

Appendix D. Matrix for the Alternatives and Cost Estimates

Town of Pinedale Transportation Master Plan



Internal Town Network - Transportation Alternative Matrix							
NO.	ITEM / LOCATION	Is Town ROW In place	Length (ft)	Possible time for Road Development	Priority	Major Advantage	Major Disadvantage
T-1	Kathryn Hill (Ehman Ln to Jackson Ave)	Needed between Buckboard and Kathryn Hill	4,200	As North Connector or land development	When/if development occurs.	Likely connection as development occurs.	West side of Pine Creek / Town only.
T-2	Buckboard Completion (Ehman to Bloomfield Ave)	Yes	1,350	As North Connector or land development	Identified by SCSD as priority road.	Likely connection as development occurs.	No connection past Bloomfield
T-3	Garrison Drive Completion (Ehman to Bloomfield Ave)	Yes	1,500	As North Connector or land development	When/if development occurs.	Likely connection as development occurs.	No connection past Bloomfield
T-4	McCoy Drive to Kathry Hill Connection	No	1,750	As land development occurs	When/if development occurs.	Likely connection as development occurs.	Limited benefit outside development area.
T-5	Road connecting from Trails Creek to School	Yes, but may require relocation of pathway	2,040	As North Connector or land development	Existing pathway in place.	Town owned right of way	Relocation of pathway possibly required.
T-6A	W Clark (Garrison Dr to Lewis Ave)	No	1,000	As land development occurs	When/if development occurs.	Likely connection as development occurs.	Impact to existing Clark St residential area & roadway.
T-6B	W Bonneville (Garrison Dr to Lewis Ave)	No	1,330	As land development occurs	When/if development occurs.	Likely connection as development occurs.	Limited benefit beyond west portion of Town.
T-7	Bootstrap Trail	No	875	As land development occurs	Existing gravel road.	Improved roadway within Town boundary.	Limited connection & use.
T-8	Lewis Ave	Yes	660	As land development occurs or Town need	Existing gravel road.	Improved roadway within Town boundary.	Limited connection & use.
T-9	Wilson St (Mulligan Ln to Country Club Ln)	No	650	As land development occurs	When/if development occurs.	Likely connection as development occurs.	Requires waiting for development or future road adjustments.
T-10	Jade St Completion (Par Ave to S Colter Ave)	Yes	300	As land development occurs	Existing gravel road.	Improved roadway within Town boundary.	Requires waiting for development or future road adjust completionments.
T-11	South connectivity with possible anexation & subdivision(s)	No	TBD	As land development occurs	When/if development occurs.	Likely connection as development occurs.	Requires waiting for development or future road adjustments.
T-12	Slate Ln Completion (Par Ave to Tyler Ave)	Yes	3,950	As land development occurs	When/if development occurs.	Improved roadway within Town boundary.	Requires waiting for development or future road adjustments.
T-13	E Hennick St (Faler Ave to Fremont Lake Rd)	Partial	660	Town need/want.	Vertical grade challenges	Improved connection within Town & Fremont Lake Road.	Vertical grade / topography challenge.
T-14	E Charles St (S Bridger to S Pine St)	Yes	700	As land development occurs or Town need	Existing land is empty field or meadow.	Likely connection as development occurs.	Requires waiting for development or future road adjustments.
T-15	B St (S Bridger to Pine St)	No	1,280	As land development occurs	When/if development occurs.	Likely connection as development occurs.	Requires waiting for development or future road adjustments.
T-16	E Hill St (Canal St to S Skyline St)	Yes	540	Town need/want.	Vertical grade challenges	Town right of way exists.	Vertical grade / topography challenge.
T-17	Intersection improvements at Fremont Lake Road and Pine St., Fremont Lake Road relocation & realignment.	Partial - More needed	800	Town need/want.	Landowner involvement or acceptance needed.	Improved connection with US 191 and intersection adjustments (safety, function)	Requires adjustments to right-of-way and private properties.

