

Municipal Complex Pedestrian Routing Plan



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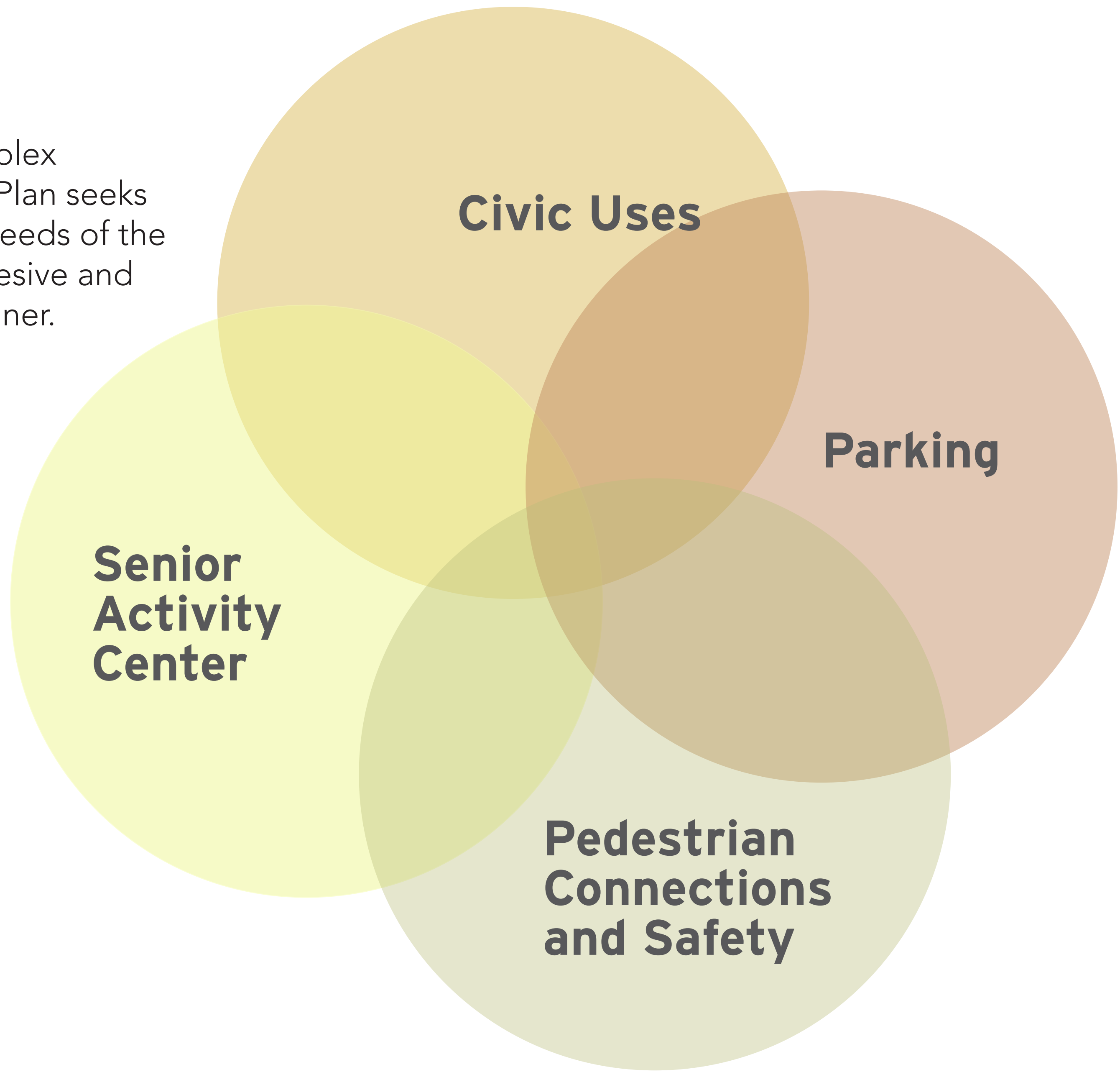
Table of Contents

Project Background	1
Analysis and Program	2
Civic Spine Connections	3
Site Analysis	4
Goals and Objectives	5
Program Matrix	6
Parking Analysis	7
Parking Quantities	8
North Lot: Option 1	9
North Lot: Option 2	10
North Lot: Option 3	11
Framework Concepts	12
Framework Concept Diagram 1: Memorial and Event Plaza	13
Framework Concept Diagram 2: Memorial and Event Plaza	14
Framework Concept Diagram 3: Maintain Existing to Extent Possible	15
Survey Process and Outcomes	16
Concepts and Character Survey	17
Character Survey	18-20
Final Plan Description	21
Final Overall Plan	22
Final Plan Enlargement	23
Memorial Plaza Plan Enlargement	24
Memorial Plaza View Looking Northwest	25
Memorial Plaza Section	26-27
Final Plan Elaboration	28
Intersection Bulb-out Treatments	29
Concept Lighting Plan	30
Planting Strategy	31
Phasing Plan	32
Cost Estimate	33
Acknowledgments	34

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Project Background

The Municipal Complex Pedestrian Routing Plan seeks to incorporate the needs of the above uses in a cohesive and comprehensive manner.



Planning Process

The Municipal Complex Pedestrian Routing Plan was initiated in October 2018 through an advisory committee workshop to determine overall issues, needs and Goals/Objectives. This was followed by a public workshop where three options for parking reconfiguration and three alternative framework concept plans were presented for evaluation. A survey was included in this workshop and was posted on-line for additional feedback.

Following this, the project was on-hold while a program plan and concept design was developed for the Civic Center, in order to coordinate the Pedestrian Routing Plan with this effort. A preliminary plan was developed in coordination with the Civic Center Plan and reviewed with the advisory committee in the Fall of 2019. A survey was conducted on-line and through displays at the Civic Center to receive additional feedback on the preliminary plan and the feedback was incorporated into this plan.

Project Vision

The City of Cheyenne is evolving and the Municipal Complex area is no different. Over the past decade, many changes have occurred, resulting in new and exciting challenges. With the addition of St. Mary’s School, the Laramie County Library, Municipal Court, growing popularity of events at the Civic Center, expansion of the County Jail, Civic Commons, and growing business development, the Municipal Complex is becoming a focal point of activity. While these neighbors provide a welcome vibrancy, they also require more efficient utilization of public facilities.

The Pedestrian Routing Plan provides a vision for intuitive and safe connections through the municipal breezeway area and to destinations within the complex and beyond. Creating a more attractive, safe and functional pedestrian environment will benefit users while increasing the efficiency of use of facilities like the Cox Parking Structure. Currently, the breezeway experiences limited use, but with adjustments could function as a connector and a community gathering space, linking the Laramie County Library, City Facilities and County Buildings together.

Enhanced parking and circulation facilitates greater utilization of the Cox Parking Structure with the conversion of the City’s West parking lot into the Civic Commons. Providing clear pedestrian routing through the breezeway area helps offset the impacts from the recent shift in parking patterns. Updated lighting aids in linking adjacent parking lots, while increasing their viability for evening performances at the Civic Center. Other design enhancements create a more efficient circulation for The Burke Senior Center, while adding more short-term parking spaces. Landscape and urban design enhancements create the atmosphere of an urban park, which can be used by patrons of the Senior Center, City Employees and all visitors to the Municipal Complex.

In short, the City of Cheyenne has an opportunity to transform what is currently a sparingly-used area into a focal point of the Municipal Complex. This axis of activity will define a bright and positive pedestrian crossroads for the City of Cheyenne.

Analysis and Program

Civic spine connections

A primary objective of the plan is to develop connections beyond the Municipal Complex in order to facilitate connections to municipal facilities beyond, through the creation of a Civic Spine along Thomes Ave. The Civic Spine connects the Laramie County Library to the Municipal Complex, the Cheyenne Public Safety Center and Lincolnway, through intersection enhancements that facilitate pedestrian movement and identity as a corridor. East-west connections allow connectivity to St. Mary's Catholic School, the Laramie County Courthouse, the Post Office and the State Museum, etc.

Site analysis

A site analysis shown on the following pages describes site opportunities and challenges including key connections, potential open spaces, gathering areas and features. Key elements include the Civic Spine opportunity, connections to existing and proposed building entries, existing memorials and potential integrated locations. In addition, storm-water facilities, parking opportunities and existing trees are key considerations in this site planning effort.

Goals and objectives

Goals and Objectives were developed for the project outlining key components of the plan that are emphasized. These were developed with and reviewed by the project Advisory Committee and during a public workshop. These include the following:

1. Enhance connections within the Municipal Complex and beyond
2. Increase overall pedestrian safety, comfort and function
3. Continue to establish Municipal Complex character and identity

Program

A program was developed through feedback from the advisory committee and the public workshop. The program outlines elements of the plan that are deemed critical to its success and are outlined on page six.

Civic Spine Connections



Legend

Civic Spine

Secondary Pedestrian Route

Saint Mary's School Route

Upgraded Pedestrian Crossing

Civic Area

Public Space

School

Residential

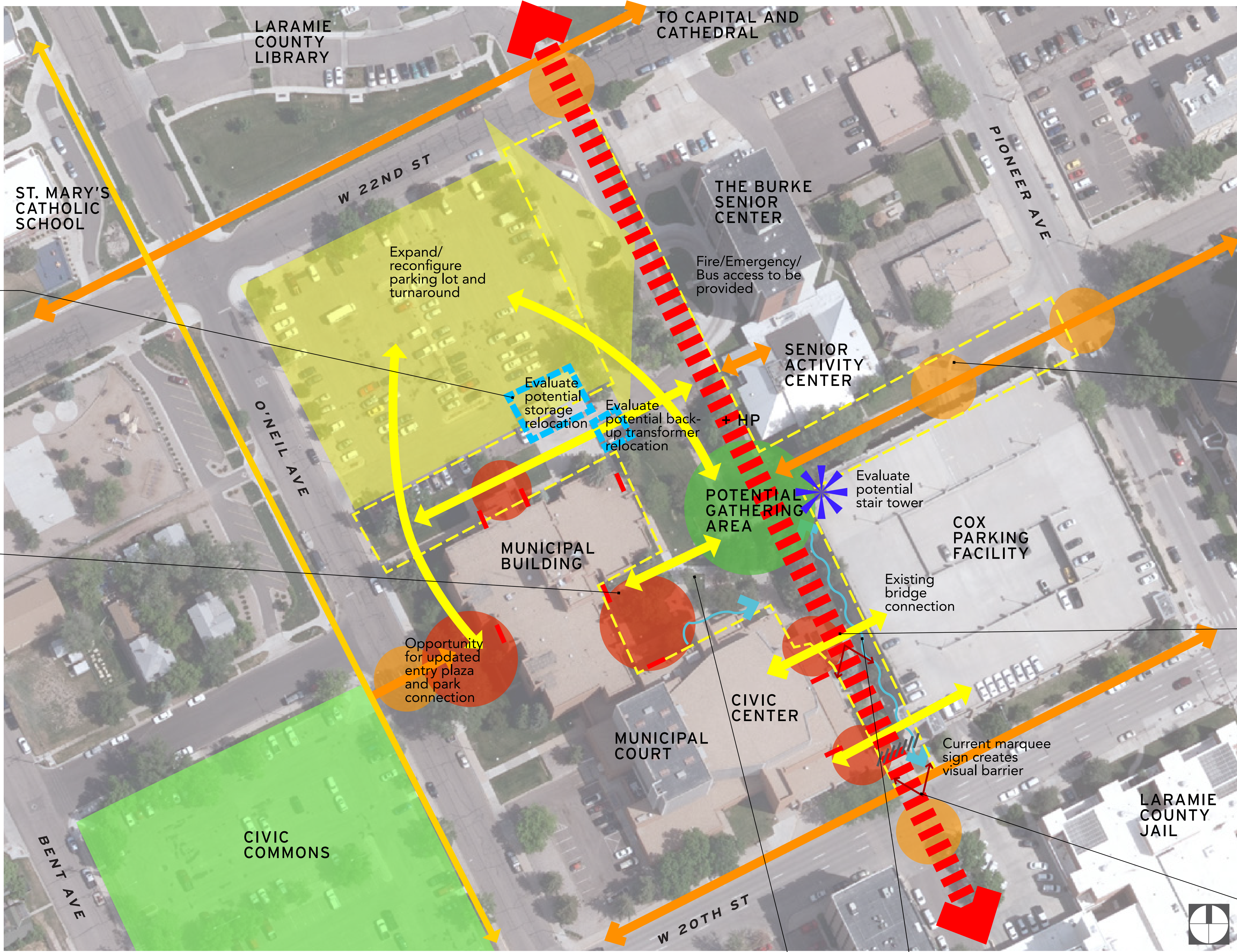
Study Area

The Municipal Complex Pedestrian Routing Plan should seek to create a greater connection to the nearby city and county uses.

The final plan should create a strong central spine from the Laramie County Library south to Lincolnway Ave.

Secondary east-west routes should be created to help direct pedestrians and create safe connections from uses to the east and west of the spine.

Site Analysis



- Legend**
- Civic Spine
 - Secondary Pedestrian Route
 - Internal Connection
 - Saint Mary's School Connection
 - Opportunity Area
 - Central Focal Point
 - Entry Plaza
 - Upgraded Pedestrian Crossing



Enclosed storage buildings block visual connection from O'Neil Ave to pedestrian spine



Enclosed break area is disconnected and limits views into breezeway



Existing crossing across garage entry drive not intuitive or safe



Visual connection to 20th St blocked by large mid story trees and brick columns that interrupt walkway



Existing Memorial Pieces



Lists city employees that have passed away



Many of the companies listed are no longer in business



Time capsules do not hold materials

Existing Gathering Area



Existing Drainage Pan and Bridge Connection to Parking Structure



Visual connection from 20th St into breezeway blocked by sign

Municipal Complex Pedestrian Routing Plan

Goals and Objectives

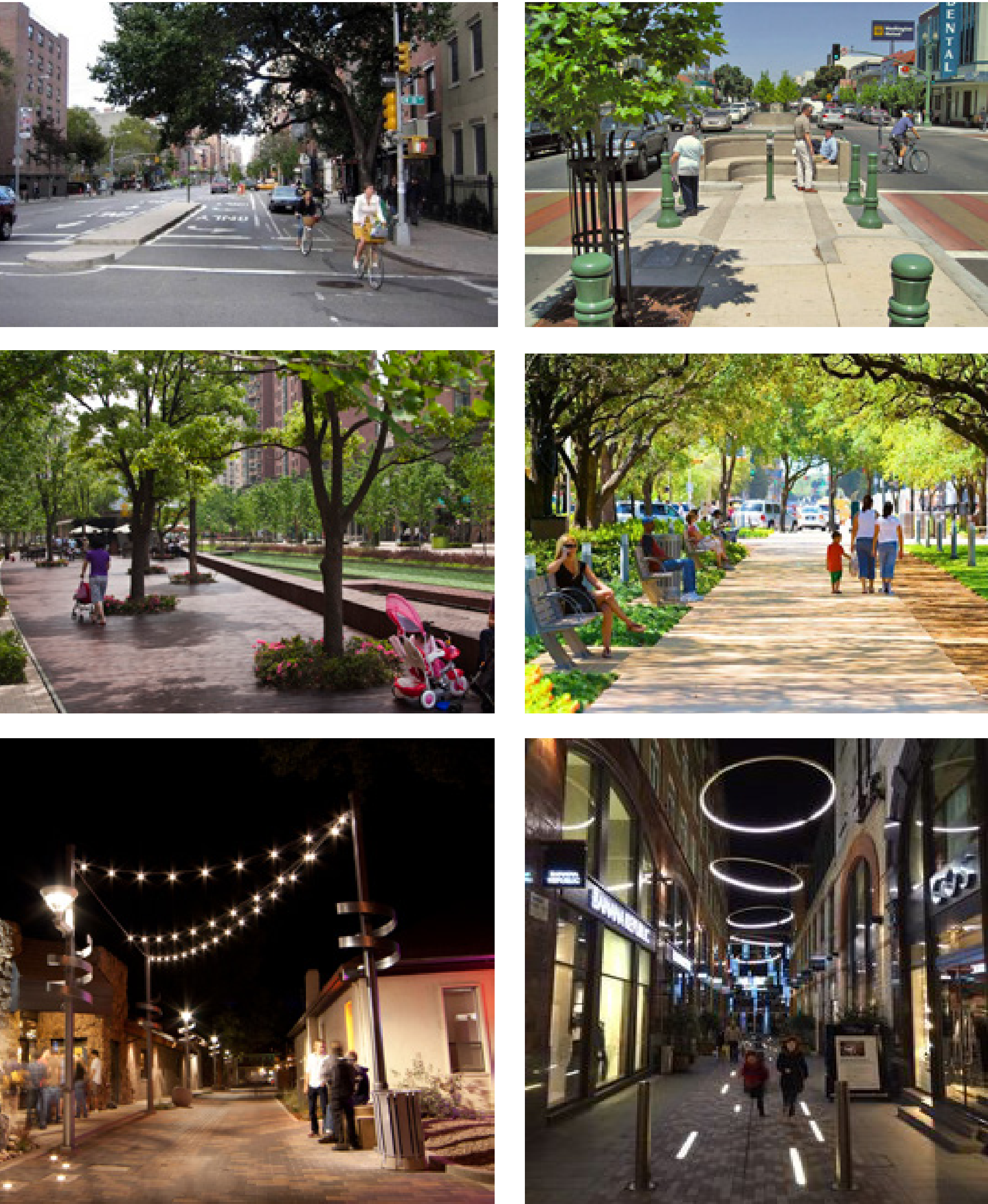
Goal #1: Enhance Connections within the Municipal Complex and to Destinations Beyond

- Create clear and intuitive entry points and connections
- Create clear and intuitive connections to adjacent parking lots and structures
- Create simple and clear walkways that contribute to formal expression and character
- Provide clear wayfinding through strong pathways and origin to destination visual cues and signage
- Establish Municipal Spine along Thomes Avenue



Goal #2: Increase Overall Pedestrian Safety, Comfort and Function

- Reduce pedestrian and vehicular conflict
- Create a safe and inviting evening experience for employees and visitors
- Reduce presence of middle story planting and visual clutter
- Activate and bring life to under-utilized spaces and assets



Goal #3: Continue to Establish Municipal Complex Character and Identity

- Use materials of enduring quality and that communicate civic pride
- Take cues from regional influences and stakeholders input that highlight historic and valued assets



Program Matrix

Program Element	Space Size	Used By
Central Pedestrian Walkway	10-15' wide	Public
Beer Garden/Patio Area	Seating for 25-35 people	Event
Outdoor Table Seating/Employee Break Area	Seating for 10-15 people	Employees
Small Gathering Space	20-40 people	Public
Outside Parking Garage Staircase Tower	N/A	Public
Memorial Space	Varies on approach	Public
Provide close easily accessible parking for Seniors to Senior Activity Center (SAC)	Parking for 10-15 senior center visitors	SAC
Provide for Bus Parking for SAC	3 buses preferred	SAC
Provide separate drop-off area for SAC or relocate one drop-off to be more central to both SAC and The Burke Senior Center	50 ft bus pull-out	SAC and Public
Potential Outside Speaker System for Civic Events	N/A	Public

Parking Analysis

Parking quantities

The diagram on the following page compiles the information presented in the Cheyenne Municipal Area Parking Study, from September, 2016. The report studied options for parallel parking on both sides as well as diagonal parking on one side of the street. This diagram shows the overall direction that parking should have in order to get the highest yields as well as avoid unnecessary reconfigurations of the streets.

