

SCOPE OF SERVICES

Whitney Road 10% Corridor Plan between U.S. 30 and Storey/Summit

The proposals are due **4:30 pm on Monday, December 12, 2016** to the Cheyenne MPO Office; 2101 O'Neil Avenue, Room 205; Cheyenne, WY 82001.



November 28, 2016

The Cheyenne Metropolitan Planning Organization (Cheyenne MPO) hereby requests the professional services to develop ten percent design plans for Whitney Road. Qualified firms are invited to submit a letter of interest, six (6) copies of a proposal, and one sealed envelope with the firm's fee schedule and cost estimate to:

Contact: Nancy Olson Address: Cheyenne MPO 2101 O'Neil Avenue, #205 Cheyenne, WY 82001 www.plancheyenne.org Phone: 307-638-4366 Fax: 307-637-6308 Email: nolson@cheynnemppo.org

Proposals should be limited to 8 ½ x 11 sheets for a maximum of twenty (20) total pages, not including the cover or back sheets. Proposals should contain: The Cheyenne MPO will select the consultant from those responding to this request. The Cheyenne MPO will consider responses received by 4:30 p.m. Mountain Time on December 12, 2016.

This project will provide professional services for the development Whitney Road 10% Corridor Plan.

Project Need:

Whitney Road between US 30 and Dell Range Boulevard is a narrow county road and has been greatly impacted from nearby residential developments such as Saddleridge. The intersections with US 30 and Dell Range are stop controlled and are nearing warrants for traffic signals. North of Dell Range the rural road is also impacted with existing and future developments but is also affected by the steep 7% grade which becomes treacherous in winter conditions. This project will determine future design needs to handle expected traffic.

Existing Conditions:

1. Traffic on the narrow, rural Whitney Road has been increasing due to the growth in eastern Cheyenne including the Saddle Ridge subdivision and the other county subdivisions north of Dell Range.
2. Whitney Road runs north/south and connects large lot developments in the northeast area of Cheyenne with east/west arterials in the eastern side of the community. It is classified as a minor arterial from US 30 to Dell Range and a major collector from Dell Range northward. Whitney extends four miles north to Iron Mountain Road which then connects to I-25 5 ½ miles to the west. Dell Range is a principal arterial and contains the principal big box and strip mall shopping area in Cheyenne. State highway US 30 is also a principal arterial and connects to the downtown of Cheyenne where much government offices and the regional hospital are located.
3. Whitney Road has a typical rural road profile with narrow shoulders and ditch section drainage. The road has between 75 to 80 feet of right of way from US 30 to Dell Range and 80 to 90 feet of right of way north of Dell Range.
4. Whitney Road is a two-lane asphalt road with a paved width of 20 -22 feet with very little shoulder between U.S. 30 and Dell Range. The properties along this stretch are close to the road. The section north of Dell Range up to Beckle has pavement width of approximately 30 feet. Properties to the east are set back significantly with the west being mostly vacant except for an old ranch house.
5. Posted speed limits are 30 mph between US 30 and Dell Range and 40 mph north of Dell Range.
6. The intersection with US 30, which runs in a southwest to northeast angle, is skewed and many need safety improvements.
7. The intersection with Dell Range is stop controlled. There are many left turn movements from north to west. There was a recent fatality at this intersection.
8. Whitney Road travels northward up over the ridge line gaining elevation of approximately 95 feet. This creates unsafe sightlines as you near the top of the hill heading north and coming over the crest heading south. At the top of the hill there are accesses to the ranch house. Also, this steepness is dangerous in inclement weather, especially icy roads.

9. There are utilities in the right of way including oil pipelines on both sides of the road.
10. No pedestrian or bicycle facilities exist in the current roadway; however, a 10-foot Greenway path is planned to run across the southern leg of the US 30 and Whitney intersection.

Problems to be considered with this planning project:

1. Explore the possibility of flattening the steep grade north of Dell Range to the top of the ridgeline while allowing safe access to the ranch house.
2. Consideration of permanent snow fence easement to counteract the effects of drifting snow across the roadway.
3. Adding turn lanes, acceleration and deceleration lanes as needed.
4. Improving intersection design, safety and function.
5. Adding appropriate pedestrian and bicycle facilities.
6. Avoiding existing utilities.



Tasks:

1. *Roadway Design.*
 - a. Urban design for 25 years' growth that accommodates users of all modes of travel;
 - b. Connection to existing Greenway on the east of Whitney at the intersection of US 30 and Whitney Road
 - c. 5' (UDC) or 6' (LCLUR) Sidewalks
 - d. The *2012 Bike Facilities and Greenway Plan* has Whitney Road containing shoulder bicycle facilities
2. *Collect Traffic Count Data.*

Review availability of MPO turning movement counts and 24-hour counts and collect if needed.
3. *Crash Data*
 - a. Review MPO Crash Data
4. *Develop Future Volumes.*

Projected daily and peak hour traffic volumes will be developed based on the proposed land use and from the PlanCheyenne Travel Demand Forecasting Model
5. *Intersection Configurations.*

The long-term improvements including number of lanes and traffic control will be determined for the following intersections. Whitney and:

- a. US 30
- b. Dell Range Boulevard
- c. Beckle Road

6. *Recommended Sections.*

Recommendations for the sections between the intersections will be determined based on projected volumes and intersection design. This will include access control guidelines.

7. *Report.*

A report will be prepared that summarizes the analysis, results, and recommendations.

8. *Public Involvement.*

- a. Work with adjacent landowner to negotiate an easement for placement of permanent snow fence
- b. Develop public involvement process for this planning project.

SCORING CRITERIA

PROJECT: Whitney Road 10% Design Plan				
<u>CRITERIA</u>	<u>DESCRIPTION</u>	<u>WEIGHT</u>	<u>SCORE</u> (0 - 10)	TOTAL
Planning process	Demonstrated technical expertise and ability of consultant to develop and implement a comprehensive transportation planning process. Such process will foster consensus building between various stakeholders involved in the plan.	<u>10</u>		
Proposal quality	Readability, completeness, brevity, and organization of the proposal.	<u>10</u>		
Applicable education and experience	Education, experience with similar work, and verification of pertinent requirements of Wyoming law concerning the practice of the professional services required.	<u>9</u>		
Performance on past projects	Success on previous projects in the way of project quality, budget, schedule and cost control.	<u>9</u>		
Project innovations	Ideas or suggestions to improve the schedule, feasibility, cost savings and/or scope of the project.	<u>8</u>		
Familiarity with project	Knowledge of project background, needs, goals, limitations, and special considerations.	<u>8</u>		
Public process and involvement	Demonstrated ability to work with the citizens, public agencies and private sector. Consultant's ideas, methods and past experiences that will be utilized to obtain public participation.	<u>7</u>		
Adequate resources	Sufficient available staff and equipment to complete the proposed work within the requested time frame.	<u>7</u>		
Equal opportunity	Consultant's record on affirmative action and response to relevant policies regarding minorities, women and disadvantaged business in employment contracts.	<u>5</u>		
Total				