING

SHEET C4.1

FILE: 22242-Proposed Pathway Locations - Plan.dwg

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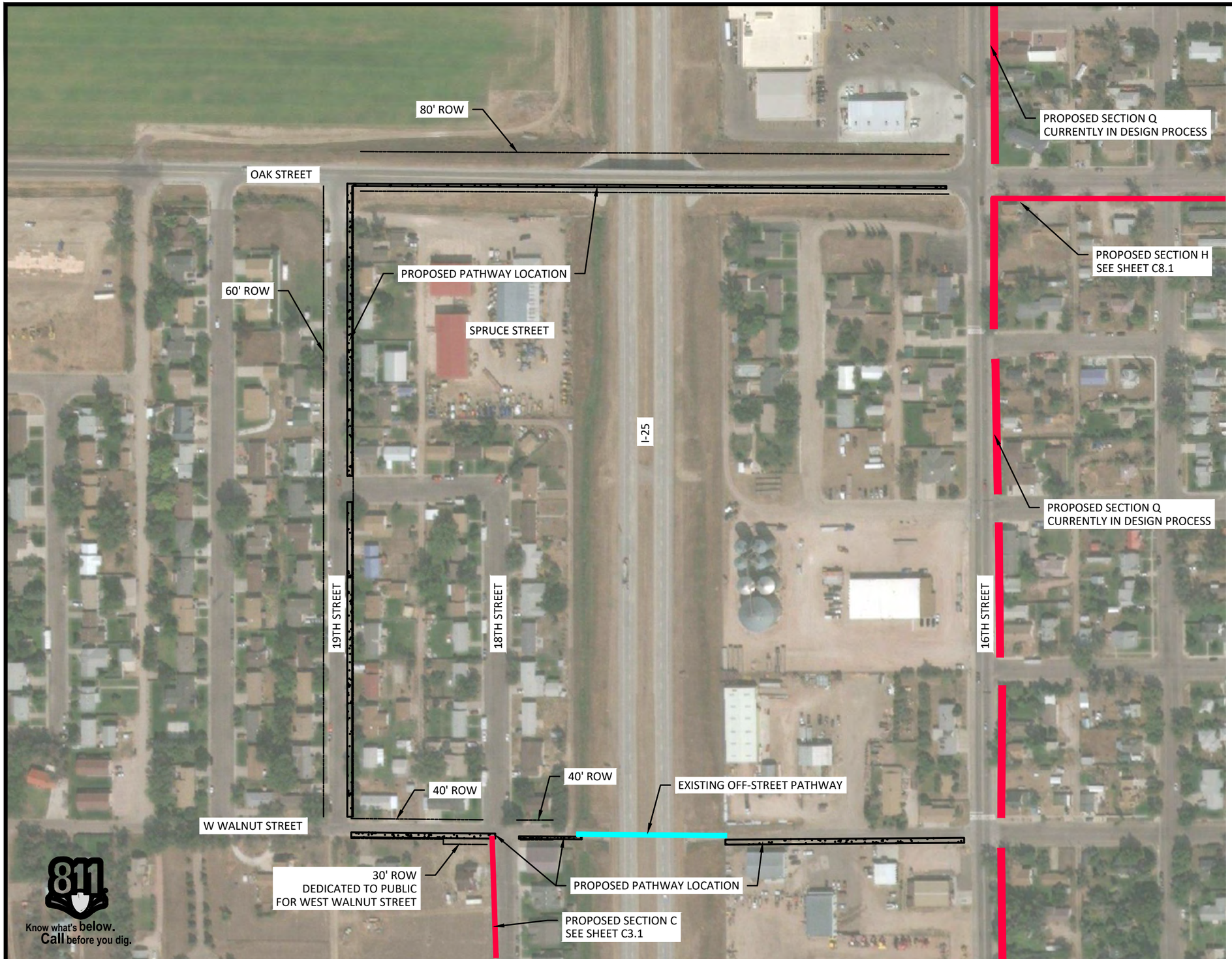

PATHWAY SEGMENT E

LOCATION:

OAK STREET, 19TH STREET, AND W WALNUT STREET

ATTACHED PATHWAY, BEGINNING AT THE INTERSECTION OF 16TH STREET AND OAK STREET, WEST TO THE INTERSECTION OF OAK STREET AND W 19TH STREET, SOUTH TO THE INTERSECTION OF 19TH STREET AND W WALNUT STREET, EAST TO THE EXISTING OFF-STREET PATHWAY THAT CROSSES UNDERNEATH I-25, AND CONTINUED EAST FROM THE EXISTING OFF-STREET PATHWAY TO 16TH STREET.