Through public process the new Civic Commons maintained parallel parking with new corner bulb-outs. In order to keep consistency along O'Neil the remaining blocks should remain parallel. West 22nd did not yield more parking by changing to diagonal on one side. Four (4) spaces were added from the report by closing off the north parking lot entrance drive.

The east side of 20th Street has room to add diagonal parking in order to increase the parking count along this area.

Three options were developed for the north parking lot to understand parking yields and trade-offs for each as they impact circulation, bus parking proximity to The Burke Senior Center, integration of the Civic Spine and preservation or removal of the existing storage building.

Each option proposes removal of the existing median and turnaround along Thomes Ave. with emergency access and turn-around provided on The Burke Senior Center property. This allows for a more efficient use of the space for parking and pedestrian circulation.

North lot option 1

Option 1 yields a loss of four parking spaces from existing quantities and two bus parking spaces, assuming spaces conform to Unified Development Code (UDC) standards. It maintains the existing storage building and provides perpendicular parking adjacent to The Burke Senior Center. Bus parking is provided on the western side of the drive aisle adjacent to The Burke Senior Center.

North lot option 2

Option 2 yields nineteen additional spaces beyond existing quantities, three bus parking spaces and removes the existing storage building, assuming it may be possible to relocate. Bus parking is not adjacent to The Burke Senior Center and the Thomes alignment is slightly offset to the west.

North lot option 3 - Preferred

Option 3 yields twenty additional spaces beyond existing quantities, three bus parking spaces adjacent to The Burke Senior Center and removes the existing storage building. The Thomes access point is aligned with the access point to the Laramie County Library.

Parking Quantities

- Legend
- Public parallel parking
 - Public diagonal parking
 - Reserved parking
 - Bus stop



North Lot: Option 1

Designed to Cheyenne Uniform Development Code (UDC) Standards:

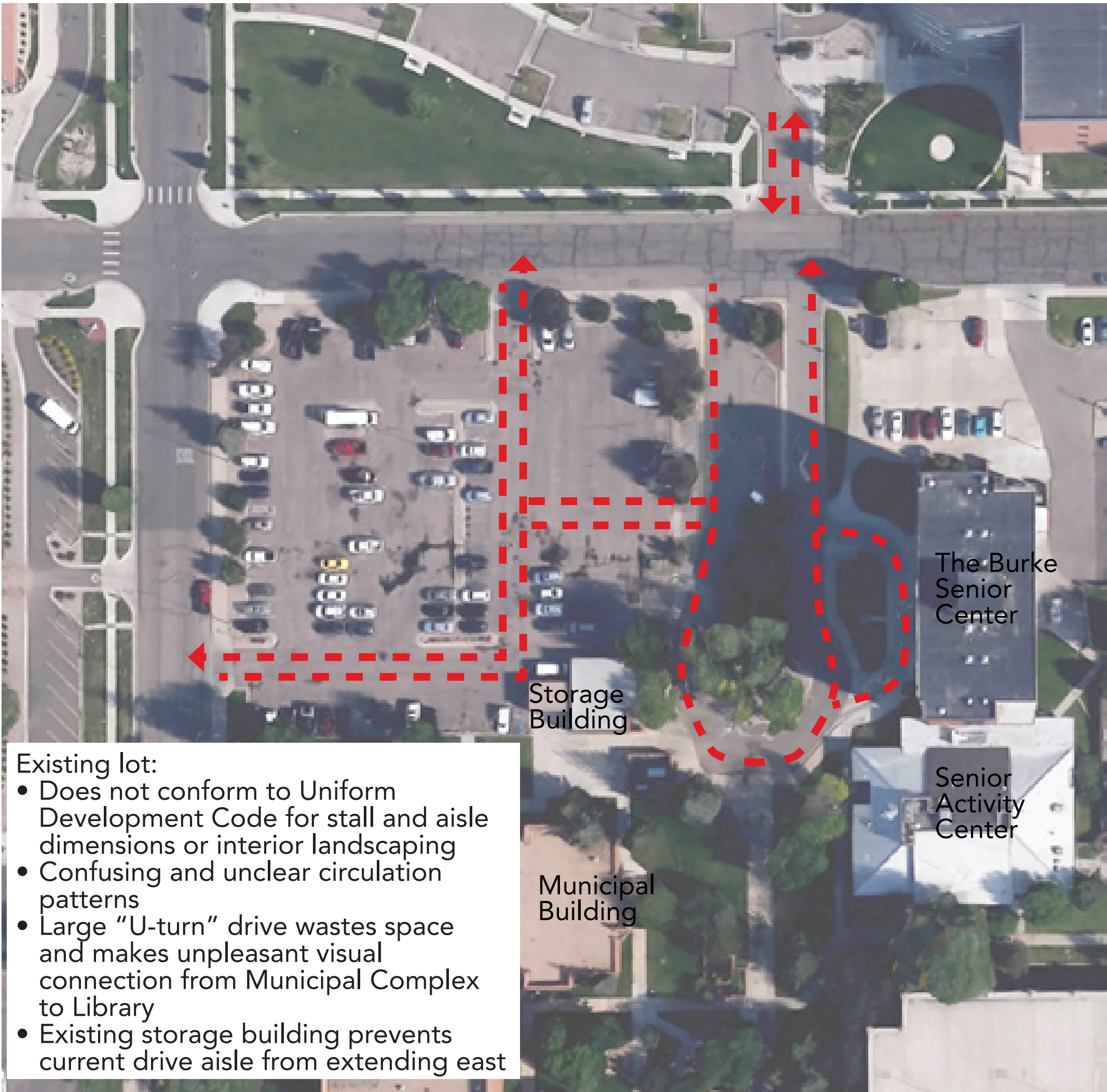
- Parking spaces: 9'x18.5'
- Drive aisles: 26'
- Parking Lot Internal Landscape Area: Minimum 5%

Goals for redesigning the North Parking Lot:

- Provide closer parking for seniors to the SAC
- Provide designated spaces for senior buses (3)
- Conform lot to UDC standards
- Clarify circulation pattern
- Provide strong pedestrian connection to from Library

Existing North Lot

Parking spaces: 153



North Lot: Option 2

Designed to Cheyenne Uniform Development Code (UDC) Standards:

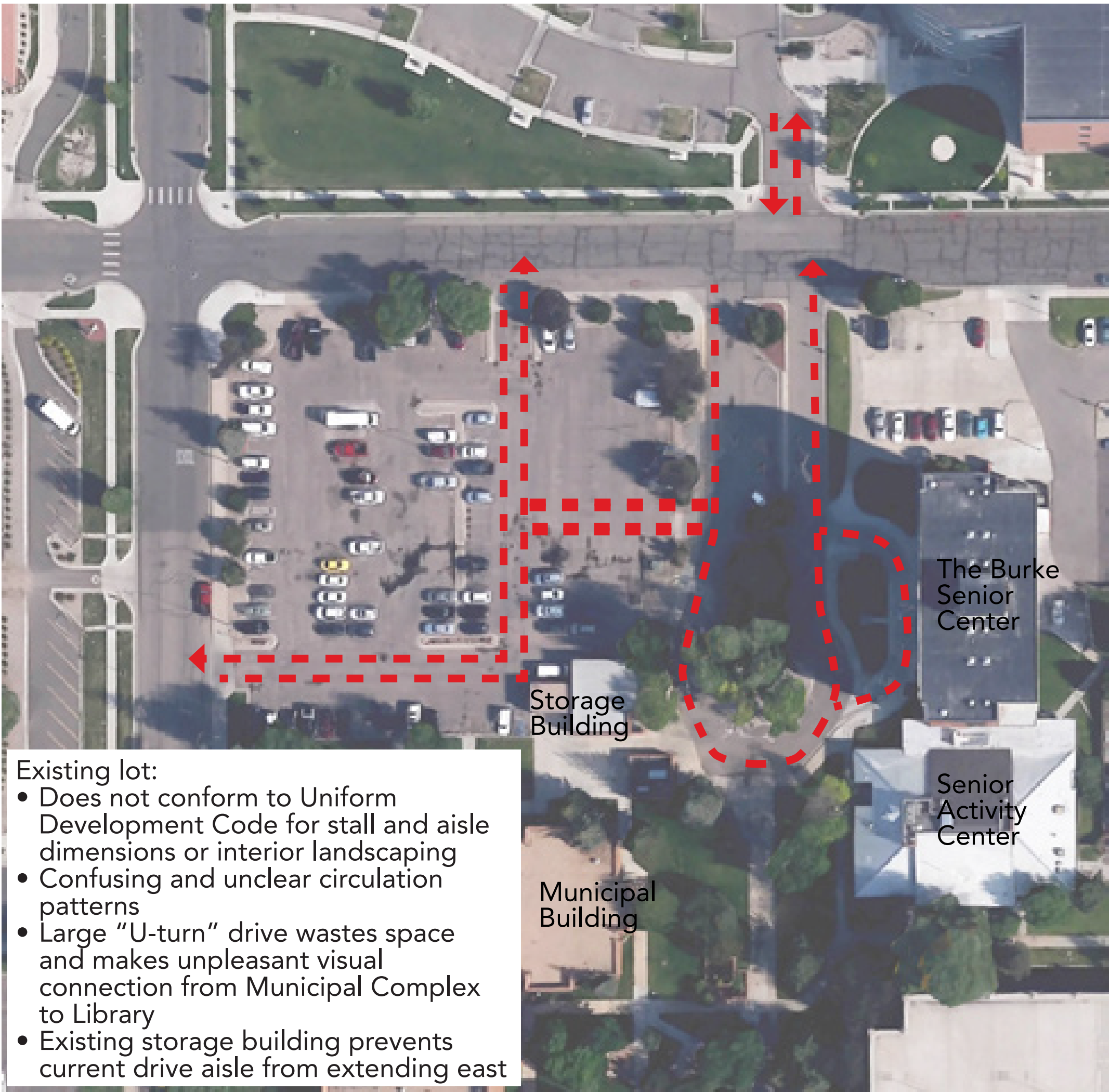
- Parking spaces: 9'x18.5'
- Drive aisles: 26'
- Parking Lot Internal Landscape Area: Minimum 5%

Goals for redesigning the North Parking Lot:

- Provide closer parking for seniors to the SAC
- Provide designated spaces for senior buses (3)
- Conform lot to UDC standards
- Clarify circulation pattern
- Provide strong pedestrian connection to from Library

Existing North Lot

Parking spaces: 153



North Lot: Option 3

Designed to Cheyenne Uniform Development Code (UDC) Standards:

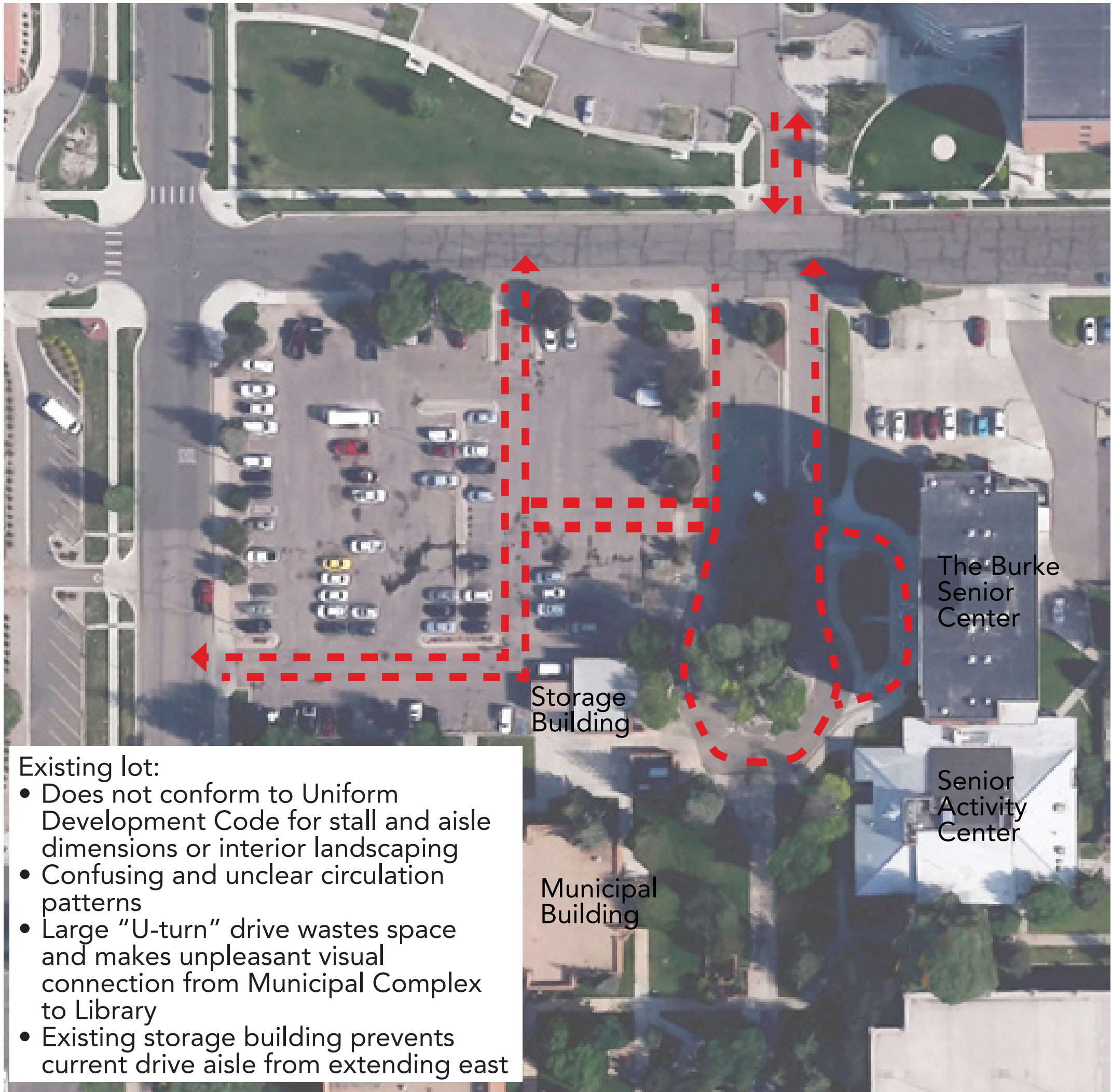
- Parking spaces: 9'x18.5'
- Drive aisles: 26'
- Parking Lot Internal Landscape Area: Minimum 5%

Goals for redesigning the North Parking Lot:

- Provide closer parking for seniors to the SAC
- Provide designated spaces for senior buses (3)
- Conform lot to UDC standards
- Clarify circulation pattern
- Provide strong pedestrian connection to from Library

Existing North Lot

Parking spaces: 153



Framework Concepts

Framework Concepts

Three framework concepts are shown on the following pages outlining variations on the overall site plan for the Municipal Complex. Each option integrates a 10' civic spine walkway along the former Thomes right-of-way (R.O.W.) defined with pedestrian pavers, as well as a number of other elements consistent with the site planning program including the following:

- relocated memorial
- central gathering area
- employee gathering patio
- enhanced entry to the Civic Center
- beer garden on the north side of the Civic Center
- enhanced storm-water facilities
- foundation planting to reduce maintenance
- potential northwest corner stair tower access to the Cox Parking Facility
- enhanced east/west connection
- enhanced lighting

Framework Concept 1

This framework option emphasizes a large central lawn gathering space for events between the Municipal Building and the Cox Parking Facility. The civic spine walkway is aligned to utilize some of the existing walkway system. A memorial plaza is shown at the intersection of the Civic Spine and the connecting walkway between the Municipal Building and Cox Parking Facility

