

**AGENDA  
CITY OF LARAMIE, WYOMING  
CITY COUNCIL MEETING  
CITY HALL  
MAY 17 2016 6:30 pm**

*City Council Meetings are open to the public. Requests for accommodations from persons with disabilities must be made to the City Manager's Office 24 hours in advance of a meeting.*

*Please be advised no additional agenda item will be introduced at a Regular City Council meeting after the hour of 9:30 p.m., unless the majority of the City Council members present vote to extend the meeting.*

**1. AGENDA**

**2. Pledge of Allegiance**

**3. Roll Call**

**4. PRE-MEETING ITEMS**

**4.A. PROCLAMATIONS & PRESENTATIONS**

**4.B. PUBLIC HEARING**

**4.C. ANNOUNCEMENTS**

**5. Disclosures by City Council Members**

**6. Consideration of Changes in Agenda and Setting the Agenda**

A. MOTION BY \_\_\_\_, seconded by \_\_\_\_, that the following changes to the Agenda be approved:

B. MOTION BY \_\_\_\_, seconded by \_\_\_\_, that the Agenda be set as submitted or changed.

**7. Approval of Consent Agenda**

Items listed on the Consent Agenda are considered to be routine and will be enacted by one motion in the form listed below. There will be no separate discussion of these items unless a Councilor or citizen so requests, in which case the item will be removed from the Consent Agenda and will be considered on the Regular Agenda.

MOTION BY \_\_\_\_\_, seconded by \_\_\_\_\_, that the Consent Agenda be approved and that each specific action on the Consent Agenda be approved as indicated.

**8. CONSENT AGENDA**

**8.A. MINUTES: City Council Meetings**

**Action:**

that Council approve the Minutes of the City Council Regular Meeting of May 3, 2016,

and have them placed on file for public inspection.

**[Johnson, CClk]**

Documents: [Minutes 05.03.2016.pdf](#)

**8.B. CEMETERY DEEDS: For May 1-15, 2016**

**Action:**

that the Cemetery Deeds for May 1-15, 2016 be accepted, and the Mayor and City Clerk be authorized to sign and have them recorded in the Office of the County Clerk. **[Feezer, P/R Dir]**

**8.C. MINUTES: Minutes of the April 13, 2016 Parks, Tree and Recreation Advisory Board**

**Action:**

that Council acknowledge receipt of the Minutes from the April 13, 2016 meeting of the Parks, Tree & Recreation Advisory Board and the following recommendations be approved as indicated:

- 1) To approve the minutes from the March 9, 2016 regular meeting of the Parks, Tree and Recreation Advisory Board.
- 2) To approve the renewal of an Adopt A Park Agreement with Laramie High School Personal Learning Services Class at Optimist Park.
- 3) To approve the renewal of an Adopt A Park Agreement with Robert and Leslie Waggener at Undine Park.
- 4) To approve Sponsorship Request from Laramie Jubilee Days for 1st Street Plaza and Depot Park during the 2016 LJD Event.
- 5) Approval of Memorandum of Understanding between Basic Beginnings, Inc., The John P. Ellbogen Foundation, The Laramie Community Recreation Center and The Wyoming Early Childhood Partnership for use of the Child Care Room and storage at no charge.

**[Feezer, P&R Dir]**

Documents: [4.13.16 PTR Advisory Board Minutes Cover Sheet.pdf](#), [PTR Advisory Board Minutes April 2016.pdf](#)

**8.D. RESOLUTION 2016-\_\_\_\_\_: Depository of Public Funds**

**Action:**

To approve Resolution 2016-\_\_\_\_\_, to approve City of Laramie Depositories of Public Funds for FY2017.

**[Brown]**

Documents: [Bank Depositories Council Cover Sheet 5.17.16.pdf](#), [2016 Res - Depository of Public Funds.pdf](#), [Bank Depositories Gold Sheet Form.pdf](#)

**8.E. CONTRACT: Approval of Fire Union Contract FY 2016 – 2017**

**Action:**

to approve and ratify the FY 2016-2017 Collective Bargaining agreement between the City of Laramie and Firefighters Local 946, IAFF, and authorize the Mayor and City Clerk to sign.

**[Derragon, ACM]**

Documents: [1. Cover Sheet - Fire Contract 5-17-16.pdf](#), [2. 2016-2017 Fire Contract Final 5-17-16.pdf](#)

**8.F. SCHEDULE MEETING(S)**

**Action:**

that Council schedule the following meeting(s):

1. **June 6, 2016, 6:00 pm - PUBLIC HEARING** - Monolith Ranch/Mountain

Cement Purchase Offer

**2. June 6, 2016, 6:00 pm - WORK SESSION** - Monolith Ranch/Mountain

Cement Purchase Offer

**3. July 26, 2016, 6:00 pm - WORK SESSION** - Public Art Committee

Update

#### **9. REGULAR AGENDA**

**10. Award of Bid North Side Pressure Reducing Valve and Vault Project  
[Smith, PW Dir]**

Documents: [CS NS PRV.pdf](#), [Northside PRV Map.pdf](#), [Construction Contract Mechanical Systems Inc.pdf](#)

**11. Original Ordinance No. 1943, adoption of the 2015 International Fire Code  
Second Reading. (Introduced by Shumway)  
[Chief Johnson, Fire]**

Documents: [Cover sheet \(2015 IFC\) 2nd Reading.pdf](#), [Ord. 1943 .pdf](#)

**12. Consideration of loan agreement with the Wyoming Business Council the  
UL project.  
[Jordan, CM]**

Documents: [Laramie UL Loan Agreement Final 4 11 16.pdf](#), [Loan Agenda Cover.pdf](#)

**13. Original Ordinance No. 1944, to enact Chapter 10.13, of the Laramie  
Municipal Code.  
Second Reading  
[Loos, CA]**

Documents: [Cover Sheet Second Reading.pdf](#), [Ordinance Enacting 10.13.pdf](#)

**14. Original Ordinance No. 1922A amending Title 8 of the Laramie Municipal  
Code for the purposes of creating health and safety standards for mobile  
homes, manufactured homes, recreational vehicles and tents.  
Third and Final Reading. (Introduced by Henry)  
[Hunt, CD Dir]**

Documents: [1.Cover Sheet.pdf](#), [2.Original Ordinance 1922A.pdf](#), [3.Planning Commission Staff Report.pdf](#)

**15. Original Ordinance No. 1924 amending Title 15 of the Laramie Municipal  
Code for the purposes of amending LMC Chapters 15.14 and 15.28  
regarding Mobile Home Parks, Manufactured Home Communities and  
Recreational Vehicle Parks.**

Third and Final Reading (Introduced by Henry)  
**[Hunt, CD Dir]**

Documents: [1.Cover Sheet.pdf](#), [2.Original Ordinance No. 1924.pdf](#)

**16. Timberline Business Park Preliminary Plat A Preliminary Plat creating 29  
lots and 1 outlot within a property approximately 105.62 acres.  
[Hunt, CD Dir]**

Documents: [1.Cover Sheet.pdf](#), [2.WYDOT Excess Land Disposal Letter.pdf](#), [3.Planning Commission Staff Report.pdf](#)

- 17. Original Ordinance No. 1945, to amend Section 2.04.010, and to delete Sections 2.04.020, 2.04.030, 2.04.070, 2.04.080, 2.04.090, 2.04.100, 2.04.110, 2.04.120, 2.04.130, 2.04.140, 2.04.150, 2.04.170, 2.04.180, 2.04.190, 2.04.210, 2.04.220, and 2.04.230 of the Laramie Municipal Code.**

Second Reading  
**[Loos, CA]**

Documents: [Cover Sheet ordinances Second Reading 5-17-16.pdf](#), [Ordinance changing 2.04.pdf](#)

- 18. Resolution No. 2016-\_\_\_\_\_, adopting the Bill Nye Western Corridor Study.  
[Hunt, CD Dir]**

Documents: [1.Cover Sheet.pdf](#), [2.Resolution 2016-\\_\\_\\_\\_\\_.pdf](#), [3.Bill Nye Corridor Study Draft Report.pdf](#), [4.Appendix A Improvement Plans.pdf](#), [5.Appendix B Public Meetings.pdf](#), [6.Appendix C Presentations.pdf](#), [7.Appendix D Cost Estimates.pdf](#), [8.Appendix E Traffic Analysis.pdf](#), [9.Appendix F Environmental.pdf](#)

- 19. Consideration of future Council work session topics**

Documents: [May-17-16 Upcoming Meetings.pdf](#), [5-3-16 Future Work Session Topics.pdf](#)

- 20. Public Comments on Non-Agenda Items by sign-in requests**

(Members of the public may address the City Council on items not on the printed Agenda. Please observe the time limit of five (5) minutes.)

- 21. Adjourn to executive session regarding Land Negotiations**

**MINUTES  
CITY OF LARAMIE, WYOMING  
CITY COUNCIL MEETING  
May 3, 2016**

**1. PRE-MEETING ITEMS**

**1.A. PROCLAMATIONS & PRESENTATIONS**

Small Business Week

**2. AGENDA**

Regular Meeting of the City Council was called to order by Mayor Paulekas at 6:33 p.m.

**3. Pledge of Allegiance**

Mayor Paulekas led the Pledge of Allegiance.

**4. Roll Call**

Roll call showed present: Hanson, Henry, Shumway, Shuster, Summerville, Vitale, Weaver, Pearce, and Paulekas. Absent: None.

Staff present: Janine Jordan, City Manager; David Derragon, Assistant City Manager; Angie Johnson, City Clerk; Jason Loos, City Attorney; Randy Hunt, Community Development Director; Earl Smith, Public Works Director.

**5. Disclosures by City Council Members**

None.

**6. Consideration of Changes in Agenda and Setting the Agenda**

MOTION BY PEARCE, seconded by Hanson, that the Agenda be set as.

MOTION CARRIED by voice vote.

**7. Approval of Consent Agenda**

MOTION BY PEARCE, seconded by Summerville, that the Consent Agenda be approved and that each specific action on the Consent Agenda be approved as indicated.

Roll call showed Aye: Hanson, Henry, Shumway, Shuster, Summerville, Vitale, Weaver, Pearce, and Paulekas. Nay: None. Absent: None. MOTION CARRIED.

**8. CONSENT AGENDA**

**8.A. MINUTES: City Council Meetings**

**Action:** that Council approve the Minutes of the City Council Regular Meeting of April 19, 2016, Public Hearings of April 19, 2016, Special Meeting of April 26, 2016, and have them placed on file for public inspection

**MINUTES**  
**CITY OF LARAMIE, WYOMING**  
**CITY COUNCIL MEETING**  
**May 3, 2016**

**8.B. CEMETERY DEEDS: For April 16-30, 2016**

**Action:** that the Cemetery Deeds for April 16-30, 2016 be accepted, and the Mayor and City Clerk be authorized to sign and have them recorded in the Office of the County Clerk.

**8.C. VOUCHERS: April 2016**

**Action:** that the following Resolution be adopted: BE IT RESOLVED: that all vouchers approved by the Finance Committee be allowed, warrants drawn on proper City funds in payment thereof, and the vouchers be placed on file in the Treasurer's Office subject to public inspection; and that Council authorize payment for the month-end payroll, light and gas charges, telephone charges, Pioneer Canal-Lake Hattie Irrigation District lease, employee travel, other employee reimbursements, pay advances, refunds for City services, recording fees, postage, lease purchase and bond payments, self-funded employee health insurance claims, miscellaneous insurance claims, Council-approved bid items, outside attorney fees, other consulting fees, before normal City Council approval on the first Tuesday of May. These expenditures are to be paid subject to audit by the City of Laramie Finance Department.

**8.D. LICENSE: Pawnbroker, Renewal, Ann's Pawns & Antiques.**

**Action:** to approve the Renewal of Pawnbroker License for Ann's Pawn's & Antiques, 1005 S 3rd St., Laramie, WY, for the term of one year, from April 6, 2016 to April 5, 2017, and authorize the Mayor and Clerk to sign.

**8.E. AGREEMENT: Amendment to the Professional Engineering Services Agreement for Construction Oversight on the South Laramie Sewer Line Project.**

**Action:** that Council amend the Professional Engineering Services Agreement between the City of Laramie and AMEC Environment & Infrastructure, Inc., by increasing the original contract amount of \$383,867.00 by the amount of \$52,131.92 for a not to exceed total of \$435,998.92 and amend the budget in the amount of \$2,255.52.

**8.F. BID AWARD: concurrence of bid award by WYDOT for the Bill Nye Ave Improvement Project**

**Action:** concurrence of Bid Award by WYDOT for the Bill Nye Avenue Improvement Project (Vista Drive to Boulder Drive) as provided in the Cooperative Agreement between WYDOT and the City of Laramie.

**8.G. SCHEDULE MEETING(S)**

**Action:** that Council schedule the following meeting(s):

1. **June 14, 2016, 6:00 pm** - Jacoby Golf Course Community Impact
2. **May 10, 2016 - CANCEL** LCBA Annual Report
3. **May 19, 2016, 6:00 pm** - LCBA Annual Report

**MINUTES  
CITY OF LARAMIE, WYOMING  
CITY COUNCIL MEETING  
May 3, 2016**

**9. REGULAR AGENDA**

**10. Original Ordinance No. 1943, adoption of the 2015 International Fire Code (IFC).** Introduction and First Reading

MOTION BY SHUMWAY, seconded by Shuster, that Council approves the first (1st) reading of Original Ordinance No, 1943, titled the Adoption of the 2015 International Fire Code (IFC)

Roll call showed Aye: Henry, Shumway, Shuster, Summerville, Vitale, Weaver, Pearce, and Paulekas. Nay: Hanson. Absent: None. MOTION CARRIED.

**11. Original Ordinance No. 1941, amending Title 15 of Laramie Municipal Code to Provide for an Effective Determination of Value for Rights-Of-Way Proposed for Vacation** Third and Final Reading (Introduced by Shuster)

MOTION BY SHUSTER, seconded by Weaver, that Council approve Original Ordinance No. 1941 on third and final reading, in accordance with findings of fact and conclusions of law, and to authorize the Mayor and Clerk to sign the ordinance.

Roll call showed Aye: Hanson, Henry, Shumway, Shuster, Summerville, Vitale, Weaver, Pearce, and Paulekas. Nay: None. Absent: None. MOTION CARRIED.

**12. Original Ordinance No. 1942, amending Title 15 of Laramie Municipal Code for the purposes of allowing "Hotels and motels" as a Permitted Use in the C2 District, allowing "Light industrial" as a Permitted Use in the I2 District and correcting typographical errors in LMC 15.10.010 and 15.14.010.B** Third and Final Reading (Introduced by Shuster)

MOTION BY SHUSTER, seconded by Henry, that Council approve Original Ordinance No. 1942 on third reading, in accordance with findings of fact and conclusions of law; and authorize the Mayor and Clerk to sign the ordinance.

Roll call showed Aye: Hanson, Henry, Shumway, Shuster, Summerville, Vitale, Weaver, Pearce, and Paulekas. Nay: None. Absent: None. MOTION CARRIED.

**13. Award of Bid for the Linford School/West Laramie Drainage Project**

MOTION BY SUMMERVILLE, seconded by Henry, that that Council award the bid for the Linford School/West Laramie Drainage Improvements Project to Hamaker Excavation, Inc., Laramie, WY in the amount of \$2,462,799.13 along with contingency of \$246,279.91 for a total amount of \$2,709,079.04 and authorize the Mayor and Clerk to sign the contract.

Roll call showed Aye: Hanson, Henry, Shumway, Shuster, Summerville, Vitale, Weaver, Pearce, and Paulekas. Nay: None. Absent: None. MOTION CARRIED.

**MINUTES  
CITY OF LARAMIE, WYOMING  
CITY COUNCIL MEETING  
May 3, 2016**

**14. Ordinance No. 1944, to enact Chapter 10.13 of the Laramie Municipal Code.**

MOTION BY HENRY, seconded by Weaver, that Council approve Original Ordinance No. 1944 and set it for second reading on May 17, 2016.

Roll call showed Aye: Hanson, Henry, Shumway, Shuster, Summerville, Vitale, Weaver, Pearce, and Paulekas. Nay: None. Absent: None. MOTION CARRIED.

**15. Consideration of Big Brothers Big Sisters request for reallocation of remaining funds approved in November 2013.**

MOTION BY WEAVER, seconded by Henry, that Council reallocate \$12,170.56 from the total fees and permits of \$26,000 approved on November 19, 2013 to unanticipated construction costs for the Big Brothers Big Sisters renovation of Nellie Iles School.

Roll call showed Aye: Hanson, Henry, Shumway, Shuster, Summerville, Vitale, Weaver, Pearce, and Paulekas. Nay: None. Absent: None. MOTION CARRIED.

**16. Ordinance No. 1945, to amend section 2.04.010, and to delete sections 2.04.020, 2.04.030, 2.04.070, 2.04.080, 2.04.090, 2.04.100, 2.04.110, 2.04.120, 2.04.130, 2.04.140, 2.04.150, 2.04.170, 2.04.180, 2.04.190, 2.04.210, 2.04.220, and 2.04.230 of the Laramie Municipal Code.**

MOTION BY PEARCE, seconded by Summerville, that Council approve Original Ordinance No. 1945 to amend Section 2.04.010, and to delete Sections 2.04.020, 2.04.030, 2.04.070, 2.04.080, 2.04.090, 2.04.100, 2.04.110, 2.04.120, 2.04.130, 2.04.140, 2.04.150, 2.04.170, 2.04.180, 2.04.190, 2.04.210, 2.04.220, and 2.04.230 of the Laramie Municipal Code and set it for second reading on May 17, 2016.

Roll call showed Aye: Hanson, Henry, Shumway, Shuster, Summerville, Weaver, Pearce, and Paulekas. Nay: Vitale. Absent: None. MOTION CARRIED.

**17. Resolution 2016- 36, to adopt Rules of Procedure and Code of Conduct of the Laramie City Council.**

MOTION BY SUMMERVILLE, seconded by Shuster, that Council approve Resolution 2016-36 to adopt the Rules of Procedure and Code of Conduct of City Council, and authorize the Mayor and Clerk to sign.

MOTION BY WEAVER, seconded by Vitale, that Council amend to re-order Rule 4, Order of Business Section, A to move Item No. 3 to Item No. 2.

Roll call ON AMENDMENT showed Aye: Hanson, Henry, Shumway, Shuster, Summerville, Vitale, Weaver, Pearce, and Paulekas. Nay: None. Absent: None. MOTION CARRIED.

Roll call ON MAIN MOTION AS AMENDED showed Aye: Hanson, Henry, Shumway, Shuster, Summerville, Weaver, Pearce, and Paulekas. Nay: Vitale. Absent: None. MOTION CARRIED.

**MINUTES**  
**CITY OF LARAMIE, WYOMING**  
**CITY COUNCIL MEETING**  
**May 3, 2016**

**18. Public Comments on Non-Agenda Items by sign-in requests.**

Marian Griffin talked about business losses in Laramie, and compared Laramie with Ft. Collins attitudes about business and how the police are directed to over enforce drinking violations, which runs people out of town from Laramie, that there is an exodus of business on the weekend. She felt the City collects money incorrectly, that we are shrinking our own money sources.

**19. Consideration of future Council work session topics.**

Shuster: Review of other cities in Wyoming that have a Unified Development Code (UDC), and what do they do with it, have they stayed with it or changed things substantially as a comparison to Laramie. It was noted Cheyenne is the only other community with a UDC, and Fort Collins was also referred to.

Weaver would like to know how the UDC process compares with cities that do not have a code.

Paulekas clarified the subject as an evaluation of the use of the UDC.

Jordan stated that we could examine Cheyenne's changes with their UDC to see what sections they've changed, and use that information to compare and contrast with what we have changed and are looking at changing, and Ft. Collins, also.

**20. Adjourn to executive session regarding Personnel.**

MOTION BY HANSON, seconded by Summerville that Council adjourn to Executive Session regarding Personnel.

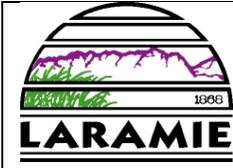
MOTION CARRIED by voice vote

Council adjourned at 7:58 p.m.

Respectfully submitted,

Angie Johnson  
City Clerk

**CITY OF LARAMIE COUNCIL REGULAR MEETING      May 17, 2016**



**Agenda Item: Minutes**

**Title: Minutes of the April 13, 2016 Parks, Tree and Recreation Advisory Board**

**Recommended Council MOTION:**

1. I move that Council acknowledge receipt of the Minutes from the April 13, 2016 regular meeting of the Parks, Tree and Recreation Advisory Board and the following recommendations be approved as indicated: 1) To approve the minutes from the March 9, 2016 regular meeting of the Parks, Tree and Recreation Advisory Board. 2) To approve the renewal of an Adopt A Park Agreement with Laramie High School Personal Learning Services Class at Optimist Park. 3) To approve the renewal of an Adopt A Park Agreement with Robert and Leslie Waggener at Undine Park. 4) To approve Sponsorship Request from Laramie Jubilee Days for 1st Street Plaza and Depot Park during the 2016 LJD Event. 5) Approval of Memorandum of Understanding between Basic Beginnings, Inc., The John P. Ellbogen Foundation, The Laramie Community Recreation Center and The Wyoming Early Childhood Partnership for use of the Child Care Room and storage at no charge.

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**Administrative or Policy Goal:**

Council Goals: Maintain Laramie's Safe, Healthy Environment and Ensure Adequate Resources to Protect General Welfare Preserve Park Land, Open Space and Public Trails for Future Generations.

Department Objective: Provide quality parks and recreation opportunities for residents and visitors to the City; Develop infrastructure to enhance existing parks and recreation facilities and amenities for residents and visitors to the City.

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**Background:**

Minutes from the April 13, 2016 Parks, Tree and Recreation Advisory Board meeting.

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**Legal/Statutory Authority:**

N/A

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**BUDGET/FISCAL INFORMATION:**

**REVENUE**

N/A

**EXPENSE**

N/A

**Responsible Staff:**

Future dates are subject to change

Work Session
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Click here to enter a date.
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Todd Feezer, Director  
Parks & Recreation Department

Advertised	<a href="#">Click here to enter a date.</a>
Public Hearing Held	<a href="#">Click here to enter a date.</a>
Pub. Hearing Advertised	<a href="#">Click here to enter a date.</a>
Introduction/1 <sup>st</sup> Reading	<a href="#">Click here to enter a date.</a>
2 <sup>nd</sup> Reading	<a href="#">Click here to enter a date.</a>
3 <sup>rd</sup> Reading	<a href="#">Click here to enter a date.</a>
	<a href="#">Click here to enter a date.</a>

Attachments: Minutes from the April 13, 2016 Parks, Tree and Recreation Advisory Board meeting.

**CITY OF LARAMIE**  
**PARKS, TREE & RECREATION ADVISORY BOARD**  
*April 13, 2016*  
Minutes of Meeting

**MEMBERS:**

Present: Marius Favret, Larry Foianini, Jacque Stonum, Helen Coates, Steve Ropp,  
Dave Hammond

Not Present: Amy Williamson, Chris Dixon

**COUNCIL LIASON:** Paul Weaver (Present)

**GUESTS:** None Signed In

**STAFF**

Present: Todd Feezer, Parks & Recreation Director; Jodi Guerin, Recreation Manager,  
Tyler Shevling, IPM Maintenance Worker, Scott Hunter, Parks & Cemetery Supervisor

The regular meeting was called to order by Madam Chair Jacque Stonum at 6:30 pm.

**Consent Agenda:**

1. To approve the minutes from the March 9, 2016 regular meeting of the Parks, Tree and Recreation Advisory Board. (Feezer, pages 2-5)
2. To approve the renewal of an Adopt A Park Agreement with Laramie High School Personal Learning Services Class at Optimist Park (Feezer, pages 6-9)
3. To approve the renewal of an Adopt A Park Agreement with Robert and Leslie Waggener at Undine Park (Feezer, pages 10-13)
4. To approve Sponsorship Request from Laramie Jubilee Days for 1<sup>st</sup> Street Plaza and Depot Park during the 2016 LJD Event (Feezer, pages 14-15)

Motion by LF, seconded by MF, that the consent agenda be approved and that each specific action on the consent agenda be approved as indicated within the staff reports. (Items listed on the consent agenda are considered to be routine and will be enacted by one motion in the form listed above. There will be no separate discussion of these items unless a Board Member or citizen so requests, in which case the item will be removed from the consent agenda to the regular agenda.)

**Regular Agenda:**

1. Approval of Memorandum of Understanding between Basic Beginnings, Inc., The John P. Ellbogen Foundation, The Laramie Community Recreation Center and The Wyoming Early Childhood Partnership for use of the Child Care Room and storage at no charge (Feezer, pages 16-20)

Motion by LF, second by MF. Motion carried 6-0.

2. Annual Overview of IPM Operations presented by Tyler Shevling  
Questions were asked and discussion was made.

**Staff Reports FYI:**

Parks Division Staff Report, Greenbelt Counts Report – Scott Hunter  
Recreation Division Staff Report, Recreation Center Membership Report – Jodi Guerin  
Facilities Division Staff Report – Todd Feezer

**Upcoming Items:**

1. Rotary Club proposal to adopt and rename Optimist Park (May 18 Meeting)

**Other Business:**

Member of Leadership Laramie presented basis of idea for a gateway structure at Boswell and 3<sup>rd</sup> Street. Was directed to attend May 11 Meeting. May 11 is postponed to May 18.