OVERALL LENGTH: ±0.71 MILES

OWNERSHIP: TOWN OF WHEATLAND

N

SCALE: 1"= 200'

200' 0 200'

100'

811 Know what's below. Call before you dig.

SCALE HORZ 1"= 200'	VERT	REVISIONS	
DRN. ZEP	BK: ----	JOB NO. 22242-HE	
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804 E Richards St Douglas, WY 82633 307-359-7000
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TOWN OF WHEATLAND

PATHWAY PLAN
WHEATLAND, WYOMING

SHEET C5.1

FILE: 22242-Proposed Pathway Locations - Plan.dwg

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PATHWAY SEGMENT F

LOCATION:

SHERARD ROAD AND 16TH STREET

ATTACHED PATHWAY, BEGINNING AT THE INTERSECTION OF 16TH STREET AND ROWLEY STREET, NORTH TO THE INTERSECTION OF 16TH STREET AND SHERARD ROAD, EAST/NORTHEAST TO THE INTERSECTION OF SHERARD ROAD AND SWANSON ROAD.

OVERALL LENGTH: ±0.84 MILES

OWNERSHIP: TOWN OF WHEATLAND

N

SCALE: 1"= 300'

300 0 300

150

811 Know what's below. Call before you dig.

SCALE HORZ 1"= 300'	VERT	REVISIONS	
DRN. ZEP	BK: ----	JOB NO. 22242-HE	
CHK. DJH	PAGE: ----	DATE: 4/25/2022	

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TOWN OF WHEATLAND

PATHWAY PLAN
WHEATLAND, WYOMING

SHEET C6.1

FILE: 22242-Proposed Pathway Locations - Plan.dwg

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PATHWAY SEGMENT G

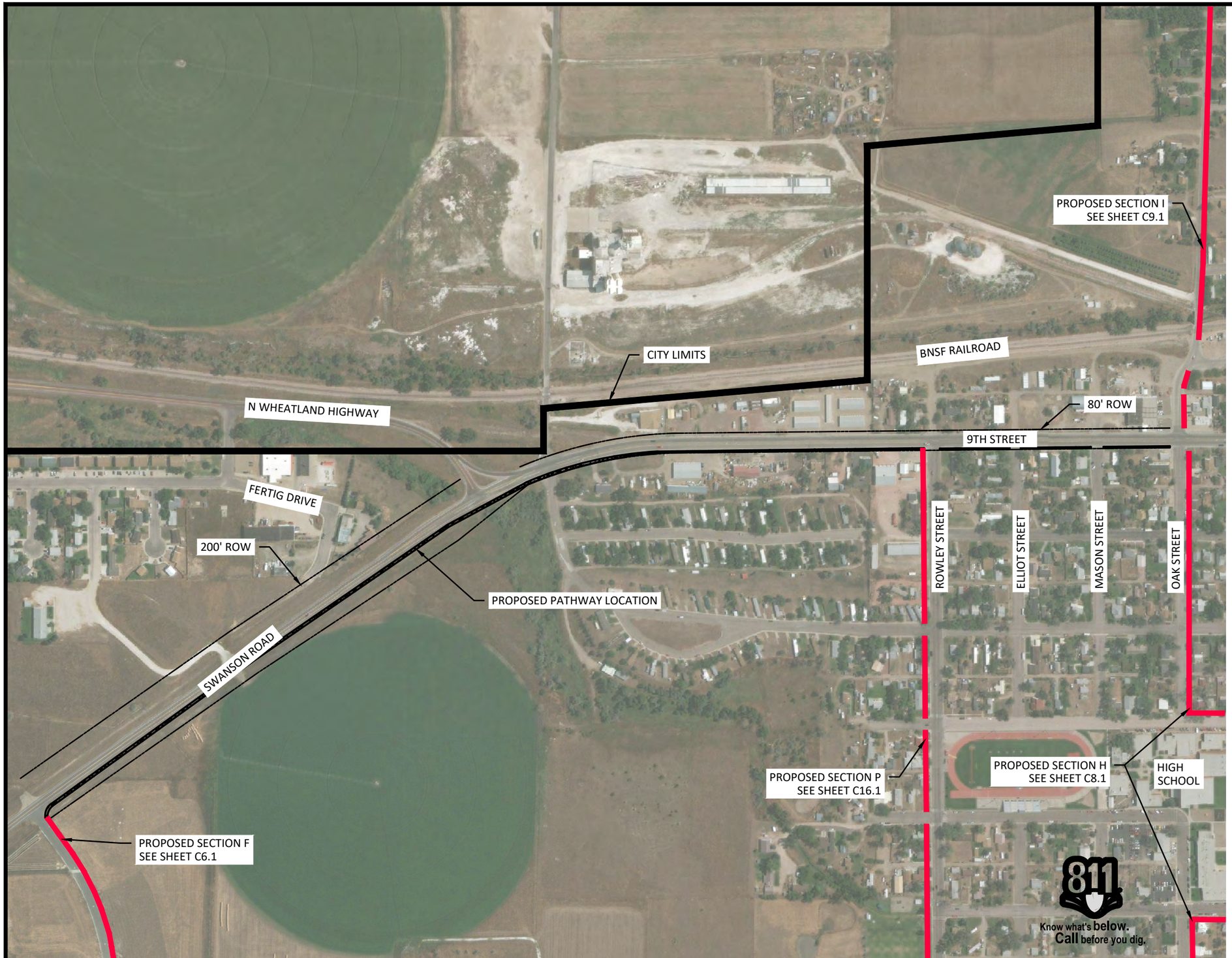
LOCATION:

SWANSON ROAD/9TH STREET

ATTACHED PATHWAY WITH ON-STREET PARKING PROHIBITED, BEGINNING AT THE INTERSECTION OF SHERARD ROAD AND SWANSON ROAD, AND SOUTH TO THE INTERSECTION OF 9TH STREET AND OAK STREET

OVERALL LENGTH: ±0.94 MILES

OWNERSHIP: TOWN OF WHEATLAND



N

SCALE: 1"= 400'

400' 0 400'

200'

SCALE	HORZ 1"= 400'	VERT	
DRN. ZEP	BK: ----	JOB NO.	22242-HE
CHK. DJH	PAGE: ----	DATE:	4/25/2022

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TOWN OF WHEATLAND

PATHWAY PLAN
WHEATLAND, WYOMING

SHEET C7.1

FILE: 22242-Proposed Pathway Locations - Plan.dwg

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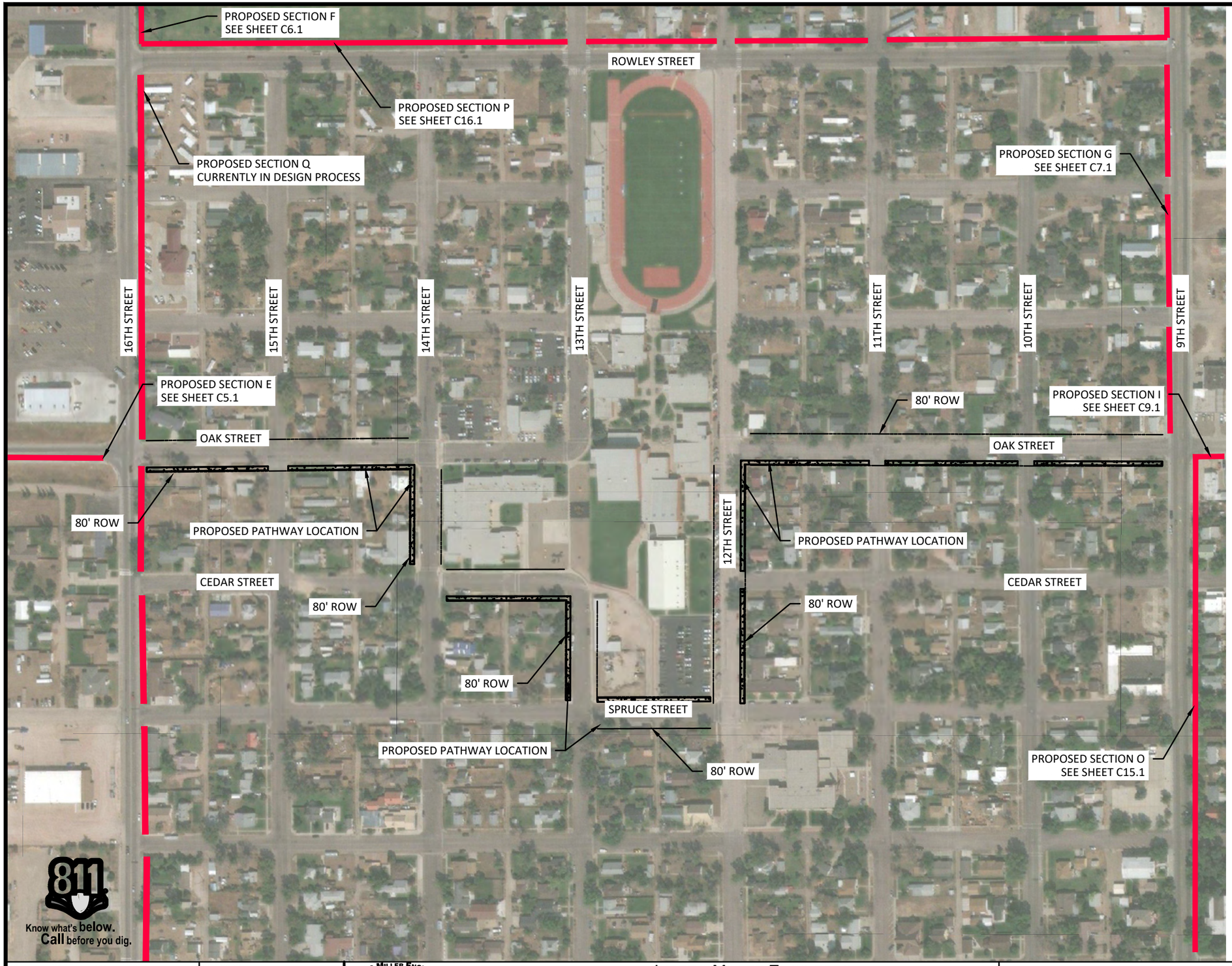