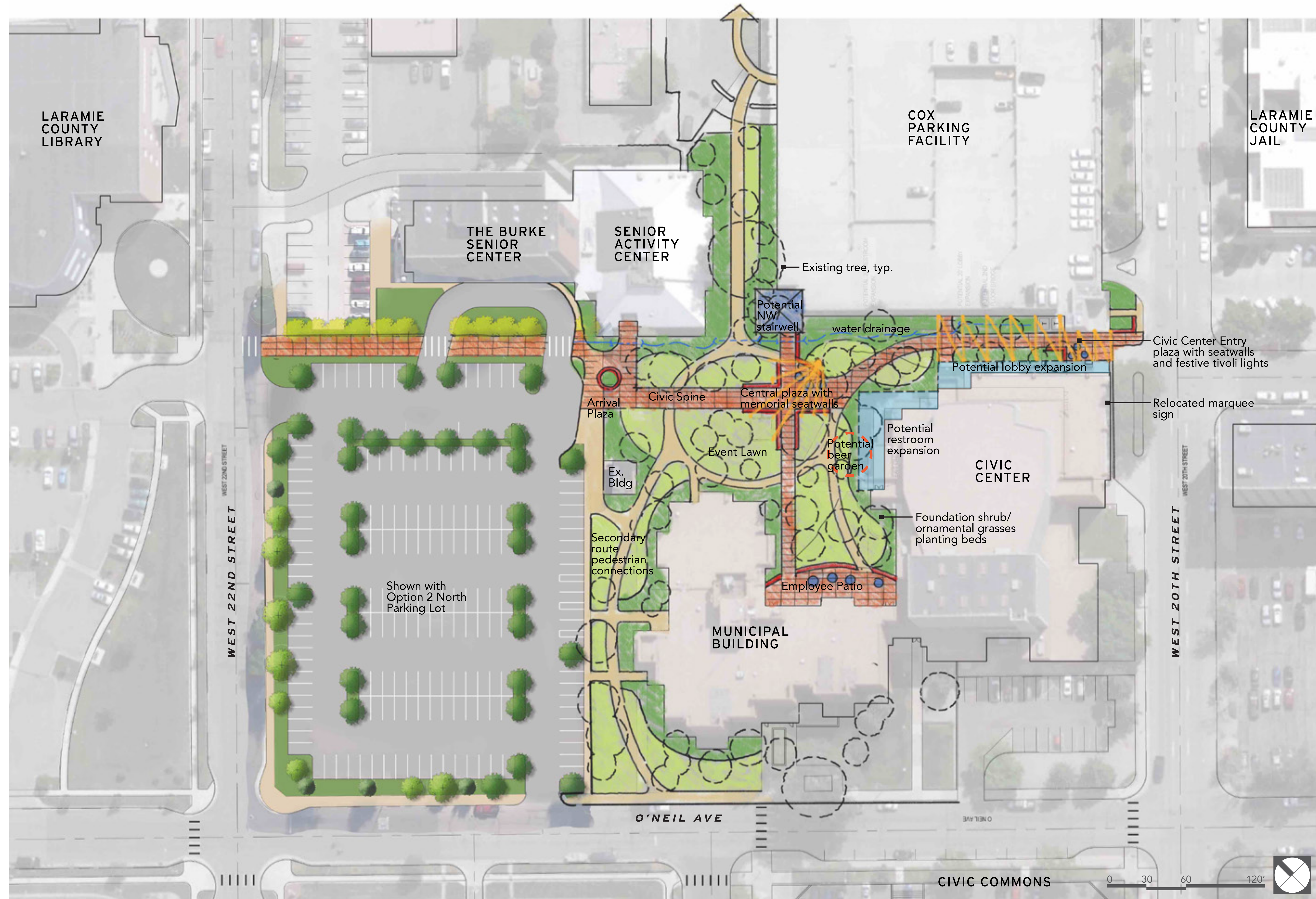
Framework Concept 2 - Preferred

Framework Concept 2 creates a large central plaza space for events, gathering and memorial integration. The civic spine facilitates a more natural arcing movement from and to the Municipal Building and is emphasized with pedestrian pavers.

Framework Concept 3

This option attempts to utilize as much existing pedestrian infrastructure as possible while meeting project goals in an effort to reduce costs. However, in doing so, movement patterns are less efficient and natural than option 1 and option 2. A memorial plaza is located to the west of the proposed stair tower to the Cox Parking Facility.

Framework Concept Diagram 1: Memorial and Event Lawn



Key components:

- Large central lawn space for events
- Civic spine walkway defined with pavers, colored concrete or similar approach

Framework Concept Diagram 2: Memorial and Event Plaza



- Key components:**
- Large central plaza space for events
 - Civic spine walkway defined with pavers, colored concrete or similar approach

Framework Concept Diagram 3: Maintain Existing to Extent Possible



- Key components:**
- Central plaza space for events
 - Civic spine walkway defined with pavers, colored concrete or similar approach
 - Most cost effective approach - maintains many existing walkways
 - Larger beer garden potential

Survey Process and Outcomes

Outreach and survey process

A survey was provided during the initial public workshop and on-line following the workshop with graphic materials in order to assess preferences for the site plan framework options, parking configuration options and overall site character. The following pages show survey results and preferred options for each project component. There were 112 survey participants, some of whom were City Staff working in the Municipal Complex.

Parking options survey

Parking configuration option 3 was most preferred by survey participants. This option maximizes additional parking and provides an aligned access point and bus parking adjacent to The Burke Senior Center. Removal of the existing storage building is required to achieve the proposed parking quantity

Framework concepts survey

Framework Concept 2 was preferred by survey participants, emphasizing a larger event plaza at the nexus of the civic spine and connecting walkway between the Municipal Building and the Cox Parking Facility.

Character survey

The character survey shows a preference toward simple, more natural materials such as stone, understated site furnishings, tivoli lighting to enhance safety and character and a memorial concept that involves sandblasting in seatwall caps.