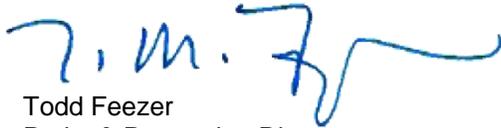
**Advisory Board Open Items:**

1. Parks, Tree and Recreation Advisory Board Goals/Retreat for April 27, 2016. (Discussion Item)  
Schedule – 5:30pm Parks Tour, 6:30pm Dinner/Goal Setting Session

**Next Regular Meeting Date:** Wednesday, May 18, 2016 at 6:30 pm

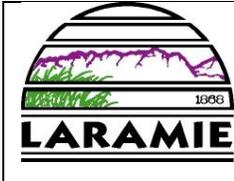
Meeting adjourned at 8:35 pm.

Respectfully Submitted,



Todd Feezer  
Parks & Recreation Director

**CITY OF LARAMIE COUNCIL REGULAR MEETING      May 17, 2016**



**Agenda Item: Resolution**

**Title:** Resolution 2016-    Designating Depositories for Depositing of Public Funds

**Recommended Council MOTION:**

Approve Resolution 2016-\_\_ designating American National Bank, Bank of the West, First Interstate Bank, Security First Bank, US Bank, Wells Fargo, Wyoming Bank and Trust, and Wyoming State Bank as depositories for depositing of Public Funds and to authorize the Mayor and Clerk to sign.

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**Administrative or Policy Goal:**

Wyo. Stat. § 9-4-817 provides that the Treasurer of the City of Laramie, Wyoming (City) shall deposit the public funds of the City, to the extent that they are not otherwise invested, in a financial institution designated as a depository by City Council.

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**Background:**

Wyo. Stat. § 9-4-817 provides that the Treasurer of the City of Laramie, Wyoming (City) shall deposit the public funds of the City, to the extent that they are not otherwise invested, in a financial institution designated as a depository by City Council. Eight local banks responded with formal applications for the depositing of Public Funds.

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**Legal/Statutory Authority:**

Wyo. Stat. § 9-4-806

Wyo. Stat. § 9-4-817

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**BUDGET/FISCAL INFORMATION:**

No budget impact.

**Responsible Staff:**    Malea Brown, 721-5223

**Attachments:**

1. Resolution 2016-
2. Applications submitted by said financial institutions

\_\_\_\_\_ City Manager    \_\_\_\_\_ City Attorney    \_\_\_\_\_ **Administrative Services**

RESOLUTION DESIGNATING DEPOSITORIES FOR DEPOSITING OF PUBLIC FUNDS FOR THE CITY OF LARAMIE, WYOMING.

Whereas, Wyo. Stat. § 9-4-817 provides that the Treasurer of the City of Laramie, Wyoming (City) shall deposit the public funds of City, to the extent they are not otherwise invested, in a financial institution designated as a depository by City Council.

Whereas, all depositories of public funds shall meet the statutory requirements of Wyo. Stat. § 9-4-806 including an Application for Deposit of Public Funds and a certified copy of a resolution adopted by the financial institution's Board of Directors. Copies of said resolution shall be filed with the City Treasurer and in the event of any change; the financial institution is required to notify the City Treasurer immediately.

Whereas, the following banks and financial institutions have made application to the City pursuant to Wyo. Stat. § 9-4-806 to be designated as official depository for the deposit of City public funds:

1. American National Bank;
2. Bank of the West;
3. First Interstate Bank;
4. Security First Bank;
5. US Bank;
6. Wells Fargo;
7. Wyoming Bank and Trust;
8. Wyoming State Bank.

Whereas, pursuant to Wyo. Stat. § 9-4-802, the City Attorney has reviewed the applications and supporting documents of the banks and financial institutions and all comply with State statutory requirements.

NOW THEREFORE THE CITY COUNCIL OF LARAMIE, WYOMING, RESOLVES:

Section 1. That, City Council hereby designates the following depositories for the monies of the City during the fiscal year 2017:

1. American National Bank;
2. Bank of the West;
3. First Interstate Bank;
4. Security First Bank;
5. US Bank;
6. Wells Fargo;
7. Wyoming Bank and Trust;
8. Wyoming State Bank.

Section 2. That, the designated depositories herein shall be conditioned upon the financial institution providing regular (quarterly) account statements to City Treasurer and upon the demand of the City Treasurer, the financial institution shall make payment to City of the deposit and interest accrued.

PASSED, APPROVED, AND ADOPTED THIS 17<sup>th</sup> day of May, 2016.

\_\_\_\_\_  
ATTEST

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK

## Application for Deposit of Public Funds

Laramie, Wyoming

September 28, 2015

Laramie City Council, Laramie, Wyoming:

Pursuant to the requirements of Wyoming Statutes Title 9, Chapter 4, Article 8, formal application is made by ANB Bank, a corporation organized and existing under the laws of Wyoming and having its office and principal place business in Laramie, County of Albany in the State of Wyoming to be a depository for municipal funds. The Bank is incorporated under the laws of the United States of America, and will offer securities up to the amount of unlimited dollars.

The bank offers the following described securities: Per Wyoming Statute 9-4-818

Total Amount: Unlimited

To be assigned and deposited with the City of Laramie Administrative Services Director as security for the safekeeping and prompt payment of all public moneys that may be deposited with it by the administrative services director, and for the faithful performance of its duties under the law as such depository.

By Order of the Board of Directors

President: \_\_\_\_\_

Cashier: \_\_\_\_\_

## RESOLUTION

WHEREAS, it is necessary for ANB Bank to properly secure the City of Laramie for all monies deposited in the bank by City Administrative Services Director;

WHEREAS, no deposit will be made in the bank by City Treasurer unless the deposit is properly secured, and the giving of proper security is one of the considerations for receiving the deposits;

WHEREAS, City Treasurer may, when furnished proper security, carry a maximum credit balance with the bank of unlimited Dollars;

WHEREAS, City Treasurer is willing to receive securities designated by laws of Wyoming as legal collateral security as security for the deposit;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of ANB Bank that any two of the following named persons, officers of the bank, are authorized and empowered to pledge to City Treasurer securities of this bank which are legal for collateral security for deposit of public funds, and which City Treasurer is willing to accept as collateral security, and in amounts and at the time the Treasurer and bank officers agree upon:

<u>Bank Officer's Name</u>	<u>Title</u>
<u>Kevin Paintner</u>	<u>Regional President</u>
<u>Susan Sturm</u>	<u>Senior Investment Officer and CFO</u>
<u>Brenda Williams</u>	<u>Senior Vice President -- Controller</u>
<u>Patrick Flanary</u>	<u>Vice President -- Regional Sr. Operations Officer</u>
<u>Wendy Good</u>	<u>AVP/Accounting Officer</u>
<u>Cori Hodel</u>	<u>AVP/Accounting Officer</u>

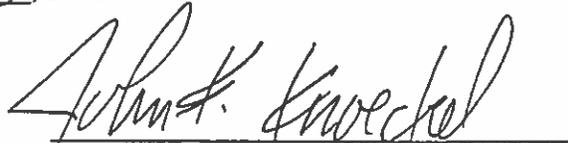
BE IT FURTHER RESOLVED that this authority given to the officers of the bank named herein to furnish collateral security to City Treasurer shall be continuing and shall be binding upon the bank until the authority given to the bank officers named herein is revoked or superseded by another resolution of this Board of Directors, verified copy of which shall be delivered by a representative of the bank to City Treasurer or mailed to City Treasurer by registered mail. The right given the officers named herein to pledge security as collateral also includes the right to give additional collateral security and to withdraw such collateral as City Treasurer is willing to surrender and the right to substitute one piece or lot of collateral for another, provided City Treasurer is willing to make such exchange or substitution.

BE IT FURTHER RESOLVED that the bank officers named herein are fully authorized and empowered to execute in the name of the bank such collateral pledge agreement in favor of City Treasurer as City Treasurer requires, and any collateral pledge agreement executed or any act done by the bank officers named herein under the authority of this Resolution shall be as binding and effective upon this bank as though authorized by specific Resolution of the Board of Directors of this Bank.

# CERTIFICATION

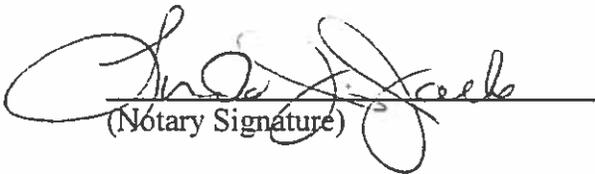
I, John F Knoeckel, Secretary of the ANB Bank do hereby certify that the foregoing is a true and correct copy of a Resolution adopted by the Board of Directors of said bank at a valid meeting thereof, held in its place of business this 28th day of September 28, 2015; that said Resolution has been included in the minutes of said meeting of the minutes book which constitutes a part of said Bank's permanent records and that the seal affixed thereto is the official corporate seal of said Bank.

Dated this 13<sup>th</sup> day of November, 2015

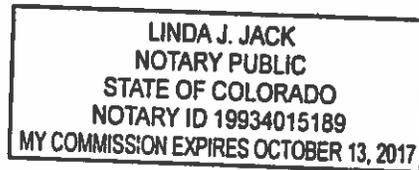
  
(Signature)

Notary:

Subscribed and sworn to me this 13<sup>th</sup> day of NOVEMBER, 2015

  
(Notary Signature)

(Affix Seal)



APPLICATION FOR DEPOSIT OF PUBLIC FUNDS  
FOR THE YEAR 2016

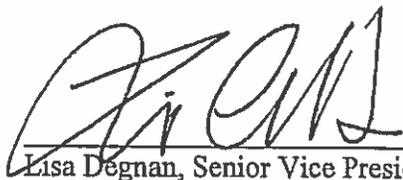
San Francisco, CA  
October 29, 2015

Sirs:

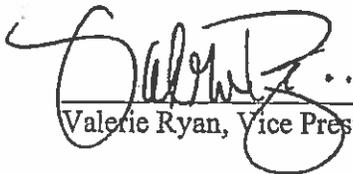
Pursuant to the requirements of W.S. 9-4-818, formal application is made by Bank of the West, a corporation organized and existing under the laws of the United States and having its office and principal place of business in the City of San Francisco, CA in the County of San Francisco with a Branch Office in the City of Laramie in the County of Albany in the State of Wyoming, to be designated a Public Depository.

The Bank will offer securities up to an unlimited amount to be assigned to and deposited with the Albany County Treasurer as security for the safekeeping and prompt payment of all public moneys that may be deposited with it by said Treasurer, and for the faithful performance of its duties under the law as such depository.

By order of the Board of Directors



\_\_\_\_\_  
Lisa Degnan, Senior Vice President – Regional Manager



\_\_\_\_\_  
Valerie Ryan, Vice President – Regional Customer Service Manager

## SECRETARY'S CERTIFICATE

I hereby certify that I am the Assistant Secretary of Bank of the West, a California State Banking Corporation, located in San Francisco, California, and that I have been duly appointed and am presently serving in that capacity in accordance with the by-laws of Bank of the West.

I further certify that at a meeting of the Board of Directors duly called and convened on January 18, 2006 at which a quorum was present and acting throughout, the following resolutions were duly adopted and, as of the date of this certificate, have not been rescinded, superceded or amended:

WHEREAS, Bank of the West (the "Bank") has branches in the following states: Arizona, California, Colorado, Idaho, Iowa, Kansas, Minnesota, Missouri, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Utah, Washington, Wisconsin and Wyoming;

WHEREAS, the Bank proposes to authorize certain of its officers to accept public funds placed on deposit by any of the above listed States and their counties, municipalities and other political subdivisions ("Public Depositors") and to authorize such officers to give security for the safekeeping and prompt payment of such public deposits;

NOW, THEREFORE, it is hereby

RESOLVED, that the Bank agrees to accept public deposits from the above identified Public Depositors and to give security for the safekeeping and prompt payment of such public deposits, all in accordance with such State laws and regulations as govern the making of such public deposits and giving security for such public deposits; and be it further

RESOLVED, any two of the officers of the Bank listed below under the designation Group I are authorized to make, execute, deliver, certify, amend and terminate, in the name and on behalf of the Bank any and all contracts, instruments, documents, agreements and other writings, including security agreements concerning the pledging of collateral securities for public deposits, and to perform any and all acts in the name and on behalf of the Bank as are deemed by the officers to be appropriate in connection with the establishment and maintenance of public deposits at the Bank by Public Depositors, upon such terms and conditions as such officers deem appropriate; and be it further

RESOLVED; any one of the officers of the Bank listed below under the designation Group I are authorized to execute orders of withdrawal or substitution of and to make additions to securities held by any Agent of Depository or other depository or

collateral agent of the Bank in connection with security agreements concerning pledging of collateral securities for public deposits; and be it further

RESOLVED, as used herein the officer designation Group I consists of the officers listed below:

Chairman of the Board  
President  
Vice Chairman  
Chief Executive Officer  
Chief Financial Officer  
Chief Operating Officer  
Senior Executive Vice President  
Executive Vice President  
Senior Vice President  
Vice President  
Secretary  
Treasurer;

and be it further

RESOLVED, that the proper officers of the Bank, and each of them, shall be and they hereby are authorized and directed to prepare and file any and all required applications for regulatory approvals or notifications with respect to the acceptance of public deposits from the above identified Public Depositors and the giving of security for such public deposits, without limitation, any applications or notifications required to be filed with the California Department of Financial Institutions or other regulatory agencies having jurisdiction with respect to the transactions contemplated hereby; and be it further

RESOLVED, the foregoing resolutions add the states of Kansas, Missouri and Oklahoma to the list of states in which the Bank has branches and supersede the prior resolutions regarding public deposits adopted by the Board of Directors on January 19, 2005.

In witness whereof, I have hereupon set the seal of Bank of the West this 1<sup>st</sup> day of October 2015.

  
Elisabeth de Saussure  
Assistant Secretary





First Interstate Bank  
401 North 31st Street  
P.O. Box 30918  
Billings, MT 59116-0918  
406-255-5000  
Internet Website: [www.firstinterstatebank.com](http://www.firstinterstatebank.com)  
Internet E-Mail: [fib@firstinterstatebank.com](mailto:fib@firstinterstatebank.com)

January 31, 2016

CITY OF LARAMIE  
PO BOX C  
LARAMIE, WY 82073-0830

RE: 2016 Application for Public Funds

To Whom it May Concern:

Please accept First Interstate Bank's application for the deposit of Public Funds accounts. Your deposits are insured to a balance of \$250,000.00 by the Federal Deposit Insurance Corporation. We will be happy to pledge additional securities as necessary to cover increasing deposit balances.

Enclosed, please find a certified copy of the Board of Directors Public Funds Resolution which was passed at the annual meeting on January 19, 2016. This document authorizes First Interstate Bank to accept Public Funds Deposits and authorizes certain officers to furnish collateral security for such deposits. Also enclosed is the Application for Public Funds and a copy of the year end RC Schedule from the Call Report.

May we take this opportunity to express our appreciation for your past patronage, and we look forward to serving you in the future.

Sincerely,

A handwritten signature in black ink that reads 'Kathy Schoenbeck'.

Kathy Schoenbeck  
Money Desk Manager  
First Interstate Bank

Enclosures

## APPLICATION FOR DEPOSIT OF PUBLIC FUNDS

---

Sheridan, Wyoming

January 31, 2016

To Whom It May Concern:

In connection with the State Requirements, formal application is hereby made by the First Interstate Bank, a corporation duly organized and existing under and by virtue of the laws of the State of Montana and having its office and principal place of business in the City of Billings in the State of Montana, to be designated an authorized Depository.

First Interstate Bank agrees to furnish and pledge securities as provided for in Wyoming Statute 9-4-821:

See Attached List if applicable

To be assigned to the entity as security for the safekeeping and prompt payment of all public moneys that may be deposited with the entity and for the faithful performance of its duties under the aforesaid law as such depository.

Attached hereto is a printed copy of our last report of condition to the State Examiner of Wyoming and we append hereto and the same is made a part hereof, the verified Statement of Condition of the banks at the close of business on this date.

By order of the Board of Directors

  
\_\_\_\_\_  
Kirk Jensen, SVP, Corporate Secretary

  
\_\_\_\_\_  
James R. Scott, Chair FIB Board

FIRST INTERSTATE BANK

DATE APPROVED BY BOARD-JANUARY 19, 2016

PUBLIC FUNDS RESOLUTION

WHEREAS, it is necessary for First Interstate Bank to properly secure the political division or subdivision for all monies deposited in the bank by the Treasurer of the political division or subdivision, hereinafter called the Treasurer; and

WHEREAS, no deposit will be made in the bank by the Treasurer unless the deposit is properly secured, and the giving of proper security is one of the considerations for receiving the deposits; and

WHEREAS, The Treasurer may, when furnished proper security, carry an unlimited credit balance with the bank; and

WHEREAS, the Treasurer is willing to receive securities designated by laws of Wyoming as legal collateral security as security for the deposit;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the depository bank that any two of the following named persons, officers of the bank, are authorized and empowered to pledge to the Treasurer of the state or political subdivision securities of this bank which are legal for collateral security for deposit of public funds, and which the Treasurer is willing to accept as collateral security, and in amounts and at the time the Treasurer and bank officers agree upon: <sup>1</sup>

Larry Johns	Treasurer
Kevin Riley	President and Chief Executive Officer
Marcy Mutch	Chief Financial Officer

BE IT FURTHER RESOLVED that this authority given to the officers of the bank named herein to furnish collateral security to the Treasurer shall be continuing and shall be binding upon the bank until the authority given to the bank officers named herein is revoked or superseded by another resolution of this Board of Directors, verified copy of which shall be delivered by a representative of the bank to the Treasurer or mailed to the Treasurer by registered mail. The right given the officers named herein to pledge security as collateral also includes the right to give additional collateral security and to withdraw such collateral as the Treasurer is willing to surrender and the right to substitute one piece or lot of collateral for another, provided the Treasurer is willing to make such exchange or substitution.

BE IT FURTHER RESOLVED the bank officers named herein are fully authorized and empowered to execute in the name of the bank such collateral pledge agreement in favor of the Treasurer as the Treasurer requires, and any collateral pledge agreement executed or any act done by the bank officers named herein under the authority of this Resolution shall be as binding and effective upon this bank as though authorized by specific Resolution of the Board of Directors of this Bank.

The Board agrees that the authority herein granted is irrevocable, and the depository hereby for itself, its successors and assigns, ratified and confirms whatever said attorney shall do by virtue of this authorization.

SEAL

  
James F. Scott, Chairman

I, the undersigned, Secretary of First Interstate Bank, a Corporation, do hereby certify that the above and foregoing is a full, true and correct copy of a resolution duly ratified by the Board of Directors of said Corporation, at a meeting of said Board duly called and held, and at which a quorum of said Board was present on the 19<sup>th</sup> day of January, 2016, and that said resolution is duly entered upon the minute book of said Corporation, and that it is in full force and effect at this time.

  
Kirk Jensen, Corporate Secretary

\*The Officer certifying this resolution shall have such authority and shall not be designated under numbered paragraph 3 above.



# Consolidated Report of Condition for Insured Banks and Savings Associations for December 31, 2015

All schedules are to be reported in thousands of dollars. Unless otherwise indicated, report the amount outstanding as of the last business day of the quarter.

## Schedule RC—Balance Sheet

		Dollar Amounts in Thousands			
			Bil	Mil	Thou
<b>Assets</b>					
1. Cash and balances due from depository institutions (from Schedule RC-A):					
a. Noninterest-bearing balances and currency and coin <sup>(1)</sup> .....		RCON0081		131,673	1.a.
b. Interest-bearing balances <sup>(2)</sup> .....		RCON0071		651,762	1.b.
2. Securities:					
a. Held-to-maturity securities (from Schedule RC-B, column A) .....		RCON1754		601,150	2.a.
b. Available-for-sale securities (from Schedule RC-B, column D) .....		RCON1773		1,453,294	2.b.
3. Federal funds sold and securities purchased under agreements to resell:					
a. Federal funds sold .....		RCONB987		563	3.a.
b. Securities purchased under agreements to resell <sup>(3)</sup> .....		RCONB989		0	3.b.
4. Loans and lease financing receivables (from Schedule RC-C):					
a. Loans and leases held for sale .....		RCON5369		52,875	4.a.
b. Loans and leases, net of unearned income .....		RCONB528	5,189,595		4.b.
c. LESS: Allowance for loan and lease losses .....		RCON3123	76,817		4.c.
d. Loans and leases, net of unearned income and allowance (item 4.b minus 4.c) .....		RCONB529	5,112,778		4.d.
5. Trading assets (from Schedule RC-D) .....		RCON3545		0	5.
6. Premises and fixed assets (including capitalized leases) .....		RCON2145		184,983	6.
7. Other real estate owned (from Schedule RC-M) .....		RCON2150		6,254	7.
8. Investments in unconsolidated subsidiaries and associated companies .....		RCON2130		5,827	8.
9. Direct and indirect investments in real estate ventures .....		RCON3656		0	9.
10. Intangible assets:					
a. Goodwill .....		RCON3163		203,200	10.a.
b. Other intangible assets (from Schedule RC-M) .....		RCON0426		26,218	10.b.
11. Other assets (from Schedule RC-F) .....		RCON2160		268,605	11.
12. Total assets (sum of items 1 through 11) .....		RCON2170		8,699,182	12.

(1) Includes cash items in process of collection and unposted debits.

(2) Includes time certificates of deposit not held for trading.

(3) Includes all securities resale agreements, regardless of maturity.

**Schedule RC—Continued**

Dollar Amounts in Thousands

		Bil	Mill	Thou	
<b>Liabilities</b>					
<b>13. Deposits:</b>					
a. In domestic offices (sum of totals of columns A and C from Schedule RC-E) .....	RCON2200		7,087,074		13.a.
(1) Noninterest-bearing <sup>(1)</sup> .....	RCON6631	1,823,828			13.a.(1)
(2) Interest-bearing .....	RCON6636	5,263,246			13.a.(2)
b. Not applicable					
<b>14. Federal funds purchased and securities sold under agreements to repurchase:</b>					
a. Federal funds purchased <sup>(2)</sup> .....	RCONB993		0		14.a.
b. Securities sold under agreements to repurchase <sup>(3)</sup> .....	RCONB995	565,567			14.b.
15. Trading liabilities (from Schedule RC-D) .....	RCON3548		0		15.
16. Other borrowed money (includes mortgage indebtedness and obligations under capitalized leases) (from Schedule RC-M) .....	RCON3190		7,887		16.
17. Not applicable					
18. Not applicable					
19. Subordinated notes and debentures <sup>(4)</sup> .....	RCON3200		0		19.
20. Other liabilities (from Schedule RC-G) .....	RCON2930	64,640			20.
21. Total liabilities (sum of items 13 through 20) .....	RCON2948		7,725,168		21.
22. Not applicable .....					22.
<b>Equity Capital</b>					
<b>Bank Equity Capital</b>					
23. Perpetual preferred stock and related surplus .....	RCON3838		0		23.
24. Common stock .....	RCON3230	50,000			24.
25. Surplus (exclude all surplus related to preferred stock) .....	RCON3839	496,188			25.
26.					
a. Retained earnings .....	RCON3632	427,042			26.a.
b. Accumulated other comprehensive income <sup>(5)</sup> .....	RCONB530	784			26.b.
c. Other equity capital components <sup>(6)</sup> .....	RCONA130	0			26.c.
27.					
a. Total bank equity capital (sum of items 23 through 26.c) .....	RCON3210	974,014			27.a.
b. Noncontrolling (minority) interests in consolidated subsidiaries .....	RCON3000	0			27.b.
28. Total equity capital (sum of items 27.a and 27.b) .....	RCONG105	974,014			28.
29. Total liabilities and equity capital (sum of items 21 and 28) .....	RCON3300	8,699,182			29.

(1) Includes noninterest-bearing demand, time, and savings deposits.

(2) Report overnight Federal Home Loan Bank advances in Schedule RC, item 16, "Other borrowed money."

(3) Includes all securities repurchase agreements, regardless of maturity.

(4) Includes limited-life preferred stock and related surplus.

(5) Includes, but is not limited to, net unrealized holding gains (losses) on available-for-sale securities, accumulated net gains (losses) on cash flow hedges, and accumulated defined benefit pension and other postretirement plan adjustments.

(6) Includes treasury stock and unearned Employee Stock Ownership Plan shares.

# Schedule RC—Continued

## Memoranda

To be reported with the March Report of Condition.

		Number	
1. Indicate in the box at the right the number of the statement below that best describes the most comprehensive level of auditing work performed for the bank by independent external auditors as of any date during 2014 .....			
		RCON6724	N/A
M.1.			
1 = Independent audit of the bank conducted in accordance with generally accepted auditing standards by a certified public accounting firm which submits a report on the bank	4 = Directors' examination of the bank conducted in accordance with generally accepted auditing standards by a certified public accounting firm (may be required by state chartering authority)		
2 = Independent audit of the bank's parent holding company conducted in accordance with generally accepted auditing standards by a certified public accounting firm which submits a report on the consolidated holding company (but not on the bank separately)	5 = Directors' examination of the bank performed by other external auditors (may be required by state chartering authority)		
3 = Attestation on bank management's assertion on the effectiveness of the bank's internal control over financial reporting by a certified public accounting firm	6 = Review of the bank's financial statements by external auditors		
	7 = Compilation of the bank's financial statements by external auditors		
	8 = Other audit procedures (excluding tax preparation work)		
	9 = No external audit work		

		MWDD	
To be reported with the March Report of Condition.			
2. Bank's fiscal year-end date .....		RCON8678	N/A
M.2.			



APPLICATION FOR DEPOSIT OF PUBLIC FUNDS

March 11, 2016

Louise K. Johnson  
City of Laramie  
Administrative Services Department  
P.O. Box C  
Laramie, WY 82073

Dear Ms. Johnson:

Pursuant to the requirements of W.S. 9-4-802-807, formal application is made by Security First Bank, a corporation organized and existing under and by virtue of the laws of the State of Wyoming and having its office and principal place of business in the City of Cheyenne, County of Laramie, State of Wyoming, to be designated a Public Depository.