PATHWAY SEGMENT H

LOCATION:

OAK STREET, 14TH STREET, CEDAR STREET, 13TH STREET, SPRUCE STREET, AND 12TH STREET

ATTACHED PATHWAY WITH ON-STREET PARKING, BEGINNING AT THE INTERSECTION OF 16TH STREET AND OAK STREET, EAST TO THE INTERSECTION OF OAK STREET AND 14TH STREET, SOUTH TO THE INTERSECTION OF 14TH STREET TO CEDAR STREET, EAST TO THE INTERSECTION OF CEDAR STREET AND 13TH STREET, SOUTH TO THE INTERSECTION OF 13TH STREET AND SPRUCE STREET, EAST TO THE INTERSECTION OF SPRUCE STREET AND 12TH STREET, NORTH TO THE INTERSECTION OF 12TH STREET AND OAK STREET, AND EAST TO THE INTERSECTION OF OAK STREET AND 9TH STREET.

OVERALL LENGTH: ±0.76 MILES

OWNERSHIP: TOWN OF WHEATLAND

811 Know what's below. Call before you dig.

SCALE	HORZ 1"= 250'	VERT	
DRN. ZEP	BK: ----	JOB NO.	22242-HE
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REVISIONS

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124 East Main Street	1120 East C Street	350 Parsley Boulevard	193 West Flaming Gorge Way	804 E Richards St	1300 East US Hwy 14-16
Riverton, WY 82501	Casper, WY 82601	Cheyenne, WY 82007	Green River, WY 82935	Douglas, WY 82633	Gillette, WY 82716
307-856-8136	307-577-0806	307-635-6827	307-875-4394	307-359-7000	307-682-5000

TOWN OF WHEATLAND

PATHWAY PLAN
WHEATLAND, WYOMING

SHEET C8.1

FILE: 22242-Proposed Pathway Locations - Plan.dwg

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PATHWAY SEGMENT I

LOCATION:

E OAK STREET AND FRONT STREET

ATTACHED PATHWAY WITH PARKING PROHIBITED, BEGINNING AT THE INTERSECTION OF E OAK STREET AND 9TH STREET, EAST TO THE INTERSECTION OF E OAK STREET AND FRONT STREET, AND SOUTH TO THE INTERSECTION OF FRONT STREET AND GILCHRIST STREET.

OVERALL LENGTH: ±0.94 MILES

OWNERSHIP: TOWN OF WHEATLAND

N

SCALE: 1"= 300'

300' 0 300'

150'

SCALE	HORZ 1"= 300'	VERT	
DRN. ZEP	BK: ----	JOB NO.	22242-HE
CHK. DJH	PAGE: ----	DATE:	4/25/2022

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193 West Flaming Gorge Way, Green River, WY 82935, 307-875-4394
804 E Richards St, Douglas, WY 82633, 307-359-7000
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TOWN OF WHEATLAND

PATHWAY PLAN
WHEATLAND, WYOMING

SHEET C9.1

FILE: 22242-Proposed Pathway Locations - Plan.dwg

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PATHWAY SEGMENT J

LOCATION:

Y-O RANCH ROAD, E COLE STREET, AND 8TH STREET

ATTACHED PATHWAY WITH PARKING PROHIBITED, BEGINNING AT THE INTERSECTION OF GILCHRIST STREET AND Y-O RANCH ROAD, SOUTH TO THE INTERSECTION OF Y-O RANCH ROAD AND E COLE STREET, WEST TO THE INTERSECTION OF E COLE STREET AND 18TH STREET (RIGHT-OF WAY CHANGES FROM 30' TO 60' AND PATHWAY CHANGES TO AN ATTACHED PATHWAY WITH ON-STREET PARKING DURING THIS STRETCH), AND NORTH ON 8TH STREET AND WEST TO ATTACH TO THE EXISTING PATHWAY AT THE BASEBALL COMPLEX

OVERALL LENGTH: ±1.20 MILES

OWNERSHIP: TOWN OF WHEATLAND

N

SCALE: 1"= 300'

300' 0 300'

150'

SCALE	HORZ 1"= 300'	VERT	
DRN. ZEP	BK: ----	JOB NO.	22242-HE
CHK. DJH	PAGE: ----	DATE:	4/25/2022

REVISIONS

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193 West Flaming Gorge Way Green River, WY 82935 307-875-4394
804 E Richards St Douglas, WY 82633 307-359-7000
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TOWN OF WHEATLAND