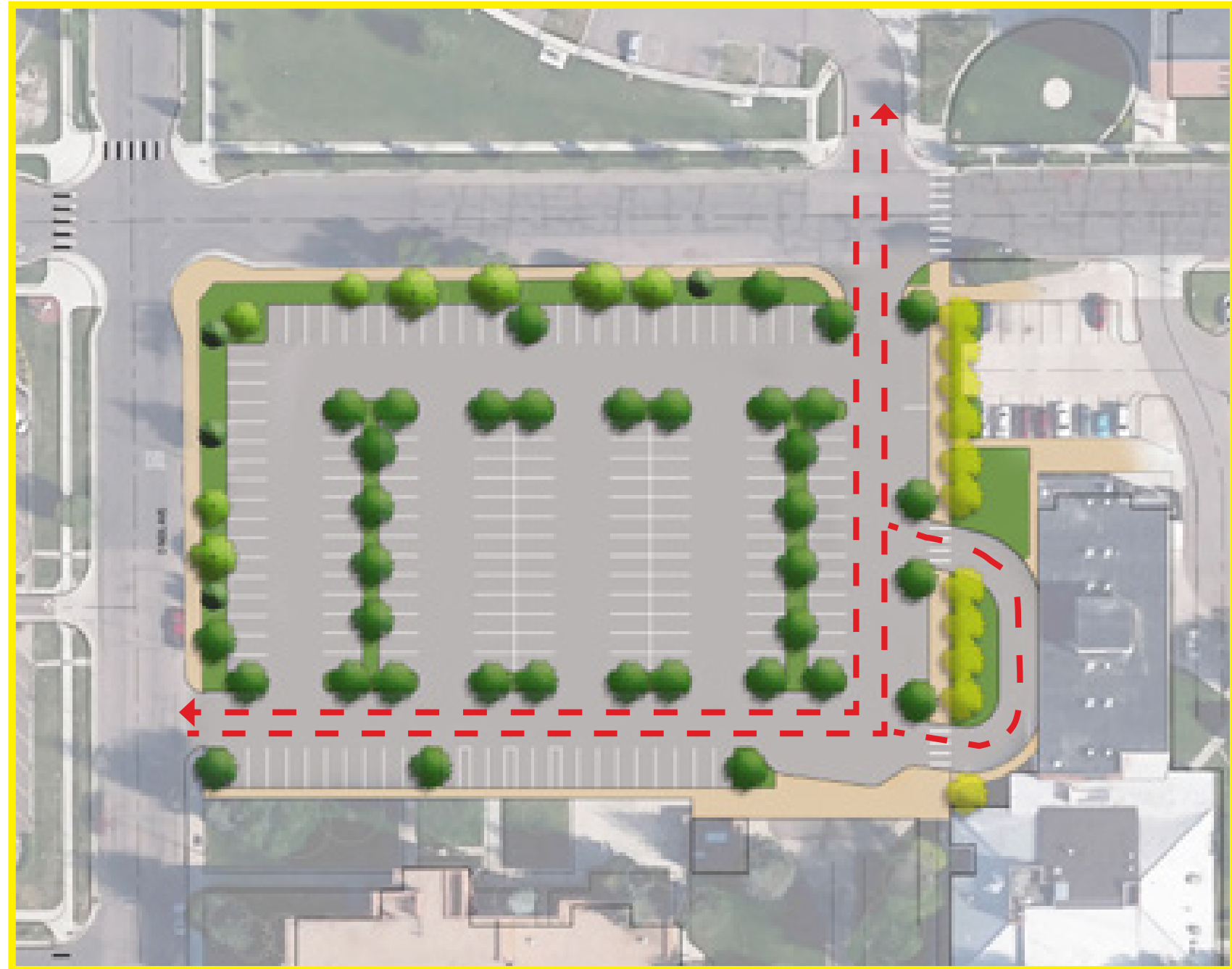
Concepts and Character Survey



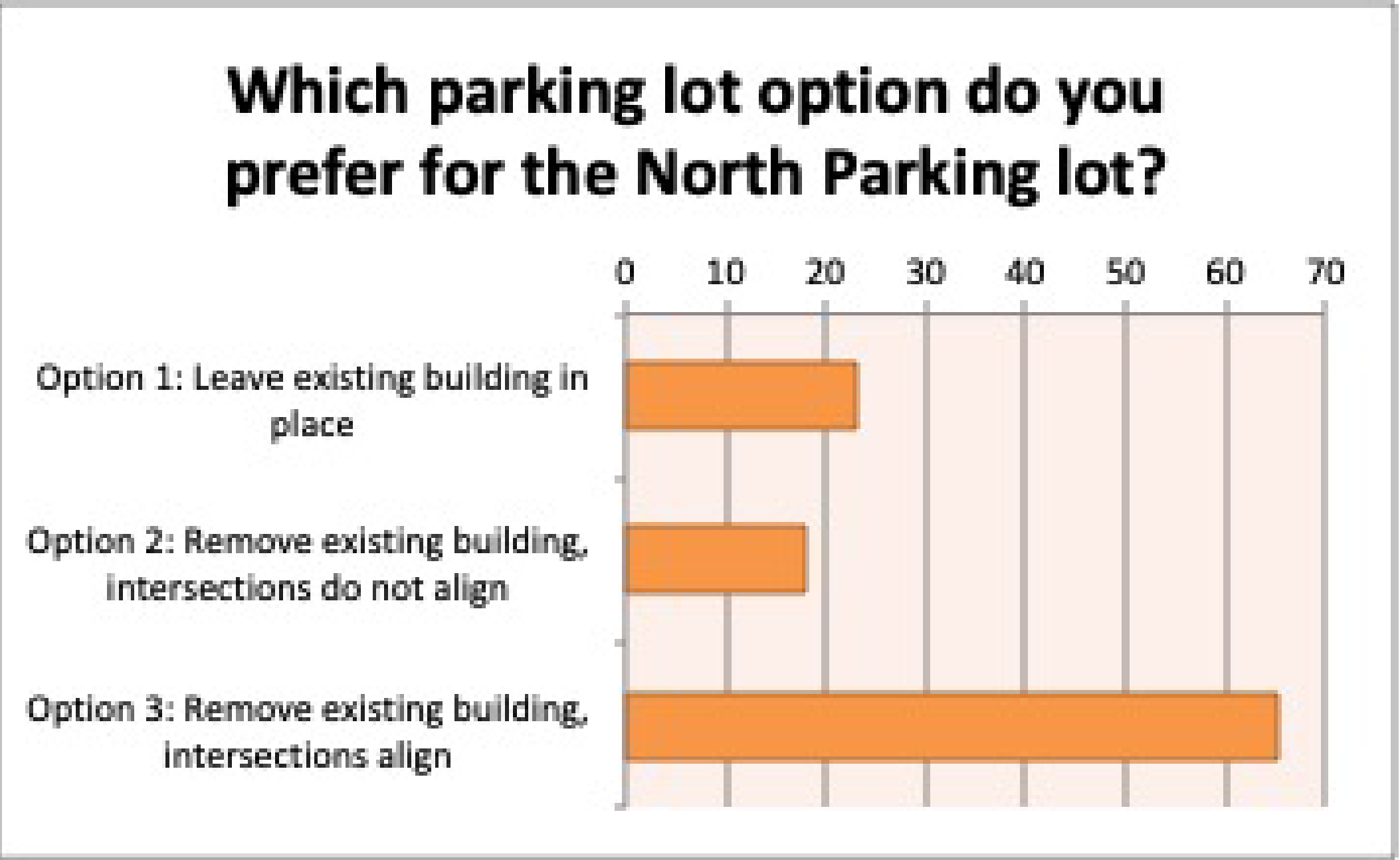
OPTION 1



OPTION 2



OPTION 3



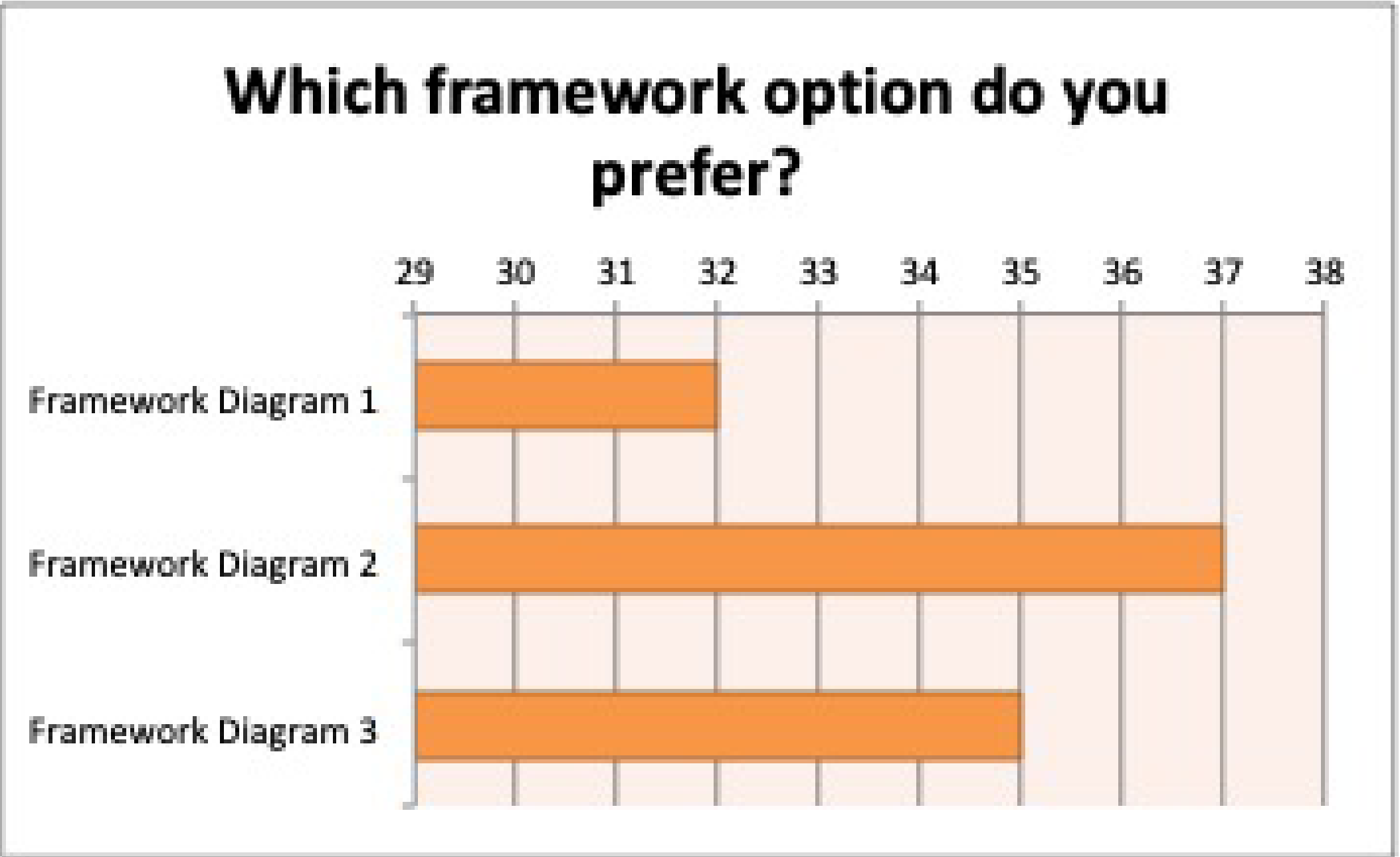
FRAMEWORK DIAGRAM 1



FRAMEWORK DIAGRAM 2



FRAMEWORK DIAGRAM 3



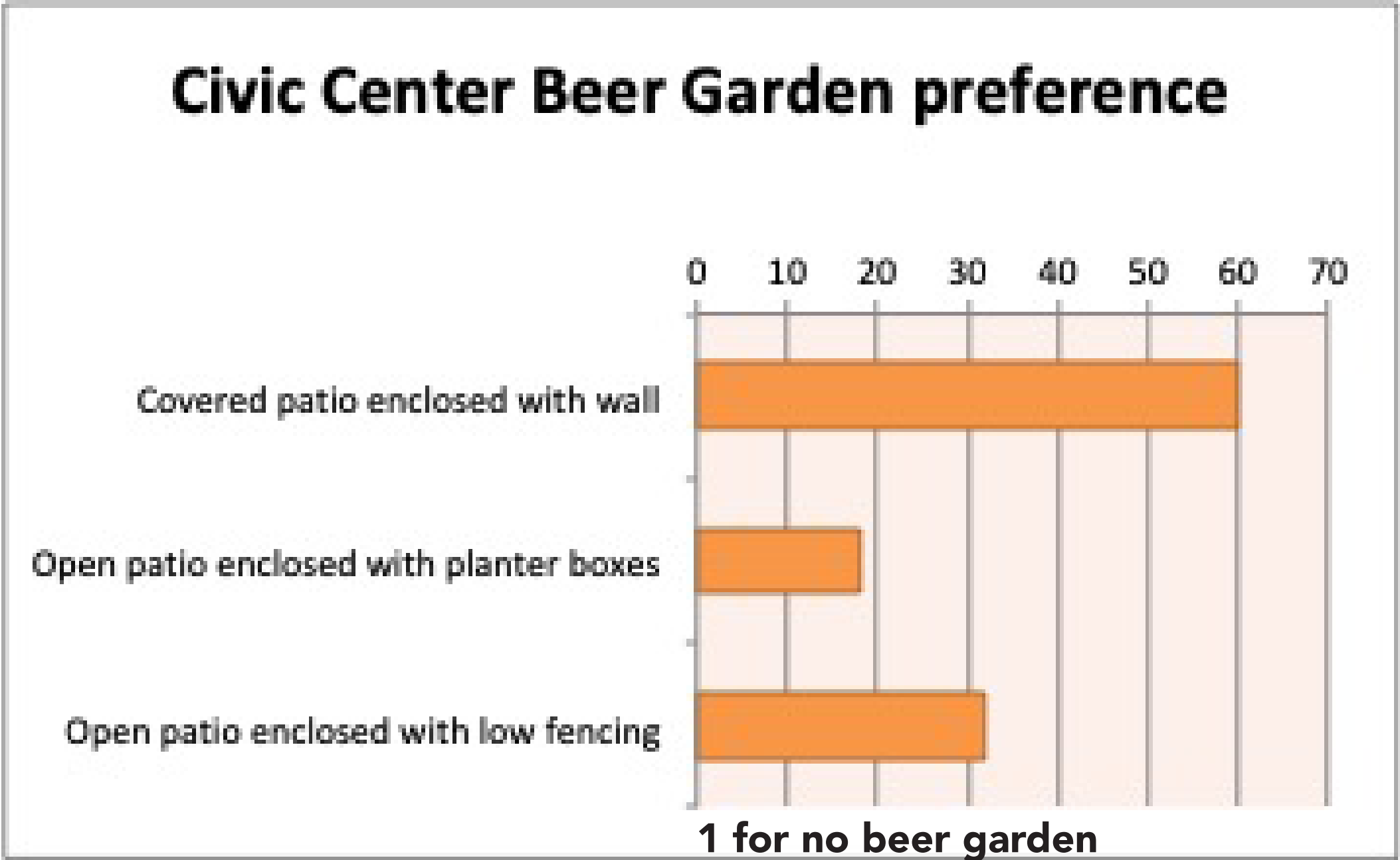
COVERED PATIO ENCLOSED WITH WALL



OPEN PATIO ENCLOSED WITH PLANTER BOXES



OPEN PATIO ENCLOSED WITH LOW FENCING



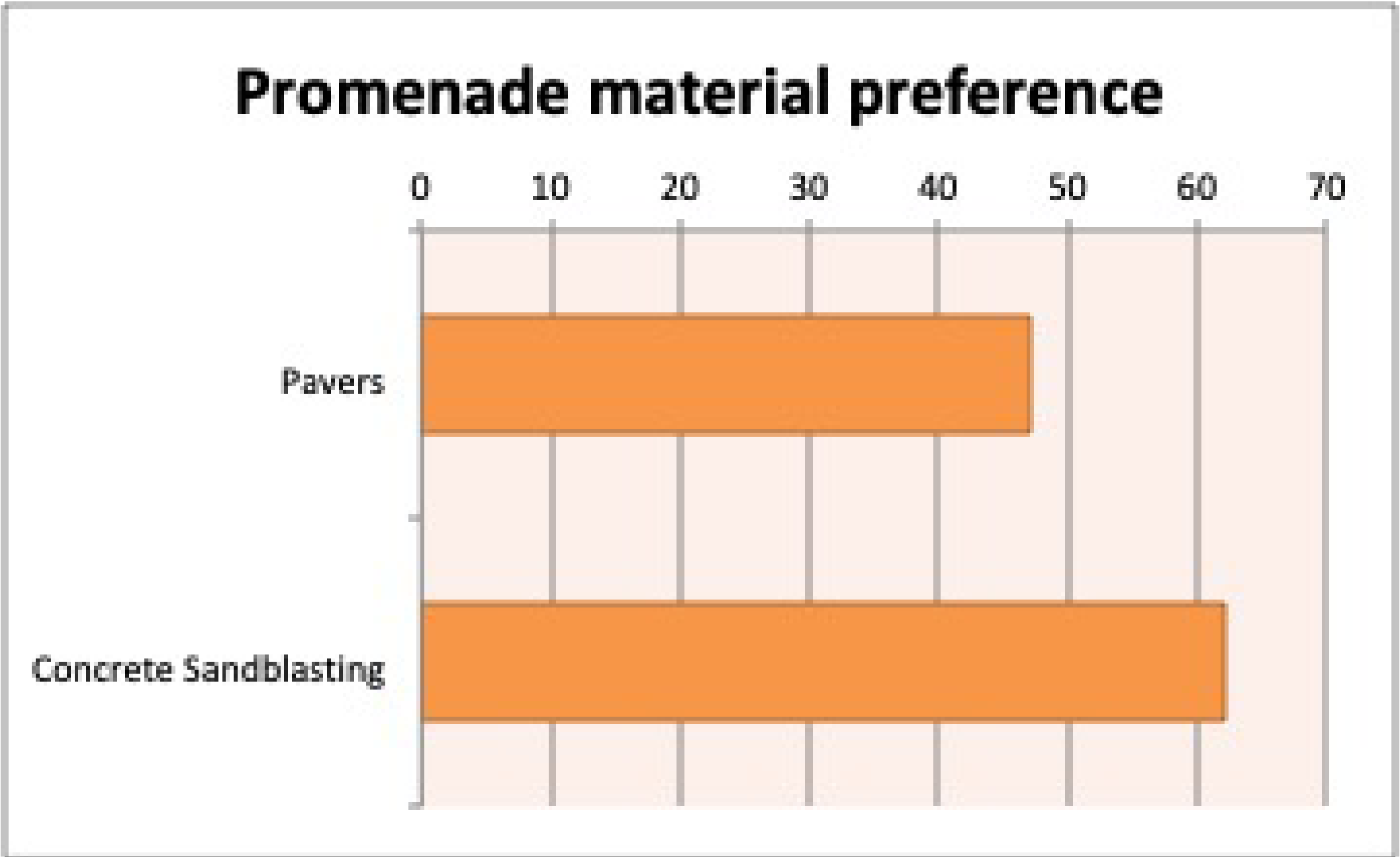
Character Survey



PAVERS



CONCRETE SANDBLASTING