North County Connectivity																							
Item		Information										Scores & Ranking											
Item	ITEM / LOCATION	Major Advantage	Major Disadvantage	Environmental / Agency Consultation	Possible ADT Withdrawal from Pine Street	Additional Connections Needed for full Network Benefit	New Road Length (est.)	Distance from Pine Street Blocks / Approximate Dist	Approximate Length of Floodplain (ft)	Approximate length of Creek Crossing(s)	ADT Withdraw (1=highest, 9=lowest)	Connectivity Potential (1 = high, 2 = med, 3 = low)	Length (shortest = 1, longest = 9)	Potential Land Owner Impact (ROW), number properties	Relocation and Uneconomical Reminent	Relocation / Reminant Ranking	Roadway Classification Impact (number properties along roadway)	Roadway Classification Ranking	NEPA (Environmental)	NEPA Score	Steering Committee Ranking (1 = high, 2 = med, 3 = low, 4 = bad)	Total (weighted) Score	Overall Ranking
NC-1	Broken Hills 23-229 (Alpine Hills to Willow Lk Rd)	No existing construction or buildings located in path.	Topography on east side of connector. Lose connectivity within Town.	USFWS, WGFD, USACE, DEQ	Nominal (North of Lee Ditch and only accessible via Fremont Lake Road)	T-4, T-1	3,000 ft	5,275 ft	1000 ft	80 ft	8	3	8	3	Med: no relocation, may result in Uneconomic remnant	2	28	2	Required	1	3	30	8
NC-2	BLM Subd. Rd 23-103 (Extend to Willow Lk Rd)	May be able to navigate difficult topography. BLM and state lands may be able to acquire easement.	Far removed from Pine Street.	BLM, USFWS, WGFD, USACE, DEQ	Nominal (North of Lee Ditch and only accessible via Fremont Lake Road)	T-4, T-1	3,400 ft	1.4 miles	300 ft	100	9	3	9	2	Low: no relocation	1	15	1	Required	1	2	28	6

North Local Connector																							
Item		Information										Scores & Ranking											
Item	ITEM / LOCATION	Major Advantage	Major Disadvantage	Environmental / Agency Consultation	Possible ADT Withdrawal from Pine Street	Additional Connections Needed for full Network Benefit	New Road Length (est.)	Distance from Pine Street Blocks / Approximate Dist	Approximate Length of Floodplain (ft)	Approximate length of Creek Crossing(s)	ADT Withdraw (1=highest, 9=lowest)	Connectivity Potential (1 = high, 2 = med, 3 = low)	Length (shortest = 1, longest = 9)	Potential Land Owner Impact (ROW), number properties	Relocation and Uneconomical Reminant	Relocation / Reminant Ranking	Roadway Classification Impact (number properties along roadway)	Roadway Classification Ranking	NEPA (Environmental)	NEPA Score	Steering Committee Ranking (1 = high, 2 = med, 3 = low, 4 = bad)	Total (weighted) Score	Overall Ranking
N-1	Connect Hoback Street to Magnolia St (Between N Madison and N Lake Ave)	Short road length required for extension	Connection close to Pine Street, through park	USFWS, WGFD, USACE, DEQ	3000-3500 (in 2045)	T-3,T-6B, T-13	1,350 ft	1 block / 340 ft	390 ft	70 ft	3	2	4	5	High: Residential relocations necessary	3	66	9	Required	1	3	30	7
N-2	Connect Bonneville St to W North St (Between N Madison and N Lake Ave)	Future connection with Garrison Drive	Connection through American Legion Park, would require relocation of memorial	USFWS, WGFD, USACE, DEQ	3500-4000 (in 2045)	T-3,T-6B, T-13	1,350 ft	2 blocks / 780 ft	390 ft	20ft , 70 ft	2	2	5	2	High:Structural relocation necessary and Uneconomic remnant	3	50	7	Required	1	3	25	4
N-3	Connect W Clark St. to W Hennick St (Between N Jackson Ave and N Lake Ave)	Advantageous location for extension of Hennick from Garrison to Fremont Lake Road, primarily along property lines	Require relocation of existing structures and property adjustments (212 N Lake and 428 W Buffalo)	USFWS, WGFD, USACE, DEQ	4000-5000 (in 2045)	T-3,T-6A, T-13	1,680 ft	3-4 blocks / 1270 ft	590 ft	70 ft	1	1	6	4	High: Structural relocation necessary and Uneconomic remnant	3	35	5	Required	1	1	22	1
N-4	Extend W Valley Rd to the West (Between N Jackson Ave and Quaker Lane)	Advantageous location to minimize reclassification of roadway network because of connection location	Existing pathway and Tranquility bridge may require relocation or modifications	USFWS, WGFD, USACE, DEQ	3000-3500 (in 2045)	T-1 or T-2 and T-5	1,850 ft	7 blocks / 2650 ft	350 ft	70 ft	3	2	7	3	Med: Possible structural relocation in county ROW, will need reseach, pathway relocation	2	32	3	Required	1	1	22	2
N-5	Connect Creekside Ave to Moose St (Between N Jackson Ave. and terminating point of Moose St)	Short length of connector road required	Require additional vehicle maneuvering within Shelter Park network. Numerous private property owners.	USFWS, WGFD, USACE, DEQ	2000-2500 (in 2045)	T-1 or T-2 and T-5	700 ft	8 block / 3100 ft	430 ft	230 ft	5	3	1	2	Low: no relocation	1	51	8	Required	1	4	25	5
N-6	W. Lake Rd 23-185 (Crear to Jackson) - Connect with Kathryn Hill	Short length of connector road required	Change of the classification of Lake Road.	USFWS, WGFD, USACE, DEQ	2500-3000 (in 2045)	T-1 or T-2 and T-5	1,050 ft	9 blocks / 3500 ft	400 ft	90 ft	6	1	2	6	High: Residential relocations necessary	3	33	4	Required	1	1	24	3
N-7	Orcutt 23-189 (Cee Dee Park to Willow Lk Rd)	Connect to Orcutt Drive and Crear Ln & Willow Lake Road.	Topography on east side of connector. Lose connectivity within Town.	USFWS, WGFD, USACE, DEQ	1000 +/-	T-4, T-1 or T-2 and T-5	1,230 ft	4,200 ft	590 ft	60 ft, 50 ft	7	3	3	4	High: Residential relocations may be necessary based on alignment and turane	3	37	6	Required	1	4	31	9