PATHWAY PLAN
WHEATLAND, WYOMING

SHEET C10.1

FILE: 22242-Proposed Pathway Locations - Plan.dwg

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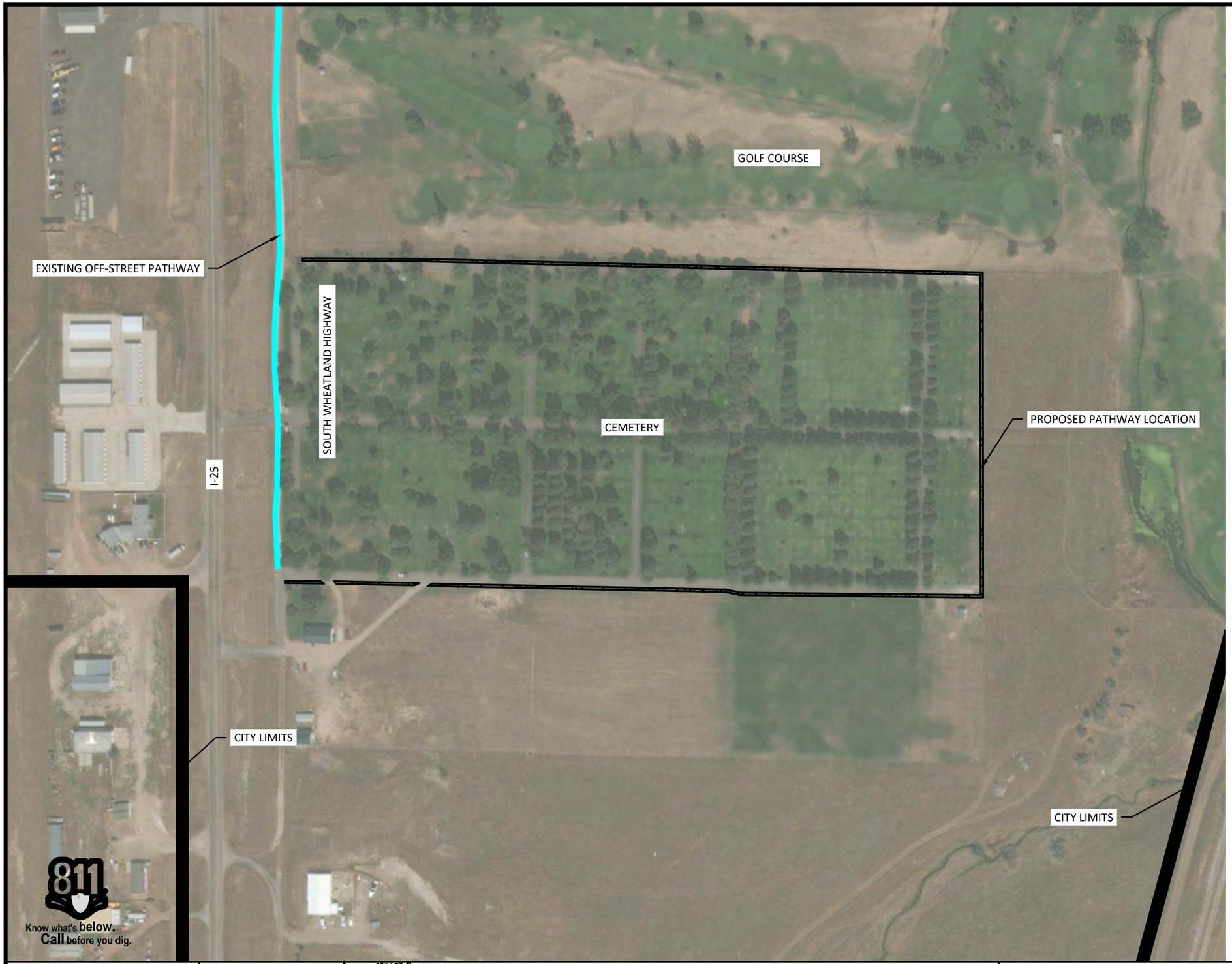

PATHWAY SEGMENT K

LOCATION:

CEMETERY

OFF-STREET PATHWAY, BEGINNING AT THE SOUTH END OF THE EXISTING OFF-STREET PATHWAY, LOOPING AROUND THE CEMETERY, AND RECONNECTING TO THE EXISTING OFF-STREET PATHWAY.

OVERALL LENGTH: ±0.65 MILES

OWNERSHIP: TOWN OF WHEATLAND

N

SCALE: 1"= 200'

200' 0 200'

100'

SCALE	HORZ 1"= 200'	VERT	
DRN. ZEP	BK: ----	JOB NO.	22242-HE
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193 West Flaming Gorge Way Green River, WY 82935 307-875-4394
804 E Richards St Douglas, WY 82633 307-359-7000
1300 East US Hwy 14-16 Gillette, WY 82716 307-682-5000

TOWN OF WHEATLAND

PATHWAY PLAN
WHEATLAND, WYOMING

SHEET C11.1

FILE: 22242-Proposed Pathway Locations - Plan.dwg

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PATHWAY SEGMENT L

LOCATION:

COLE STREET, SECOND SOUTH ADDITION ALLEY, AND BASEBALL COMPLEX

ATTACHED PATHWAY WITH ON-STREET PARKING, BEGINNING AT THE INTERSECTION OF 16TH STREET AND COLE STREET, EAST TO THE ALLEY JUST EAST OF THE INTERSECTION OF COLE STREET AND 12TH STREET, THEN NORTH/NORTHEAST TO ATTACH TO THE EXISTING OFF-STREET PATHWAY AT THE BASEBALL COMPLEX AND LEWIS PARK.