For 2016, the deposited amounts will be restricted to a maximum of \$250,000.00, and all deposited monies will be insured under FDIC insurance limits.

By order of Security First Bank's Board of Directors, in its Public Funds Resolution dated October 20, 2015.

  
\_\_\_\_\_

Leslie D. Swidecki, Vice President Operations and Finance

State of Wyoming  
County of Laramie

I, Leslie Swidecki, VP Operations/Finance at Security First Bank, Cheyenne, WY,  
solemnly swear that the attached Statement of Condition dated 3/10/2016 is true to  
the best of my knowledge and belief.

*Leslie Swidecki*

Leslie Swidecki  
VP Operations  
(307) 775-6571

On this 11<sup>th</sup> day of march, 2016, Leslie Swidecki, VP Operations,  
personally appeared before me, who is personally known to be the signer of the  
above statement and she acknowledged that she executed it.

*Nancy M. Bocanegra*  
\_\_\_\_\_  
Notary Public

My commission expires: 6/24/16





# SECURITY FIRST BANK

Just Right Banking

500 West 18th Street, Cheyenne, WY 82001 307-775-6500

2501 East Lincolnway, Cheyenne, WY 82001 307-775-6500

608 Grand Avenue, Laramie, WY 82070 307-721-2111

## PUBLIC FUNDS RESOLUTION BY THE BOARD OF DIRECTORS

WHEREAS, it is necessary for Security First Bank, Cheyenne, WY to properly secure the political division or subdivision for all monies deposited in the bank by the Treasurer of the political division or subdivision, hereinafter called the Treasurer; and

WHEREAS, no deposit will be made in the bank by said Treasurer unless the deposit is properly secured, and the giving of proper security is one of the considerations for receiving the deposits; and

WHEREAS, the Treasurer may, when furnished proper security, carry a maximum credit balance with said bank of (maximum) Dollars; and

WHEREAS, the Treasurer is willing to receive securities designated by laws of State of Wyoming as legal collateral security as security for such deposit;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of Security First Bank that any one of the following named persons, officers of Security First Bank, are authorized and empowered to pledge to the Treasurer of the said State or political subdivision such securities of Security First Bank which as may be legal for collateral security for deposit of public funds, and which the said Treasurer is willing to accept as collateral security, and in such amounts and at such time the Treasurer and Security First Bank officers may agree upon; Ron Van Voast, President/CEO, Robert E. Jacobson, VP Loans, and Leslie D. Swidecki, VP Operations.

BE IT FURTHER RESOLVED that this authority given to the officers of Security First Bank named herein to furnish collateral security to the Treasurer shall be continuing and shall be binding upon Security First Bank until the authority given to Security First Bank's officers named herein is revoked or superseded by another resolution of this Board of Directors, verified copy of which shall be delivered by a representative of Security First Bank to the Treasurer or mailed to the Treasurer by registered mail. The right given the officers named herein to pledge security as collateral also includes the right to give additional collateral security and to withdraw such collateral as the Treasurer is willing to surrender and the right to substitute one piece of or lot of collateral for another, provided the Treasurer is willing to make such exchange or substitution.

BE IT FURTHER RESOLVED that Security First Bank officers named herein are fully authorized and empowered to execute in the name of Security First Bank such collateral pledge agreement in favor of the said Treasurer as the said Treasurer may require, and any collateral pledge agreement so executed or any act done by Security First Bank's officers named herein under the authority of this Resolution shall be as binding and effective up Security First Bank as through authorized by specific Resolution of the Board of Directors of Security First Bank.

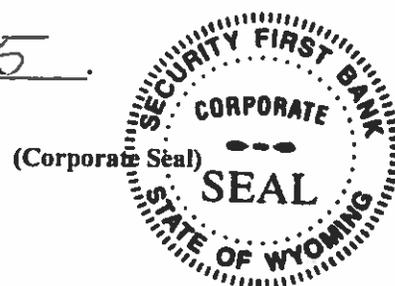
### \*\*\*\*\* CERTIFICATE \*\*\*\*\*

I, Amy Dooley, Corporate Secretary of the Security First Bank of Cheyenne, Wyoming, do hereby certify that the foregoing is a true and correct copy of a Resolution adopted by the Board of Directors of Security First Bank at a valid meeting thereof, held on this 20th day of October, 2015; that said Resolution is included in the minutes of said meeting in the minute book, which constitutes a part of Security First Bank's permanent records, and that the seal affixed hereto is the official corporate seal of Security First Bank.

Dated this 20 day of October 2015.

By: Amy Dooley  
Amy Dooley, Corporate Secretary

Witness: Bernadene Dooley



SECURITY FIRST BANK  
 FINANCIAL MANAGEMENT SYSTEM  
 CONDENSED STATEMENT OF FINANCIAL CONDITION

NET BAL  
 CHANGE

PREVIOUS  
 BALANCE

TODAYS  
 CREDITS

TODAYS  
 DEBITS

CURRENT PCT OF  
 BALANCE INCOME

975.97

149,721.52

1,122.79

146.82

12.07

5,109.78

838,224.39

7,478.55

2,368.77

67.55

9.94

85,836.25

9.94

.00

6.87

6,095.69

1,073,782.16

8,611.28

2,515.59

86.49

566.16

92,265.17

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566.16

7.43

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566.16

92,266.02

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566.16

7.43

5,529.53

981,516.14

8,611.28

1,949.43

79.06

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301.00

62,319.26

326.00

25.00

5.01

396.31

123,683.44

396.31

.00

9.93

697.31

186,002.70

722.31

25.00

14.95

485.46

495,366.03

.00

485.46

39.71

8,741.25-

95,928.44

8,741.25

.00

6.98

273.70

272,443.11

.00

273.70

21.84

7,982.09-

863,737.58

8,741.25

759.16

68.54

14,208.93

309,052.67

592.34

1,215.27

25.89

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.00

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14,208.93

309,052.67

592.34

1,215.27

25.89

INTEREST INCOME-INVESTMENT SECURITIES  
 INTEREST INCOME-LOANS  
 LOAN FEES, DISCOUNTS, & LATE CHARGES  
 \* TOTAL INTEREST INCOME \*  
 DEPOSIT INTEREST EXPENSE  
 OTHER INTEREST EXPENSE  
 \* TOTAL INTEREST EXPENSE \*  
 \*\*NET INTEREST INCOME\*\*  
 PROVISION FOR LOAN LOSSES  
 GAIN-INVESTMENTS SECURITIES  
 LOSS-INVESTMENT SECURITIES  
 NET PROFIT-SALE OF LOANS  
 OTHER GAINS/(LOSSES)  
 TRUST INCOME  
 SERVICE CHARGE INCOME  
 OTHER INCOME  
 \* TOTAL NON-INTEREST INCOME \*  
 SALARIES & BENEFITS EXPENSE  
 OCCUPANCY EXPENSE-NET  
 OTHER EXPENSES  
 \* TOTAL NON-INTEREST EXPENSE \*  
 \*\*NET INCOME (BEFORE TAXES)\*\*  
 FEDERAL & STATE TAX EXPENSE  
 \*\*\*NET INCOME (AFTER TAXES)\*\*\*

SECURITY FIRST BANK  
 FINANCIAL MANAGEMENT SYSTEM  
 CONDENSED STATEMENT OF FINANCIAL CONDITION

	POSTED MAR '16	POSTED FEB '16	POSTED MAR '15	POSTED OCT '15-MAR '16	POSTED OCT '14-MAR '15
INTEREST INCOME-INVESTMENTS	10,010.92	30,027.72	23,333.60	150,697.49	129,176.68
INTEREST INCOME-LOANS	50,931.41	150,585.15	178,478.65	843,334.17	951,958.49
LOAN FEES, DISCOUNTS, & LATE CHARGES	182.54	1,791.81	2,132.44	85,846.19	105,828.99
* TOTAL INTEREST INCOME *	61,124.87	182,404.68	203,944.69	1,079,877.85	1,186,964.16
DEPOSIT INTEREST EXPENSE	5,656.43	16,336.55	18,661.15	92,831.33	113,441.19
OTHER INTEREST EXPENSE	.00	.85	.00	.85	347.73
* TOTAL INTEREST EXPENSE *	5,656.43	16,337.40	18,661.15	92,832.18	113,788.92
**NET INTEREST INCOME**	55,468.44	166,067.28	185,283.54	987,045.67	1,073,175.24
PROVISION FOR LOAN LOSSES	.00	.00	.00	.00	.00
GAIN-INVESTMENT SECURITIES	.00	.00	.00	5,271.41	3,813.78
LOSS-INVESTMENT SECURITIES	.00	.00	.00	.00	.00
NET PROFIT-SALE OF LOANS	.00	.00	.00	.00	.00
OTHER GAINS / (LOSSES)	.00	.00	.00	.00	.00
TRUST INCOME	.00	.00	.00	.00	.00
SERVICE CHARGE INCOME	3,527.00	13,500.89	14,042.27	62,620.26	86,784.04
OTHER INCOME	6,524.54	18,806.52	16,540.39	124,079.75	126,029.10
* TOTAL NON-INTEREST INCOME *	10,051.54	32,307.41	30,582.66	186,700.01	212,813.14
SALARIES & BENEFITS EXPENSE	38,493.67	86,943.74	83,643.70	495,851.49	512,725.04
OCCUPANCY EXPENSE-NET	6,852.61	21,878.47	23,330.53	87,187.19	121,344.83
OTHER EXPENSES	18,609.25	42,179.04	53,301.34	272,716.81	290,277.62
* TOTAL NON-INTEREST EXPENSE *	50,250.31	151,001.25	160,275.57	855,755.49	924,347.49
**NET INCOME (BEFORE TAXES)**	15,269.67	47,373.44	55,590.63	323,261.60	365,454.67
FEDERAL & STATE TAX EXPENSE	.00	.00	.00	.00	.00
***NET INCOME (AFTER TAXES)***	15,269.67	47,373.44	55,590.63	323,261.60	365,454.67

\*\*\*\*\*  
 \*PROFIT / (LOSS) FISCAL MTD & YTD COMPARISON\*  
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EOM BAL  
 MAR '16

EOM BAL  
 FEB '16

EOM BAL  
 MAR '15

EOM BAL  
 MAR '15

AMOUNT PERCENT

AMOUNT PERCENT

AMOUNT PERCENT

	EOM BAL MAR '16	EOM BAL FEB '16	AMOUNT PERCENT	AMOUNT PERCENT	EOM BAL MAR '15	AMOUNT PERCENT
* TOTAL CASH & CASH ITEMS *	603,457.45	493,082.62	110,374.83	22.38	494,674.12	108,783.33
BANK OF THE WEST-CHEYENNE, WY	.00	.00	.00	100.00	.00	.00
FIFTH THIRD BANK-CINCINNATI, OH	109,997.86	163,001.92	53,004.06	32.51	45,138.67	64,859.19
FIRST STATE BANK-SCOTTSDUFF, NE-MORTG DIV	38,077.99	38,077.99	1,000.00	2.62	45,977.99	6,900.00
US BANK-LINCOLN, NE	378,255.56	378,255.56	.00	.00	378,671.73	416.17
BANKERS BANK OF WEST-DENVER, CO	976,452.89	952,022.77	24,430.12	2.56	1,352,117.15	375,664.26
FIRST STATE BANK-SCOTTSDUFF, NE-MMDA	.00	.00	.00	100.00	.00	.00
FIRST STATE BANK-SCOTTSDUFF, NE	22,532.24	29,636.58	7,104.34	23.97	44,761.35	22,229.11
BEAR CAR WASH-GREELEY, CO	.00	.00	.00	100.00	.00	.00
* TOTAL DUE FROM BANKS *	1,526,316.54	1,560,994.82	34,678.28	2.22	1,866,666.89	340,350.35
FEDERAL RESERVE BANK-DENVER, CO	2,003,863.66	2,003,474.18	389.48	.01	4,113,135.63	2,109,271.97
FEDERAL HOME LOAN BANK-SEATTLE, WA	309,424.20	309,424.20	.00	.00	84,554.68	224,869.52
TRAVELER'S EXPRESS- ISSUED	.00	.00	.00	100.00	50,997.85	50,997.85
* TOTAL EARNING BANK ACCOUNTS *	309,424.20	309,424.20	.00	.00	33,556.63	275,867.37
* TOTAL CASH & DUE FROM BANKS *	4,443,061.85	4,366,975.82	76,086.03	1.74	6,508,033.47	2,064,971.62
* TOTAL FEDERAL FUNDS-SOLD *	6,168,000.00	4,382,000.00	1,786,000.00	40.75	10,815,000.00	4,647,000.00
* TOTAL INVESTMENT SECURITIES *	17,189,619.71	17,670,778.11	481,158.40	2.72	14,254,594.16	2,935,025.55
ML- HELD FOR SALE	568,206.79	545,701.55	22,505.24	4.12	472,806.01	95,400.78
HELOC	1,499,766.17	1,455,763.00	44,003.17	3.02	1,276,187.08	223,579.09
ML-CONST & LAND DEVELOPMENT	655,174.81	655,474.49	299.68	.04	1,418,875.43	763,700.62
ML-FARMLAND	1,555,132.54	1,555,194.65	62.11	.00	945,894.81	609,237.73
ML-1 TO 4 FAMILY	5,249,970.31	5,263,662.51	13,692.20	.26	4,696,074.38	553,895.93
ML-1 TO 4 FAMILY JR	148,388.58	161,843.91	13,455.33	8.31	286,975.23	138,586.65
ML-MULTI-FAMILY	1,341,580.06	1,350,419.42	8,839.36	.65	1,809,526.23	467,946.17
ML-COMMERCIAL RE	17,481,412.35	17,383,360.85	98,051.50	.56	17,517,436.43	36,024.08
AGRICULTURE	1,516,575.00	1,579,575.21	63,000.21	3.98	810,000.00	706,575.00
COMMERCIAL & FLOOR PLANS	4,554,712.85	4,376,678.82	178,034.03	4.06	4,588,607.45	33,894.60
CONSUMER LOANS	1,115,455.57	1,145,661.23	30,205.66	2.63	1,215,835.73	100,380.16
OTHER LOANS (IDR, LEASE, OD, DDL, IN-PROC)	4,391,832.04	4,405,850.38	14,018.34	.31	4,531,811.80	139,979.76
NONPOST-LOANS (NET)	7,000.00	2,239.00	9,239.00	412.63	.00	7,000.00
NONPOST-DDL (NET)	.00	.00	.00	100.00	.00	.00
LAS-HOLDING ACCOUNTS	9,061.36	9,061.36	9,061.36	999.99	15,816.40	6,755.04
* TOTAL LOANS *	40,094,268.43	39,876,947.02	217,321.41	.54	39,585,846.98	508,421.45
UNEARNED INCOME	.00	.00	.00	100.00	.00	.00
ALLOWANCE FOR LOAN LOSSES	1,119,977.88	1,119,814.47	163.41	.01	1,132,141.37	12,163.49
* TOTAL LOANS (NET) *	38,974,290.55	38,757,132.55	217,158.00	.56	38,453,705.61	520,584.94
* TOTAL FIXED ASSETS (NET)	3,152,768.94	3,152,768.94	.00	.00	3,277,226.42	124,457.48
TOTAL OREO *	58,574.84	58,574.84	.00	.00	77,999.79	19,424.95
SERVICING RIGHTS & GOODWILL	.00	.00	.00	100.00	.00	.00
IENC- INVESTMENTS & LOANS	239,183.82	257,249.53	18,065.71	7.02	239,674.11	490.29
OTHER ASSETS	124,983.04	121,662.32	3,320.72	2.72	121,742.84	3,240.20
NONPOST-FMS (NET)	.00	.00	.00	100.00	.00	.00
EIM ADJUST & POST-THRU CRT	.00	.00	.00	100.00	.00	.00
**TOTAL ASSETS**	70,350,482.75	68,767,142.11	1,583,340.64	2.30	73,747,976.40	3,397,493.65
						4.60-

SECURITY FIRST BANK  
 FINANCIAL MANAGEMENT SYSTEM  
 CONDENSED STATEMENT OF FINANCIAL CONDITION

	EOM BAL MAR '16	EOM BAL FEB '16	--COMPARISON-- AMOUNT PERCENT	EOM BAL MAR '15	--COMPARISON-- AMOUNT PERCENT
*****					
* L I A B I L I T I E S *					
*****					
DEMAND DEPOSIT ACCOUNTS	16,909,242.79	16,277,284.15	631,958.64 3.88	19,579,178.02	2,669,935.23- 13.63-
NONPOST-DDA (NET)	4,580.94	2,122.25-	6,703.19 315.85-	3,964.61	616.33 15.54
MMA ACCOUNTS	6,985,172.12	6,409,629.11	578,543.01 9.02	6,099,959.36	888,212.76 14.56
BPM EXCEPTIONS & DDA TRANSFERS	6,856,336.01	6,586,374.86	269,961.15 4.09	6,772,670.96	83,665.05 1.23
SAVINGS ACCOUNTS	145.00	.00	145.00 999.99	.00	145.00 999.99
NONPOST-SAVINGS (NET)	8,342,635.46	8,268,463.40	74,172.06 .89	7,783,336.61	559,298.85 7.18
CERTIFICATES OF DEPOSIT	645.00	400.00	245.00 61.25	.00	645.00 999.99
NONPOST-COD (NET)	24,299,182.16	24,269,695.32	29,486.84 .12	26,781,968.90	2,482,786.74- 9.27-
* TOTAL DEPOSITS *	63,390,487.60	61,813,169.09	1,577,318.51 2.55	67,013,149.24	3,622,661.64- 5.40-
RETAIL REPO AGREEMENTS	.00	.00	.00 100.00	.00	.00 100.00
FEDERAL FUNDS-PURCHASED	.00	.00	.00 100.00	.00	.00 100.00
LIMITED PARTNERSHIP NOTES	.00	.00	.00 100.00	.00	.00 100.00
DISCOUNT WINDOW	.00	.00	.00 100.00	.00	.00 100.00
FHLBANK SEATTLE, WA-BORROWING ADV	.00	.00	.00 100.00	.00	.00 100.00
OBLIGATIONS UNDER CAPITALIZED LEASES	.00	.00	.00 100.00	.00	.00 100.00
* TOTAL BORROWED FUNDS *	.00	.00	.00 100.00	.00	.00 100.00
INTEREST PAYABLE ON DEPOSITS	30,307.44	27,575.54	2,731.90 9.90	9,335.40	20,972.04 224.65
OTHER LIABILITIES	147,787.68	159,767.12	11,979.44- 7.49-	81,069.06	66,718.62 82.29
*TOTAL LIABILITIES*	63,568,582.72	62,000,511.75	1,568,070.97 2.52	67,103,553.70	3,534,970.98- 5.26-
COMMON STOCK	770,000.00	770,000.00	.00 .00	770,000.00	.00 .00
SURPLUS	3,546,564.99	3,546,564.99	.00 .00	3,520,014.99	26,550.00 .75
ADDITIONAL PAID IN CAPITAL	.00	.00	.00 100.00	.00	.00 100.00
UNREALIZED GAIN/LOSS INVESTMENTS	9,529.04-	9,529.04-	.00 .00	50,430.83	59,959.87- 118.89-
YEAR-TO-DATE INCOME	323,261.60	307,991.93	15,269.67 4.95	365,454.67	42,193.07- 11.54-
UNDIVIDED PROFITS	2,151,602.48	2,151,602.48	.00 .00	1,938,522.21	213,080.27 10.99
* TOTAL CAPITAL *	6,781,900.03	6,766,630.36	15,269.67 .22	6,644,422.70	137,477.33 2.06
**TOTAL LIABILITIES & CAPITAL**	70,350,482.75	68,767,142.11	1,583,340.64 2.30	73,747,976.40	3,397,493.65- 4.60-
*TOTAL ASSETS*	70,350,482.75	68,767,142.11	1,583,340.64 2.30	73,747,976.40	3,397,493.65- 4.60-
<<NET DIFFERENCE>>	.00	.00	.00 100.00	.00	.00 100.00
* RATIOS *					
*****					
LOANS/DEPOSITS	63.22	64.52	1.29- 2.01-	59.21	4.00 6.76
INT BEARING DEPOSITS/DEPOSITS	73.32	73.66	.33- .46-	70.98	2.34 3.30
CASH & DUE FROM/DEPOSITS	6.52	6.56	.04- .67-	9.68	3.16- 32.69-
EARNING ASSETS/DEPOSITS	100.06	100.19	.13- .13-	96.72	3.33 3.45
DEPOSITS/TOTAL ASSETS	90.10	89.88	.22 .24	90.60	.50- .55-
EARNING ASSETS/TOTAL ASSETS	90.16	90.06	.10 .11	87.64	2.51 2.87
CAPITAL+ALL/TOTAL ASSETS	11.62	11.87	.24 2.07-	10.90	.72 6.61
TOTAL CAPITAL/TOTAL ASSETS	9.63	9.84	.20 2.03-	9.00	.63 6.99
ALL/TOTAL LOANS	2.82-	2.83-	.01 .49-	2.88-	.05 1.93-
EFFICIENCY.NINT-EXP/NET-INT INC+NINT-INC	72.58	72.34	.24 .33	71.66	.91 1.27
FHLBANK ADVANCES/TOTAL ASSETS	.00	.00	.00 100.00	.00	.00 100.00
COD'S >\$100,000/TOTAL DEPOSITS	20.88	21.42	.53- 2.49-	22.04	1.15- 5.25-
YTD NET INT INCOME/EARNING ASSETS	1.55	1.50	.05 3.44	1.66	.10- 6.28-
NON-INTEREST INCOME/TOTAL REVENUE	15.31	15.36	.04- .32-	15.60	.29- 1.89-

INST : 003

REPORT: FMS/3211-019 19.02.7  
SYSTEM: 03/10/2016 18.35

SECURITY FIRST BANK  
FINANCIAL MANAGEMENT SYSTEM  
CONDENSED STATEMENT OF FINANCIAL CONDITION

PAGE: 5  
RUN DATE: 03/10/2016  
PROCESSED THRU: 03/10/2016

	CURRENT BALANCE	PCT OF LIABILITY	TODAYS DEBITS	TODAYS CREDITS	PREVIOUS BALANCE	NET BAL CHANGE
***** * HOLDING ACCTS; NON-POST; EXCEPTIONS & IN-PROCESS * *****						
1955001 LAS HOLDING ACCOUNT-EAST CHY	.00		.00	.00	.00	.00
1955003 LAS HOLDING ACCOUNT-DT CHY	9,061.36		9,107.01	45.65	.00	9,061.36
1956001 COD HOLDING ACCOUNT-LARAMIE	.00		.00	.00	.00	.00
1957001 DDA/SAV HOLDING ACCTS	20.00		.00	.00	.00	.00
1980001 NON-POST DEBIT-LOANS	7,000.00		7,000.00	.00	20.00	.00
1982001 NON-POST DEBIT-LOANS	.00		.00	.00	.00	.00
1983001 NON-POST DEBIT-DDA	4,680.94		4,680.94	8,166.37	.00	7,000.00
1984001 NON-POST DEBIT-DDA	100.00-		414.10	100.00	8,166.37	3,485.43-
1985001 NON-POST DEBIT-SAV	645.00		645.00	805.00	414.10-	314.10
1986001 NON-POST DEBIT-COD	.00		5,533.68	.00	805.00	160.00-
1987001 NON-POST DEBIT-COD	.00		.00	.00	5,533.68-	5,533.68
1988001 NON-POST DEBIT-FMS	.00		.00	.00	.00	.00
1989001 NON-POST DEBIT-FMS	.00		.00	.00	.00	.00
1990001 NON-POST DEBIT-INVESTMENTS	.00		.00	.00	.00	.00
1991001 NON-POST DEBIT-INVESTMENTS	.00		.00	.00	.00	.00
1992001 NON-POST DEBIT-DDL	.00		.00	.00	.00	.00
1993001 NON-POST DEBIT-DDL	.00		.00	.00	.00	.00
1998001 EIM	.00		.00	.00	.00	.00
1999001 POST-THRU-CRT	.00		.00	.00	.00	.00
1033001 CARD SETTLEMENT IN-PROCESS	.00		.00	.00	.00	.00
1399001 BAS INVESTMENTS IN-PROCESS	.00		.00	.00	.00	.00
2124401 BPM EXCEPTIONS	203.48-		.00	.00	.00	.00
2124501 DDA TRANSFER IN-PROCESS	145.00		2,956.91	3,101.91	.00	145.00
2125001 DDA IN-PROCESS	.00		2,678,188.02	2,678,188.02	.00	.00
2193001 COD IN-PROCESS	.00		30,170.00	30,170.00	.00	.00
2153001 SAV SETTLEMENT	.00		.00	.00	.00	.00
2153501 SAV TRANSFER IN-PROCESS	.00		475.00	475.00	.00	.00
2154001 SAV IN-PROCESS	.00		45,237.55	45,237.55	.00	.00
2160001 COD <\$100-DEPOSITORY INSTITUTIONS	.00		.00	.00	.00	.00



US Bancorp Center BC-MN-H18U  
800 Nicollet Mall  
Minneapolis, MN 55402-7020

October 23, 2015

### APPLICATION FOR DEPOSIT OF PUBLIC FUNDS

In conformity with Wyoming Statutes (9-4-818, 9-4-802, 9-4-806) formal application is hereby made by U.S. Bank National Association, operating in the state of Wyoming to be designated at a depository. The minutes of the October 20, 2015 Board of Directors meeting are certified in the attached resolution.

U.S. Bank National Association will offer the following assets to collateralize the deposits of City of Laramie, Wyoming under all terms and conditions of the Custodial Agreement from our safekeeping agent the Federal Reserve Bank of Cleveland.