South Local Connection																								
Item		Information										Scores & Ranking												
Item	ITEM / LOCATION	Major Advantage	Major Disadvantage	Environmental / Agency Consultation	Possible ADT Withdrawal from Pine Street	Additional Connectivity Beyond Pine Creek	New Road Length	Distance from Pine Street Blocks / Approximate Dist	Potential Number of Land Owners Impacted (Direct / Indirect)	Approximate Length of Floodplain (ft)	Approximate length of Creek Crossing	ADT Withdraw (1=highest, 5=lowest)	Connectivity Potential 1 = highest, 3 = lowest	Length (shortest = 1, longest = 5)	Potential Land Owner Impact (ROW), number properties	Relocation and Uneconomical Reminent	Relocation / Reminant Ranking	Roadway Classification Impact (number properties along roadway)	Roadway Classification Ranking	NEPA (Environmental)	NEPA Score	Steering Committee Ranking (1 = high, 2 = med, 3 = low, 4 = bad)	Total (weighted) Score	Overall Ranking
S-1	Wilson St connection to S Lake Ave (S Shanley Ave to S. Lake Ave)	Short connection length	Require Mill Street improvements to achieve full network benefits, no direct street to connect.	USFWS, WGFD, USACE, DEQ	1000 +/-	Indirect connection to the east, Mill Street narrow	600 ft	1 block / 450 ft	Direct - 1 town, 1 private	380 ft	70 ft	1	3	1	2	Low: no relocation necessary	1	67	5	Required	1	3	17	2
S-2	Adams St connection to Park Loop (S Shanley Ave to Park Loop)	All within Town property	Connection point within Boyd Skinner Park and would require W Charles St improvements for network improvement	USFWS, WGFD, USACE, DEQ	800-1000	Connection into Park, poor connectivity to the east (Charles Street One Way)	600 ft	2 blocks / 875 ft	Direct - Town	370 ft	70 ft	2	3	1	1	Low: No relocation necessary	1	42	2	Required	1	4	15	1
S-3	W Washington connection to E Mapfel St (S Shanley Ave to S Tyler Ave)	Provide full West/East longitudinal connectivity on south side of Town	Impacts to Boyd Skinner Park	USFWS, WGFD, USACE, DEQ	600-800	Connection of Washington Street	1,500 ft	3-4 blocks / 1300 ft	Direct - Town Indirect - 11, properties along connection and intersection	1,030 ft	90 ft	3	1	5	1	Low: No relocation necessary	1	63	4	Required	1	3	19	5
S-4	Quartz Ave extension to S Tyler Ave (Jade St. to S. Tyler)	mid distance between Pine Street and Fox Willow Connection	Environmental impacts	USFWS, WGFD, USACE, DEQ	400-600	None	900 ft	4-5 blocks / 1930 ft	Direct - Town Indirect - 5, properties along connection intersection	460 ft	40 ft, 60 ft	4	2	4	1	Low: No relocation necessary	1	59	3	Required	1	2	18	4
S-5	Agete St extension to S Tyler Ave (S Shanley to S Tyler)	High feasibility with location	Proximity to Fox Willow Connection to Tyler	USFWS, WGFD, USACE, DEQ	400 +/-	None	760 ft	6 blocks / 2600 ft	Direct - Town	150 ft	120 ft	5	2	3	1	Low: No relocation necessary	1	26	1	Required	1	3	17	2