OVERALL LENGTH: ±0.56 MILES

OWNERSHIP: TOWN OF WHEATLAND

N

SCALE: 1"= 200'

200' 0 200'

100'

SCALE HORZ 1"= 200'	VERT	REVISIONS	
DRN. ZEP	BK: ----	JOB NO. 22242-HE	
CHK. DJH	PAGE: ----	DATE: 4/25/2022	

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TOWN OF WHEATLAND

PATHWAY PLAN
WHEATLAND, WYOMING

SHEET C12.1

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FILE: 22242-Proposed Pathway Locations - Plan.dwg

PATHWAY SEGMENT M

LOCATION:

8TH STREET AND GILCHRIST STREET

ATTACHED PATHWAY WITH ON-STREET PARKING, BEGINNING AT THE EAST END OF THE OFF-STREET PATHWAY IN LEWIS PARK, NORTH TO THE INTERSECTION OF 8TH STREET AND GILCHRIST STREET, EAST CONNECTING TO THE EXISTING SIDEWALK ON GILCHRIST STREET.

OVERALL LENGTH: ±0.32 MILES

OWNERSHIP: TOWN OF WHEATLAND

N

SCALE: 1"= 200'

200' 0 200'

100'

SCALE	HORZ 1"= 200'	VERT	
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CHK. DJH	PAGE: ----	DATE:	4/25/2022

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TOWN OF WHEATLAND

PATHWAY PLAN
WHEATLAND, WYOMING

SHEET C13.1

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FILE: 22242-Proposed Pathway Locations - Plan.dwg

PATHWAY SEGMENT N

LOCATION:

GILCHRIST STREET

ATTACHED PATHWAY WITH ON-STREET PARKING, BEGINNING AT THE INTERSECTION OF 16TH STREET AND GILCHRIST STREET, GOING EAST AND TYING INTO THE EXISTING SIDEWALK AT THE BNSF RAILROAD AND GILCHRIST INTERSECTION

OVERALL LENGTH: ±0.56 MILES

OWNERSHIP: TOWN OF WHEATLAND

PINE STREET
PROPOSED SECTION O
SEE SHEET C15.1
PROPOSED SECTION Q
CURRENTLY IN DESIGN PROCESS
E WALNUT STREET
EXISTING SIDEWALK
MAPLE STREET
PROPOSED PATHWAY LOCATION
BNSF RAILROAD
16TH STREET
15TH STREET
14TH STREET
13TH STREET
12TH STREET
11TH STREET
10TH STREET
9TH STREET
8TH STREET
GILCHRIST STREET
100' ROW
PROPOSED SECTION M
SEE SHEET C13.1
WATER STREET
HIGH STREET
NO. 2 CANAL
EXISTING SIDEWALK
SOUTH STREET
EXISTING OFF-STREET PATHWAY
EXISTING DETACHED PATHWAY
PARK AVE
811 Know what's below. Call before you dig.

N

SCALE: 1"= 300'

300' 0 300'

150'