- 1 FHLB of Cincinnati Letter of Credit.
2. Federal National Mortgage Association – Mortgage Backed Securities.
3. Federal Home Loan Mortgage Corporation – Mortgage Backed Securities.

A handwritten signature in cursive script that reads "Julie Niederer".

Julie Niederer  
Treasury Officer



CERTIFIED RESOLUTIONS

I, Linda E. Bidon, Assistant Secretary of U.S. Bank National Association, Cincinnati, Ohio, a national banking association (the "Bank"), do certify that the following resolutions were adopted by the Board of Directors of U.S. Bank National Association on October 20, 2015 and that the same are in effect as of the date hereof and have not been modified, amended or revoked.

WHEREAS, state law requires governmental units to designate a federally insured national or state bank or thrift institution as a depository of funds;

WHEREAS, the City of Laramie has designated the Bank, an FDIC insured depository institution, as depository of its public funds; and

WHEREAS, under state law, governmental units must require that their deposits in excess of the maximum amount of FDIC insurance on the deposit be secured by the pledge of eligible collateral ("Eligible Collateral"); and

WHEREAS, under state law, the total amount of the collateral computed at its market value shall be at least 100% deposit plus accrued interest at the close of the business day.

NOW, THEREFORE, it is hereby:

RESOLVED, that the Board of Directors hereby approves a pledge from the Bank's available collateral to secure the deposits in excess of the maximum amount of FDIC insurance on the deposits of the City of Laramie, such Eligible Collateral being more particularly described in a Pledge Agreement and attached Written Assignment executed by the Bank in favor of the City of Laramie.

RESOLVED FURTHER, that authority be given to the following officers of the Bank to furnish collateral to the Pledgee and such authority shall be continuing and shall be binding upon the Bank until the authority given to such officers is revoked or superseded by another resolution of this Board of Directors. This authority extends to furnishing collateral for additional deposits of public funds made from time to time by any and various state, municipal and other governmental bodies. The right given the officers named herein to pledge collateral also includes the right to give additional collateral and to withdraw such collateral as the Pledgee is willing to surrender and the right to substitute one piece or lot of collateral for another, provided the market value of the substitute collateral is of equal or greater value.

John C. Stern, Executive Vice President  
Lynn D. Flagstad, Senior Vice President  
Patricia A. Finnemore, Vice President  
Christina Eumurian, Assistant Vice President  
Mary E. Holen, Treasury Officer  
Laurie J. Luby, Treasury Officer  
Julie A. Niederer, Treasury Officer

FURTHER RESOLVED, that the officers named herein are fully authorized and empowered to execute in the name of the Bank such collateral pledge agreement in favor of the Pledgee as required, and any collateral pledge agreement executed or any act done by the officers named herein under the authority of this Resolution shall be as binding and effective upon this Bank as though authorized by specific Resolution of the Board of Directors of this Bank.

IN WITNESS WHEREOF, I have hereunto set my hand this 20<sup>th</sup> day of October, 2015.

(No corporate seal)

Linda E. Bidon, Assistant Secretary

Federal Financial Institutions Examination Council

Consolidated Reports of Condition and Income for  
a Bank with Domestic and Foreign Offices—FFIEC 031

Report at the close of business June 30, 2015

This report is required by law: 12 U.S.C. §324 (State member banks); 12 U.S.C. §1817 (State nonmember banks); 12 U.S.C. §161 (National banks); and 12 U.S.C. §1464 (Savings associations).

NOTE: Each bank's board of directors and senior management are responsible for establishing and maintaining an effective system of internal control, including controls over the Reports of Condition and Income. The Reports of Condition and Income are to be prepared in accordance with federal regulatory authority instructions. The Reports of Condition and Income must be signed by the Chief Financial Officer (CFO) of the reporting bank (or by the individual performing an equivalent function) and attested to by not less than two directors (trustees) for state nonmember banks and three directors for state member banks, national banks, and savings associations.

I, the undersigned CFO (or equivalent) of the named bank, attest that the Reports of Condition and Income (including the supporting

  
Signature of Chief Financial Officer (or Equivalent)  
July 30, 2015  
Date of Signature

Submission of Reports

Each bank must file its Reports of Condition and Income (Call Report) data by either:

- (a) Using computer software to prepare its Call Report and then submitting the report data directly to the FFIEC's Central Data Repository (CDR), an Internet-based system for data collection (<https://cdr.ffiec.gov/cdr/>), or
- (b) Completing its Call Report in paper form and arranging with a software vendor or another party to convert the data into the electronic format that can be processed by the CDR. The software vendor or other party then must electronically submit the bank's data file to the CDR.

For technical assistance with submissions to the CDR, please contact the CDR Help Desk by telephone at (888) CDR-3111, by fax at (703) 774-3946, or by e-mail at [CDR.Help@ffiec.gov](mailto:CDR.Help@ffiec.gov).

FDIC Certificate Number 06548  
(RSSD 9050)

(20150630)

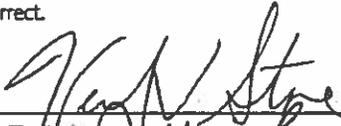
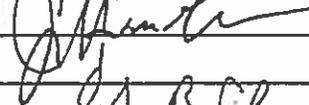
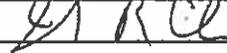
(RCDN 9999)

Unless the context indicates otherwise, the term "bank" in this report form refers to both banks and savings associations.

This report form is to be filed by banks with branches and consolidated subsidiaries in U.S. territories and possessions, Edge or Agreement subsidiaries, foreign branches, consolidated foreign subsidiaries, or International Banking Facilities.

schedules) for this report date have been prepared in conformance with the instructions issued by the appropriate Federal regulatory authority and are true and correct to the best of my knowledge and belief.

We, the undersigned directors (trustees), attest to the correctness of the Reports of Condition and Income (including the supporting schedules) for this report date and declare that the Reports of Condition and Income have been examined by us and to the best of our knowledge and belief have been prepared in conformance with the instructions issued by the appropriate Federal regulatory authority and are true and correct.

  
Director (Trustee)  
  
Director (Trustee)  
  
Director (Trustee)

To fulfill the signature and attestation requirement for the Reports of Condition and Income for this report date, attach your bank's completed signature page (or a photocopy or a computer-generated version of this page) to the hard-copy record of the data file submitted to the CDR that your bank must place in its files.

The appearance of your bank's hard-copy record of the submitted data file need not match exactly the appearance of the FFIEC's sample report forms, but should show at least the caption of each Call Report item and the reported amount.

U.S. Bank National Association

Legal Title of Bank (RSSD 9017)  
Cincinnati  
City (RSSD 9130)  
OH 45202  
State Abbreviation (RSSD 9200) 45202 Zip Code (RSSD 9220)

The estimated average burden associated with this information collection is 50.4 hours per respondent and is estimated to vary from 20 to 775 hours per response, depending on individual circumstances. Burden estimates include the time for reviewing instructions, gathering and maintaining data in the required form, and completing the information collection, but exclude the time for compiling and maintaining business records in the normal course of a respondent's activities. A Federal agency may not conduct or sponsor, and an organization (or a person) is not required to respond to a collection of information, unless it displays a currently valid OMB control number. Comments concerning the accuracy of this burden estimate and suggestions for reducing this burden should be directed to the Office of Information and Regulatory Affairs, Office of Management and Budget, Washington, DC 20503, and to one of the following: Secretary, Board of Governors of the Federal Reserve System, 20th and C Streets, Washington, DC 20551; Legislative and Regulatory Analysis Division, Office of the Comptroller of the Currency, Washington, DC 20219; Assistant Executive Secretary, Federal Deposit Insurance Corporation, Washington, DC 20429.

**U.S. Bank National Association**

Legal Title of Bank

**Cincinnati**

City

**OH 45202**

State Zip Code

FDIC Certificate Number: 06548

FFIEC 031  
Page 5 of 84  
RI-1

**Consolidated Report of Income  
for the period January 1, 2015 – June 30, 2015**

All Report of Income schedules are to be reported on a calendar year-to-date basis in thousands of dollars.

**Schedule RI—Income Statement**

Dollar Amounts in Thousands

	RIAD	Bil   Mil   Thou	
<b>1. Interest Income:</b>			
<b>a. Interest and fee income on loans:</b>			
<b>(1) In domestic offices:</b>			
<b>(a) Loans secured by real estate:</b>			
(1) Loans secured by 1-4 family residential properties	4435	1,579,468	1.a.1.a.1
(2) All other loans secured by real estate	4436	753,468	1.a.1.a.2
(b) Loans to finance agricultural production and other loans to farmers	4024	18,428	1.a.1.b
(c) Commercial and industrial loans	4012	752,414	1.a.1.c
<b>(d) Loans to individuals for household, family, and other personal expenditures:</b>			
(1) Credit cards	B485	945,548	1.a.1.d.1
(2) Other (includes revolving credit plans other than credit cards, automobile loans, and other consumer loans)	B486	546,941	1.a.1.d.2
(e) Loans to foreign governments and official institutions	4056	0	1.a.1.e
(f) All other loans in domestic offices	B487	151,871	1.a.1.f
(2) In foreign offices, Edge and Agreement subsidiaries, and IBFs	4059	7,935	1.a.2
(3) Total interest and fee income on loans (sum of items 1.a.(1)(a) through 1.a.(2))	4010	4,756,071	1.a.3
<b>b. Income from lease financing receivables</b>	4065	253,896	1.b
<b>c. Interest income on balances due from depository institutions (1)</b>	4115	5,431	1.c
<b>d. Interest and dividend income on securities:</b>			
(1) U.S. Treasury securities and U.S. Government agency obligations (excluding mortgage-backed securities)	B488	50,006	1.d.1
(2) Mortgage-backed securities	B489	807,311	1.d.2
(3) All other securities (includes securities issued by states and political subdivisions in the U.S.)	4060	133,255	1.d.3
<b>e. Interest income from trading assets</b>	4069	875	1.e
<b>f. Interest income on federal funds sold and securities purchased under agreements to resell</b>	4020	119	1.f
<b>g. Other interest income</b>	4518	9,722	1.g
<b>h. Total interest income (sum of items 1.a.(3) through 1.g)</b>	4107	6,016,686	1.h
<b>2. Interest expense:</b>			
<b>a. Interest on deposits:</b>			
<b>(1) Interest on deposits in domestic offices:</b>			
<b>(a) Transaction accounts (interest-bearing demand deposits, NOW accounts, ATS accounts, and telephone and preauthorized transfer accounts)</b>	4508	7,725	2.a.1.a
<b>(b) Nontransaction accounts:</b>			
(1) Savings deposits (includes MMDAs)	0093	119,584	2.a.1.b.1
(2) Time deposits of \$100,000 or more	A517	46,673	2.a.1.b.2
(3) Time deposits of less than \$100,000	A518	46,597	2.a.1.b.3
(2) Interest on deposits in foreign offices, Edge and Agreement subsidiaries, and IBFs	4172	16,792	2.a.2
<b>b. Expense of federal funds purchased and securities sold under agreements to repurchase</b>	4180	1,003	2.b
<b>c. Interest on trading liabilities and other borrowed money</b>	4185	217,878	2.c

(1) Includes interest income on time certificates of deposits not held for trading.

Schedule RI—Continued

Dollar Amounts in Thousands	Year-to-date			
	RIAD	Bil   Mil   Thou		
2. Interest expense (continued):				
d. Interest on subordinated notes and debentures	4200	64,449	2.d	
e. Total interest expense (sum of items 2.a through 2.d)	4073	520,701	2.e	
3. Net interest income (item 1.h minus 2.e)			4074	5,495,985
4. Provision for loan and lease losses			4230	567,308
5. Noninterest income:				
a. Income from fiduciary activities (1)	4070	540,520	5.a	
b. Service charges on deposit accounts	4080	614,524	5.b	
c. Trading revenue (2)	A220	70,179	5.c	
d. (1) Fees and commissions from securities brokerage	C886	105,915	5.d.1	
(2) Investment banking, advisory, and underwriting fees and commissions	C888	4,660	5.d.2	
(3) Fees and commissions from annuity sales	C887	0	5.d.3	
(4) Underwriting income from insurance and reinsurance activities	C386	2,721	5.d.4	
(5) Income from other insurance activities	C387	3	5.d.5	
e. Venture capital revenue	B491	0	5.e	
f. Net servicing fees	B492	139,864	5.f	
g. Net securitization income	B493	0	5.g	
h. Not applicable				
i. Net gains (losses) on sales of loans and leases	5416	276,328	5.i	
j. Net gains (losses) on sales of other real estate owned	5415	985	5.j	
k. Net gains (losses) on sales of other assets (excluding securities)	B496	80,977	5.k	
l. Other noninterest income*	B497	2,418,109	5.l	
m. Total noninterest income (sum of items 5.a through 5.l)			4079	4,254,785
6. a. Realized gains (losses) on held-to-maturity securities			3521	0
b. Realized gains (losses) on available-for-sale securities			3196	630
7. Noninterest expense:				
a. Salaries and employee benefits	4135	2,860,160	7.a	
b. Expenses of premises and fixed assets (net of rental income) (excluding salaries and employee benefits and mortgage interest)	4217	487,203	7.b	
c. (1) Goodwill impairment losses	C216	0	7.c.1	
(2) Amortization expense and impairment losses for other intangible assets	C232	134,828	7.c.2	
d. Other noninterest expense*	4092	1,726,903	7.d	
e. Total noninterest expense (sum of items 7.a through 7.d)			4093	5,209,094
8. Income (loss) before income taxes and extraordinary items and other adjustments (item 3 plus or minus items 4, 5.m, 6.a, 6.b, and 7.e)			4301	3,974,998
9. Applicable income taxes (on item 8)			4302	1,232,809
10. Income (loss) before extraordinary items and other adjustments (item 8 minus item 9)			4300	2,742,189
11. Extraordinary items and other adjustments, net of income taxes*			4320	0
12. Net income (loss) attributable to bank and noncontrolling (minority) interests (sum of items 10 and 11)			G104	2,742,189
13. LESS: Net income (loss) attributable to noncontrolling (minority) interests (if net income, report as a positive value; if net loss, report as a negative value)			G103	28,601
14. Net income (loss) attributable to bank (item 12 minus item 13)			4340	2,713,588

\* Describe on Schedule RI-E - Explanations.

(1) For banks required to complete Schedule RC-T, items 14 through 22, income from fiduciary activities reported in Schedule RI, item 5.a, must equal the amount reported in Schedule RC-T, item 22.

(2) For banks required to complete Schedule RI, Memorandum item 8, trading revenue reported in Schedule RI, item 5.c must equal the sum of Memorandum items 8.a through 8.e.

**Schedule RI—Continued**

**Memoranda**

Dollar Amounts in Thousands

	Year-to-date		
	RIAD	Bl   Mil   Thou	
1. Interest expense incurred to carry tax-exempt securities, loans, and leases acquired after August 7, 1986, that is not deductible for federal income tax purposes _____ <i>Memorandum item 2 is to be completed by banks with \$1 billion or more in total assets. (1)</i>	4513	10,891	M.1
2. Income from the sale and servicing of mutual funds and annuities in domestic offices (included in Schedule RI, item 8) _____	8431	79,715	M.2
3. Income on tax-exempt loans and leases to states and political subdivisions in the U.S. (included in Schedule RI, items 1.a and 1.b) _____	4313	103,850	M.3
4. Income on tax-exempt securities issued by states and political subdivisions in the U.S. (included in Schedule RI, item 1.d.(3)) _____	4507	114,956	M.4
5. Number of full-time equivalent employees at end of current period (round to nearest whole number) _____	4150	66,067	M.5
6. Not applicable			
7. If the reporting bank has restated its balance sheet as a result of applying push down accounting this calendar year, report the date of the bank's acquisition (2) _____	RIAD	YYYY/MM/DD	M.7
8. Trading revenue (from cash instruments and derivative instruments) (sum of Memorandum items 8.a through 8.e must equal Schedule RI, item 5.c) <i>Memorandum items 8.a through 8.e are to be completed by banks that reported average trading assets (Schedule RC-K, item 7) of \$2 million or more for any quarter of the preceding calendar year.</i>			
a. Interest rate exposures _____	8757	32,320	M.8.a
b. Foreign exchange exposures _____	8758	37,859	M.8.b
c. Equity security and index exposures _____	8759	0	M.8.c
d. Commodity and other exposures _____	8760	0	M.8.d
e. Credit exposures _____	F186	0	M.8.e
<i>Memorandum Items 8.f and 8.g are to be completed by banks \$100 billion or more in total assets that are required to complete Schedule RI, Memorandum items 8.a through 8.e, above(1).</i>			
f. Impact on trading revenue of changes in the creditworthiness of the bank's derivatives counterparties on the bank's derivative assets (included in Memorandum items 8.a through 8.e above) _____	K090	1,484	M.8.f
g. Impact on trading revenue of changes in the creditworthiness of the bank on the bank's derivative liabilities (included in Memorandum items 8.a. through 8.e above) _____	K094	2	M.8.g
9. Net gains (losses) recognized in earnings on credit derivatives that economically hedge credit exposures held outside the trading account:			
a. Net gains (losses) on credit derivatives held for trading _____	C889	0	M.9.a
b. Net gains (losses) on credit derivatives held for purposes other than trading _____	C890	776	M.9.b
10. Credit losses on derivatives (see instructions) _____	A251	0	M.10
11. Does the reporting bank have a Subchapter S election in effect for federal income tax purposes for the current tax year? _____	RIAD	YES / NO	M.11
	A530	NO	
<i>Memorandum item 12 is to be completed by banks that are required to complete Schedule RC-C, part 1, Memorandum items 8.b and 8.c.</i>			
12. Noncash income from negative amortization on closed-end loans secured by 1-4 family residential properties (included in Schedule RI, item 1.a.(1)(a)(1)) _____	F228	0	M.12

(1) The asset size tests are generally based on the total assets reported in the June 30, 2014, Report of Condition  
(2) For example, a bank acquired on March 1, 2015, would report 20150301.

**Schedule RI—Continued**

Memoranda — Continued	Year-to-date		
	RIAD	Bl   Mil   Thou	
Dollar Amounts in Thousands			
<i>Memorandum item 13 is to be completed by banks that have elected to account for assets and liabilities under a fair value option.</i>			
13. Net gains (losses) recognized in earnings on assets and liabilities that are reported at fair value under a fair value option:			
a. Net gains (losses) on assets	F551	-129,020	M.13.a
(1) Estimated net gains (losses) on loans attributable to changes in instrument-specific credit risk	F552	145	M.13.a.1
b. Net gains (losses) on liabilities	F553	0	M.13.b
(1) Estimated net gains (losses) on liabilities attributable to changes in instrument-specific credit risk	F554	0	M.13.b.1
14. Other-than-temporary impairment losses on held-to-maturity and available-for-sale debt securities:			
a. Total other-than-temporary impairment losses	J319	805	M.14.a
b. Portion of losses recognized in other comprehensive income (before income taxes)	J320	553	M.14.b
c. Net impairment losses recognized in earnings (included in Schedule RI, items 6.a and 6.b) (Memorandum item 14.a minus Memorandum 14.b)	J321	252	M.14.c
<i>Memorandum item 15 is to be completed by institutions with \$1 billion or more in total assets(1) that answered "Yes" to Schedule RC-E, Part I, Memorandum item 5.</i>			
15. Components of service charges on deposit accounts in domestic offices (sum of Memorandum items 15.a through 15.d must equal Schedule RI, item 5.b):			
a. Consumer overdraft-related service charges levied on those transaction account and nontransaction savings account deposit products intended primarily for individuals for personal, household, or family use	H032	207,419	M.15.a
b. Consumer account periodic maintenance charges levied on those transaction account and nontransaction savings account deposit products intended primarily for individuals for personal, household, or family use	H033	64,183	M.15.b
c. Consumer customer automated teller machine (ATM) fees levied on those transaction account and nontransaction savings account deposit products intended primarily for individuals for personal, household, or family use	H034	29,550	M.15.c
d. All other service charges on deposit accounts	H035	313,372	M.15.d

(1) The \$1 billion asset size test is generally based on the total assets reported on the June 30, 2014, Report of Condition.

## Consolidated Report of Condition for Insured Banks and Savings Associations for June 30, 2015

All schedules are to be reported in thousands of dollars. Unless otherwise indicated, report the amount outstanding as of the last business day of the quarter.

### Schedule RC—Balance Sheet

Dollar Amounts in Thousands

	RCFD	Tril	Bl	Mil	Thou	
<b>Assets</b>						
1. Cash and balances due from depository institutions (from Schedule RC-A):						
a. Noninterest-bearing balances and currency and coin (1)	0081			5,704,741		1.a
b. Interest-bearing balances (2)	0071			12,192,066		1.b
2. Securities:						
a. Held-to-maturity securities (from Schedule RC-B, column A)	1754			46,232,579		2.a
b. Available-for-sale securities (from Schedule RC-B, column D)	1773			56,642,345		2.b
3. Federal funds sold and securities purchased under agreements to resell:	RCON					
a. Federal funds sold in domestic offices	B987			53,692		3.a
b. Securities purchased under agreements to resell (3)	RCFD			0		3.b
4. Loans and lease financing receivables (from Schedule RC-C):						
a. Loans and leases held for sale	5369			8,497,595		4.a
b. Loans and leases, net of unearned income	B528			247,528,210		4.b
c. LESS: Allowance for loan and lease losses	3123			4,012,758		4.c
d. Loans and leases, net of unearned income and allowance (item 4.b minus 4.c)	B529			243,515,452		4.d
5. Trading assets (from Schedule RC-D)	3545			1,273,031		5
6. Premises and fixed assets (including capitalized leases)	2145			2,544,055		6
7. Other real estate owned (from Schedule RC-M)	2150			321,702		7
8. Investments in unconsolidated subsidiaries and associated companies	2130			171,360		8
9. Direct and indirect investments in real estate ventures	3656			0		9
10. Intangible assets:						
a. Goodwill	3163			9,378,344		10.a
b. Other intangible assets (from Schedule RC-M)	0426			3,698,488		10.b
11. Other assets (from Schedule RC-F)	2160			23,776,797		11
12. Total assets (sum of items 1 through 11)	2170			414,002,247		12

(1) Includes cash items in process of collection and unposted debits.

(2) Includes time certificates of deposit not held for trading.

(3) Includes all securities resale agreements in domestic and foreign offices, regardless of maturity.

**Schedule RC—Continued**

Dollar Amounts in Thousands

		RCN	Tril	Bil	Mill	Thou	
<b>Liabilities</b>							
<b>13. Deposits:</b>							
a. In domestic offices (sum of totals of columns A and C from Schedule RC-E, part I)		2200				279,550,033	13.a
(1) Noninterest-bearing (4)	6631		86,461,429				13.a.1
(2) Interest-bearing	6636		193,088,604				13.a.2
b. In foreign offices, Edge and Agreement subsidiaries, and IBFs (from Schedule RC-E, part II)		RCFN					
(1) Noninterest-bearing	6631		159,126			28,278,950	13.b
(2) Interest-bearing	6636		28,119,824				13.b.2
<b>14. Federal funds purchased and securities sold under agreements to repurchase:</b>							
a. Federal funds purchased in domestic offices (5)		B993				516,964	14.a
b. Securities sold under agreements to repurchase (6)		B995				949,027	14.b
<b>15. Trading liabilities (from Schedule RC-D)</b>							
		3548				885,507	15
<b>16. Other borrowed money (includes mortgage indebtedness and obligations under capitalized leases) (from Schedule RC-M)</b>							
		3190				46,539,645	16
<b>17. and 18. Not applicable</b>							

(4) Includes noninterest-bearing demand, time, and savings deposits.

(5) Report overnight Federal Home Loan Bank advances in Schedule RC, item 16, "Other borrowed money."

(6) Includes all securities repurchase agreements in domestic and foreign offices, regardless of maturity.

**Schedule RC—Continued**

Dollar Amounts in Thousands

	RCFD	Tril   Bil   Mil   Thou	
<b>Liabilities—Continued</b>			
19. Subordinated notes and debentures (1)	3200	3,650,000	19
20. Other liabilities (from Schedule RC-G)	2930	11,984,151	20
21. Total liabilities (sum of items 13 through 20)	2948	372,354,277	21
22. Not applicable			
<b>Equity Capital</b>			
<b>Bank Equity Capital</b>			
23. Perpetual preferred stock and related surplus	3838	0	23
24. Common stock	3230	18,200	24
25. Surplus (excludes all surplus related to preferred stock)	3839	14,266,400	25
26. a. Retained earnings	3632	27,147,011	26.a
b. Accumulated other comprehensive income (2)	8530	-644,925	26.b
c. Other equity capital components (3)	A130	0	26.c
27. a. Total bank equity capital (sum of items 23 through 26.c)	3210	40,786,686	27.a
b. Noncontrolling (minority) interests in consolidated subsidiaries	3000	861,284	27.b
28. Total equity capital (sum of items 27.a and 27.b)	G105	41,647,970	28
29. Total liabilities and equity capital (sum of items 21 and 28)	3300	414,002,247	29

**Memoranda**

**To be reported with the March Report of Condition.**

1. Indicate in the box at the right the number of the statement below that best describes the most comprehensive level of auditing work performed for the bank by independent external auditors as of any date during 2014

RCFD	Number
6724	N/A

M.1

- |   |   |
|---|---|
| <p>1 = Independent audit of the bank conducted in accordance with generally accepted auditing standards by a certified public accounting firm which submits a report on the bank</p> <p>2 = Independent audit of the bank's parent holding company conducted in accordance with generally accepted auditing standards by a certified public accounting firm which submits a report on the consolidated holding company (but not on the bank separately)</p> <p>3 = Attestation on bank management's assertion on the effectiveness of the bank's internal control over financial reporting by a certified public accounting firm.</p> | <p>4 = Directors' examination of the bank conducted in accordance with generally accepted auditing standards by a certified public accounting firm (may be required by state chartering authority)</p> <p>5 = Directors' examination of the bank performed by other external auditors (may be required by state chartering authority)</p> <p>6 = Review of the bank's financial statements by external auditors</p> <p>7 = Compilation of the bank's financial statements by external auditors</p> <p>8 = Other audit procedures (excluding tax preparation work)</p> <p>9 = No external audit work</p> |
|---|---|

**To be reported with the March Report of Condition.**

2. Bank's fiscal year-end date

RCON	MMDD
8678	N/A

M.2

- (1) Includes limited-life preferred stock and related surplus.
- (2) Includes, but is not limited to, net unrealized holding gains (losses) on available-for-sale securities, accumulated net gains (losses) on cash flow hedges, cumulative foreign currency translation adjustments, and accumulated defined benefit pension and other postretirement plan adjustments.
- (3) Includes treasury stock and unearned Employee Stock Ownership Plan shares.

