

Addendum: Converse Avenue Reconstruction Plan RFP

August 28, 2020

1. Has the storm water basin (sub-basin) been modeled?

The storm water basin had been modeled by Kelly Hafner.

2. Is Digital Data available in the pre-selection process?
 - a. GIS Co-operative (contours, aerials, zoning, utilities, etc.)
 - b. Future traffic projections

The consultant can obtain whatever data is publicly available from the City GIS Department for the proposal; however, the MPO will not be providing data prior to the consultant selection. The Travel Demand Model being developed for Connect 2045 is not ready for public distribution but will be available for the selected consultant.

3. While consultants will provide a schedule, what timeframe is the MPO expecting for Project Completion?

9-12 months

4. Who will be on the Selection Committee?

The Selection Committee will include representatives from the MPO, WYDOT, the Board of Public Utilities, and City of Cheyenne departments to include Engineering, Public Works, and Planning and Development.

5. In the 2017 plan titled “Converse/Dell Range Intersection Traffic Safety Plan & Converse Avenue 35% Design Plans”, a soil map was provided by The Natural Resources Conservation Service (NRCS), though, it does not appear an on-site geotechnical investigation was performed. Regarding pavement design, will the consultant be expected to perform an on-site geotechnical investigation, or will the same information provided by NRCS suffice? The soil information will be used in conjunction with the updated Equivalent Single Axle Loads (ESAL) to provide pavement layer thicknesses. Or should we assume the same layer thicknesses as HDR with 5-inch plant mix bituminous pavement and 8-inch crushed base for this project? The RFP does not mention the need for pavement design.

The data provided by NRCS in the 2017 plan is sufficient. A final geotechnical investigation will be performed when final design is completed.

- When are we to assume that the Carlson Street extension will be built? Also, will this extension provide an intersection with Rue Terre? This will impact the traffic circulation on Converse as well as the level-of-service calculations and signal warrants along the corridor.

Development has begun on the west side of Section 20 at Carlson and Powderhouse, as LCSD#1 is planning a 5-6 school south of Carlson between Powderhouse and Ft. Laramie Trail, and east side development is anticipated in the next couple of years as an approximate 600 unit apartments are planned. While we cannot perfectly predict when the Carlson Street extension will be built all the way through Section 20, we can confirm the extension will intersect with Rue Terre, as seen in the graphic below from the adopted Section 20 Plan.



Figure 5 – Section 20 Proposed Road Network

- What should the design level-of-service be for this portion of the corridor? We assume that the current level-of-service should be maintained for the corridor.

While LOS C is preferable, the City of Cheyenne anticipates LOS D in the long-term, given the growth and development of the region.

- Will the RFP interviews be in-person or virtual?

In adherence with CDC guidelines, it is anticipated that the interviews will be held virtually.

9. Do the 'current traffic counts' referenced in the RFP include intersection counts, or just road segment counts?

The current traffic counts referenced in the RFP are road segment 24-hour counts and *do not* include intersection counts. However, intersection counts have been conducted for the intersection of Carlson and Point Bluff.

10. Are the previous study traffic operation computer software models available to be updated as part of this study?

The MPO does not possess the modeling developed as part of the 2017 plan conducted by HDR and thus, is not available to be updated as part of this study. However, the current MPO Travel Demand Modeling is being developed as part of the *PlanCheyenne Connect 2045* Long Range Transportation Plan and will be available to the selected consultant.