SCALE	HORZ 1"= 300'	VERT	
DRN. ZEP	BK: ----	JOB NO.	22242-HE
CHK. DJH	PAGE: ----	DATE:	4/25/2022

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TOWN OF WHEATLAND

PATHWAY PLAN
WHEATLAND, WYOMING

SHEET C14.1

FILE: 22242-Proposed Pathway Locations - Plan.dwg

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PATHWAY SEGMENT O

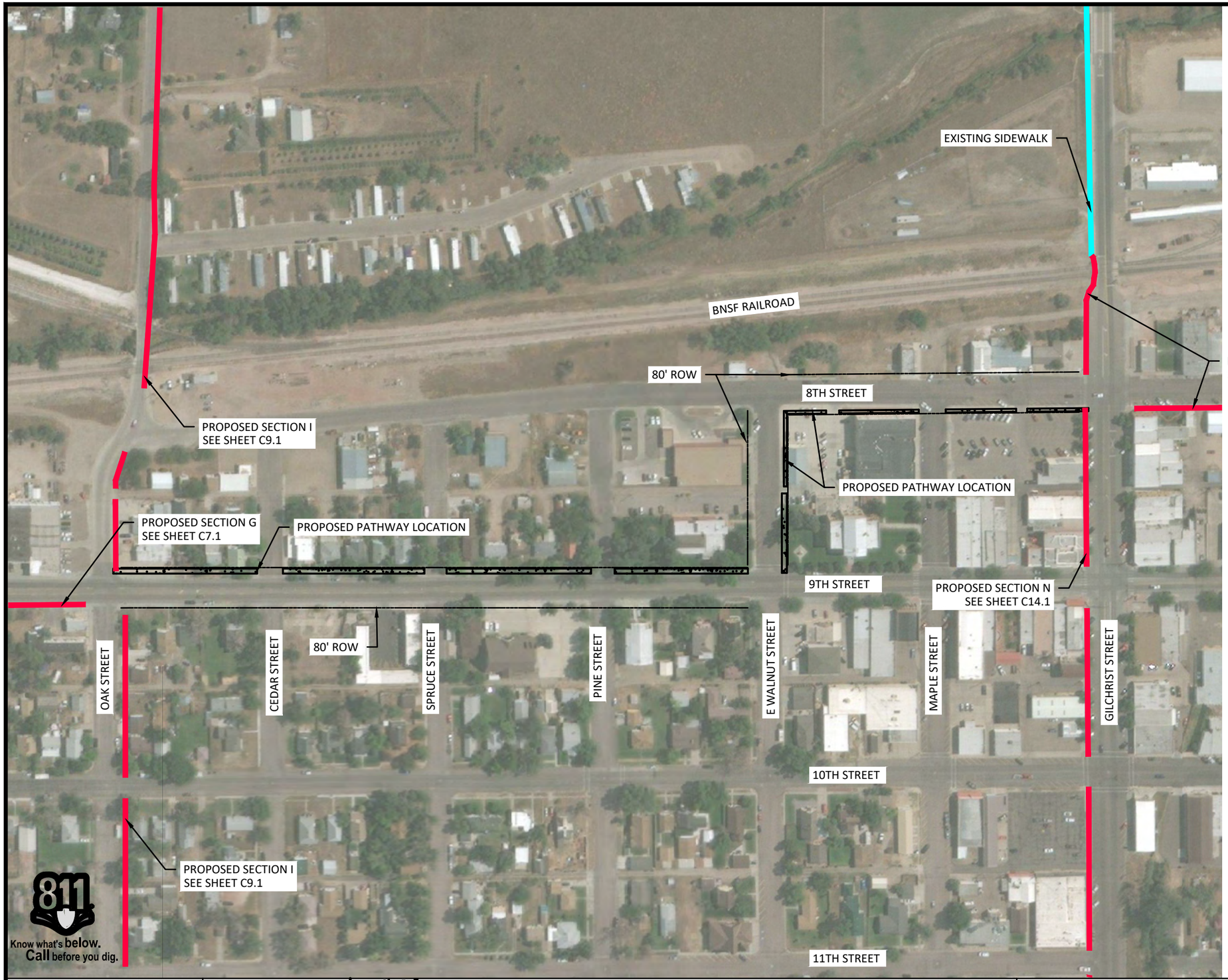
LOCATION:

8TH STREET, E WALNUT STREET, AND 9TH STREET

ATTACHED PATHWAY WITH ON-STREET PARKING, BEGINNING AT THE INTERSECTION OF GILCHRIST STREET AND 8TH STREET, NORTH TO THE INTERSECTION OF 8TH STREET AND E WALNUT STREET, WEST TO THE INTERSECTION OF E WALNUT STREET AND 9TH STREET, AND NORTH TO THE INTERSECTION OF 9TH STREET AND OAK STREET.

OVERALL LENGTH: ±0.42 MILES

OWNERSHIP: TOWN OF WHEATLAND



811 Know what's below. Call before you dig.

N

SCALE: 1"= 200'

200' 0 200'

100'

SCALE HORZ 1"= 200'	VERT	REVISIONS	
DRN. ZEP	BK: ----	JOB NO. 22242-HE	
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TOWN OF WHEATLAND