**Government & Institutional Banking**  
Public Funds Collateral Unit  
333 Market Street, 15th Floor  
MAC A0109-150  
San Francisco, CA 94105  
[publicfundscollateral@wellsfargo.com](mailto:publicfundscollateral@wellsfargo.com)



December 07, 2015

Attn: Louise Johnson  
City of Laramie  
PO Box C  
Laramie, WY 82073

**RE: APPLICATION FOR DEPOSIT OF PUBLIC FUNDS**

To Whom It May Concern:

Pursuant to the requirements of Wyoming Statutes 1977, Section 9-4-818, formal application is hereby made by Wells Fargo Bank, Nation Association, a national banking association in the State of Wyoming, to be designated a depository for City of Laramie.

Wells Fargo is prepared to pledge the following described securities as provided in Wyoming Statutes 1977, Section 9-4-821, to be assigned to and deposited with the Treasurer, City of Laramie, as security for the safekeeping and prompt payment of all public monies that may be deposited with it by the Treasurer, City of Laramie, and for the faithful performance of its duties under the law as such depository.

If you need any additional information, please feel free to contact me in Public Funds Collateral Unit at 415-371-3278. Thank you.

Dated this 7 December 2015

Wells Fargo Bank, N.A.

A handwritten signature in black ink that reads "Sheila Lynch".

Sheila Lynch  
Vice President  
Public Funds Collateral Unit



**SECRETARY'S CERTIFICATE  
WELLS FARGO BANK, NATIONAL ASSOCIATION**

I, Teresa K. Rozek, Assistant Secretary of Wells Fargo Bank, National Association (the "Bank") hereby certify that the following resolution was duly adopted by the Loan Committee of the Board of Directors of the Bank by action taken by written consent effective as of November 5, 2015, and that said resolution has not been rescinded or modified and is now in full force and effect:

**Resolution Regarding Approval of Contracts  
Regarding Depository Services**

**WHEREAS**, Wells Fargo Bank, National Association (the "Bank") has been awarded contracts for banking services by the Contract Holders listed on Exhibit A, each of which has custody and control of public funds (each a "Contract Holder"); and

**WHEREAS**, the banking services provided by the Bank include servicing as a depository for the public funds of the Contract Holder; and

**WHEREAS**, applicable law requires the Bank to pledge certain eligible securities for the benefit of each Contract Holder as collateral to secure deposits of its public funds with the Bank; and

**WHEREAS**, the Bank, having the full right, power and authority to enter into a contract with the Contract Holder providing for the collateralization of public fund deposits and third-party custody of eligible securities securing such public funds (each, a "Contract"), desires to enter into a Contract with each Contract Holder; and

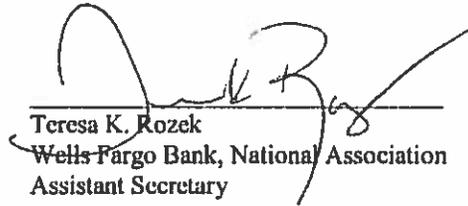
**WHEREAS**, Section 13(e) of the Federal Deposit Insurance Act, 12 U.S.C. § 1823(e), as amended by the Financial Institutions Reform, Recovery and Enforcement Act of 1989, requires that the approval of each Contract by the Bank's Board of Directors or loan committee be reflected in the minutes of the board or committee, and requires that each Contract be and remain an official record of the Bank in order that each Contract be valid against the rights of the Federal Deposit Insurance Corporation.

**NOW, THEREFORE, BE IT RESOLVED**, that the appropriate officers of the Bank be, and the same hereby are, authorized and directed to execute each Contract on behalf of the Bank, to maintain this Resolution and each Contract as official records of the Bank, and to take all actions and to execute all such documents as such officers may deem necessary or desirable to carry out the intents and purposes of the foregoing resolution.

**IN WITNESS WHEREOF**, I have hereunto subscribed my name and affixed the seal of the Bank on this 6th day of November, 2015.

(SEAL)



  
Teresa K. Rozek  
Wells Fargo Bank, National Association  
Assistant Secretary

APPLICATION FOR DEPOSIT OF PUBLIC FUNDS

Cheyenne, Wyoming  
February 29, 2016

City of Laramie  
Attn: Louise Johnson  
PO Box C  
Laramie, WY 82073

To Whom It May Concern:

Pursuant to the requirements of W.S. 9-4-818, formal, application is hereby made by WYOMING BANK & TRUST, a corporation organized and existing under the laws of the State of Wyoming and having its office and principal place of business in the City of Cheyenne in the County of Laramie in the State of Wyoming, to be designated as a City of Laramie depository. The bank offers the following described securities:

FDIC	\$250,000.00
------	--------------

TOTAL	\$250,000.00
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To be Assigned to, and deposited with, the Treasurer, City of Laramie as security for the safekeeping and prompt payment of all public monies that may be deposited with it by said Treasurer, and for the faithful performance of its duties under the law as such depository.

By order of the Board of Directors

 President

 Senior VP - Operations

BANK DIRECTORS

Dennis Wallace  
Jeff Wallace  
Thomas W. Bass  
C. Thomas Fornstrom  
Judith Lane  
Michael E. Bohl  
Larry Sutherland  
Linda Butcher  
Michael D. Stanfield

BANK OFFICERS/TITLE

Dennis Wallace, Chairman of the Board  
Jeff Wallace, Chief Executive Officer  
Thomas W. Bass, President  
Michael E. Bohl, Executive Vice President Trust  
Judith Lane, Senior Vice President Real Estate  
Linda Butcher, Senior Vice President Operations

REPORT of the condition of the Wyoming Bank & Trust of Cheyenne, in the State of Wyoming, at the close of business on the 31st day of December A.D., 2015

**ASSETS**

Cash and Due from Bank	\$16,133,000
Fed Funds Sold	\$9,000,000
United States Government Obligations	\$27,287,000
State and Municipal Bonds	\$12,366,000
Other Bonds and Securities	\$8,033,000
Loans and Discounts	\$85,846,000
Other Assets	\$10,444,000
<b>TOTAL</b>	<b>\$169,109,000</b>
<b>TOTAL - Preceding Years' Assets</b>	<b>\$145,861,000</b>

**LIABILITIES**

Deposits	\$149,619,000
Capital Stock	\$100,000
Surplus	\$6,950,000
Undivided Profits & Unrealized Gains/Losses	\$10,342,000
Other Liabilities	\$2,098,000
<b>TOTAL</b>	<b>\$169,109,000</b>

STATE OF WYOMING ) ss.  
 COUNTY OF LARAMIE ) ss.

I, Linda Butcher, Senior Vice President - Operations of the above named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

Linda Butcher, Senior Vice President - Operations

Subscribed and sworn to me on this 29 day of Feb 2016

[Signature] Notary Public

Attest: [Signature] (Director)

Attest: [Signature] (Director)



(Seal or Stamp)

APPLICATION FOR DEPOSIT  
 OF  
 PUBLIC FUNDS

By

of

WY

Considered and approved by  
 the Board of Deposits

20

Bank Collateral Officer

## Certification

I, Thomas W. Bass, Secretary, do hereby certify that the following resolution was approved by the Board of Directors of WYOMING BANK & TRUST, at their Board Meeting held February 24, 2016.

### Resolution of the Board of Directors

WHEREAS, it is necessary for this Bank to properly secure the political division or subdivision for all monies deposited in this Bank by the Treasurer of said political division or subdivision of the State of Wyoming, or the United States Government or any agency or division thereof, hereinafter called the Treasurer, and

WHEREAS, no deposit will be made in the Bank by said Treasurer unless said deposit is properly secured, and the giving of proper security is one of the considerations for receiving said deposits; and

WHEREAS, the said Treasurer may, when furnished proper security, carry an unlimited credit balance with said Bank and;

WHEREAS, the said Treasurer is willing to receive securities designated by laws of Wyoming as legal collateral security;

NOW, THEREFORE BE IT RESOLVED by the Board of Directors of this Bank that the following named person, officers of the Bank, are hereby authorized and empowered to pledge to the Treasurer of said state or political subdivision such securities of this Bank as may be legal for collateral security for deposits of public funds, and which said treasurer is willing to accept as collateral security, and in such amounts and at such time as the said Treasurer and Bank officers may agree upon.

Dennis Wallace  
Jeff Wallace  
Thomas W. Bass  
Linda Butcher  
Michael E. Bohl

BE IT FURTHER RESOLVED that this authority, given to said officers of the Bank named herein to furnish collateral security to said Treasurer, shall be continuing and shall be binding upon this Bank until authority given to the Bank Officers named herein is revoked or superseded by another resolution of this Board of Directors, verified copy of which shall be delivered by the representative of this Bank to said Treasurer or mailed to said Treasurer by registered mail.

The right given the officers named herein to pledge security as collateral also includes the right to give additional collateral security and to withdraw such collateral as the said Treasurer is willing to surrender the right to substitute as the said Treasurer is willing to surrender and the right to substitute one piece or lot of collateral for another, provided the said Treasurer is willing to make such exchange or substitution.

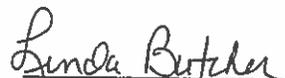
BE IT FURTHER RESOLVED that the Bank officers named herein are fully authorized and empowered to execute in the name of the bank such collateral pledge agreement in favor of the Treasurer as the Treasurer requires, and any collateral pledge agreement executed or any act done by the Bank officer named herein under the authority of this Resolution shall be as binding and effective upon this Bank as though authorized by specific Resolution of the Board of Directors of this Bank.

Dated this 24th day of February, 2016.

Board of Directors

Attest

  
Thomas W. Bass, Secretary



## Application for Deposit of Public Funds

Laramie, Wyoming

Date: March 29, 2016

Laramie City Council, Laramie, Wyoming:

Pursuant to the requirements of Wyoming Statutes Title 9, Chapter 4, Article 8, formal application is made by Wyoming State Bank (Bank), a corporation organized and existing under the laws of Wyoming (State) and having its office and principal place business in Laramie (City), County of Albany in the State of Wyoming to be a depository for municipal funds. The Bank is incorporated under Wyoming law, and will offer securities up to the amount of \_\_\_\_\_ dollars.

The bank offers the following described securities:

Total Amount:

to be assigned and deposited with the City of Laramie Administrative Services Director as security for the safekeeping and prompt payment of all public moneys that may be deposited with it by the administrative services director, and for the faithful performance of its duties under the law as such depository.

By Order of the Board of Directors

President: \_\_\_\_\_

Cashier: \_\_\_\_\_

## RESOLUTION

WHEREAS, it is necessary for Wyoming State Bank (Bank) to properly secure the City of Laramie for all monies deposited in the bank by City Administrative Services Director Malea Brown;

WHEREAS, no deposit will be made in the bank by City Treasurer unless the deposit is properly secured, and the giving of proper security is one of the considerations for receiving the deposits;

WHEREAS, City Treasurer may, when furnished proper security, carry a maximum credit balance with the bank of \_\_\_\_\_ Dollars;

WHEREAS, City Treasurer is willing to receive securities designated by laws of Wyoming as legal collateral security as security for the deposit;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of Wyoming State Bank (Bank) that any two of the following named persons, officers of the bank, are authorized and empowered to pledge to City Treasurer securities of this bank which are legal for collateral security for deposit of public funds, and which City Treasurer is willing to accept as collateral security, and in amounts and at the time the Treasurer and bank officers agree upon:

<u>Bank Officer's Name</u>	<u>Title</u>
GARY CRUM	President/CEO
TAN MICHELENA	SVP /CFO
CHRISTINE TRUMBULL	VP / Compliance Officer
DAVID COOK	VP / Commercial Loans
GINA Vining	AUP / Operations Officer
TOM CHINACK	AVP / CCO

BE IT FURTHER RESOLVED that this authority given to the officers of the bank named herein to furnish collateral security to City Treasurer shall be continuing and shall be binding upon the bank until the authority given to the bank officers named herein is revoked or superseded by another resolution of this Board of Directors, verified copy of which shall be delivered by a representative of the bank to City Treasurer or mailed to City Treasurer by registered mail. The right given the officers named herein to pledge security as collateral also includes the right to give additional collateral security and to withdraw such collateral as City Treasurer is willing to surrender and the right to substitute one piece or lot of collateral for another, provided City Treasurer is willing to make such exchange or substitution.

BE IT FURTHER RESOLVED that the bank officers named herein are fully authorized and empowered to execute in the name of the bank such collateral pledge agreement in favor of City Treasurer as City Treasurer requires, and any collateral pledge agreement executed or any act done by the bank officers named herein under the authority of this Resolution shall be as binding and effective upon this bank as though authorized by specific Resolution of the Board of Directors of this Bank.

**CERTIFICATION**

I, Gina Vining  
AVP / Operations Officer (Name and Title) of the Wapawing State Bank (Bank)

do hereby certify that the foregoing is a true and correct copy of a Resolution adopted by the Board of Directors of said bank at a valid meeting thereof, held in its place of business this 13<sup>th</sup> day of January, 2016 that said Resolution has been included in the minutes of said meeting of the minutes book which constitutes a part of said Bank's permanent records and that the seal affixed thereto is the official corporate seal of said Bank.

Dated this 29<sup>th</sup> day of January 2016.

Gina Vining  
(Signature)

Notary:

Subscribed and sworn to me this 29<sup>th</sup> day of March, 2016

Cheryl E. Dietz  
(Notary Signature)

(Affix Seal)



**CITY COUNCIL AGENDA ITEMS**  
**DUE to City Clerk: 12:00 PM, Friday, 5/6/16**

**Department: Admin Services**  
**Council Meeting Date: 5/17/16**

**PRE-COUNCIL ITEMS:**  
**(Public Hearings, Proclamations)**

1. N/A
- 

**CONSENT AGENDA:**  
**(Items & Their Motion)**

1. **Resolution 2016- \_\_\_\_ designating American National Bank, Bank of the West, First Interstate Bank, Security First Bank, US Bank, Wells Fargo, Wyoming Bank and Trust, and Wyoming State Bank as depositories for depositing of Public Funds and to authorize the Mayor and Clerk to sign.**
- 

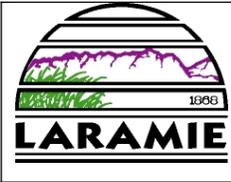
**REGULAR AGENDA:**  
**(Items)**

1. N/A
- 

**FYI**  
**(Items)**

- a. N/A

**CITY OF LARAMIE COUNCIL REGULAR MEETING    May 17, 2016**



**Agenda Item: Agreement**

**Title: Fire Union Contract FY 2016 – 2017 Approval**

**Recommended Council MOTION:**

I move to approve and ratify the FY 2016-2017 Collective Bargaining agreement between the City of Laramie and Firefighters Local 946, IAFF, and authorize the Mayor and City Clerk to sign.

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**Administrative or Policy Goal:**

Recruitment and retention of top performers in the City of Laramie Fire Department

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**Background:**

Each year by Wyoming Statute, the City of Laramie and IAFF Union Local 946 negotiate renewal of the Collective Bargaining Agreement. Pursuant to the agreement last year, only non-compensation items were negotiated this year. The bargaining session this year included thirteen proposals from the City of Laramie and ten proposals from the IAFF Union Local 946.

Bargaining teams from both the Firefighter Union and the City of Laramie Management team have negotiated and agreed upon the following changes to the Collective Bargaining Agreement:

- City Proposal #2 – Compensation (delete language)
- City Proposal #7 – Longevity (included in base pay – one employee)
- City Proposal #11 – Physical Training Program (\$2,000)
- City Proposal #12 – Rules and Regulations (Handbook language)
- City Proposal #13 – Sick Leave (Housekeeping language)

- Union Proposal #2 – Ambulance Runs (meal allowance)
- Union Proposal #10 – Overtime Pay (Duty Chief – 12 hours)

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**Legal/Statutory Authority:**

Wyoming Statute 27-10-104

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**BUDGET/FISCAL INFORMATION:**

Financially, changes to the contract for FY 2016-2017 are neutral to the City.

**Responsible Staff:**

Janine Jordan, City Manager

Dan Johnson, Fire Chief

Lori Curry, Human Resource Director

Malea Brown, Administrator Services Director

David M Derragon, Assistant City Manager

Attachments: Contract

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# AGREEMENT

This agreement made and entered into this \_\_\_\_ day of \_\_\_\_\_, 2016, by and between the CITY OF LARAMIE, a municipal corporation of the State of Wyoming, hereinafter called "City", and FIREFIGHTERS LOCAL #946 I.A.F.F., hereinafter called "Union."

## WITNESSETH:

### RECOGNITION

The paid members of the Laramie Fire Department, the regularly constituted Fire Department of the City of Laramie, Wyoming, by a majority vote having selected Local 946 as their exclusive bargaining agent, the City recognizes the Union as such bargaining agent for all employees of the Fire Department covered by this Agreement, and will negotiate with the Union with respect to wages, working conditions, and other pertinent matters of employment. The election selecting Local 946 was held January 20, 1967, and the vote was nineteen (19) votes in favor of Local 946 and zero (0) votes against.

### THE PARTIES HEREBY MUTUALLY AGREE AS FOLLOWS:

#### 1. APPLICATION

This agreement shall apply to all members of the Laramie Fire Department.

#### 2. MANAGEMENT RIGHTS

Any and all rights concerned with the management and operation of the Department are exclusively that of the City unless otherwise provided by the terms of this Agreement or applicable law. The City has the authority to adopt rules for the operation of the Department and conduct of its employees, provided such rules are not in conflict with the provisions of this Agreement or with applicable law. The City has the right to discipline, temporarily lay off, or discharge employees for good cause, also to assign work and determine duties and performance standards of employees; to determine, establish and/or revise the method, processes and means of providing departmental services, to schedule hours of work except as provided by Section 7 of this Agreement; to determine the number of personnel to be assigned to duty at any time; and to perform all other functions not otherwise expressly limited by this Agreement or applicable law. Management rights shall not be exercised with malice or ill will to an employee.

#### 3. TRIAL EMPLOYMENT

The first year of employment is on a trial (probationary) basis. After the completion of twelve (12) months of service with a satisfactory evaluation, the employee is considered a regular employee.

#### **4. COMPENSATION**

The City and Local 946 agree to accept Table II-B, 2.5% steps, Firefighter through Fire Chief, as outlined in the Condrey and Associates, Inc. study dated March, 2015, at 98% of market. (Appendix A, Fire Pay Plan). Upon entering all individuals into the new pay plan, an equity adjustment will be given to employees based off of time of service to the City of Laramie effective July 1, 2015 and shall be inclusive of step increases for FY 15/16. Cost of Living Adjustments would be eligible for negotiations for the FY 18/19.

Should the following conditions occur, all of which are wholly outside of the City's control and any of which would adversely affect the City of Laramie's fiscal condition and General Fund revenue collections, the City may suspend step increases under the compensation plan upon thirty (30) day notice to the Union President. Suspension of the compensation plan will trigger renegotiation of step increases for the following fiscal year.

1. Removal of the Hardship Component of the State Supplemental Distribution revenue.
2. Reduction in State Supplemental Distribution revenue to an amount below an annual average of \$5M over a biennium period, with consideration in 2<sup>nd</sup> year of biennium of any legislative changes to the supplemental distribution.
3. Other major operating revenue sources, including Sales and Use Tax, do not experience material, adverse changes during the previous fiscal year, and no changes of this type are forecast for the upcoming fiscal period.

If a vacancy occurs in a rank above firefighter, and a valid promotional list exists, the promotion to that position will take place within thirty (30) days from the date of the vacancy. This rule will not apply if there is any appeal, grievance, hearing, etc., in progress disputing the promotional test or list. For purposes of this rule, the term vacancy applies to a position that the City has determined will be filled.

#### **Pay differentials**

**Shift Trainers and EMS Coordinator**—Shift Trainers are those individuals who have been designated by the Chief to be their shift representative to provide and prepare training activities for the department. The EMS Coordinator shall be designated by the Chief to provide and prepare emergency medical training activities for the department. Those individuals shall be compensated for the additional responsibilities by receiving an additional two hundred dollars (\$200.00) per month.

Members, excluding Chief Officers, assigned to the Fire Prevention Bureau shall receive monthly Fire Prevention Pay in the amount of three hundred fifty dollars (\$350.00) per month.

Members, excluding Chief Officers, assigned to the Training Division on a forty hour work schedule, shall receive Training Pay in the amount of three hundred fifty dollars (\$350.00) per month.

### **Ambulance Runs**

Firefighters who perform their duty on transfer ambulance runs will be eligible for meal transfer allowances. Firefighters will document meals taken and submit required documentation. Meal transfers will be reimbursed through payroll and per Internal Revenue Service Codes will be considered taxable income. The following meal allowances will apply during the stated time frames:

12 am -10 am	Breakfast	\$13.00
10:01-4:00 pm	Lunch	\$15.00
4:01 pm – 11:59 pm	Dinner	\$26.00

### **Promotions**

When an employee earns a promotion, the employee's salary will be placed in the lowest step in the new range that will provide a minimum increase in salary of five percent (5%). Once an employee completes the twelve (12) month introductory period with a satisfactory performance appraisal, the employee's salary will move to the next step in the range.

### **Step Increases**

All step increases are dependent upon a satisfactory performance appraisal including requirements as specified in the job descriptions, recommendation of the Shift Commander or Division Chief and approval of the Chief. Step increases are effective on the first (1<sup>st</sup>) day of the month following completion of the introductory period.

### **Acting Pay**

Whenever a member of the Fire Department is assigned by the Fire Chief to work in a higher classification in an acting capacity, she/he shall receive a five percent (5%) increase in base pay for the duration of the assignment. A minimum of one (1) hour of such acting pay shall be paid for any such assignment. After the first (1<sup>st</sup>) hour, such pay adjustment shall be broken down into one-half (1/2) hour increments. A member assigned to work in a higher classification in an acting capacity, will be certified by the training division and the Chief, that she/he is capable of performing such duties.

### **Hourly Rate Rounding**

Pay computations will be computed by the software in use by the City of Laramie Finance Department and will be considered to be the official pay calculation.

## **5. LONGEVITY**

For members employed after June 30, 1982, through June 30, 1992, longevity shall be paid as follows: There shall be a longevity allowance at the following rate beginning after five (5) full years of continuous service. During the sixth (6th) year of service, fifty dollars (\$50) per month, increasing at the rate of fifteen dollars (\$15.00) per month for each additional full year of service. Effective July 1, 2004, longevity pay will be frozen after twenty five (25) years of service. The cap on longevity pay will be three hundred fifty dollars (\$350) per month.

For members employed after June 30, 1992, who have completed twelve (12) months of service, the City of Laramie shall contribute as follows: If the member enrolls in one of the City's 457 plans, the city shall match that employee's contributions to the plan up to a maximum of one hundred fifty dollars (\$150.00) per month. Employees who enroll in any city 457 plan are subject to all terms and conditions of the plan and of the Internal Revenue Code. For members employed after June 30, 1992, who do not enroll in the City's 457 plan, the City shall make no contribution. This shall continue until the end of the thirtieth (30<sup>th</sup>) year of continuous employment or until separation, whichever occurs first.

Longevity pay for member employed prior to June 30, 1992 will become part of the base pay for each employee. (Note: Chief only at current time.)

## **6. PENSION CONTRIBUTION**

On July 1, 1998, the City's contribution to the Plan B pension decreased from seventeen percent (17%) to twelve percent (12%). The Firefighter's contribution to Plan B remained at six percent (6%).

On July 1, 1999, the Firefighter's contribution to the Plan B Pension decreased from six percent (6%) to two percent (2%) and the City paid the additional four percent (4%) of the Firefighter's contribution.

On July 1, 2000, the Firefighter's contribution to the Plan B pension will decrease from two percent (2%) to one percent (1%) and the City will pay the additional five percent (5%) of the Firefighter's contribution. The City's total contribution to Plan B is seventeen percent (17%) and the employee's contribution to Plan B is one percent (1%).

Effective July 1, 2009 the City's total contribution to Plan B pension is eighteen percent (18%) and the employee's contribution to Plan B pension is two and half percent (2.5%) The total contribution to the Plan B Pension for Firefighters will be twenty and one half percent (20.5%).

Effective July 1, 2010 the City's total contribution to Plan B pension is twelve percent, (12%), and the employee's contribution to Plan B pension is eight and one half percent, (8.5%).

The total contribution to the Plan B Pension for Firefighters will be twenty and one half percent, (20.5%).

Effective July 1, 2011 the City's total contribution to Plan B pension is thirteen percent, (13%), and the employee's contribution to Plan B pension is seven and one half percent, (7.5%). The total contribution to the Plan B Pension for Firefighters will be twenty and one half percent, (20.5%).

Effective September 1, 2013 the City's total contribution to Plan B pension is thirteen and two hundred twenty-five thousandths percent, (13.225%) and the employee's contribution to Plan B pension is seven and one half percent, (7.5%). The total contribution to the Plan B Pension for Firefighters will be twenty and seven-hundred twenty-five thousandths percent, (20.725%).