Regional South / Bypass Connectivity

NO.	ITEM / LOCATION	Major Advantage	Major Disadvantage	Environmental / Agency Consultation	Possible ADT Withdrawal from Pine Street	Estimated Road Length	Potential Number of Land Owners Impacted (Direct / Indirect)	Degree of Landowner Openness	Overall Ranking	Notes / Feedback
R-1	Provide connection between Rembrance Ln and Goose Ln	Utilizes County gravel pit property.	Requires some backtracking if used as a by-pass.	USFWS, WGFD, USACE, DEQ	3,000-3,500 (in 2045)	3,600	County Property and 2 private property owner	Unknown or limited (outside of County)	Secondary Option	Potential pathway add for multimodal.
R-2	Provide connection between Hay Ln (approximate location) to Ultra Resources office/site road.	Option has been discussed with the county prior, good connection with Mesa Road.	Longer connection length	USFWS, WGFD, USACE, DEQ, Wyo State Lands	3,000-3,500 (in 2045)	6,400	State of Wyoming, 2 private property owners	Open - prior discussions have occurred.	Preferred Option	Potential pathway add for multimodal.

Multimodal Improvements

Item	ITEM / LOCATION	DESCRIPTION / OVERVIEW	Multimodal Benefit	Environmental Impacts (1 low, 5 high)	Right of Way
A	Pine Street/Bridger Pedestrian Crossing	Enhance the existing crossing with bulb-outs, flashing beacon, etc.; consider shifting to west leg	Dedicated crossing on east end of Pine Street	1 - improvements in a fully developed area	Minimal
B	Barber Creek Pedestrian Crossing	Add a grade-separated pedestrian crossing of Pine Street near the ball fields, aligned with Barber Creek	Dedicated crossing on west end of Pine Street; connection between school and ball fields	4 - Potential impacts to creek	Minimal
C	Pine Street/Jackson Pedestrian Crossing	Add a pedestrian crossing of Pine Street near Jackson Ave including a HAWK or RRFB	Dedicated crossing west of Pine Creek, where none currently exist	1 - improvements in a fully developed area	Minimal
D	Pine Creek Pathway Underpass (191)	Construct a pathway underpass adjacent to Pine Creek to connect existing pathway segments north and south of Pine Street	Grade-separated connection along the busiest pathway	4 - Potential impacts to creek	Minimal
E	Pine Street Intersection Bulbouts	Depending on recommended Pine Street cross-section, add curb bulbouts at intersection corners with pedestrian crossings	Reduced crossing distance for pedestrians and better visibility	1 - improvements in a fully developed area	Minimal
F	Hospital Pathway Improvements	Make spot ADA improvements to the pathway, including level resting areas	Accessibility improvement	4 - a lot of earthwork would be needed to substantially improve the existing pathway	Minimal
G	Bloomfield Pathway Connection	Add a pathway connection along Bloomfield Avenue between Pine Street and Ehman Lane	Provides a better bike/ped connection to the school	2 - connection through partially undeveloped area	Minimal
H	Colter/Hoback Pathway Connection	Add a pathway connection along Colter Avenue/Hoback Street between Pine Street and Veterans Memorial Park, with pathway improvements in the park	Provides better east-west connectivity to the west of Pine Street	2 - connection through partially undeveloped area	Minimal
I	Pine Street Pathway Connection	Add a pathway connection along Pine Street between Veterans Memorial Park and Lake Avenue by repurposing northside parking over the bridge and widening the existing sidewalk east of the bridge	Provides a better bike/ped connection over the Pine Street bridge	1 - improvements in a fully developed area	Minimal
J	Downtown Pathway Connection	Add a pathway connection along Tyler Avenue between Pine Street and B Street	Fills a missing gap along Tyler	1 - improvements in a fully developed area	Minimal
K	South Tyler Pathway Connection	Add pathway connections aligned with Agate Street and Fox Willow Drive, including a new Pine Creek crossing	Provides better connectivity to Tyler from southwest neighborhoods	4 - disruption of natural area; additional creek crossing	Moderate
L	Ehman Lane Pathway Connection	Add an east-west pathway connection to/from Ehman Lane north of the elementary school	Provides better east-west connectivity for residents north of the school	2 - connection through undeveloped area	Minimal
M	Southwest Pinedale Pathway Connection	Add a pathway/sidewalk connection along Washington between Pine Creek and Country Club Lane, and along Clubhouse Road	Provides dedicated space for pedestrians where none currently exists	2 - potential minor impacts	Minimal
N	East Pine Street/191 Pathway Extension	Add a pathway/sidewalk connection along Highway 191 between Canal Street	Fills a missing gap along 191	2 - potential minor impacts	Minimal