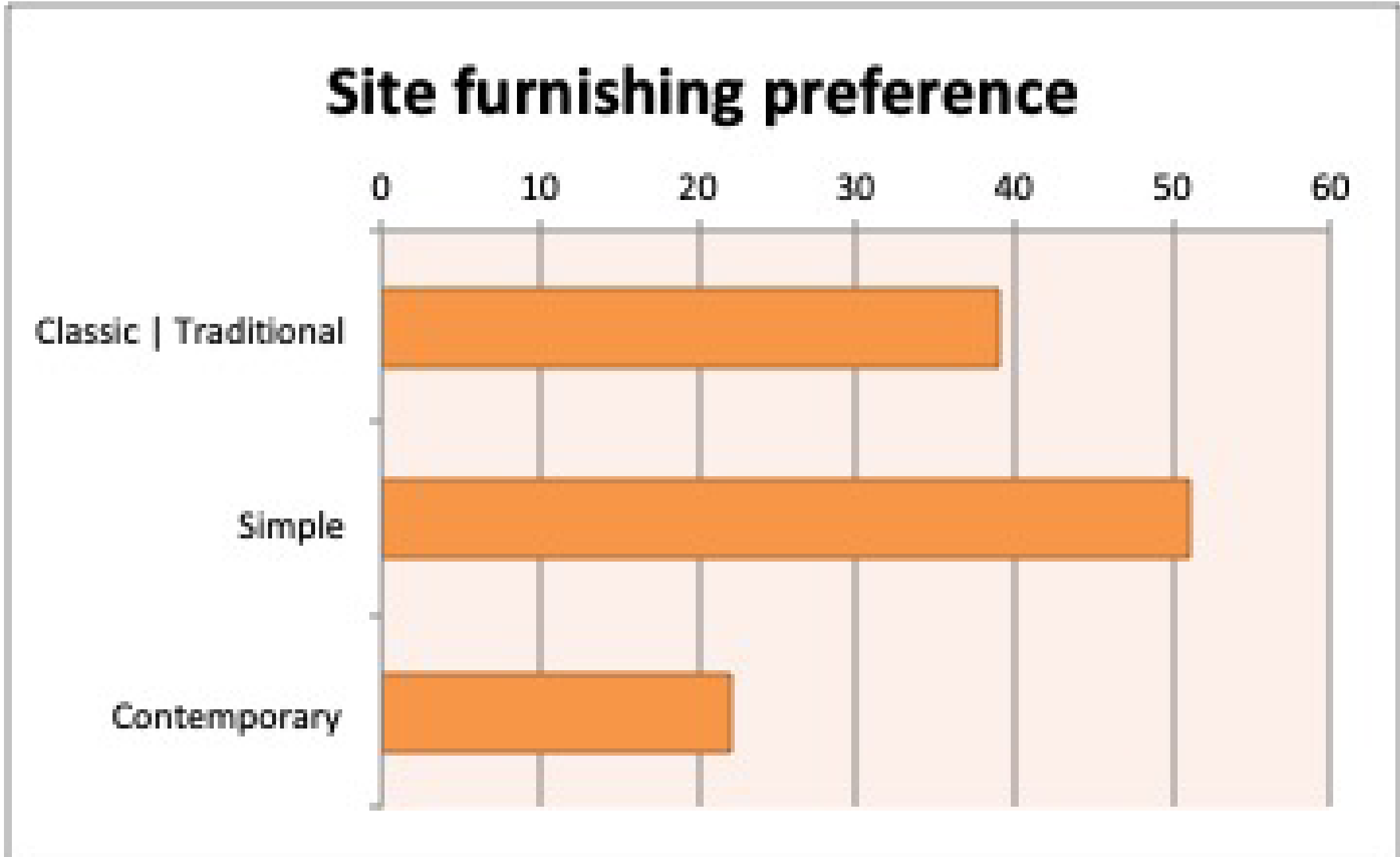
CLASSIC | TRADITIONAL



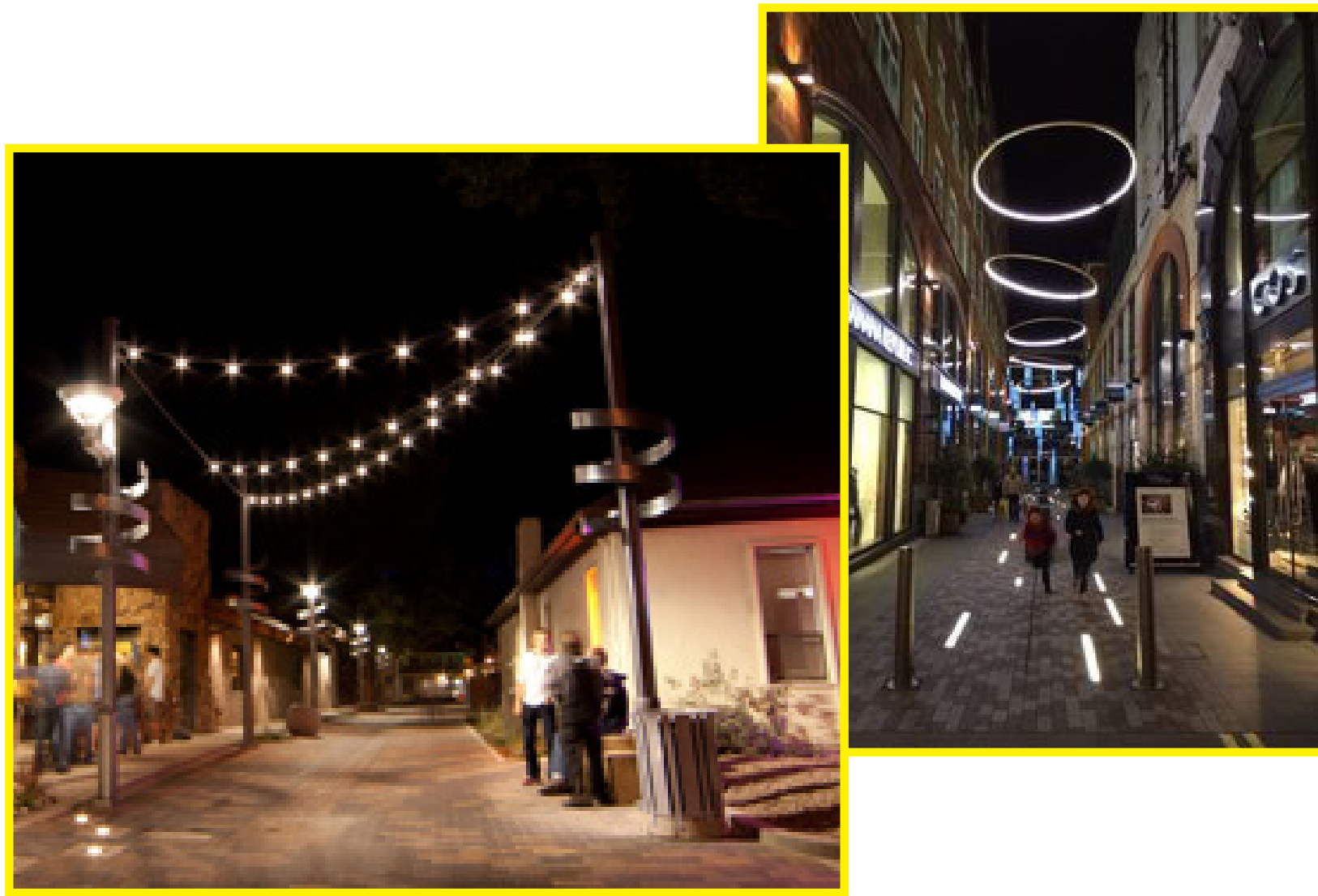
SIMPLE



CONTEMPORARY



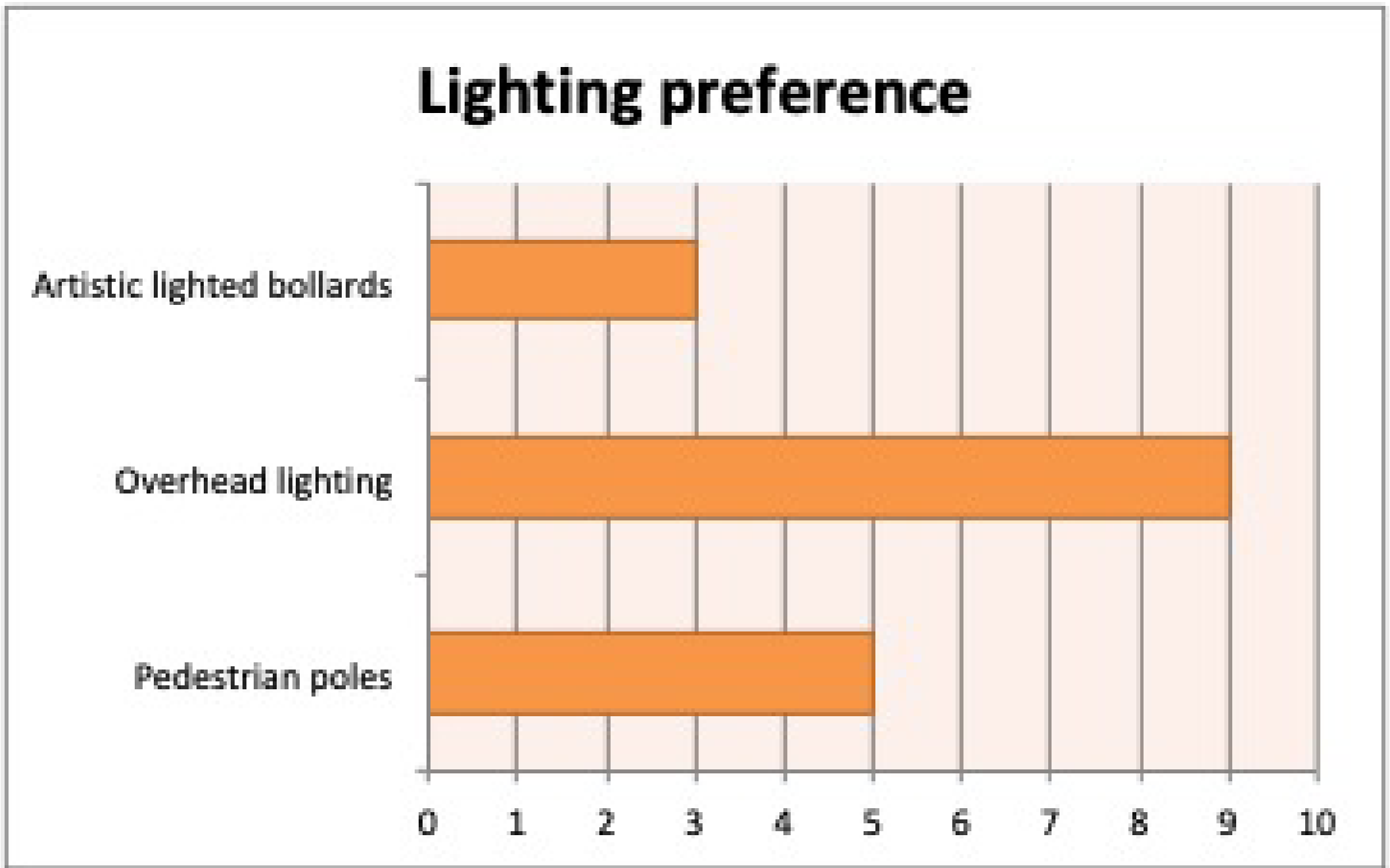
ARTISTIC LIGHTED BOLLARDS



OVERHEAD LIGHTING



PEDESTRIAN POLES



Character Survey



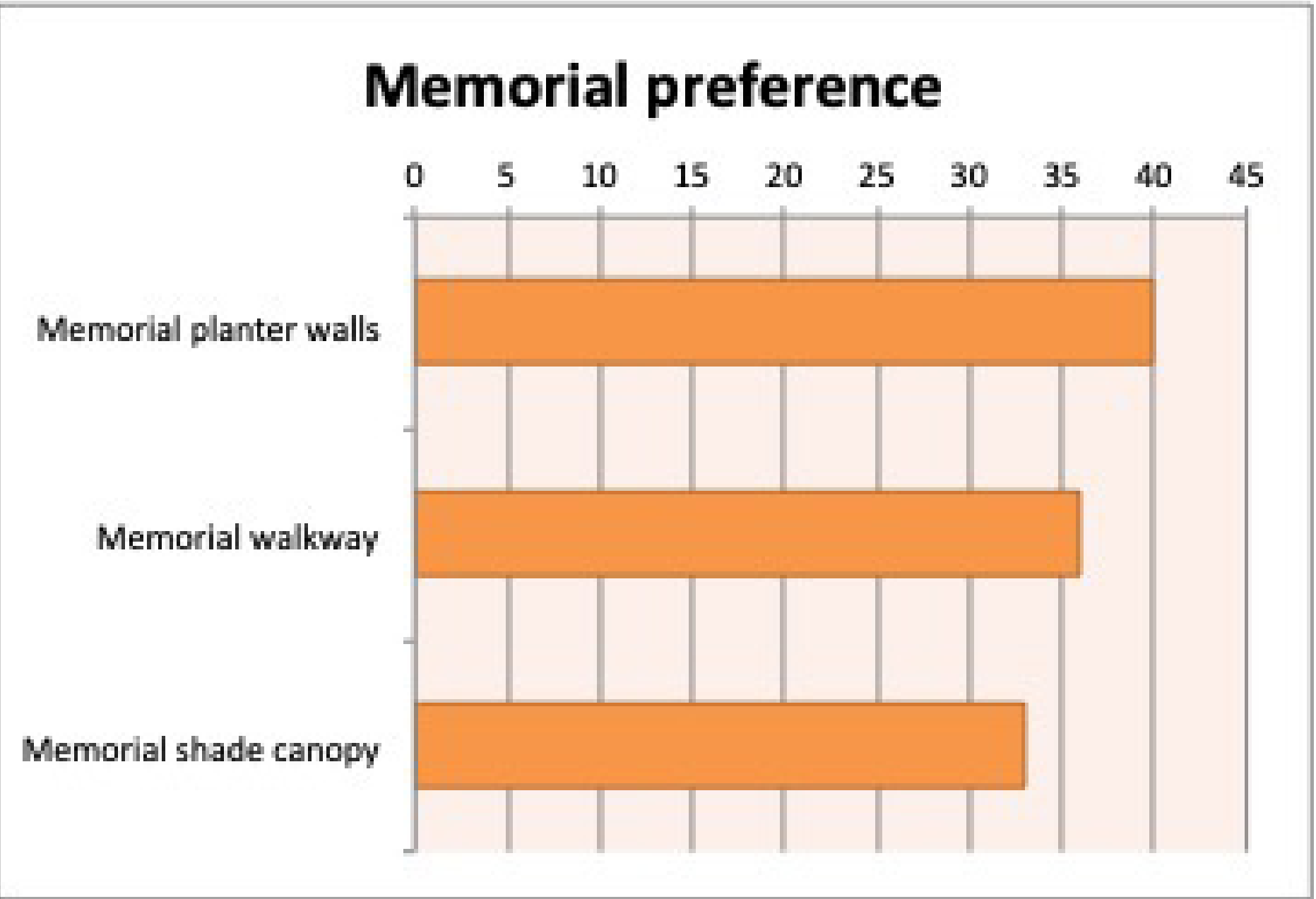
PLANTER WALLS



WALKWAY



SHADE CANOPY



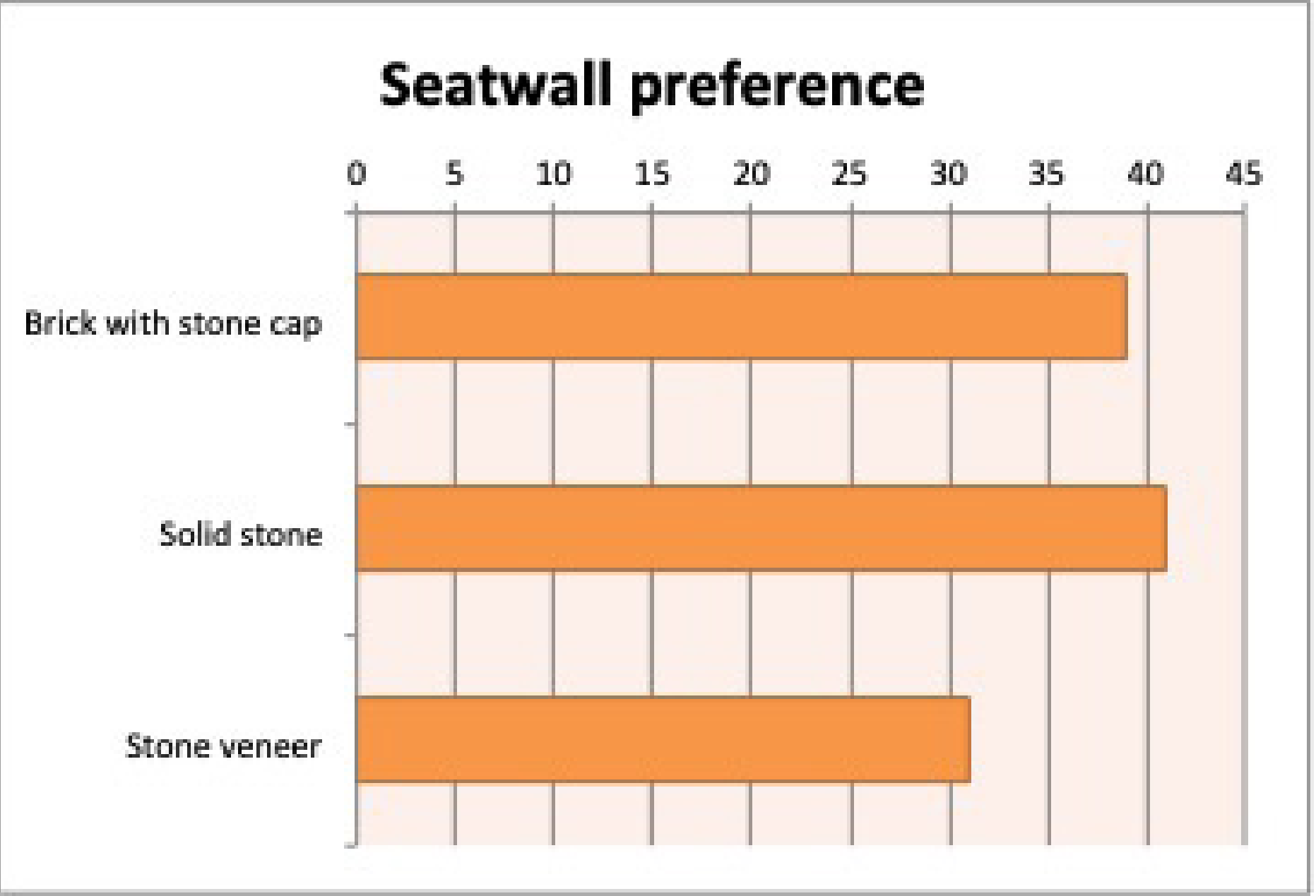
BRICK WITH STONE CAP



SOLID STONE



STONE VENEER



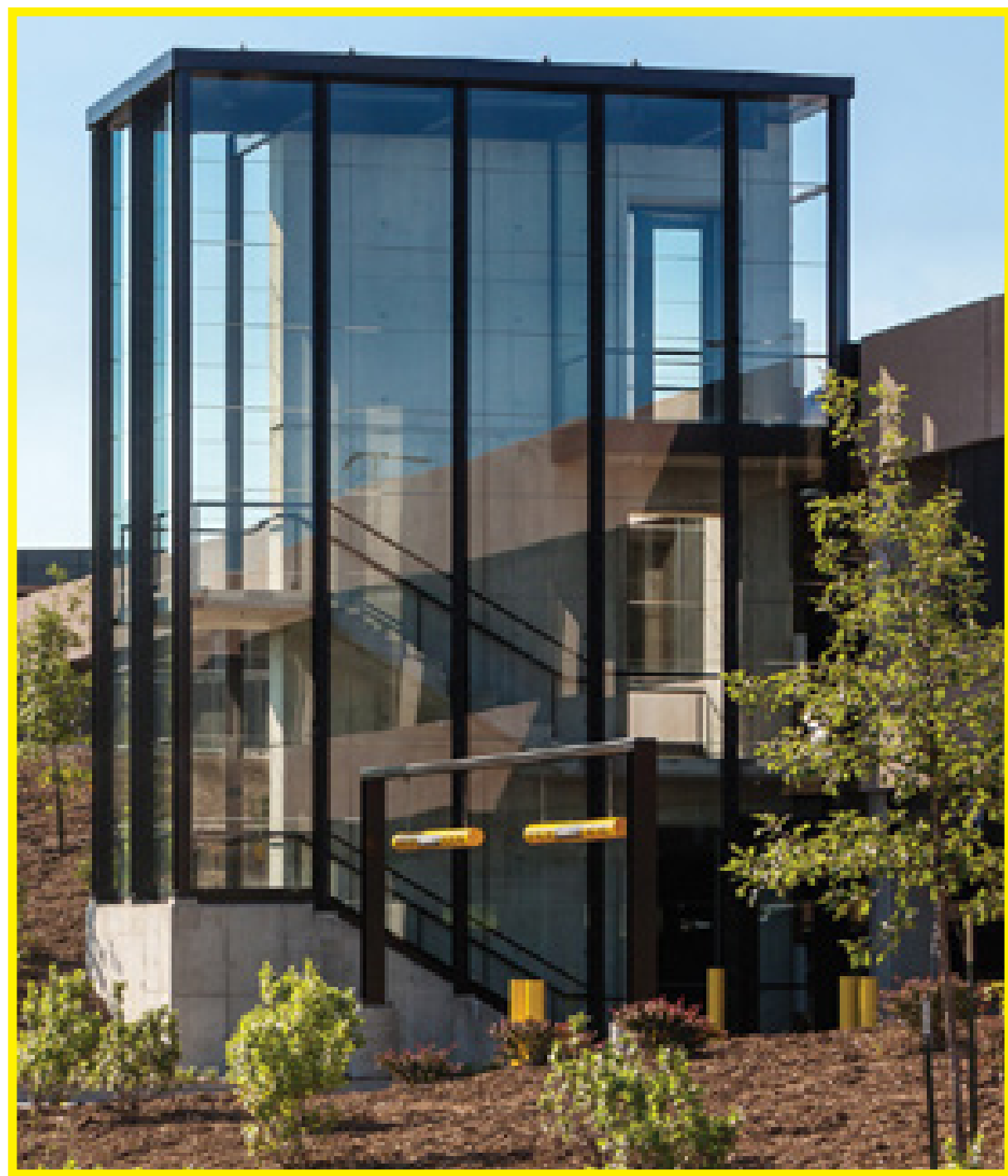
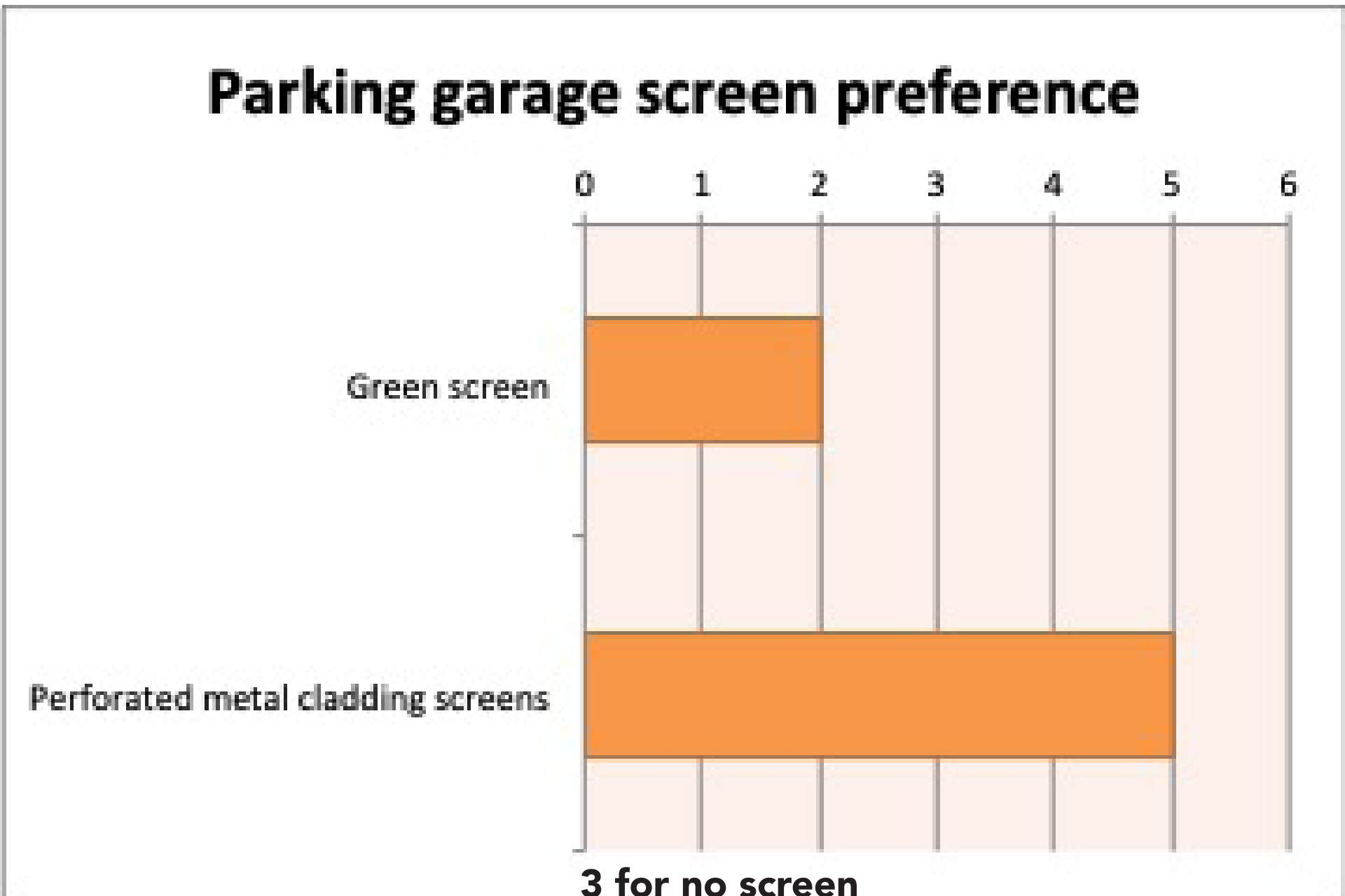
Character Survey