Effective July 1, 2014, the City's total contribution to Plan B pension is thirteen and two hundred twenty-five thousandths percent, (13.225%) and the employee's contribution to Plan B pension is eight and two thousandths percent, (8.02%). The total contribution to the Plan B Pension for Firefighters will be twenty-one and two-hundred forty-five thousandths percent, (21.245%)

## **7. HOURS OF WORK**

The schedules and hours of work shall consist of a basic workweek of fifty-six (56) hours in twenty-four (24) hour shifts and on a three (3) platoon basis. The City reserves the right to assign personnel to a forty (40) hour per week schedule.

## **8. OVERTIME PAY**

Personnel who work in excess of two thousand four (204) hours in their twenty-seven (27) day work cycle shall be paid overtime at the rate of one and one-half (1 ½) times their regular hourly rate based on two thousand seven hundred sixty-three (2763) hours per year.

Personnel called back to duty due to emergency calls, fire alarm response or any type of emergency shall receive overtime pay or equivalent compensatory time off at one and one-half (1 ½) times their regular hourly rate of pay based on two thousand seven hundred sixty-three (2763) hours per year, except for holidays where overtime pay or equivalent compensatory time off is at two and one-half (2 ½) times their regular hourly rate of pay. A minimum of one (1) hour of overtime shall be paid for any call back and shall be broken down into one-half (1/2) hour increments for all time after the first (1<sup>st</sup>) hour. The Fire Chief has authority to approve overtime or compensatory time requests. The utilization of compensatory time off hours shall not be deducted from hours worked for FLSA calculations.

Personnel called back to duty in order to bring a platoon to full strength shall be compensated for each hour worked on the basis of one and one-half (1 ½) times their

regular rate of pay based on two thousand seven hundred sixty-three (2763) hours per year.

Personnel checking out pagers for a twelve (12) hour shift shall receive a minimum of one (1) hour of overtime pay at one and one-half (1 ½) times their regular hourly rate of pay based on two thousand seven hundred sixty-three (2763) hours per year. All such personnel called in for emergency duty shall receive overtime pay at the rate specified under Section 8 of this contract in lieu of the above mentioned compensation.

Forty (40) hour personnel, with the exception of the Chief and Division Chief, called back to duty for any type of emergency shall receive overtime pay at one and one-half (1 ½) times their regular hourly rate. Forty (40) hour personnel called back to duty for administrative purposes shall receive compensatory time off. The duty chief will receive one (1) hour of earned compensatory time per twelve (12) hour period for being on call.

Personnel assigned to a forty (40) hour week will be paid overtime for all time in excess of forty (40) hours in any given week. Overtime will not be paid on a daily basis.

Forty

(40) hour personnel who are called back to duty for an emergency shall receive overtime pay in accordance with Section 8. There will be no pyramiding of holidays, Sundays, daily or weekly overtime payments involving the same hours of labor.

For the purpose of overtime computation, base pay will include longevity, Shift Trainer and EMS Coordinator pay.

The Fire Chief shall designate those department meetings or training activities outside normal assigned hours, which he/she deems to be mandatory for an employee of the Fire Department. The City shall compensate employees attending such meetings/training in overtime or compensatory time off at one and one-half (1 ½) times the actual time spent or overtime pay at one and one-half (1 ½) times their regular hourly rate of pay based upon two thousand seven hundred sixty-three (2763) hours per year. The utilization of these compensatory time off-hours shall not be deducted from hours worked for FLSA calculations.

## **9. HOLIDAYS**

Holidays for the City of Laramie Fire Department are:

- New Year's Day
- Presidents Day
- Memorial Day
- Independence Day
- Labor Day
- Veteran's Day
- Thanksgiving Day

Friday after Thanksgiving Day  
Christmas Day

In the event the City of Laramie grants any City employee more than nine (9) holidays annually, Laramie Fire Department contractual employees shall be granted such additional holiday or holidays. If an additional, one-time holiday is granted by the City of Laramie to any City employee, then personal leave in shift equivalent shall be granted to Laramie Fire Department contractual employees who work on the one-time designated holiday. Such leave will be available for the employee to use within twelve (12) months.

Holidays are to be observed on the day of the holiday, or according to the following guidelines:

Employees whose regular working days are Monday through Friday (staff) are not required to work on the holiday or on the day on which holidays are observed, and:

If a Holiday falls on Saturday, it shall be observed on Friday;

If a Holiday falls on Sunday, it shall be observed on Monday.

Employees whose regular working days are other than Monday through Friday (shift) shall observe the holiday on the day of the observed holiday. If all nine (9) holidays do not equally distribute (three (3) per shift) during the vacation calendar year (Feb-Jan), then holidays will be adjusted to balance the number of holidays each shift is assigned to work as determined by the Fire Chief.

Employees whose working days are Monday through Friday (staff) shall receive pay for the holiday equal to eight (8) hours of straight time.

Employees who work on a designated holiday are compensated as follows:

Employees whose regular schedule requires them to work on a holiday shall receive two and one-half (2 ½) times their normal rate of pay for the number of hours worked on that holiday.

Employees whose regular schedule does not require them to work on a holiday and are required to work as mandatory holdover shall be paid at two and one-half (2 ½) times their normal rate for the number of hours worked on that holiday.

Employees whose regular schedule does not require them to work on a holiday and are required to attend a mandatory training session shall be paid at two and one-half (2 ½) times their normal rate for the number of hours worked on that holiday.

A holiday is recognized as the period that coincides with a regular shift (0800 to 0800).

## 10. VACATION

Each member of the Fire Department shall be allowed vacation with pay as additional compensation for services rendered to the City. Vacation will accumulate at the rates specified below from the calendar date of employment for each full month of service. Only continuous service shall be applicable toward years of service for vacation. Employees in their first (1<sup>ST</sup>) year of employment shall accumulate vacation, but shall not be allowed to receive any vacation until the completion of one (1) full year of employment. Persons who transfer to the Fire Department from another city department, with which they have one (1) or more years of continuous employment, shall be permitted to take vacation during their first (1<sup>ST</sup>) year of employment with the Fire Department. If the employee's employment is terminated during the first (1<sup>ST</sup>) year, the employee shall receive no additional compensation for vacation. Department personnel with more than one (1) year's service whose employment is terminated are entitled to payment for unused vacation.

Vacation shall accrue as follows for fifty-six (56) hour personnel:

Vacation accrues according to the following schedule based on years of service for employees. The accrual rate is expressed in terms of working shifts earned per month, (see following schedule).

Service	Accrual Rate
1st year	6/12 per month
2 <sup>nd</sup> -3 <sup>rd</sup> years	7/12 per month
4th-6th years	8/12 per month
7th-9th years	9/12 per month
10th-12th years	10/12 per month
13th-15th years	11/12 per month
16 <sup>th</sup> -18 <sup>th</sup> years	12/12 per month
19 <sup>th</sup> -21 <sup>st</sup> years	13/12 per month
22 <sup>nd</sup> and beyond	14/12 per month

Vacation shall accrue as follows for forty (40) hour personnel:

Vacation accrues according to the following schedule based on years of service for employees hired prior to July 1, 2008. The accrual rate is expressed in terms of hours earned per month, (see following schedule).

Service	Accrual Rate	Annual Accrual Amount	Cap Amount
1st-3 <sup>rd</sup> years	11.34/month	136.08 hours	240.00 hours
4th-6th years	13.34/month	160.08 hours	240.00 hours
7th-10th years	14.67/month	176.04 hours	240.00 hours

11th-14th years	16.00/month	192.00 hours	240.00 hours
15th-17th years	18.00/month	216.00 hours	320.00 hours
18th-20th years	19.34/month	232.08 hours	320.00 hours
21 <sup>st</sup> and beyond	21.34/month	256.08 hours	320.00 hours

Effective July 1, 2008 accrued vacation leave shall not be allowed to accumulate for more than eighteen (18) months for fifty-six (56) hour personnel and according to COL handbook for forty (40) hour personnel. Accrued vacation balance may not exceed the cap amount at the end of fiscal year. Accrued vacation above this cap shall be forfeited without financial compensation.

For (forty) 40 hour personnel hired after July 1, 2008, the following schedule applies:

Service	Monthly	Annual	Cap Amount
Less than 2 years	8.67 hours	104 hours	240.00 hours
2 <sup>nd</sup> – 5 <sup>th</sup> years	10 hours	120 hours	240.00 hours
6 <sup>th</sup> – 10 <sup>th</sup> years	11.67 hours	140 hours	240.00 hours
11 <sup>th</sup> - 15 <sup>th</sup> years	13.33 hours	160 hours	240.00 hours
15 years and above	13.33 hours	160 hours	320.00 hours

In exceptional circumstances, an employee may be advanced vacation upon recommendation of the Fire Chief and approval of the City Manager. An employee who has taken advance leave with pay beyond that earned at the time of termination shall make restitution for such leave; either by deduction from any amount owed him by the City or by cash repayment.

Vacations shall be available on an individual basis at any time during the calendar year and shall be scheduled upon the choice made by members of the Department with preference given to rank and length of service. All vacations are subject to approval of the Fire Chief. During the month of January, the Fire Chief shall be required to accept applications from employees for vacations and shall approve all such applications, which are without apparent conflict by February 1<sup>st</sup>. Guaranteed vacation shall be chosen for the period from February 1<sup>st</sup> through January 31<sup>st</sup> of the next calendar year. Once approved during this period, such vacation shall be guaranteed to the employee and shall not be subject to change unless by mutual agreement of the Fire Chief and employee involved. Any vacation not approved by February 1<sup>st</sup> shall be subject to approval by the Fire Chief only at the time the vacation is to begin and approval shall be at the Chief's discretion as to the time the vacation shall be taken.

Employees shall not be required to take all vacation shifts due them consecutively. Vacation may not be used in less than half- hour increments.

Two (2) individuals shall be allowed to take vacation concurrently. If the city achieves its staffing goal of one (1) additional member per shift (15) in FY 2011-2012, then three (3)

individuals shall be allowed to take vacation leave concurrently upon assignment of additional members to the respective shifts.

Employees shall be permitted to take accrued leave during the calendar year when staffing is adequate (i.e. no paid holdover is required), not to exceed two (2) members of staff on vacation leave concurrently under the present staffing level. Accrued vacation leave must be approved by the Fire Chief, or authorized authority.

FLSA will be paid by the City while the employee is on approved vacation leave.

For medical leave for legal dependents (as defined by the Internal Revenue Service) not covered under Section 14, an employee may receive vacation provided circumstances warrant. Vacation may be approved without regard to manning requirements.

Time permitting, the employee must submit written application, including justification, to his immediate supervisor and receive prior approval for said vacation from the Chief or his designated representative.

The Chief will review all such cases after the fact. Employees will be "granted" leave without pay in the event the Chief determines that said vacation is not justified. The Chief may initiate disciplinary action, in addition to leave without pay, if it is determined that circumstances constitute an abuse of this provision.

Prior to members selecting guaranteed vacation, the fire chief may exclude a maximum of fifteen (15) dates per shift per year, for one (1) position, from eligibility as vacation choices.

## **11. BEREAVEMENT LEAVE**

In case of death in the immediate family, employees may use a maximum of forty (40) work hours of paid bereavement leave, forty-eight (48) hours bereavement leave for shift employees. This paid leave is intended for bereavement activities including travel if necessary. Employees may request additional time off from their supervisor, if approved, vacation or comp time may be used.

Immediate family is defined as the employee's spouse, children, and mother, father, brother, sister, grandparents, grandchildren, or step relatives or relatives' in-law of the same relationships.

FLSA will be paid by the city while the employee is on approved bereavement leave.

## **12. INJURY LEAVE**

Any employee of the Fire Department whose classification is such that he or she is entitled to receive Worker's Compensation benefits in the event of injury and who suffers an injury resulting in Temporary Total Disability as defined by Wyoming Worker's Compensation Act shall be entitled to receive an Injury Leave Benefit from the City. Any such employee shall

be required to file a claim for said Temporary Total Disability as required by Wyoming Statute as soon as possible after the injury. Injury Leave Benefits shall consist of the employee's normal salary less the amount received by the employee in Temporary Total Disability benefits. Injury Leave Benefits paid by the City shall be paid until such time as Temporary Total Disability benefits are ceased or for six (6) months from the date of the accidental injury, whichever is shorter.

When a licensed health care provider releases an injured employee to light duty, the city will make a written light duty offer. The rate of pay while on light duty will be based on standard hours of two thousand eighty (2080) per year. Should the employee refuse the light duty offer, the city shall discontinue the injury leave supplement (i.e., the difference between the employee's normal salary and the amount received in temporary total disability (TTD) benefits). In addition, the TTD benefit shall be reduced by two-thirds (2/3) of the TTD award.

Time lost from duty under the provisions of this clause shall not be counted against sick leave time, nor shall the employee be eligible for sick leave when the nature of the injury is covered under the Wyoming Worker's Compensation Act. If an employee receiving benefits under the provisions of this clause has not returned to work within six (6) months of the date of the injury or at the time he or she ceased to receive Temporary Total Disability Benefits, whichever is sooner, his or her employment shall be terminated for medical reasons.

When an employee or former employee who has been receiving Temporary Total Disability Benefits becomes fit for return to work and his or her Temporary Total Disability Benefits are discontinued within eighteen (18) months of the date he or she became disabled, he or she shall be returned to service without any loss of grade, seniority or other privileges, provided that he or she has not been discharged or reduced in grade for cause.

Former employees who have been receiving Temporary Total Disability Benefits for more than eighteen (18) months but who have thereafter become fit for work shall be given a priority, in the order of their original employment, upon application for any vacancy which cannot be filled by personnel then within the department, provided that such former disabled employees are then persons of good standing and qualified for such vacancy.

For the purpose of calculating overtime, the City will count approved injury leave as hours worked.

### **13. PARENTAL LEAVE**

Employees are eligible for parental leave. Staff employees may be granted forty (40) hours of parental leave and shift employees may be granted forty-eight (48) hours of parental leave. Parental leave may be used in addition to sick leave or leave with pay as specified in the following paragraphs.

An employee may utilize sick leave for maternity leave only for the period of time, which the employee's physician designates as time when the employee is physically unable to return to work.

Vacation may also be used in addition to parental leave and sick leave as detailed above. Leave without pay may be used if vacation is exhausted and additional time is needed. In no case shall the total period of leave related to birth or adoption of a child exceed six (6) months per occurrence.

FLSA will be paid by the city while the employee is on approved parental leave.

#### **14. SICK LEAVE**

Sick leave shall not be considered as a privilege to be used at the employee's discretion. It shall be allowed only in the case of necessity and actual sickness or disability or to meet dental or medical appointments. Sick leave shall be granted for the above events only for the employee, the employee's spouse, children, parents, or step-relatives of the same relationship. Sick leave shall not be granted for injuries, illnesses or occupational diseases covered under the Wyoming Worker's Compensation Act in the form of Total Temporary Disability (TTD) payments.

A regular or probationary employee who is incapacitated from the performance of his or her duties by illness, injury or pregnancy, or whose attendance is prevented by public health requirements, may be granted sick leave with pay.

As of July 1, 1992, employees will accrue sick leave at a rate of one (1) shift per month for fifty-six (56) hour per week employees and at a rate of one and one quarter (1.25) days per month for forty (40) hour per week employees provided:

No employee shall accrue any sick leave during any month in which the employee is on sick leave for fifty percent (50%) or more of the shifts or days he/she is scheduled to work during that month.

No employee shall accrue any sick leave when the balance of sick leave available to him shall reach one thousand three hundred forty-four (1344) hours for fifty-six (56) hour per week employees or nine hundred sixty (960) hours for forty (40) hour per week employees.

Accrual for new employees, employed after July 1, 1992, shall begin at six (6) shifts and shall not be allowed in the first (1<sup>st</sup>) calendar month when the anniversary date is later than the 15<sup>th</sup> of that month.

Credit for accrued sick leave shall be added to each employee's balance of available sick leave on the last day of each calendar month for the month just ending. Sick leave shall be subtracted from an employee's available balance at the time it is taken in actual amounts not less than one-half (1/2) hour increments.

A regular employee incapacitated beyond the period covered by sick leave may be paid for whatever vacation he has earned, and beyond that, may be granted leave without pay in accordance with the Employee Handbook. In addition, on recommendation of the City Manager and approval by the City Council, advance sick leave pay may be granted, provided the City Council shall determine the conditions under which the leave is granted, based on the merits of the particular case.

Sick leave shall be approved by the City Manager, except that he/she may delegate his/her authority to any subordinate or subordinates, as he/she deems appropriate. Normally a medical certificate or notarized statement will not be required. However, the City Manager or his/her subordinate(s) shall have the right to require a medical examination if it is considered appropriate. Sick leave shall be charged against employees in actual amounts not less than one-half (1/2) hour increments.

An employee absent by reason of illness or injury shall, as soon as possible, inform the Fire Chief and keep him advised of his progress and expected return to duty date. Immediately upon return to duty following a leave period, a request form for sick leave must be completed.

If an employee becomes ill while on vacation, he should report this illness to the Fire Chief as soon as possible. A statement from a reputable physician must be submitted verifying any period of illness. The City Manager may then charge this period to sick leave with pay instead of to the employee's vacation. If this procedure is not followed, vacation will continue to be charged.

For members employed by City of Laramie prior to July 1, 2011 and who leave employment after ten (10) years of service shall be entitled to compensation for unused sick leave. An employee will be compensated at his/her hourly base rate for ten percent (10%) of his/her total accrued sick leave. Or for members who leave employment after twenty (20) years of service shall be entitled to compensation for unused sick leave. An employee will be compensated at his/her hourly base rate for fifteen percent (15%) of his/her total accrued sick leave. Employees who are discharged from service for disciplinary reasons are ineligible for such compensation.

For members employed by City of Laramie after July 1, 2011 and who leave employment after twenty (20) years of service shall be entitled to compensation for unused sick leave. An employee will be compensated at his/her hourly base rate for fifteen percent (15%) of his/her total accrued sick leave. Employees who are discharged from service for disciplinary reasons are ineligible for such compensation.

While an employee is on Sick Leave (as defined in Section 14) or Injury Leave (as defined in Section 12), the employee may not undertake in any other paid employment outside of the department.

## **15. UNIFORM CLEANING AND EQUIPMENT REPLACEMENT**

Each member of the Department who works a fifty-six (56) hour week shall be entitled to the dry cleaning of four (4) articles of uniform cleaning per calendar month and each member of the Department who works a forty (40) hour week shall be entitled to the dry cleaning of eight (8) articles per calendar month. Articles of uniform clothing that may be laundered shall not be dry cleaned under this entitlement.

No member of the Department shall be required to make any alterations, adjustments, repairs, or sewing to the uniforms or equipment as provided by the Department.

The City shall reimburse department personnel for hearing aids, eyeglasses, contact lenses, or optical prescription facemasks destroyed during performance of duty at full replacement cost. The City shall reimburse department personnel for the replacement of wristwatches up to a cost of seventy-five dollars (\$75.00) following the wristwatch being destroyed during the performance of duty. Determination as to the validity of loss and replacement value shall be made at the sole discretion of the fire chief.

## **16. HEALTH INSURANCE**

Health insurance coverage is currently available for eligible City employees including dependent coverage.

Benefits will be consistent with all City of Laramie employees as outlined in City of Laramie Handbook and enrollment documentation.

## **17. INDEMNIFICATION**

The City shall indemnify all personnel of the Fire Department against any judgment rendered against them individually, together with costs of litigation and attorney's fees, which result from the performance of their assigned duties.

## **18. OUTSIDE TRAINING COURSES**

There is hereby created a Committee on Outside Training. This Committee shall consist of the Chief of the Department, the Chief Training Officer, three representatives of the Union (one from each shift), and a representative of the City Manager's office. It shall be the duty and responsibility of the Committee, through regular meetings, to acquaint itself with, and evaluate courses of study available outside the Department which members or groups of members might avail themselves of to increase their knowledge and proficiency which would be of general benefit to the Department.

The Committee, upon the request of a member of the Department, shall determine if a particular course of study would be of benefit, and if it is determined that such is the case, then the Committee shall approve the course.

The City shall pay for the initial cost of outside training courses provided that if the employee fails to complete a course in the time specified by the Committee, the employee shall reimburse the City in full for the cost of the course and the City shall be authorized to deduct said reimbursement from the employee's salary.

The City reserves the right to restrict the number of courses for which it will pay the costs to the amounts appropriated for such purpose in any fiscal year, but not less than two thousand five hundred dollars (\$2,500) per fiscal year.

## **19. REFERENCE MATERIAL**

The City shall provide reference material for exclusive use of the members of the Fire Department in the amount of at least one hundred fifty dollars (\$150.00) worth of materials that are related directly to material contained in any promotional examination given. In providing said materials, City shall acquire, if possible, materials recommended by the Committee on Outside Training established in Section 18. Said property shall remain the property of the City. The property shall remain at the Laramie Fire Headquarters, and the Fire Chief shall govern utilization of the same.

## **20. POLITICAL ACTIVITY**

Employees shall not use official authority or influence to interfere with or influence the result of an election or nomination for office; coerce a City employee to pay, lend or contribute anything of value to a party, committee, organization, department, or person for political purposes; or conduct any political activity on City time. Should a City employee hold a public office and a conflict of interest arises with his/her duties as an employee, the employee will comply with State laws governing ethics and conflicts of interest and if applicable, Federal law.

If an employee becomes a candidate for the Laramie City Council, or any other public office whether partisan or not, he or she may apply for and receive a leave of absence. If the primary job function performed by the employee is in connection with an activity which is financed in whole or in part by federal loans or grants received by the City, the employee may not be employed by the City and be a candidate for any partisan political office. Any employee who is elected to a full-time public office shall resign employment prior to holding office. Any employee who took a leave of absence and is unsuccessful in the election shall be reinstated.

Discrimination against any person in recruitment, examination, appointment, retention, discipline or any other aspect of personnel administration because of political opinion or affiliation is prohibited. No questions shall be asked on any application, examination or interview which would directly or indirectly require the disclosure of a person's political affiliation, preferences or opinions. Employees are prohibited from using political influence as an advantage in securing or making appointments or for other personal benefit for themselves or others in personnel matters.

## **21. DRUG TESTING**

Periodic physical examinations including alcohol and drug screening tests will be required of all Fire Department employees. Positive, confirmed results will result in disciplinary and/or Administrative actions in accordance with Section 21.

All employees subject to said tests would be fully informed of the testing policy and procedures in writing before the test is administered. No employee shall be tested until this information is provided to him/her.

Alcohol and drug screening tests will be administered under any or all of the following conditions:

During periodic physical examinations, no more often than once a year.

There is reasonable suspicion that the employee to be tested is under the influence of alcohol to any degree or is otherwise abusing a substance.

Chemical tests of employees will be required immediately following work related incidents that involve serious or repetitive accidents causing death or personal injury to self or others and/or significant property damage.

Random testing of employees will be conducted.

The employee to be tested shall be advised, in writing, of the fact that he/she will be tested and the reasons therefore. If such notice cannot reasonably be provided prior to testing, it shall be provided as soon after testing as is reasonably possible.

Employees who refuse to submit to testing pursuant to the provisions of this Agreement shall be considered in violation of the City of Laramie Employee Handbook, and shall be subject to disciplinary action.

Test results shall be treated with the same confidentiality as other employee personnel records.

A positive, confirmed test result will be the basis for immediate personnel action (e.g., reassignment in the workplace or relieved of duty) until an investigative or disciplinary review, if deemed necessary by the City, is concluded.

Union members using prescription or over-the-counter medication are required to inform his or her supervisor if the medication may impair his or her ability to properly perform required duties. It is the employee's responsibility to consult with his or her doctor regarding the nature of his or her duties and the interaction with the prescribed drug.

Union members will not report to work under the influence of alcohol or drugs and will not use alcohol or drugs during working hours. This policy applies also to Fire

Department employees who are being compensated for carrying pagers and to Fire Department employees who are called back to duty.

It is recognized by all parties involved that it is every employee's responsibility to enforce a drug and alcohol free work place. Union members who have a reasonable basis to believe that another employee is under the influence of or is in possession of any controlled substance or alcohol while on duty shall immediately report the facts and circumstances to his/her supervisor. If the supervisor is the subject believed to be under the influence then the employee shall report the incident to the Fire Chief, City Manager, or Human Resources staff or the Duty Chief on call.

With the exception of first time detection under Section 21, positive confirmed results of alcohol and drug screening tests may result in disciplinary action including dismissal, first time detection under Section 21 shall not result in dismissal unless illegal drugs are detected. It shall be the policy of the City, however, to consider seeking the rehabilitation of employees with a self-admitted or detected alcohol or substance abuse problem. Exceptions shall be employees who have previously been referred one or more times for an alcohol or substance abuse problem. Employees in this category may be refused benefits under this Section. Employees who refuse to submit to screening pursuant to Section 20, shall be considered in violation of the City of Laramie Employee Handbook, and shall be subject to disciplinary action.

At any time an employee may voluntarily enter a chemical dependency program without fear of disciplinary actions against him. While undergoing evaluation and treatment, the employee may receive the usual compensation and fringe benefits provided at his assigned position.

Upon the request of an individual employee, the employee shall be entitled to the presence of a Union representative during the administration of any chemical test administered pursuant to this Agreement. If, however, a Union representative is unavailable or not readily available, the employee shall proceed to be tested in a timely manner, so as not to affect the outcome of the test(s).

The Union may inspect individual test results only if the individual involved authorizes the release of this information.

The City shall direct Department Physician to provide a standing order for a blood test, if requested by an employee, to re-establish their fitness for duty at the time of, or after, a positive breathalyzer.