PATHWAY PLAN
WHEATLAND, WYOMING

SHEET C15.1

FILE: 22242-Proposed Pathway Locations - Plan.dwg

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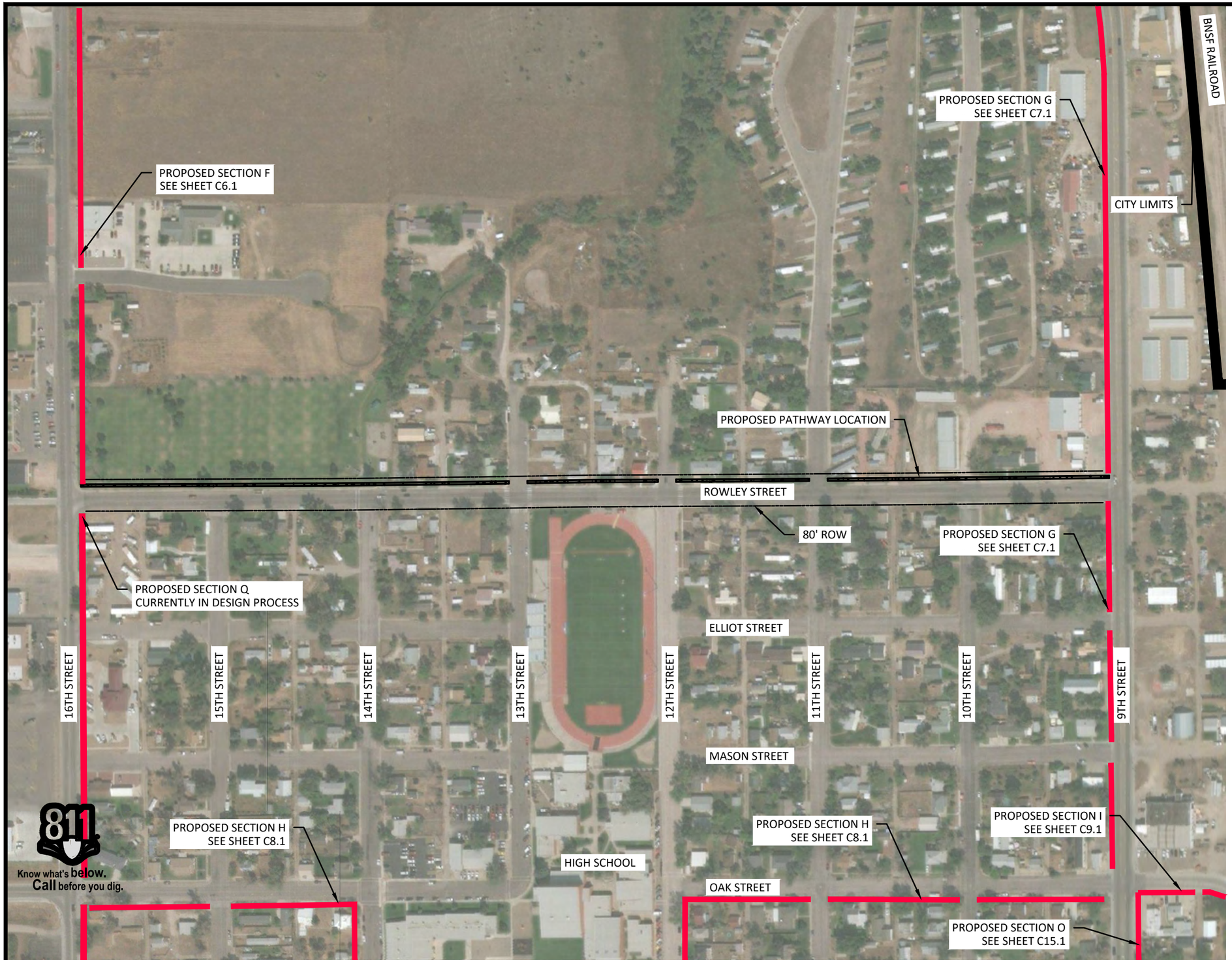

PATHWAY SEGMENT P

LOCATION:

ROWLEY STREET

ATTACHED PATHWAY WITH ON-STREET PARKING, BEGINNING AT THE INTERSECTION OF 16TH STREET AND ROWLEY STREET, EAST TO THE INTERSECTION OF ROWLEY STREET AND 9TH STREET.

OVERALL LENGTH: ±0.49 MILES

OWNERSHIP: TOWN OF WHEATLAND

N

SCALE: 1"= 250'

250' 0 250'

125'

SCALE	HORZ 1"= 250'	VERT	
DRN. ZEP	BK: ----	JOB NO.	22242-HE
CHK. DJH	PAGE: ----	DATE:	4/25/2022

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TOWN OF WHEATLAND

PATHWAY PLAN
WHEATLAND, WYOMING

SHEET C16.1

PATHWAY SEGMENT R

LOCATION:

OPEN FIELD EAST OF MIDDLE SCHOOL AND PEDESTRIAN EASEMENT IN BLACK MOUNTAIN VILLAGE

OFF-STREET PATHWAY, BEGINNING JUST EAST OF THE INTERSECTION OF 24TH STREET AND W MARIPOSA PARKWAY, NORTH TO THE PEDESTRIAN EASEMENT, IN WHICH THE PATHWAY GOES EAST TO 24TH STREET. AT THE PEDESTRIAN EASEMENT, THE PATHWAY ALSO GOES NORTH TO SOUTH STREET.

OVERALL LENGTH: ±0.27 MILES

OWNERSHIP: TOWN OF WHEATLAND

N

SCALE: 1"= 200'

200' 0 200'

100'

SCALE	HORZ 1"= 200'	VERT	
DRN. ZEP	BK: ----	JOB NO.	22242-HE
CHK. DJH	PAGE: ----	DATE:	4/25/2022

REVISIONS

INBERG-MILLER ENGINEERS
124 East Main Street Riverton, WY 82501 307-856-8136
1120 East C Street Casper, WY 82601 307-577-0806
350 Parsley Boulevard Cheyenne, WY 82007 307-635-6827
193 West Flaming Gorge Way Green River, WY 82935 307-875-4394
804 E Richards St Douglas, WY 82633 307-359-7000
1300 East US Hwy 14-16 Gillette, WY 82716 307-682-5000

TOWN OF WHEATLAND

PATHWAY PLAN
WHEATLAND, WYOMING

SHEET C17.1

FILE: 22242-Proposed Pathway Locations - Plan.dwg

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