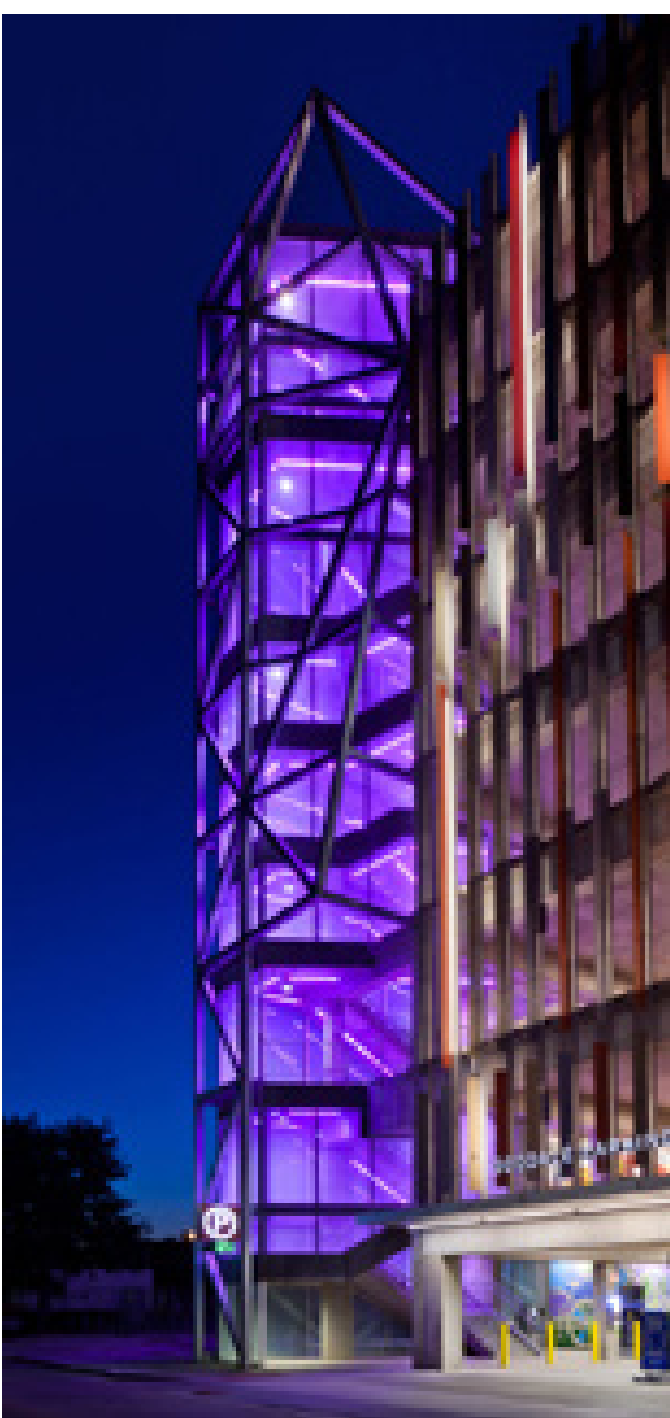
GREEN SCREEN



PERFORATED METAL CLADDING SCREEN



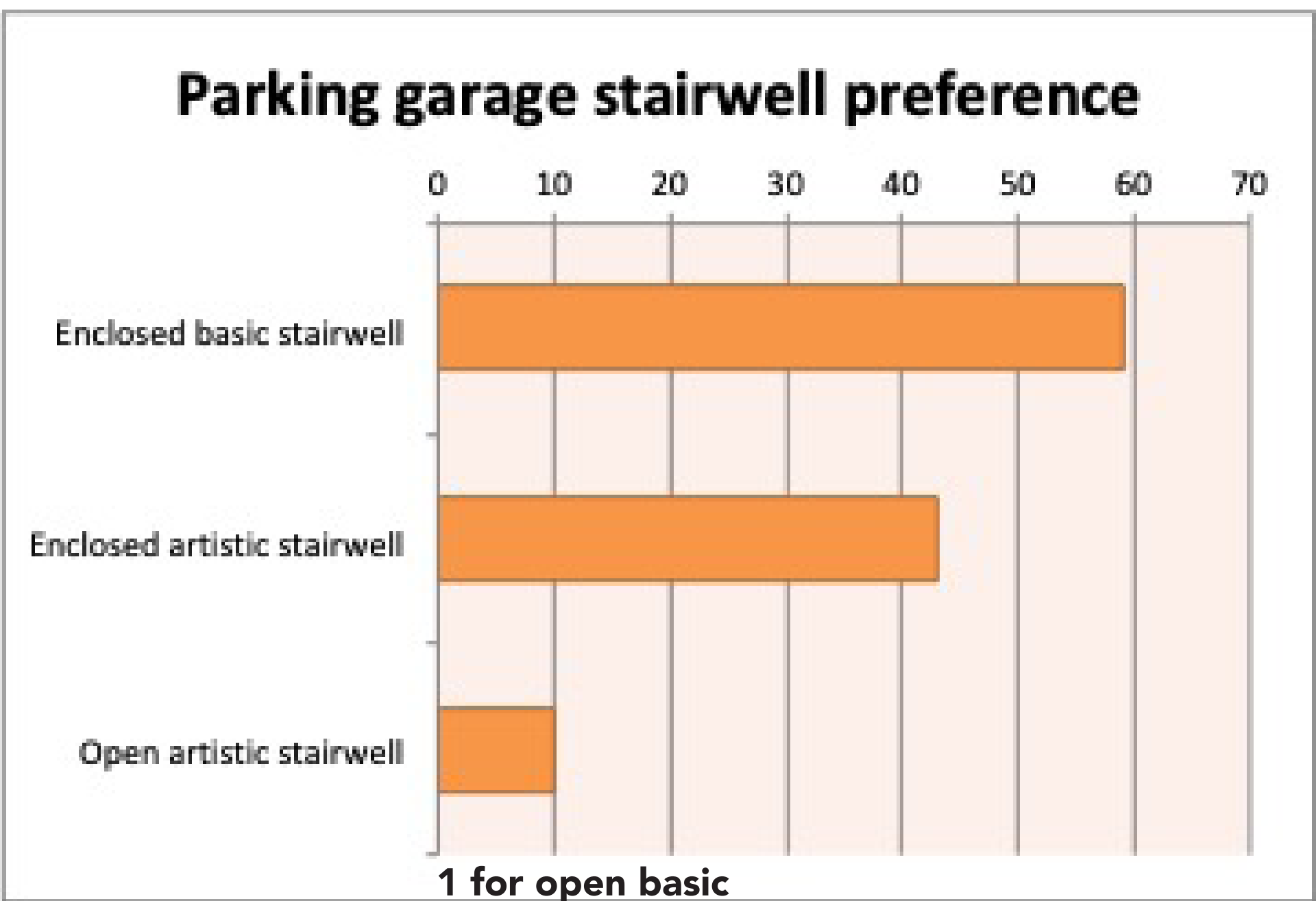
ENCLOSED BASIC



ENCLOSED ARTISTIC



OPEN ARTISTIC



Final Plan Description

Final Plan

The final plan strives to create a character and identity which is distinctive and unique through its design, materials and features and relates to the Civic Commons Park design. The plan uses materials such as native plants, stone, brick and simple site furnishings to create a timeless and permanent quality that will not seem dated after a few years, but will remain a valued asset to the community.

Strong pedestrian connectivity with alignments that flow with natural movement patterns are emphasized while allowing most existing trees to remain. The storm-water drainage facility is converted to a water quality swale similar to a dry stream in character in order to slow down velocity while improving water quality.

The perception of safety and a feeling of overall comfort is created through enhanced visibility and lighting. This is accomplished through minimizing middle-story planting focusing on overhead planes, and elements below eye-level. In order to achieve this, pruning of lower tree branches is recommended. In addition, effective lighting design will be critical to this effort, and represents an opportunity to utilize newer, more efficient technologies that shed light to surfaces rather than the sky. Removal of the existing storage building near the north parking lot enhances visibility of the throughout the complex, both from 22nd Street and from the interior of the complex while improving the overall impression of the space,

Memorial and Plaza

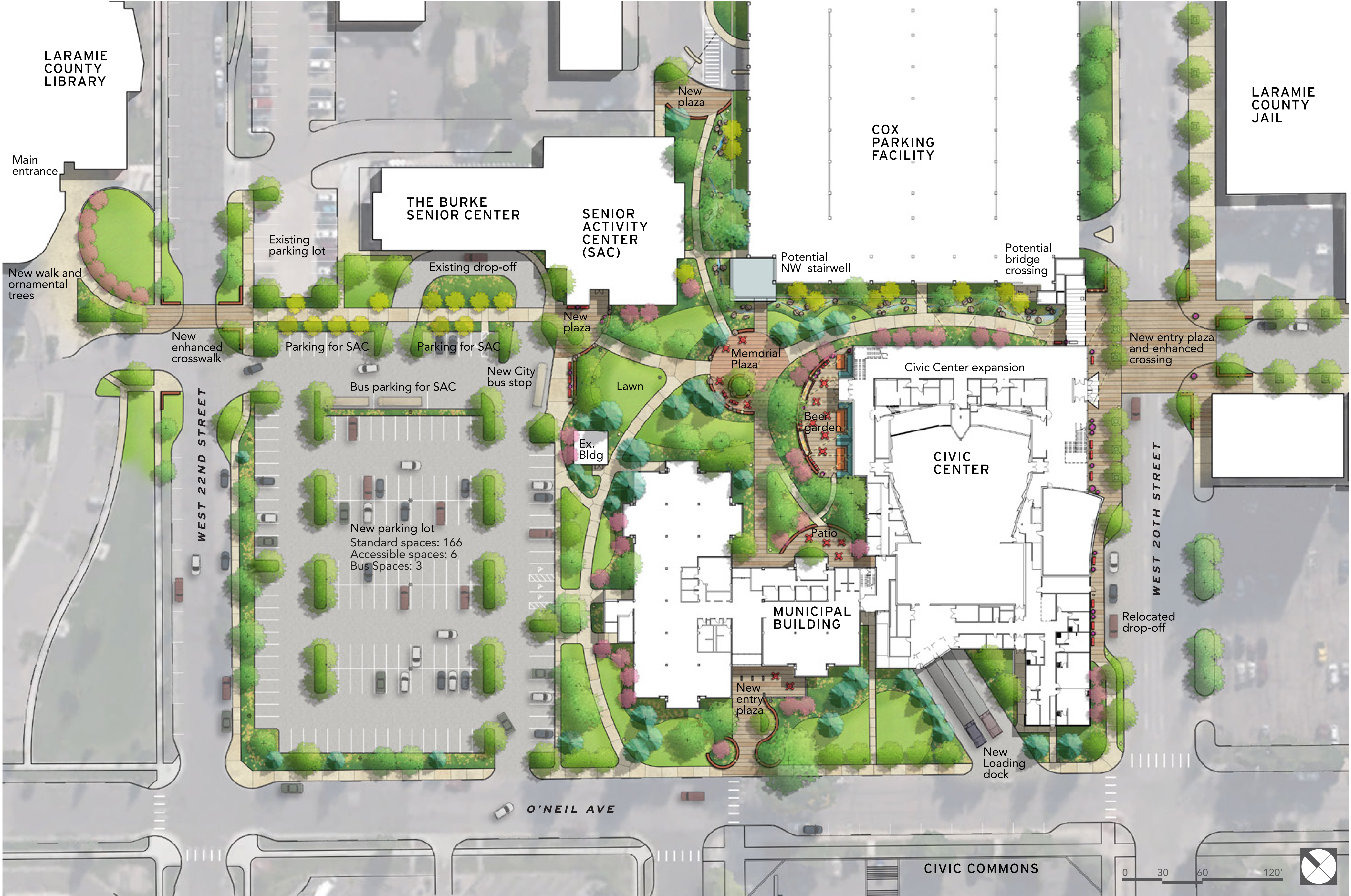
The three existing memorials should be unified and simplified through sandblasting on stone seat wall caps. The constitution could be sandblasted or relocated to a central location within the plaza. The plaza is spatially emphasized through overhead tivolli lighting and a planting island allows a degree of private and public seating options. The space allows for 3-4 event tents to be provided if desired.

Civic Center Entry

In response to the Civic Center plans, the entry should be enhanced with some reconfiguration. The current drop-off location is shown relocated further south along West 20th St. to allow for gathering to occur at the proposed entry location. An enhanced crossing is shown at the intersection of West 20th St. and Thomes Ave. Tivoli lighting emphasizes the entry and the entry to the civic spine.

The proposed beer garden between the Cox Parking Facility and Municipal Building allows for limited access from the Municipal Building for use by employees as a gathering space when not in use. During Civic Center events, the beer garden provides a new amenity for visitors.