## **22. PHYSICAL TRAINING PROGRAM**

The City and the Union agree to enter into a physical training program. This program will start November 1, 1990. This program will be under the direction of the physician advisor.

For this contract, the amount contracted will be one thousand dollars (\$1,000) from the Union for the purchase of exercise equipment. The Physical Training Committee will make the decision on the type of equipment with concurrence by the physician advisor.

The City and the Union agree that the details relative to the physical training program will be specified in a written Fire Department policy. This policy shall be established and can be modified by mutual agreement of both parties. When the City and the Union have agreed upon the policy, its terms shall be binding upon the City and all members of the Union.

To evaluate the physical fitness of department personnel for active duty, a program of physical examinations is established. These physical examinations will include, but not be limited to, the following: health history and office physical examination, cardiovascular stress test, chest X-ray, stool examination for blood, blood chemistry screen, and urinalysis. Additional tests will be performed at the recommendation of the physician chosen by the City and the Union.

Approximately one-third (1/3) of the department personnel will be evaluated each year. Through rotation, each individual shall be evaluated once every three (3) years. The City may require more frequent evaluation of any individual. Nothing in this section is intended to restrict the City's rights under the Employee Handbook.

### **23. WELLNESS LEAVE**

If a member fulfills the obligation established by the human resource department in the wellness program, the member is eligible to take a leave of absence for one shift equivalent, in the following fiscal year. Wellness leave can be taken in one hour increments. Wellness leave is considered hours worked.

### **24. RULES AND REGULATIONS**

The Employee Handbook of the City of Laramie as adopted, except where inconsistent with the provisions of the Agreement, are by this reference adopted and made a part hereof.

Additionally, certain customs and practices in effect in the Fire Department as of July 1, 1974, which are bulleted below shall not be eliminated or changed until both parties concur. These customs and practices are as follows:

Personnel shall be permitted to trade shifts subject to the provisions of the department policy concerning trades.

When members of the Fire Department trade comp time or give comp time to another member who works part of a shift, appropriate documentation will be provided to the Payroll office.

Personnel shall be permitted to wash their private vehicles in the Station on Sundays with the permission of the Duty Officer, provided that it does not

interfere in any manner with the normal routine or work programs of the Department.

Personnel shall be permitted to work on personal projects, which are not of a commercial nature, when such work is not in conflict with any work program of the Department.

Employees are required to live close enough to be able to report to work as needed. This provision does not apply to residency established prior to July 1, 2007.

Union meetings shall be permitted in the Laramie Fire Station No. 1 so long as they do not conflict in any manner with the normal routine or work programs of the Department. On duty personnel can attend any and all meetings provided no emergency conditions exist. On duty personnel shall be prepared to, and shall respond to, all emergencies during said meetings. Notice of such meetings shall be filed with the Fire Chief prior to the meeting.

The individual chosen as the representative of the bargaining agent, as such terms are used by W.S. 27-10-101, through W.S. 27-10-109, 1977, shall be permitted time off with pay, when such time off does not interfere with minimum manning requirements, for the purposes of meeting with the corporate authority to negotiate the agreement for the year following the year of this agreement.

The Fire Chief shall consider input from employees in regards to updates or changes to the Fire Department Policy Manual and Standard Operating Procedures (SOP's). The Fire Chief shall ensure that there is representation from the nonsupervisory ranks included for such reviews.

The City and the Local 946 agree that no representative of either will have any ex-parte communications with any city board or commission about any subject under consideration by the board or commission acting in a quasi-judicial capacity.

#### **Retired Members**

If a retired (current or former) member is eligible for any benefits, rights, privileges or compensation that is no longer listed in the current contract, then that member shall (at minimum) remain eligible in accordance with the contract that was current at the time of their retirement.

## **25. GRIEVANCES**

Any disagreement or difference of opinion between the City and the Union, which concerns the interpretation or application of the terms and provisions of this

Agreement, shall be considered a grievance. Grievances raised under this provision may be raised by the City or by the Union, or by any member of the Department through the Grievance Committee of the Union. The procedure for settlement of grievances is as follows:

The grievance must be stated in writing and contain a clear and concise statement of the grievance, the issue involved, the specific section(s) of the agreement alleged to have been violated, the relief sought, and shall be signed by the President of the Union or the City Manager.

Such grievance shall be presented to the City Manager or the President of the Union within ten (10) days (Saturdays, Sundays, and holidays excluded) after the maturing of the disagreement or difference of opinion or it shall be deemed to have been abandoned; provided first, however, the Union President and the Department Chief shall have met informally to resolve the grievance.

The City Manager or the President of the Union shall set a meeting with each other within five (5) days (Saturdays, Sundays and holidays excluded) after the presentation of the grievance.

The City Manager or the President of the Union shall render a decision in writing within ten (10) days (Saturdays, Sundays and holidays excluded) after said meeting.

If the decision of the City Manager or the President of the Union is not considered satisfactory, the Union or the City may, within five (5) days, (Saturdays, Sundays and holidays excluded), inform the other of its desire to exercise its right to arbitration, in accordance with the provisions of the Uniform Arbitration Act. If notice is not given within the five (5) day period specified, the right to arbitration shall be considered to be waived.

Additionally, the City agrees to meet and confer with the President of the Union to discuss matters of concern to either the Union or the City, which are not grievances as provided in the above section. If either party wishes to determine the position of the other party concerning interpretation of the CBA or rules and regulations, a formal request shall be made between City Management and Union leadership. A response will be provided within 75 days. Such matters will be discussed first with the Fire Chief and subsequently with the City Manager or the Union President. It is the intention of this section to provide a forum for the fair and reasonable airing of perceived problems. However, the decision of the City, in matters not deemed grievances in Section 25 a, shall be final and not subject to arbitration, nor shall either party be waiving its rights to grievances under that section.

The grievance procedures herein specified shall be in lieu of those specified in the City of Laramie Employee Handbook.

The Union shall, at no time during the period covered by this agreement, engage in any strike or picketing of any nature. The City will affect no work stoppages during the same period.

## **26. ARBITRATION**

Any dispute, claim, or grievance arising from or relating to the interpretation, application, or renegotiations of this Agreement shall be submitted to arbitration administered by the American Arbitration Association Arbitration under its Labor Arbitration Rules. The parties further agree to accept the arbitrator(s) award as final and binding on them.

## **27. SAVINGS CLAUSE**

If any provision of this Agreement or the application of such provision should be rendered or declared invalid by any court action or by reason of any existing or subsequently enacted legislation, the remaining parts or portions of the Agreement shall remain in full force and effect.

## **28. ENTIRE AGREEMENT**

This agreement contains all of the covenants, stipulations and understandings of the parties with respect to matters dealt with herein, and no officer, agent, or representative of either of the parties has authority to make representatives or agreements in conflict herewith or not included herein which will affect the rights of the parties.

## **29. TERMS OF AGREEMENT**

This agreement shall be in full force and effect beginning at 0001 hours on the 1<sup>st</sup> day of July 2016, and shall remain in full force and effect until 2400 hours on the 30<sup>th</sup> day of June 2017 and shall continue in effect unless one of the parties notifies the other in writing at least 120 days prior to the expiration of the agreement that it elects to reopen this Agreement for the purposes of renegotiating certain provisions hereof. Upon receipt of such notice of election, parties will immediately arrange to enter into negotiations. Upon receipt of such notice of election, parties will immediately arrange to enter into negotiations.

EXECUTED in duplicate the day and year first above written.

THE CITY OF LARAMIE

By: \_\_\_\_\_  
Janine Jordan  
City Manager

FIREFIGHTERS LOCAL 946, I.A.F.F.

By: \_\_\_\_\_  
Gus Stonum, Chairman  
Bargaining Committee

By: \_\_\_\_\_  
Johnathan Piscioti, President  
Local 946

Ratified and approved by the Laramie City Council this 17th day of May, 2016.

Attest:

\_\_\_\_\_  
Angie Johnson, City Clerk

\_\_\_\_\_  
David A. Paulekas  
Mayor and President of the  
Laramie City Council

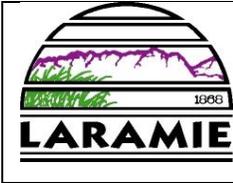
Appendix A Fire Pay Plan

City of Laramie  
 Fire Department  
 Pay Plan  
 Appendix A  
 July 1, 2015

Pay Grade	Title	Pay Period	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14
F1	Firefighter	Monthly	3947	4046	4147	4250	4357	4466	4577	4692	4809	4929	5052	5179	5308	5441
		Fire/Hr	\$ 17.14	\$ 17.57	\$ 18.01	\$ 18.46	\$ 18.92	\$ 19.39	\$ 19.88	\$ 20.38	\$ 20.89	\$ 21.41	\$ 21.94	\$ 22.49	\$ 23.05	\$ 23.63
		Annual	\$ 47,363	\$ 48,547	\$ 49,761	\$ 51,005	\$ 52,280	\$ 53,587	\$ 54,927	\$ 56,300	\$ 57,707	\$ 59,150	\$ 60,629	\$ 62,145	\$ 63,698	\$ 65,291
		27 day	\$ 3,703	\$ 3,796	\$ 3,891	\$ 3,988	\$ 4,088	\$ 4,190	\$ 4,295	\$ 4,402	\$ 4,512	\$ 4,625	\$ 4,740	\$ 4,859	\$ 4,980	\$ 5,105
F2	Equipment Operator	Monthly	-	-	-	-	4809	4929	5052	5179	5308	5441	5577	5716	5859	6006
		Fire/Hr	-	-	-	-	\$ 20.89	\$ 21.41	\$ 21.94	\$ 22.49	\$ 23.05	\$ 23.63	\$ 24.22	\$ 24.83	\$ 25.45	
		Annual	-	-	-	-	\$ 57,707	\$ 59,150	\$ 60,629	\$ 62,145	\$ 63,698	\$ 65,291	\$ 66,923	\$ 68,596	\$ 70,311	
		27 day	-	-	-	\$ 4,512	\$ 4,625	\$ 4,740	\$ 4,859	\$ 4,980	\$ 5,105	\$ 5,232	\$ 5,363	\$ 5,497	\$ 5,635	
F3	Company Officer	Monthly	-	-	-	-	5308	5441	5577	5716	5859	6006	6156	6310	6467	
		Fire/Hr	-	-	-	-	\$ 23.05	\$ 23.63	\$ 24.22	\$ 24.83	\$ 25.45	\$ 26.08	\$ 26.74	\$ 27.40	\$ 28.09	
		Annual	-	-	-	-	\$ 63,698	\$ 65,291	\$ 66,923	\$ 68,596	\$ 70,311	\$ 72,069	\$ 73,870	\$ 75,717	\$ 77,610	
		27 day	-	-	-	\$ 4,980	\$ 5,105	\$ 5,232	\$ 5,363	\$ 5,497	\$ 5,635	\$ 5,776	\$ 5,920	\$ 6,068		
F4	Shift Commander	Monthly	-	-	-	-	-	6629	6795	6965	7139	7317	7500	7688	7880	
		Fire/Hr	-	-	-	-	-	\$ 28.79	\$ 29.51	\$ 30.25	\$ 31.01	\$ 31.78	\$ 32.57	\$ 33.39	\$ 34.22	
		Annual	-	-	-	-	-	\$ 79,550	\$ 81,539	\$ 83,577	\$ 85,667	\$ 87,809	\$ 90,004	\$ 92,254	\$ 94,560	
		27 day	-	-	-	-	\$ 6,220	\$ 6,375	\$ 6,535	\$ 6,698	\$ 6,865	\$ 7,037	\$ 7,213	\$ 7,393		

MANAGEMENT CLASSES - FIRE

	Minimum	Midpoint	Maximum
F4 Division Chief	\$79,550	\$88,237	\$96,924
F5 Fire Chief <sup>1</sup>	\$99,347	\$118,149	\$136,951



**Agenda Item: Bid Award**

**Title: North Side Pressure Reducing Valve and Vault Project Award**

**Recommended Council MOTION:**

“I move to award the North Side Pressure Reducing Valve and Vault Project to Mechanical Systems, Inc. of Cheyenne, WY in the amount of \$265,444.00 plus a contingency of \$26,544.00 for a total amount not to exceed \$291,988.00, to approve the contract therefore, and authorize the Mayor and Clerk to sign.”

**Administrative or Policy Goal:**

Maintain City-Wide Infrastructure Improvement Program as Adopted in the Water/Sewer (Red Oak) Study

**Background:**

This project is the first of three designed to improve water service during high demand periods and fire flow conditions in areas of Pressure Zone 1 where flows are marginal. This project allows additional water to flow from Pressure Zone 2 to Pressure Zone 1 when demand in Pressure Zone 1 is higher than normal.

As shown on the attached vicinity map, the pressure reducing valve and vault will be installed at 10<sup>th</sup> and Beaufort. The valve and vault will improve the fire flow capacity and flow characteristics of Pressure Zone 1 in the area north of Reynolds St. and west of 13<sup>th</sup> St.

As per the City’s purchasing policy, the project was advertised and placed out for public bid. A mandatory pre-bid meeting for the project was held on April 19, 2016, with two contractors present, Six Point Solutions and Mechanical Systems, Inc. The bid opening for the project was held on May 3, 2016, with the following result:

Mechanical Systems Inc.          \$265,444.00

**Legal/Statutory Authority:**

**BUDGET/FISCAL INFORMATION:**

**REVENUE**

Source	Amount	Type
Fees/Charges for Service	\$1,584,845.00	WF 510-7015-461-79-00; Pg. 317 Capital Budget
Grants for Projects		
Loans on Project		
Other		
<b>Total</b>	<b>\$1,584,845.00</b>	

**EXPENSE**

Proposed Project Cost.

Project Budget	Amount	Funds
Project Cost	\$265,444.00	As per bid; Mechanical Systems, Inc.
Loans on Project		
Grants for Project		
Other/Outside Projects		
City's Amount	\$265,444.00	
Contingency	10% \$26,544.00	
Total Amount	\$291,988.00	

Amount spent to date (approved and adopted by Council)

Budget	Amount	Funds
Total Budget Allocation	\$1,584,845.00	510-7015-461-79-00
Less Amount Spent to Date	\$63,069.00	Design
Remainder of Budget	\$1,521,776.00	

**Responsible Staff:**

Earl Smith, P.E., Public Works Director  
Cal Van Zee, Utility Division Manager

Attachments:

Northside PRV Map  
Construction Contract Mechanical Systems, Inc.



9th St

BEAUFORT ST

10th St

13th St



CITY OF LARAMIE  
CITY ENGINEERS OFFICE  
40 GRAND AVENUE  
LARAMIE, WY 82001  
PHONE: (307) 731-4200  
FAX: (307) 731-2316

North Side PRV  
10th & Beaufort

DRAWN BY:	KRI
CHECKED BY:	-
DATE:	5-4-2018
SCALE:	1"=100'
SHEET #:	1

**CONSTRUCTION CONTRACT  
BETWEEN  
CITY OF LARAMIE, WYOMING  
AND  
MECHANICAL SYSTEMS INC.**

1. **Parties.** This Contract is entered into this \_\_\_\_ day of May, 2016, by and between City of Laramie, Wyoming, (hereinafter referred to as "City"), whose address is 406 Iverson Street, Laramie, Wyoming 82072, and Mechanical Systems Inc. (hereinafter referred to as "Contractor"), whose address is 1313 W. Lincolnway, Cheyenne WY, 82001. City and Contractor agree to the terms set forth in this document.

2. **Purpose of Contract.** Contractor shall provide all labor, supervision, materials, equipment, all incidentals, related items and appurtenances, and performing all operations necessary to complete the North Side Pressure Reducing Valve and Vault Project in accordance with the Advertisement to Bid (hereinafter referred to as "ATB") documents dated April 5, 2016, labeled as NORTH SIDE PRESSURE REDUCING VALVE AND VAULT PROJECT which is marked Attachment A and attached hereto and incorporated herein.

3. **Term of Contract.**

A. **Time of Commencement and Substantial Completion.**

(i) The work under this Contract shall commence within ten calendar days of the Notice to proceed and be substantially complete sixty calendar days after construction commences with final completion seventy one days after construction commences.

(ii) Performance under this Contract shall not begin prior to the date upon which the last required signature is affixed to this Contract or the date of the Contractor's receipt of a Notice to Proceed, whichever occurs later.

(iii) Permitting the Contractor to continue and finish the work or any part of it after the time fixed for its completion, or after the use of additional contract time, will in no way operate as a waiver on the part of City of any of its rights under the Contract.

4. **Payment.**

A. **Contract Sum.**

(i) City agrees to pay Contractor for the services described herein. The total payment under this Contract shall not exceed Two Hundred Sixty Five Thousand, Four Hundred Forty Four Dollars and no cents (\$265,444.00). No payment shall be made for work performed prior to the

date upon which the last required signature is affixed to this Contract or the date of the Contractor's receipt of a Notice to Proceed, whichever occurs later.

(ii) Additional Notices to Proceed shall be issued corresponding to any respective Contract Amendments.

(iii) Pursuant to Wyo. Stat. §16-6-602, City shall pay interest beginning the forty-sixth day at the rate of one and one-half percent (1 ½%) per month on the unpaid balance of the progress payment until the account is paid in full, unless a good faith dispute exists as to City's obligation to pay all or a portion of the account.

**B. Progress Payments.**

(i) Contractor may submit monthly invoices for progress payment. Materials included on each invoice must either be installed or stored on site, additionally, any fees for labor must be performed prior to the submission of the invoice. No advance payment for materials or services may be requested. So long as the Contractor is satisfactorily progressing in performance of this contract, City may make monthly progress payments on the contract sum to the Contractor. Pursuant to Wyo. Stat. §16-6-702, City shall withhold ten percent (10%) of the calculated value of any work completed until one hundred percent (100%) of the work required by the contract has been performed. The withheld percentage of the contract price shall be retained in an account in the name of the Contractor which has been assigned to City until the contract is completed satisfactorily and finally accepted. Before the withheld percentage payment is made, City shall determine that satisfactory and substantial reasons exist for the payment and shall require written approval from any surety furnishing bonds for the contract work.

(ii) If it becomes necessary for City to take over the completion of the Contract, all amounts owed the Contractor, including the withheld percentage shall first be applied toward the cost of completion of the Contract, as provided in Wyo. Stat. §16-6-703, as amended. Any balance remaining of the retained percentage after completion by City shall be payable to Contractor or Contractor's creditors. The retained percentage which may be due to Contractor shall be due and payable as prescribed by Wyo. Stat. §16-6-116.

**C. Final Payment.**

(i) Final payment, constituting the entire unpaid balance of the contract sum, shall be paid by City to the Contractor when the Contract work has been completed, and the Contract fully performed. The Contractor shall make its request for final payment in writing to City. The Contractor's request for final payment must include the final reconciliation of the return of, and any restocking charges applied by the suppliers for any unused materials in storage. City shall determine in writing when the Contract work has been completed. Final payment will be made pursuant to Wyo. Stat. §§ 16-6-116 and 16-6-117, as amended.

(ii) No final payment will be made until the Contractor files a sworn statement, stating that all claims for material and labor performed under the Contract have been made, and that no liens or claims for unpaid materials, labor or equipment are outstanding. The sworn statement shall be

filed with the appropriate entity, as designated in Wyo. Stat. § 16-6-117. A copy of the sworn statement shall be provided to City.

(ii) If any claim for material and labor is disputed, the sworn statement shall so state and include a copy of any claim or lien and the amount claimed. The amount claimed shall be deducted from the final payment and retained by City until the dispute is resolved, as provided in Wyo. Stat. § 16-6-117. The parties agree that City may, at its discretion, place the disputed amount in an interest bearing account. In the event the funds are placed in an interest bearing account, any and all accrued interest shall belong to City.

(iii) No final payment will be made until the Contractor provides a warranty security in the form of a certified or cashier's check or bond issued by a surety meeting the requirements of Article 5.01 of the General Conditions. The certified or cashier's check or bond shall be in the amount of the 5% of the original contract amount, and shall have an expiration date consistent with the final correction or warranty period.

**D. Liquidated Damages.**

(i) If the Contractor fails to complete the work within the time specified in the Contract, or within any authorized extension of time under a change order, Contractor shall pay to City as liquidated damages, the sum listed in the following table, for each calendar day of delay until the work is substantially complete, as approved by City.

Original Contract Amount			Liquidated Damages charge per calendar day
\$0.00	to	\$50,000.00	\$500.00
\$50,000.01	to	\$100,000.00	\$1,000.00
\$100,000.01	to	\$500,000.00	\$1,500.00
\$500,000.01	to	\$1,000,000.00	\$2,000.00
\$1,000,000.00		and greater	\$3,000.00

(ii) The liquidated damages shall be computed beginning the day following the first calendar day specified for completion and shall continue each and every calendar day until all work under the Contract is substantially complete, as approved by City.

(iii) Liquidated damages will not be charged for any work required to be done by the Contractor as a result of a final inspection, providing the work is only cleanup or of a minor nature and the Contractor has shown constant effort in completing the work, as determined by City. If deferment of the inspection is necessary due to causes which City determines to be beyond the control of and without the fault or negligence of the Contractor, liquidated damages will not be assessed for that period of time.

(iv) Nothing herein shall be construed to preclude City from the recovery of damages for causes other than the delay by the Contractor.

**5. Responsibilities of Contractor.**

**A.** The Contractor shall perform all work on the described project as required by the Contract documents. The work to be performed includes the labor and services necessary to produce such replacement, and all materials, supplies, tools, transportation, equipment, and machinery required for replacement.

**B.** This project bid includes all materials, labor and equipment to complete the reconstruction and resurfacing of streets as outlined in the Project Manual for the North Side Pressure Reducing Valve and Vault Project dated March 2016 as outlined in Attachment A.

**6. General Provisions.**

**A. Ownership of Documents/Work Product.** All documents, reports, records, field notes, materials, and data of any kind resulting from performance of this Contract are at all times the joint property of the Contractor and City. Upon termination of the Contract all of the above documents return to the City.

**B. Independent Contractor.** The Contractor shall function as an independent Contractor for the purposes of this Contract, and shall not be considered an employee of the City of Laramie for any purpose. The Contractor shall assume sole responsibility for any debts or liabilities that may be incurred by the Contractor in fulfilling the terms of this Contract, and shall be solely responsible for the payment of all federal, state, and local taxes which may accrue because of this Contract. Nothing in this Contract shall be interpreted as authorizing the Contractor or its agents and/or employees to act as an agent or representative for or on behalf of City, or to incur any obligation of any kind on the behalf of City. The Contractor agrees that no health/hospitalization benefits, workers' compensation and/or similar benefits available to City of Laramie employees will inure to the benefit of the Contractor or the Contractor's agents and/or employees as a result of this Contract.

**C. Amendments.** Any changes, modifications, revisions or amendments to this Contract which are mutually agreed upon by the parties to this Contract shall be incorporated by written instrument, executed and signed by all parties to this Contract.

**D. Insurance.** The Contractor shall maintain the following insurance:

**(i) Comprehensive General Liability.** Contractor shall have and maintain comprehensive general liability insurance coverage during the entire term of the Contract, against claims arising out of bodily injury, death, damage to or destruction of the property of others, including loss of use thereof, and including underground, collapse and explosion (XCU) and products and completed operations in an amount not less than five hundred thousand dollars (\$500,000.00) each occurrence and one million dollars (\$1,000,000.00) in the general aggregate.

**(ii) Workers Compensation or Employers Liability Insurance.** Contractor shall provide proof of workers compensation coverage, for all its employees who are to work on the projects described in this Contract. Contractor's coverage shall be under the Wyoming Workers Safety

and Compensation program, if statutorily required, or such other workers compensation insurance as appropriate. Contractor's insurance shall include A Stop Gap coverage in an amount not less than Five Hundred Thousand Dollars (\$500,000.00) per employee for each accident and disease. Contractor shall have also supply proof of workers' compensation and employer's liability insurance on each and every subcontractor before allowing that subcontractor on the job site.

(iii) **Business Automobile Liability.** Contractor shall maintain, during the entire term of the contract, automobile liability insurance in an amount not less than five hundred thousand dollars (\$500,000.00) per occurrence.

(iv) **Coverage.** All policies required under this Contract shall be in effect for the duration of this Contract and projects. All policies shall be primary and not contributory. Contractor shall pay the premiums on all insurance policies and insurance certificates must include a clause stating that the insurance may not be revoked, cancelled, amended or allowed to lapse until the expiration of at least thirty (30) days advance written notice to City.

(v) **Additional Insured.** All insurance policies required by this Contract, except workers' compensation, shall name City as an additional insured, and shall contain a waiver of subrogation against City, its agents and employees. Contractor shall provide, upon request a copy of an endorsement providing this coverage.

(vi) **City's Right to Reject.** The City reserves the right to reject a certificate of insurance if Contractor's insurance company is widely regarded in the insurance industry as financially unstable. This would include but is not limited to insurance companies with no less than AVIII rating in the A.M. Best insurance rating guide.

(vii) **Subcontractors.** The insurance requirements set forth above apply to all subcontractors. It is Contractor's responsibility to ensure that its subcontractors meet these insurance requirements. City has the right to review the Certificates of any and all subcontractors used by the Contractor.

(viii) **Cancellation.** There shall be no cancellation, material change, potential exhaustion of aggregate limits or intent to not renew insurance coverage without thirty (30) days written notice from Contractor or their insurers to City. Any failure to comply with the reporting provision of this insurance, except for the potential exhaustion of aggregate limits, shall not affect the coverage provided to City and its division, officers and employees.

**E. Indemnification.** The Contractor shall release indemnify, and hold harmless the state, City, and their officers, agents, employees, successors and assignees from any cause of action, or claims or demands arising out of Contractor's failure to perform any of the Contractor's duties and obligations under or in connection with the negligent performance of Contractor's duties or obligations, including but not limited to any claims, law suits, losses or liability arising out of Contractor's malpractice performance under this Contract.