Town of Pinedale
Transportation Alternatives - Connectors
Engineer Opinion of Probable Cost - Summary
9/5/2023

Route Location	Cost per Foot	Total Estimated Cost of Route (Year of construction)						Right of Way Purchase
		2023	2025	2030	2035	2040	2045	
N-9	\$ 1,535	\$ 5,219,600	\$ 5,538,000	\$ 6,420,000	\$ 7,442,000	\$ 8,628,000	\$ 10,002,000	Not Included
N-8	\$ 970	\$ 2,716,250	\$ 2,882,000	\$ 3,341,000	\$ 3,873,000	\$ 4,490,000	\$ 5,205,000	Included
N-7	\$ 1,942	\$ 2,388,700	\$ 2,535,000	\$ 2,938,000	\$ 3,406,000	\$ 3,949,000	\$ 4,577,000	Included
N-6	\$ 1,890	\$ 1,984,350	\$ 2,106,000	\$ 2,441,000	\$ 2,830,000	\$ 3,280,000	\$ 3,803,000	Included
N-5	\$ 5,574	\$ 3,901,950	\$ 4,140,000	\$ 4,799,000	\$ 5,564,000	\$ 6,450,000	\$ 7,477,000	Included
N-4	\$ 937	\$ 1,733,050	\$ 1,839,000	\$ 2,132,000	\$ 2,471,000	\$ 2,865,000	\$ 3,321,000	Included
N-3	\$ 1,192	\$ 2,003,000	\$ 2,125,000	\$ 2,464,000	\$ 2,856,000	\$ 3,311,000	\$ 3,838,000	Included
N-2	\$ 1,561	\$ 2,107,950	\$ 2,237,000	\$ 2,593,000	\$ 3,006,000	\$ 3,485,000	\$ 4,040,000	Included
N-1	\$ 1,350	\$ 1,822,250	\$ 1,934,000	\$ 2,242,000	\$ 2,599,000	\$ 3,012,000	\$ 3,492,000	Included
S-1	\$ 2,391	\$ 1,434,550	\$ 1,522,000	\$ 1,765,000	\$ 2,046,000	\$ 2,372,000	\$ 2,749,000	Included
S-2	\$ 2,391	\$ 1,434,550	\$ 1,522,000	\$ 1,765,000	\$ 2,046,000	\$ 2,372,000	\$ 2,749,000	Included
S-3	\$ 1,498	\$ 2,246,750	\$ 2,384,000	\$ 2,764,000	\$ 3,204,000	\$ 3,714,000	\$ 4,306,000	Included
S-4	\$ 2,296	\$ 2,066,150	\$ 2,192,000	\$ 2,542,000	\$ 2,946,000	\$ 3,416,000	\$ 3,959,000	Included
S-5	\$ 2,982	\$ 2,266,450	\$ 2,405,000	\$ 2,788,000	\$ 3,232,000	\$ 3,747,000	\$ 4,343,000	Included
R-1	\$ 756	\$ 2,720,000	\$ 2,886,000	\$ 3,346,000	\$ 3,879,000	\$ 4,496,000	\$ 5,212,000	Not Included
R-2	\$ 811	\$ 4,786,600	\$ 5,079,000	\$ 5,887,000	\$ 6,825,000	\$ 7,912,000	\$ 9,172,000	Not Included

3% Inflation used for cost projections

Costs included in construction estimates include the following:

Contingency	20% of Construction
Right of Way Appraisal, Admin	20% of Acquisition
Design / Engineering Estimate	10% of Construction
Permitting & NEPA	7% of Construction
Legal / Attorney Fees	3% of Construction
Construction Administration	12% of Construction