



LX BAR RANCH HISTORIC SITE SUMMARY

October 12, 2021

Summary of Probable Costs

Please see the table below summarizing the probable costs to restore the LX Bar Ranch State Historic Site to a destination within the State Parks, Historic Site and Trails system. Conceptual description of the respective table item numbers below.

Item No.	Description	Probable Cost
1	Site Access/Bridge Construction	\$4,285,305
2	Site/Structure Improvements	\$4,144,708
3	Conceptual Contingency (20%)	\$1,686,003
Total of Maximum Probable Cost =		\$10,116,016

Site Access/Bridge Construction \$368,750 - \$4,285,305

In 2020, DOWL completed a conceptual level study regarding the potential access options to LX Bar Ranch State Historic Site. Proposed access to the site is limited by an existing agreement with adjacent landowners and filed easements. The existing easements identify the locations of the access road, parking area, and Powder River crossing area.

The study identified four potential access options to the site: 1) Single span pedestrian bridge, 2) Multi-span pedestrian bridge, 3) Non-crossing, and 4) Access via the north road. Below is a brief description of each option with estimated costs.

- 1) Single Span Bridge - \$4,285,305 - This option requires a bridge spanning an estimated 300 to 350 feet to clear the river bed and floodplains. It includes improvements such as access road improvements, construction of a 2-acre parking lot with restroom, 10-ft wide single-span pedestrian bridge, and a 10-ft wide accessible pathway to the site. The estimated timeframe

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to complete this option of the potential project is 2.0 to 2.5 years (1 year for design and permitting and 1-1.5 years for construction).

- 2) Multi-span Bridge - \$4,126,956 - Similar to option 1 with the exception of the bridge being a multi-span bridge. Multi-span bridges can reduce construction costs but increase design costs due to added permitting efforts. It is possible that the Army Corps of Engineers would not allow this type of structure. The estimated timeframe to complete this option of the potential project is 2.0 to 3.0 years (1-1.5 years for design and permitting and 1-1.5 years for construction).
- 3) Non-crossing - \$368,750 - This option improves the access road, constructs a parking lot with restroom and includes additional informative kiosks/viewing areas from the south of the river. It does not include access to the site for the public. Existing agreement with the adjacent landowner would need to be investigated to see if removing public river crossing would be allowed. The estimated timeframe to complete this option of the potential project is 1.5 to 2.0 years (1 years for design and permitting and 0.5-1.0 years for construction).
- 4) Access via North Road - This option was mentioned in the study but not thoroughly investigated as a viable option due to previous history regarding access limitations by area landowners. This option does not include any improvements on the south side of the river and would include developing the existing administrative use for public access. The length of the road is over 9 miles and would include road safety improvements, securing right-of-way easements. Additional conceptual study would be necessary to establish a baseline estimate of potential costs. The estimated timeframe to complete this option of the project is not as narrow as the other options due to the necessary landowner negotiations, easement filings, elevated roadway design, and construction. The estimated minimum time to complete is 3 years and the maximum time may be as much as 5 years.

Site/Structure Improvements - \$4,144,708

In 2011, Tobin & Associates identified preliminary repairs necessary to stabilize and restore the site. Repairs include re-roofing structures with wood shingles, stone and mortar joint repairs, replacement of select windows and doors, interior cleaning of all structures, replacement of interior finishes of select structures, reconstruction of chimneys, and concrete slabs replacement. The estimated cost of these repairs in 2010 was \$2,230,734. We estimate a 20% increase in this cost due to continued deterioration over the 10 year period for \$2,676,880.

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Providing accessible routes within the site should also be taken into consideration if restoration is decided and is not considered in the Tobin report. This can be in the form of gravel paths and wooden ramps to the buildings. Preliminary costs for design and construction of accessible routes is \$100,000.

Mechanical, electrical, and plumbing are nonexistent because of the time of occupancy. Heating could be provided by unit heaters at each structure requiring climate control. Cooling can be accomplished passively with cross-ventilation from existing windows. Electric service could be provided with underground electric wiring within the existing access easement. Potable water supply could be accomplished by drilling a new well on-site and installing a distribution system to the necessary structures. The estimated cost based on RSMeans for mechanical, electrical, and plumbing is \$1,217,827. Additionally, construction of a new pole-barn type structure is recommended to house maintenance vehicles, artifact storage, and other miscellaneous uses. The estimated cost for this new structure is \$150,000, based on RSMeans.

The estimated time to complete the restoration phase of the project is 2-2.5 years (1 year for design and 1-1.5 years for construction). Site and structure improvements could be done concurrently with the construction of the public access and should not extend the timeframe to open the facility.

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