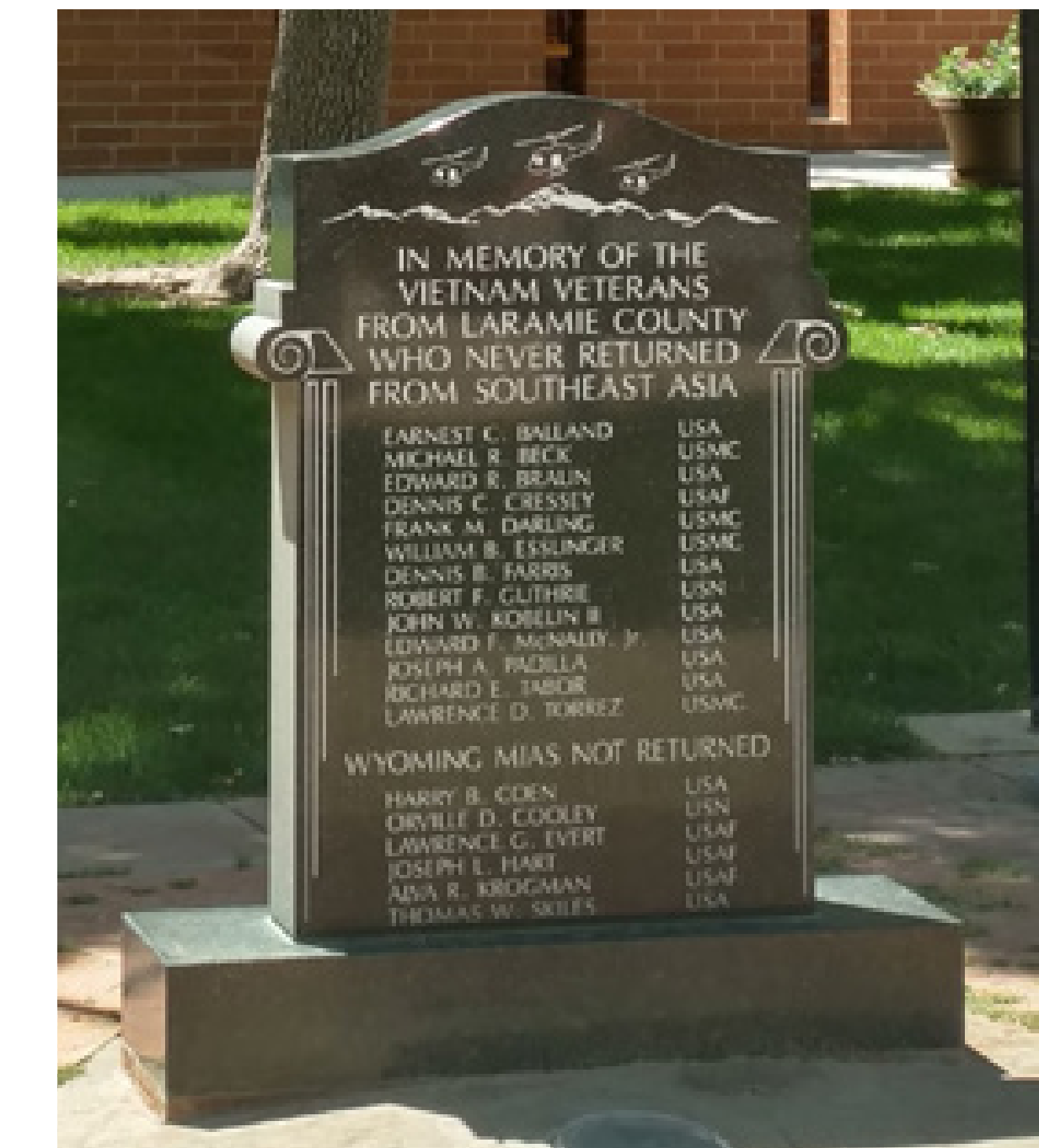
Final Overall Plan



Final Plan Enlargement



Memorial Plaza Plan Enlargement

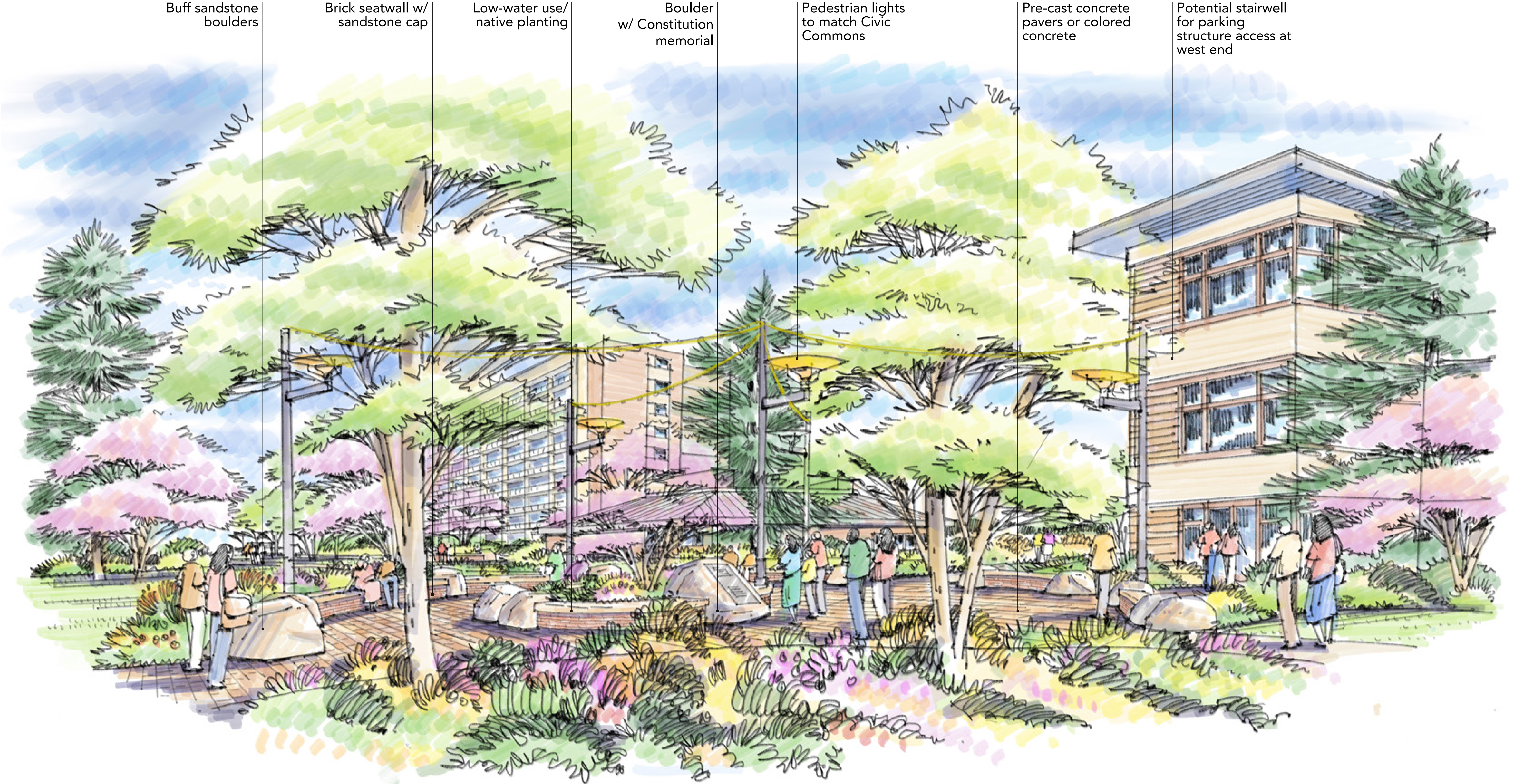


EXISTING VIETNAM VETERANS MEMORIAL PLAQUE



**EXISTING CONSTITUTION PLAQUE -
TO BE REMOUNTED OR REPLACED**

Memorial Plaza View Looking Northwest



Buff sandstone
boulders

Brick seatwall w/
sandstone cap

Low-water use/
native planting

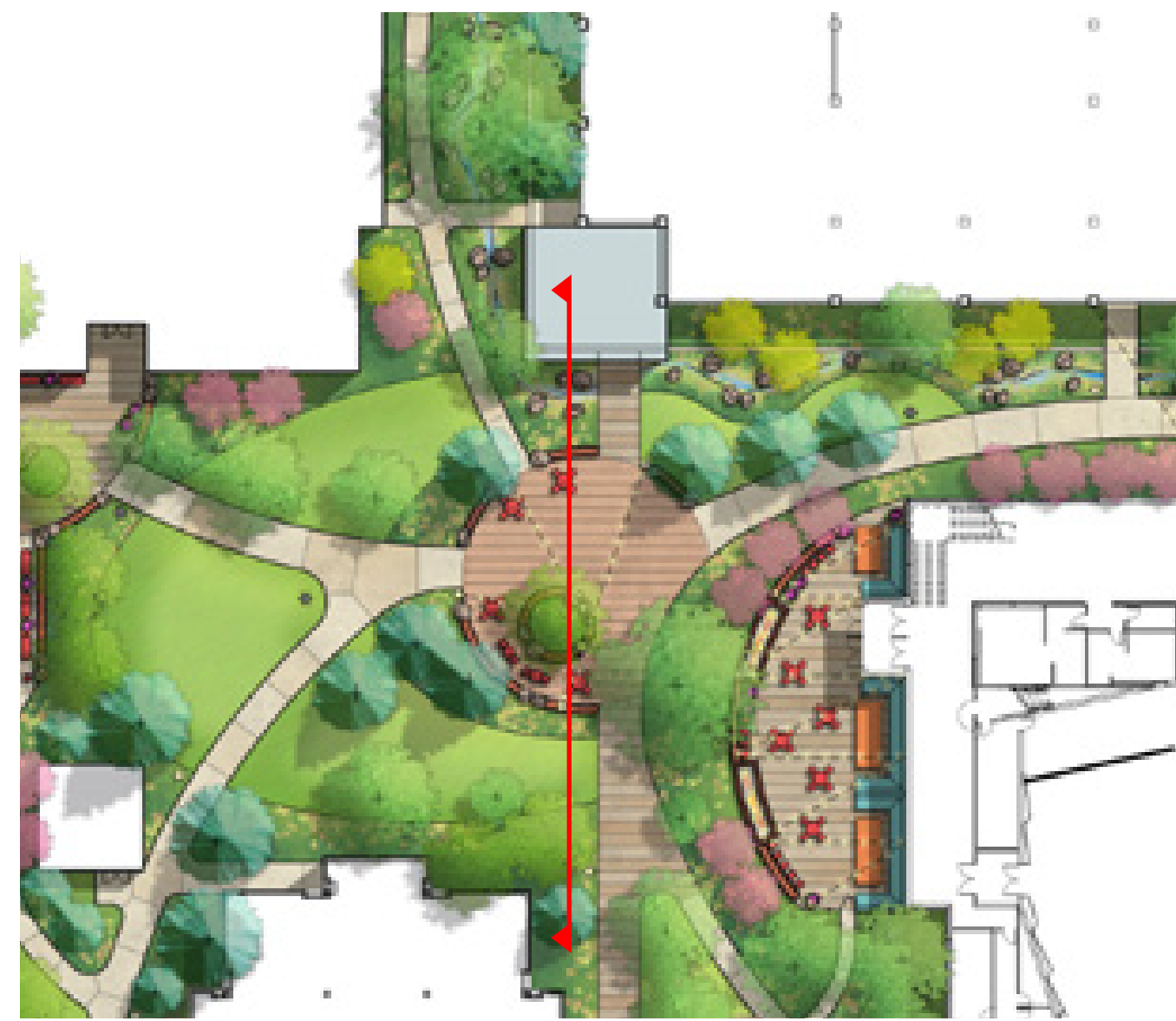
Boulder
w/ Constitution
memorial

Pedestrian lights
to match Civic
Commons

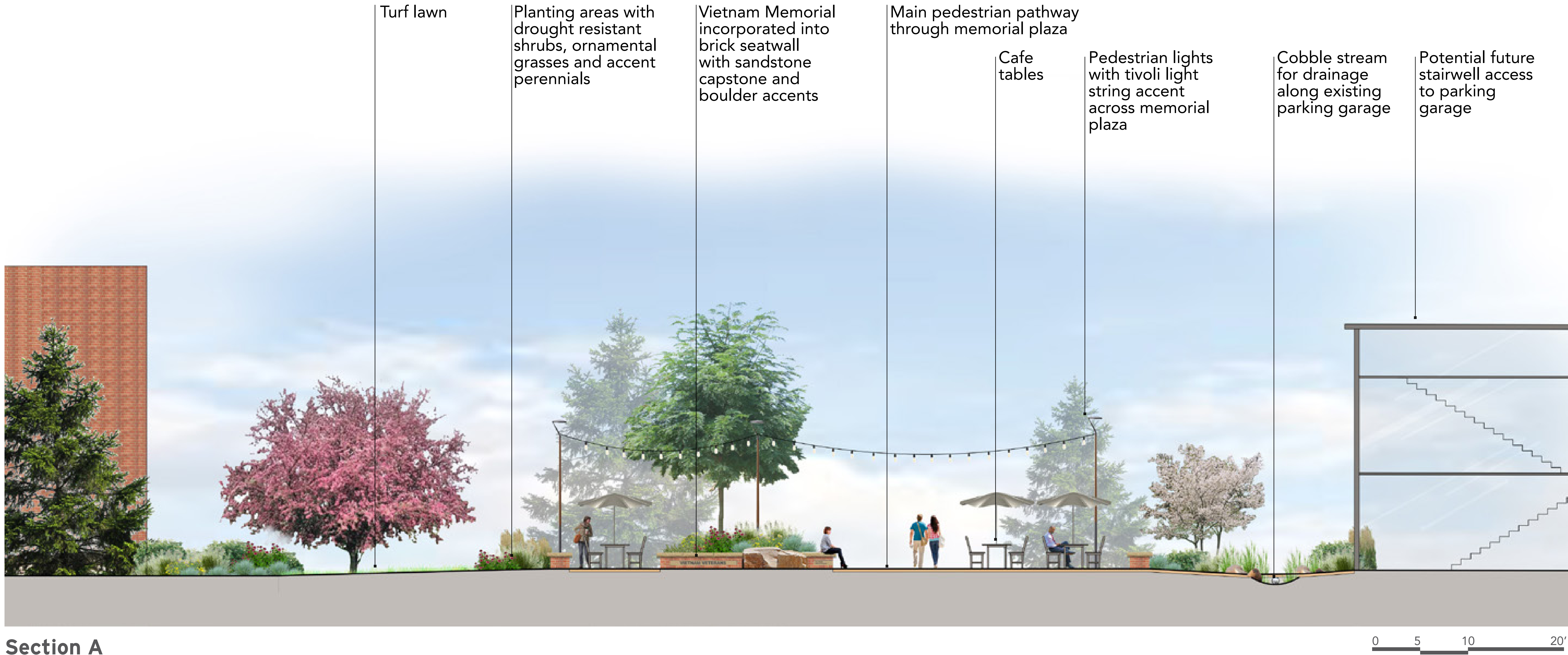
Pre-cast concrete
pavers or colored
concrete

Potential stairwell
for parking
structure access at
west end

Memorial Plaza Section



Section A Location



Section A

Memorial Plaza Section



Section B Location

Pedestrian light poles

Brick seatwall with sandstone capstone and boulder accents

Sandstone boulder with existing marble Constitution or new sandblasted text

Cafe tables



Section B

0 2 4 8'

Final Plan Elaboration

The following pages outline additional information on the final plan to provide a site planning direction for the overall project.

Intersection Bulb-out Treatments

In order to accomplish the goal of creating an interconnected civic spine utilizing Thomes Ave. to connect to other municipal facilities, a prototype plan with intersection treatments is shown in order to decrease pedestrian crossing distances and create a strong sense of place along Thomes Ave.

Lighting Plan

The conceptual lighting plan depicts an arrangement of pedestrian pole lights along primary and secondary walkways. Lighting arrangement is organized to achieve light levels on walkway surfaces that achieve approximately a minimum of 1 foot-candle or greater in key areas, such as the central plaza and along the civic spine. Luminaires should be full cut-off LED fixtures matching those in the Civic Commons to achieve an overall unity within the Civic District.

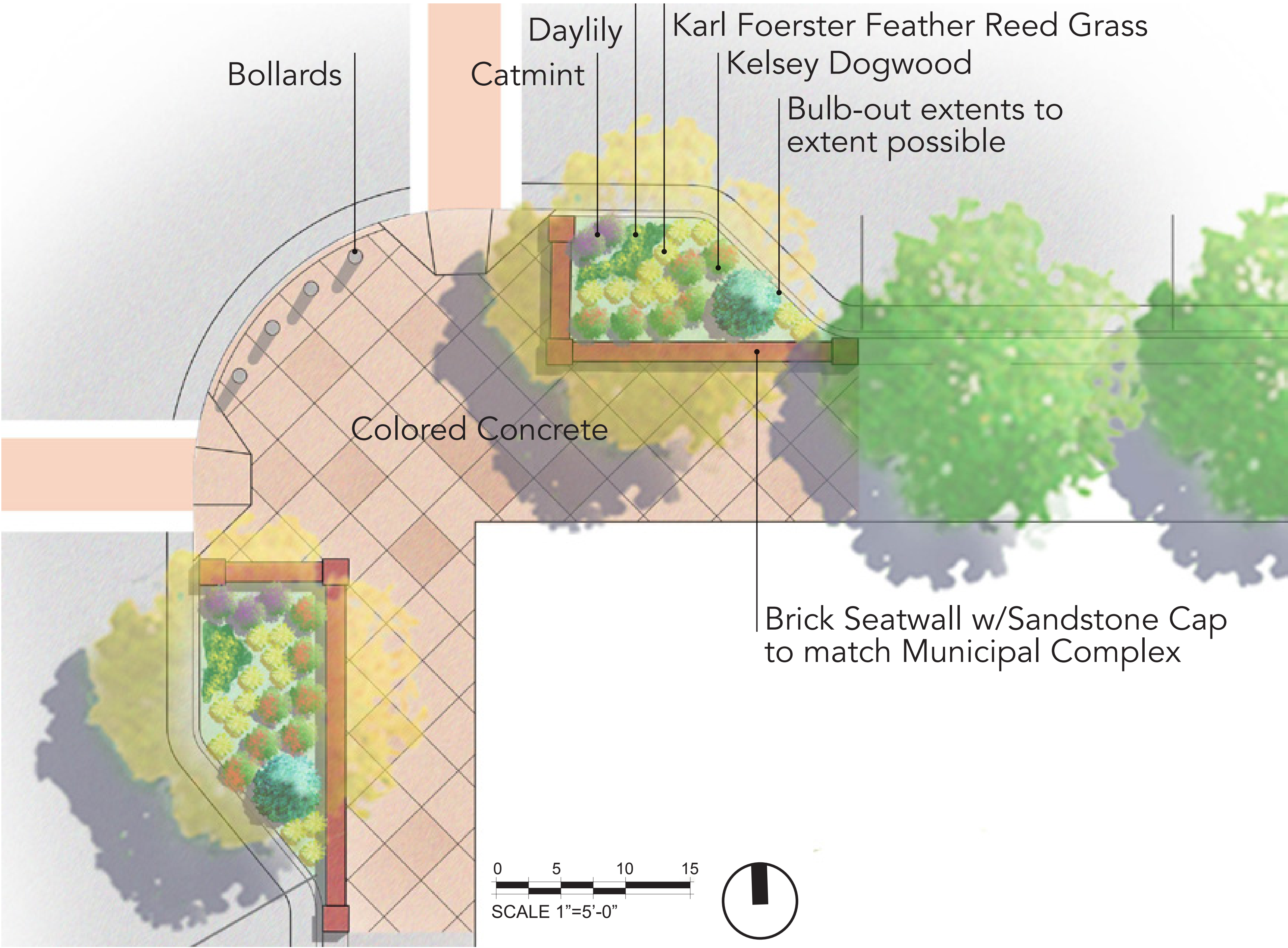
Planting Strategy

Foundation planting is shown along building edges in order to reduce lawn maintenance and water use while providing a visual anchoring effect for the existing structures and creating a visual transition to the ground plane. Planting should emphasize native or low water use species that are hardy, low maintenance and provide year round interest.

Phasing and Implementation

Implementation of the final plan is envisioned in two phases. Phase I should be coordinated with the Civic Center improvements and include the memorial plaza. Phase II is envisioned as the north parking enhancements, continuation of the civic spine to the Laramie County Library and the NE/SW pedestrian connections.

Intersection Bulb-out Treatments



● Intersection treatment locations



Globe Spruce



Kelsey Dogwood



Karl Foerster Feather Reed Grass



'Hyperion' Daylily



Walker's Low Catmint

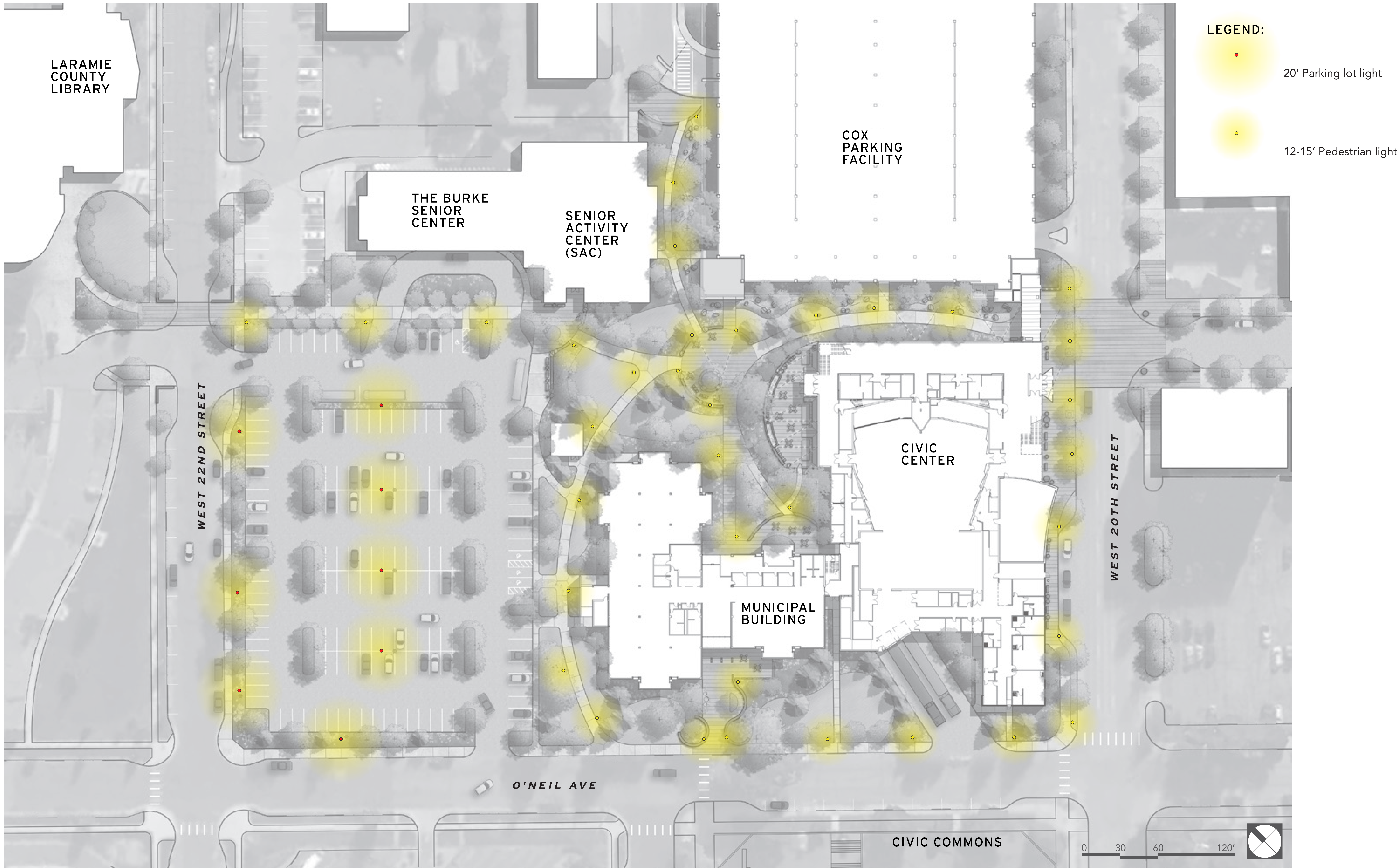
Plant List

Common Name	Botanic Name	Height	Spread
Dwarf Globe Spruce	<i>Picea pungens</i> 'Globosa'	3-5'	5-6'
Kelsey Dwarf Dogwood	<i>Cornus sericea</i> 'Kelseyi'	2-3'	2-3'
Karl Foerster Feather Reed Grass	<i>Calamagrostis x acutiflora</i> 'Karl Foerster'	3-5'	18-30"
'Hyperion' Daylily	<i>Hemerocallis</i> 'Hyperion'	24-36"	30-36"
Walker's Low Catmint	<i>Nepeta faasinii</i> x 'Walker's Low'	10-14"	3'

NOTES:

1. Plant quantities to be adjusted for corner planting island size. General planting intent to remain intact.

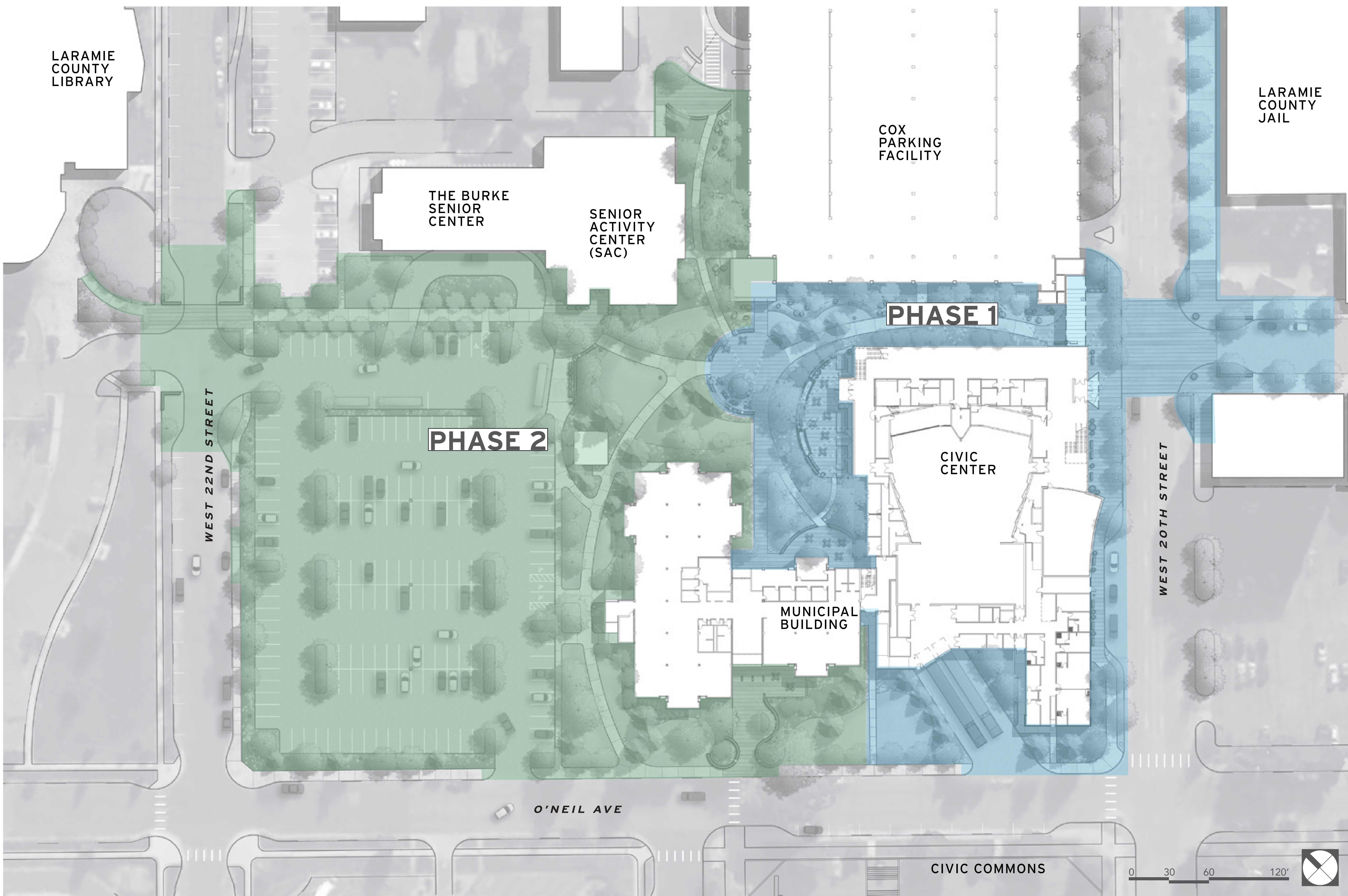
Conceptual Lighting Plan



Planting Strategy



Phasing Plan



Cost Estimate

CHEYENNE MPO PEDESTRIAN ROUTING PLAN					
<i>Estimate of Probable Costs - Conceptual Plan</i>					
Plan Date: January 2, 2020					
Prepared by: Russell + Mills Studios					
ITEM	UNIT	UNIT COST	QTY.	EXTENDED COST	NOTES
* Parking Garage Stairwall not included in this estimate					
* Civic Center Building Construction Costs not included in this estimate					
PHASE 1 - CIVIC CENTER EXPANSION					
DEMOLITION					
Clear & Grub	SF	\$0.50	28,360	\$14,180	
Relocate Sign	ALLOW	\$3,000.00	1	\$3,000	
Relocate Memorials	ALLOW	\$2,500.00	1	\$2,500	
Remove Bridge to Parking Garage	ALLOW	\$1,500.00	1	\$1,500	
Remove Asphalt Pavement	SF	\$0.50	15,860	\$7,930	
Remove Concrete Pavement	SF	\$0.50	20,230	\$10,115	
Remove Concrete Curb	LF	\$10.00	1,015	\$10,150	
Remove Trees	EACH	\$500.00	24	\$12,000	
Remove Brick Screen Walls	LF	\$50.00	50	\$2,500	
Remove Brick Planters	LF	\$50.00	150	\$7,500	
Remove Existing Memorial Bases	ALLOW	\$2,000.00	1	\$2,000	
Remove Picnic Tables	ALLOW	\$1,000.00	1	\$1,000	
Remove Light Pole	ALLOW	\$2,000.00	1	\$2,000	
Erosion Control	ALLOW	\$2,000.00	1	\$2,000	
Tree Protection Fencing	LF	\$2.75	200	\$550	
CATEGORY SUBTOTAL				\$78,925	
SITE WORK					
Concrete Pavement - Std Gray - 6" thick	SF	\$10.00	6,305	\$63,050	Main pedestrian path and loading dock
Concrete Pavement - Std Gray - 4" thick	SF	\$8.00	3,270	\$26,160	Sidewalks
Concrete Pavement - Colored/Sandbasted - 6" thick	SF	\$15.00	8,570	\$128,550	Main walk, central plaza and street intersections
Concrete Pavement - Colored/Sandbasted - 4" thick	SF	\$12.00	12,345	\$148,140	
Street Curb and Gutter	LF	\$40.00	780	\$31,200	
Walkway Bridge to Parking Garage	ALLOW	\$12,000.00	1	\$12,000	
Seatwall	LF	\$75.00	270	\$20,250	
High Top Counter	LF	\$50.00	55	\$2,750	
Beer Garden Fencing	LF	\$30.00	45	\$1,350	
Beer Garden Gate with Key Fob Entry	EACH	\$1,500.00	1	\$1,500	
Beer Garden Fire Pit Walls	EACH	\$10,000.00	2	\$20,000	
Tree Grate	EACH	\$500.00	16	\$8,000	
CATEGORY SUBTOTAL				\$462,950	
GRADING/DRAINAGE					
Grading	ALLOW	\$10,000.00	1	\$10,000	
Fine Grading	SF	\$0.20	54,035	\$10,807	
PVC Pipe	LF	\$20.00	300	\$6,000	4" PVC pipe in gravel bedding
Area Drain	EACH	\$1,200.00	5	\$6,000	
CATEGORY SUBTOTAL				\$32,807	
SITE FURNISHINGS					
Tree Grate	EACH	\$800.00	15	\$12,000	
Planter Pot - Large	EACH	\$500.00	4	\$2,000	
Planter Pot - Medium	EACH	\$300.00	18	\$5,400	
Bench	EACH	\$1,100.00	10	\$11,000	
Café Table - 4 seats	EACH	\$1,300.00	14	\$18,200	
Café Table - 2 seats	EACH	\$900.00	2	\$1,800	
High Top Seat	EACH	\$300.00	17	\$5,100	
Banquet Table	ALLOW	\$8,000.00	1	\$8,000	
Banquet Seating	ALLOW	\$15,000.00	1	\$15,000	
CATEGORY SUBTOTAL				\$78,500	
SITE LIGHTING/ELECTRICAL					
Electrical Meter	EACH	\$8,000.00	1	\$8,000	
Electrical Distribution	ALLOW	\$17,500.00	1	\$17,500	
Tivoli Lighting	ALLOW	\$15,000.00	1	\$15,000	
Pole Lighting (Pedestrian)	EA	\$2,500.00	20	\$50,000	
CATEGORY SUBTOTAL				\$90,500	
LANDSCAPE					
Deciduous Tree	EACH	\$700.00	25	\$17,500	2" caliper
Evergreen Tree	EACH	\$700.00	4	\$2,800	6' ht.
Ornamental Tree	EACH	\$500.00	21	\$10,500	1.5" caliper
Landscape Boulders	EACH	\$250.00	41	\$10,250	
Turf	SF	\$1.30	4,995	\$6,494	
Soil Prep	CY	\$25.00	271	\$6,775	6" depth shrub beds
Cobble Drainage Swale	SF	\$6.00	1,270	\$7,620	
Wood Mulch	CY	\$30.00	136	\$4,065	3" depth shrub beds
Shrub Beds	SF	\$6.00	14,635	\$87,810	Shrubs and grasses
CATEGORY SUBTOTAL				\$153,814	
IRRIGATION					
Irrigation Adjustments	SF	\$1.50	19,630	\$29,445	Drip to shrub beds and spray to turf areas
CATEGORY SUBTOTAL				\$29,445	
PHASE 1 SUBTOTAL				\$926,941	
12% Design Contingency				\$111,233	
10% General Conditions				\$92,694	
4% Mobilization				\$37,078	
PHASE 1 TOTAL				\$1,167,946	

PHASE 2 - EXPANDED PEDESTRIAN CONNECTIONS					
* Storage and Maintenance Building Removal not included in this estimate					
DEMOLITION					
Clear & Grub	SF	\$0.50	81,150	\$40,575	
Remove Asphalt Pavement	SF	\$0.50	22,565	\$11,283	Turn around, entrance drive to plot and portions of interior
Remove Concrete Pavement	SF	\$0.50	18,885	\$9,443	
Remove Concrete Curb	LF	\$10.00	2,940	\$29,400	
Remove Trees	EACH	\$500.00	36	\$18,000	
Remove Brick Screen Walls	LF	\$50.00	40	\$2,000	
Remove Brick Planters	LF	\$50.00	78	\$3,900	
Remove Light Pole	ALLOW	\$3,000.00	1	\$3,000	
Erosion Control	ALLOW	\$3,500.00	1	\$3,500	
Tree Protection Fencing	LF	\$2.75	200	\$550	
CATEGORY SUBTOTAL				\$121,650	
SITE WORK					
Concrete Pavement - Std Gray - 6" thick	SF	\$10.00	1,460	\$14,600	Main pedestrian path
Concrete Pavement - Std Gray - 4" thick	SF	\$8.00	12,135	\$97,080	Sidewalks
Concrete Pavement - Colored/Sandbasted - 6" thick	SF	\$15.00	1,990	\$29,850	Main walk and street intersections
Concrete Pavement - Colored/Sandbasted - 4" thick	SF	\$12.00	2,790	\$33,480	
Asphalt Pavement	SF	\$5.00	29,410	\$147,050	New pavement area
ADA Ramp	EACH	\$3,500.00	1	\$3,500	
Street Curb and Gutter	LF	\$40.00	2,725	\$109,000	
CATEGORY SUBTOTAL				\$434,560	
GRADING/DRAINAGE					
Grading	ALLOW	\$15,000.00	1	\$15,000	
Fine Grading	SF	\$0.20	81,150	\$16,230	
PVC Pipe	LF	\$20.00	500	\$10,000	4" PVC pipe in gravel bedding
Area Drain	EACH	\$1,200.00	10	\$12,000	
CATEGORY SUBTOTAL				\$53,230	
SITE FURNISHINGS					
Planter Pot - Large	EACH	\$500.00	1	\$500	
Planter Pot - Medium	EACH	\$300.00	8	\$2,400	
Bench	EACH	\$1,100.00	5	\$5,500	
Café Table - 4 seats	EACH	\$1,300.00	2	\$2,600	
CATEGORY SUBTOTAL				\$11,000	
SITE LIGHTING/ELECTRICAL					
Electrical Meter	EACH	\$8,000.00	1	\$8,000	
Electrical Distribution	ALLOW	\$20,000.00	1	\$20,000	
Relocate Transformer	ALLOW	\$5,000.00	1	\$5,000	
Pole Lighting (Parking Lot)	EACH	\$5,000.00	8	\$40,000	
Pole Lighting (Pedestrian)	EACH	\$2,500.00	16	\$40,000	
CATEGORY SUBTOTAL				\$113,000	
LANDSCAPE					
Deciduous Tree	EACH	\$700.00	42	\$29,400	2" caliper
Ornamental Tree	EACH	\$500.00	38	\$19,000	1.5" caliper
Landscape Boulders	EACH	\$250.00	35	\$8,750	
Turf	SF	\$1.30	20,300	\$26,390	
Soil Prep	CY	\$25.00	572	\$14,306	6" depth shrub beds
Cobble Drainage Swale	SF	\$6.00	700	\$4,200	
Wood Mulch	CY	\$30.00	286	\$8,583	3" depth shrub beds
Shrub Beds	SF	\$6.00	30,900	\$185,400	Shrubs and grasses
CATEGORY SUBTOTAL				\$296,029	
IRRIGATION					
Irrigation Adjustments	SF	\$1.50	51,200	\$76,800	Drip to shrub beds and spray to turf areas
CATEGORY SUBTOTAL				\$76,800	
PHASE 2 SUBTOTAL				\$1,106,269	
12% Design Contingency				\$132,752	
10% General Conditions				\$110,627	
4% Mobilization				\$44,251	
PHASE 2 TOTAL				\$1,393,899	
GRAND TOTALS					
Phase 1 - Civic Center Expansion				\$1,167,946	Includes contingencies and mobilization
Phase 2 - Expanded Pedestrian Connections				\$1,393,899	Includes contingencies and mobilization
GRAND TOTAL				\$2,561,845	

Acknowledgements

Advisory Commitee Participants

- Vicki Nemecek - Public Works Director
- Wes Bay - Deputy City Engineer
- Theresa Moore - Recreation and Events Department Director
- Tom Cobb - City Engineer

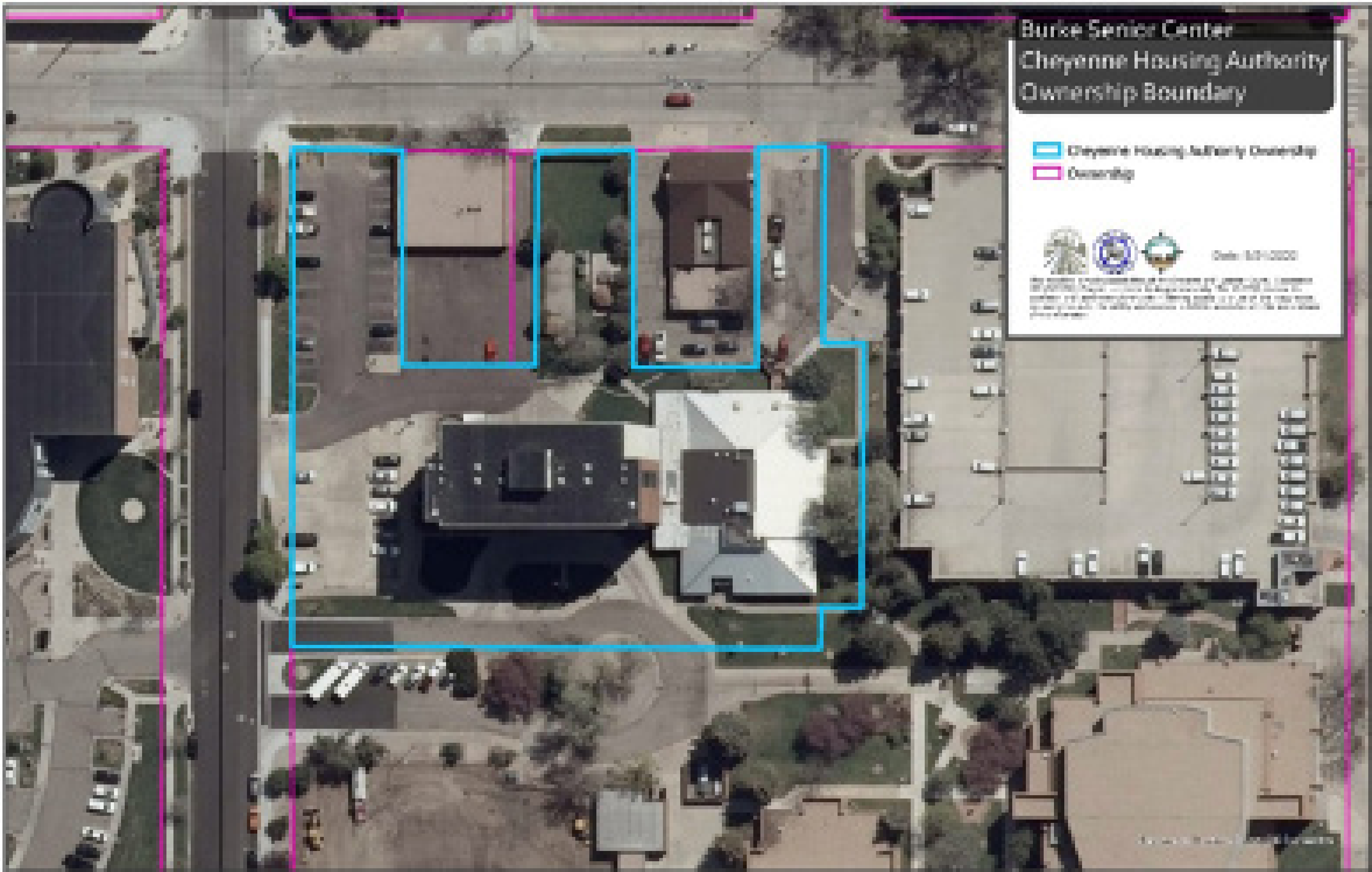
Cheyenne Metropolitan Planning Organization Participants

- Tom Mason - Metropolitan Planning Organization Director

Consultant Team

- Craig Russell, Principal - Russell + Mills Studios
- Shelley La Mastra, Senior Planner, Landscape Architect - Russell + Mills Studios
- Matt Ashby, Urban Planner - Ayres Associates
- Logan Graves, Urban Planner - Ayres Associates

Appendix



Future Coordination with Cheyenne Housing Authority

The Municipal Complex Pedestrian Plan dated April 2020 prepared by Russell-Mills for the Cheyenne MPO is a concept plan for the predominant public space located between the City Municipal Building, Civic Center, Cox Parking Garage, and the North City Parking lot. However, some space represented in the Plan is on private property owned by the Burke High Rise and the Cheyenne Housing Authority (CHA). The maps below generally represent the areas described above. It is understood that the improvements shown are a general Concept Plan and are not funded as a construction or final design project. Additionally, the timing or schedule for the project is not known. If the project is funded, in part or its entirety; the City, as the manager of the design and construction shall include the CHA in the final design and construction processes. Any improvements that are implemented from the Plan within the CHA private property shall be paid for by the funding source being utilized for the project. One intention and benefit of the Plan is to increase the number of parking spaces in the North Parking Lot. We understand the CHA would like to secure a specific number of parking spaces in this North Parking Lot for Burke High Rise residences and CHA employees and patrons. It is understood that the number of spaces will be negotiated during the project’s final design process.