F. **Audit/Access to Records.** The Contractor shall, immediately upon receiving written instruction from City, provide to any independent auditor, accountant, or accounting firm, all books documents, papers and records of the Contractor which are pertinent to this Contract. The Contractor shall cooperate fully with any such independent auditor, accountant, or accounting firm, during the entire course of any audit authorized by City. There will be no cost for audit expense for City request to the Contractor.

G. **Publicity.** Any publicity given to the program or services provided herein, including, but not limited to, notices, information, pamphlets, press releases, research, reports, signs, and similar public notices prepared by or for the Contractor, shall identify City as the sponsoring City and shall not be released without prior written approval from City.

H. **Assignment, Transfer and Subcontracting.** Neither party shall assign or otherwise transfer any of the rights or delegate any of the duties set for in this Contract without the prior written approval of the other party. The Contractor shall not use this Contract, or any portion thereof, for collateral for any financial obligation, without the prior written permission of City. No such written approval shall relieve the Contractor of any obligations of this Contract and any transferee or subcontractor shall be considered the agent of the Contractor. The Contractor shall remain liable as between the original parties to the Contract as if no such assignment had occurred.

I. **Compliance With Laws.** The Contractor shall keep informed of and comply with all applicable federal, state and local laws and regulations in the performance of this Contract or any properly promulgated rules and regulations related thereto, and Section 504 of the Rehabilitation Act of 1973.

J. **Wyoming Product Preference.** Unless otherwise provided in the Contract, the Contractor shall provide and pay for all labor, materials, equipment, tools, construction equipment and machinery, water, heat, utilities, transportation, and other facilities and services necessary for the proper execution and completion of work, whether temporary or permanent. The Contractor shall comply with all resident and other preference requirements, including but not limited to those applicable to labor, materials and subcontractors. The Contractor agrees to provide Wyoming made goods where those goods are comparable in price and quality to those required by this Contract.

K. **Termination of Contract.** This Contract may be terminated for cause if the Contractor or City fails to perform in accordance with the terms and conditions of this Contract following delivery of a written thirty (30) day notice stating the grounds for such default.

L. **Applicable Law/Venue.** The construction, interpretation and enforcement of this Contract shall be governed by the laws of the State of Wyoming. The courts of the State of Wyoming shall have jurisdiction over this Contract and the parties, and the venue shall be the Second Judicial District, Albany County, Wyoming.

M. **Nondiscrimination.** The Contractor shall comply with Presidential Executive Order 11246 entitled, "Equal Employment Opportunity", as amended by Presidential Executive Order 11375, and as supplemented in the Department of labor Regulations (41 CFR Part 60), the Civil Rights

Act of 1964, the Americans with Disabilities Act (ADA), 42 U.S.C. 12101, et seq., the Wyoming Fair Employment Practices Act (Wyo. Stat. § 27-9-105 et seq.), the Wyoming Human Rights Act, and the Age Discrimination Act of 1975.

All parties of this Contract agree that all hiring must be done on the basis of merit and qualifications. There may be no discrimination on the basis of race, color, religion, creed, political ideas, sex, age, marital status, physical or mental disability, or national origin by the person or persons performing the Contract including, but not limited to, the prevailing wage laws.

**N. Entirety of Contract.**

(i) The Contract shall consist of this document and its terms and conditions and the following documents: The Advertisement to Bid, Instructions to Bidders, Bid Form, Signature Sheets, Performance and Payment Bond, General Conditions, Supplementary Conditions, Specifications, Supplementary Specifications, Special Provisions, Notice to Proceed, duly issued Change Orders, Extra Work Orders and Field Orders, Addenda, and all modifications issued after execution of this Contract. The Contract documents are as fully a part of this Contract as if hereto attached or herein repeated. The Contract documents are complementary and what is required by one shall be as binding as if required by all. The Contractor warrants that it has carefully examined and understands all of the Contract documents listed above, prior to starting any work under this Contract. The Contractor has not identified any issues from the above documents or site conditions which would prevent accomplishing the entire work as outlined in the Project Manual which is marked Attachment A and attached hereto and incorporated herein. Modifications include but are not limited to the following: (1) change orders (2) extra work orders or (3) addenda entered into by the parties pursuant to the terms of the Contract.

(ii) The Contract does not include prior negotiations or any other documents not specifically enumerated in the contract documents delineated in subparagraph (A) above.

(iii) This Contract, consisting of eleven (11) pages, along with the documents explicitly enumerated in Paragraph 6 (N) above and Attachment A entitled Project Manual for the North Side Pressure Reducing Valve and Vault Project dated March 2016, represent the entire and integrated Contract between the parties and supersede all prior negotiations, representations, and agreements, whether written or oral. The Contractor shall report to City any error, inconsistency or omission it may discover. City, after consulting with the Contractor, will make a determination on correction of such error. The Contractor may request a change order, under the change order provisions of this Contract, in conjunction with any required correction, if appropriate.

(iv) The terms and language set forth in this Contract have been negotiated by City and the Contractor and have not been drafted unilaterally by either party. By executing this Contract, the Contractor represents that it has carefully read, studied, compared and examined all contract documents, including the specifications, is satisfied with the sufficiency of the contract documents, and shall not, at any time, complain of defects or inaccuracies in such documents, specifications or drawings.

**P. Confidentiality of Information.** All documents, data compilations, reports, computer programs, photographs, and any other work provided to or produced by the Contractor in the

performance of this Contract shall be kept confidential by the Contractor unless written permission is granted by City for its release.

**Q. Force Majeure.** Neither party shall be liable for failure to perform under this Contract if such failure to perform arises out of causes beyond the control and without the fault or negligence of the non-performing party. Such causes may include, but are not limited to, acts of God or the public enemy, fires, floods, epidemics, quarantine restrictions, freight embargoes, and usually severe weather. This provision shall become effective only if the party failing to perform immediately notifies the other party of the extent and nature of the problem, limits delay in performance to that required by the event, and takes all reasonable steps to minimize delays. This provision shall not be effective unless the failure to perform is beyond the control and without the fault or negligence of the non-performing party.

**R. Kickbacks.** The Contractor certifies and warrants that no gratuities, kickbacks or contingency fees were paid in connection with this contract, nor were any fees, commissions, gifts, or other considerations made contingent upon the award of this Contract. If the Contractor breaches or violates this warranty, City may, at its discretion, terminate this Contract without liability to City, or deduct from the contract price or consideration, or otherwise recover, the full amount of any commission, percentage, brokerage, or contingency fee.

**S. Notices.** All notices arising out of, or from, the provisions of this Contract shall be in writing and given to the parties at the address provided under this Contract, either by regular mail, facsimile, e-mail, or delivery in person.

**T. Liaison and Notice.** City Project Manager & Contractor Superintendent.

(i) City project manager is Cal Van Zee telephone number: (307) 721-5206, cell phone 307-760-9804, and e-mail: [cvanzee@cityoflaramie.org](mailto:cvanzee@cityoflaramie.org).

(ii) The Contractor's Project Superintendent is Craig Goble, telephone number: (307) 630-9914.

(iii) All notices and invoices required in this Contract shall be in writing, properly addressed to the liaison above, and mailed first-class, postage prepaid. All notices sent via U.S. Postal Services are deemed effective on the date of postmark. Notices and invoices mailed through another carrier (e.g., UPS or FedEx) are effective upon receipt.

**U. Sovereign Immunity.** The City does not waive sovereign immunity by entering into this Contract, and specifically retains immunity and all defenses available to them as sovereign pursuant to Wyo. Stat. § 1-39-104(a) and all other state law.

**V. Taxes.** The Contractor shall pay all taxes and other such amounts required by federal, state and local law, including but not limited to federal and social security taxes, workers' compensation, unemployment insurance and sales taxes.

**W. Third Party Beneficiary Rights.** The parties do not intend to create in any other individual or entity the status of third party beneficiary, and this Contract shall not be construed so as to create such status. The rights, duties, and obligations contained in this Contract shall operate only between the parties to this Contract, and shall inure solely to the benefit of the parties to this Contract. The provisions of this Contract are intended only to assist the parties in determining and performing their obligations under this Contract. The parties to this Contract intend and expressly agree that only parties signatory to this Contract shall have any legal or equitable right to seek to enforce this Contract, to seek any remedy arising out of a party's performance or failure to perform any term or condition of this Contract, or to bring an action for the breach of this Contract.

**X. Americans with Disabilities Act.** Contractor shall not discriminate against a qualified individual with a disability and shall comply with the Americans with Disabilities Act, P.L. 101-336, 42 U.S.C. 12101 *et seq.* and any properly promulgated rules and regulations related thereto.

**Y. Warranty.** Contractor warrants the following:

- (i) has the ability to perform the agreed services;
- (ii) shall provide suitable resources to perform work in accordance with agreed services;
- (iii) will endeavor to provide the services herein on a timely basis consistent with the difficulty and scope of services to be provided; and
- (iv) shall perform all work in a professional and workmanship like manner.

**Z. Patent or Copyright Protection.** Contractor recognizes that certain proprietary matters or techniques may be subject to patent, trademark, copyright, license or other similar restrictions, and warrants that no work performed by Contractor or its subcontractors will violate any such restriction.

**AA. Extension.** Nothing in this Contract shall be interpreted or deemed to create an expectation that this Contract will be extended beyond the term described herein. Any extension of this Contract shall be requested by the Contractor and following approval by City shall be effective only after it is reduced to writing and executed by all parties to the Contract. Any agreement to extend this Contract shall include, but not necessarily be limited to: an unambiguous identification of the Contract being extended; the term of the extension; the amount of any payment to be made during the extension, or a statement that no payment will be made during the extension; a statement that all terms and conditions of the original Contract shall, unless explicitly delineated in the exception, remain as they were in the original Contract; and, if the duties of either party will be different during the extension than they were under the original Contract, a detailed description of those duties.

**BB. Availability of Funds.** Each payment obligation of City is conditioned upon the availability of government funds which are appropriated or allocated for the payment of this obligation. If funds are not allocated and available for the continuance of the services performed by the Contractor, the contract may be terminated by City at the end of the period for which the funds are available. City shall

notify the Contractor at the earliest possible time of the services which will or may be affected by a shortage of funds. No penalty shall accrue to City in the event this provision is exercised, and City shall not be obligated or liable for any future payments due or for any damages as a result of termination under this section. This provision shall not be constructed to permit City to terminate this Contract to acquire similar services from another party.

**CC. Award of Related Contracts.** City may undertake or award supplemental or successor contracts for work related to this Contract. The Contractor shall cooperate fully with other contractors and City in all such cases.

**DD. Time is of the Essence.** Time is of the essence in all provisions of the Contract.

**EE. Titles Not Controlling.** Titles of paragraphs and sections are for reference only, and shall not be used to control the language in the contract.

**FF. Severability.** Should any portion of this Contract be judicially determined to be illegal or unenforceable, the remainder of this Contract shall continue in full force and effect and either party may attempt to renegotiate the terms affected by the severance.

**INTENTIONALLY LEFT BLANK**

IN WITNESS WHEREOF, the Laramie City Council has caused this Agreement to be signed and executed in its behalf by its Mayor, and duly attested by its City Clerk, and Contractor has signed and executed this Agreement, the day and year first written above.

**CITY OF LARAMIE, WYOMING:**

By: \_\_\_\_\_  
David A Paulekas, Mayor and President of the  
City Council

Attest: \_\_\_\_\_  
Angie Johnson  
City Clerk

**CONTRACTOR:**

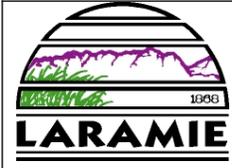
**MECHANICAL SYSTEMS INC.**

By: Kathleen Zilka

Title: Vice President



**CITY OF LARAMIE COUNCIL REGULAR MEETING      May 17, 2016**



**Agenda Item: Original Ordinance - 2nd Reading**

**Title: Adoption of 2015 International Fire Code.**

**Recommended Council MOTION:** “that council approves the second (2<sup>nd</sup>) reading of Original Ordinance No. 1943, adoption of the 2015 International Fire Code (IFC)”

**Administrative or Policy Goal:**

To protect the health and safety of the public by regulating minimum fire safety requirements for new and existing buildings, facilities, storage and processes; and to regulate and govern the safeguarding of life and property from the fire and explosion hazards arising from the storage, handling, and use of hazardous substances, materials and devices, and from conditions hazardous to life or property in the occupancy of buildings and premises.

**Background:**

This ordinance will provide for the local adoption of the most recent fire code approved by the State of Wyoming Fire Marshal’s Office and the Council on Fire Prevention and Electrical Safety in December of 2015. A work session was prepared and presented to the Laramie City Council in March of 2016 regarding the adoption of the 2015 IFC. Adoption of the IFC will include Appendices B, D, E, F, and G which were also adopted in the past. Appendix B refers to fire flow requirements, and was previously referenced by the City of Laramie Code of Ordinances.

**Legal/Statutory Authority: 15-1-119**

**Responsible Staff: Mark Doyle, Fire Marshal**

**Dan Johnson, Fire Chief**

Future dates are subject to change

Work Session	March 22, 2016
Advertised	<a href="#">Click here to enter a date.</a>
Public Hearing (PH) Held	June 7, 2016
PH Advertised	May 31, 2016
Introduction/1 <sup>st</sup> Reading	May 3, 2016
2 <sup>nd</sup> Reading	May 17, 2016
3 <sup>rd</sup> Reading	June 7, 2016
	<a href="#">Click here to enter a date.</a>

Attachments:

\_\_\_\_\_ City Manager      \_\_\_\_\_ City Attorney      \_\_\_\_\_ Choose an item.

ORIGINAL ORDINANCE NO.

INTRODUCED BY: \_\_\_\_\_

ENROLLED ORDINANCE NO.

**AN ORDINANCE ADOPTING THE 2015 INTERNATIONAL FIRE CODE WITH CERTAIN SPECIFIED EXCEPTION THERETO.**

**BE IT ORDAINED BY THE CITY COUNCIL OF LARAMIE, WYOMING:**

• **15.24.040- Fire code.**

A.

International Fire Code.

1.

Adoption. The ~~2012~~ 2015 International Fire Code, including Appendix B, D, E, F, and G, is adopted by reference and has the same force and effect as though fully set forth in this chapter, except as specifically amended by this chapter. Copies of such codes are on file in the community development department. (Ord. 1466 § 102, 2005, Ord. 1538 § 332, 2008).

2.

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3.

Section ~~102.6~~ 102.7 amended—Reference codes and standards.  
Section ~~102.6~~ 102.7 of the International Fire Code is amended to read as follows:  
The referenced National Fire Protection Association (NFPA) standards listed in Chapter 80 of the International Fire Code shall be the adopted standard for use within the jurisdiction. The most recently published edition of each individual NFPA standard listed in Chapter 80 shall be recognized as standards of good practice which may be enforced by the fire code official whenever other provisions of the code are, at the fire code official's discretion, inadequate or inapplicable to any situation involving the protection of persons and property from the hazards of fire or explosions. All references to the ICC Electrical Code shall be changed to the National Electrical Code as adopted and amended by this Chapter. (Ord. 1466 § 104, 2005, Ord. 1538 § 33, 2008).

4.

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5.

Section ~~107.5~~ 107.6 amended—Overcrowding.  
Overcrowding or admittance of any person beyond the approved capacity of a building or a portion thereof shall not be allowed. The fire code official or designee, upon finding any overcrowding conditions or obstructions in aisles, passageways or other means of egress, or upon finding any condition which constitutes a life safety hazard shall be authorized to cause the event to be stopped until such condition or obstruction is corrected and/or a sworn police officer may issue a written citation of violation. (Ord. 1507 § 2, 2007).

6.

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9.

Sections 507.3 and 507.5 amended—Fire flow and fire hydrant systems.  
Section 507.3 and 507.5 are amended to read as follows:

a.

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b.

Water supply may consist of reservoirs, pressure tanks, elevated tanks, water mains or other fixed system capable of supplying their required fire flow.

~~Minimum standards for fire flow shall be as follows:~~

(i)

~~Zones H, I2, IP, C2, AE, AV, DC and B2—4,000 gallons per minute~~

(ii)

~~Zones B1, LM, NB, O, and R3—3,000 gallons per minute~~

(iii)

~~Zones R1, R2, R2M, LR, AG, and RR—1,500 gallons per minute~~

(iv)

~~PUD—To be determined at the time of application for development.~~

c.

The number, type, and location of fire hydrants connected to a water supply capable of delivering the required fire flow shall be provided on the public street, approved fire apparatus access road, or on the site of the premises to be protected as required and approved by the fire chief or the fire code official. All hydrants shall be accessible to fire department apparatus from city streets or fire apparatus access roadways meeting the requirements of the ~~2012~~ 2015 International Fire Code Section 503 or ~~2012~~ 2015 IFC Appendix D

d.

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(xiii)

Appendix Chapters B (Fire Flow Requirements for Buildings) and C (Fire Hydrant Locations and Distribution) of the International Fire Code and/or the Insurance Service office Commercial Grading Schedule shall be recognized as standards of good practice which may be enforced by the fire chief or the fire code official whenever other provisions of the code are, at the fire chief's discretion, inadequate or inapplicable to any situation involving the protection of persons and property from the hazards of fire or explosions. (Ord. 1466 § 109, 2005, Ord. 1538 § 35, 2008).

10.

Section ~~5304~~ 5304.1 amended—Storage of compressed gasses—Upright storage. Add Paragraph to Section 5304 to read as follows: Any storage of Compressed Natural Gas (CNG) is prohibited unless approved by the fire code official. (Ord. 1466 § 111, 2005).

11.

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12.

Section 5601.1 amended—Explosives and fireworks—Scope.

Add the following sentence to the end of Section 3301.1 to read as follows:

Provisions of Chapter 56 pertaining to fireworks shall extend to and be enforceable within the city limits ~~and up to two miles outside the city limits.~~ (Ord. 1466 § 113, 2005).

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20.

IFC fines, penalties and fees.

a.

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b.

The fire chief, subject to the approval of the city manager, shall establish a fee schedule as follows: repeated false alarms fifty dollars upon the third alarm; repeated reinspections fifty dollars upon the third visit; and repeated acceptance testing fifty dollars on the third visit. ~~Solid fuel appliance inspections outside of the city limits will have a one hundred dollar fee assessed per inspection.~~

c.

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21.

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22.

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23.

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**BUSINESS READY COMMUNITY GRANT AND LOAN PROGRAM  
LOAN AGREEMENT BETWEEN THE WYOMING BUSINESS COUNCIL AND  
THE CITY OF LARAMIE UNDERWRITERS LABORATORIES BUSINESS  
COMMITTED SPECIAL ASSISTANCE LOAN PROJECT**

1. **Parties.** The parties to this Loan Agreement (Loan) are the Wyoming Business Council (Council), whose address is 214 West 15<sup>th</sup> Street, Cheyenne, Wyoming 82002 and the City of Laramie (Borrower), whose address is 406 Ivinson Street, P.O. Box C, Laramie, WY 82073.
2. **Purpose of Loan.** The Council shall provide Business Ready Community Grant and Loan Program (BRC) Special Assistance Fund Loan funds to Borrower in the amount set forth in Section 4, and Borrower shall undertake and complete materials, projects and/or services (collectively, the Project) described in Attachment A, B, C, and D which are attached hereto and incorporated herein by this reference. Performance by Borrower of the requirements of this Loan and compliance with all BRC program rules and regulations is a condition to this Loan.
3. **Term of Loan.** The Borrower shall repay the Loan in accordance with the Business Ready Community Promissory Note as further described in Attachment B which is attached and made a part of this Loan. This Loan shall commence upon the date the last signature is affixed hereto. All construction services shall be completed by June 30, 2017. The term of repayment of the Loan is seven (7) years at an interest rate of one-half percent (½%) per annum, and a one-time loan fee of two thousand one hundred sixty-five dollars and eighty-one cents (\$2,165.81). The Borrower is responsible for all fees including, but not limited to, loan fee, loan documentation fees, filing fees, title insurance and the cost of any appraisals to be paid at closing.
4. **Disbursement of Loan Monies.** Council agrees to loan monies to Borrower for performance of the Project, completed in accordance with the requirements of this Loan and the BRC program. The total payment to Borrower under this Loan shall not exceed four hundred thirty-three thousand one hundred sixty-one dollars (\$433,161) (Loan). Payment will be made following Borrower's delivery to Council of invoices detailing services performed in connection with the Project in a form acceptable to Council. Loan funds shall not be used for any services performed in connection with the Project prior to the date upon which the last required signature is affixed to this Loan.
5. **Responsibilities of Borrower Regarding the Project.** The Borrower agrees to its responsibilities described in Attachment A which is attached and made a part of this Loan. The Borrower shall execute a Non-Recourse Promissory Note in to evidence its obligation to repay the Loan to the Council. A copy of the Non-Resource Promissory Note, Attachment B, is attached hereto and hereby incorporated herein by reference.

6. **Loan Security.** The Loan shall be secured by a Mortgage and Assignment and Pledge of Revenues by the Borrower to the Council of all of the Borrower's right, title, and interest in and to revenues received by the Borrower. This Mortgage shall be in effect until the Loan has been repaid in full. A copy of the Mortgage, Attachment C, and Assignment and Pledge of Revenues, Attachment D, are attached to this Loan and hereby incorporated herein by reference.
7. **Repayment.** The Borrower agrees to arrange for the repayment of the Loan in the event that the Business Ready Community Grant and Loan Program is invalidated by any Court.
8. **Responsibilities of Council.** Council will, at its discretion, assist in providing Borrower access to information, including without limitation information concerning BRC program requirements, rules statutes, and regulations. The Council will cooperate with Borrower whenever possible. Council shall have no obligations, other than those specifically set forth herein, regarding the Project or its performance.
9. **Servicing Agent.** Council may contract with an independent party to act as a servicing agent for the BRC loans. Council will notify Borrower of the servicing agent's name, address, and other contact information.
10. **Special Provisions.**
  - A. **Audit.** The Borrower agrees to an annual audit to assure all funds are used for the purposes for which the Loan has been made.
  - B. **Budget.**
    - (i) Borrower agrees it will not exceed any of the line item totals listed in Attachment A by more than twenty percent (20%) without prior approval from Council. Such changes will not result in any change in the total Project costs, or a change in the Loan amount.
    - (ii) In the Budget, "Non Construction Costs" include: appraisal, architectural, engineering, and Project inspection fees; "Construction Costs" include: site work, materials, labor, utilities, and contingencies.
    - (iii) All awarded Grant funds will be fully expended prior to any Loan expenditures.
    - (iv) This Loan is incrementally funded as costs are incurred accordingly to the Budget in Attachment A.
    - (v) Borrower shall submit one (1) reimbursement request per monthly cycle or one (1) request every thirty (30) days. If more than one request is received

during that monthly cycle, the Council may return each additional request to Borrower for submittal in the next appropriate monthly cycle.

- (vi) The Council will release funds only after payment vouchers or invoices approved by the Borrower are submitted to the Council. After receipt of cash requests and billing documentation, the Council will pay the amounts of invoices at one hundred percent (100%). Verification of all in-kind contributions must be submitted to the Council.
- (vii) If actual costs of the Project are more than the Budget indicated in Attachment A, Borrower agrees to pay the difference in the amount of funds awarded through the BRC Program and the actual costs of the completed Project. If there is additional funding for the Project, the Borrower must provide the Council with all necessary information regarding the funding.

**C. Default and Remedies.** Failure by Borrower to meet the conditions of this Loan shall entitle the Council to declare the whole of the unpaid balance of principal and accrued interest on the Promissory Note due and payable on demand.

- (i) Immediately terminating this Loan without further liability or obligation of Council;
- (ii) Issuing a letter of warning advising Borrower of the deficiency and putting the Borrower on notice that additional action will be taken if the deficiency is not corrected or is repeated;
- (iii) Recommending, or requesting Borrower to submit proposals for corrective actions, including the correction or removal of the causes of the deficiency;
- (iv) Advising Borrower to suspend disbursement of funds for the deficient activity;
- (v) Advising Borrower to reimburse any amounts improperly expended and reprogram the use of the funds in accordance with applicable requirements;
- (vi) Changing the method of payment to Borrower; and/or
- (vi) Reducing, withdrawing, or adjusting the amount of the Loan.

**D. Extension of Construction.** Council may, at its discretion, by amendment to this Loan, extend the construction services date if Borrower provides written justification for the extension and that the completion of construction services will not exceed six (6) months from the construction services date established herein. A construction services date extension of six (6) months or less will not change the termination date established herein.

- E. Monitor Activities.** The Council shall have the right to monitor all Project related activities of the Borrower. This shall include, but not be limited to, the right to make site inspections at any time, to bring experts and consultants on site to examine or evaluate completed work or work in progress, and to observe personnel in every phase of performance of the Project.
- F. No Finder's Fees.** No finder's fee, employment agency fee, broker fee or other such fee related to this Loan shall be paid by either party.
- G. Non-Supplanting Certification.** Borrower hereby affirms that BRC loan funds will be used to supplement existing funds, and will not replace (supplant) funds that have been appropriated for the same purpose.
- H. Procurement Requirements.** Upon completion of construction of this Project, Borrower will be required to provide the Council a letter from Borrower's attorney confirming:
- (i) Borrower has followed all procurement standards have been followed as per W.S. § 15-1-113 and W.S. § 16-6-101 et. Seq.
  - (ii) Borrower has followed the Wyoming Preference Act (W.S. § 16-6-201 through 16-6-206);
- I. Publicity.** Any publicity given to the Project or services provided herein, including, but not limited to, notices, information, pamphlets, press releases, research, reports, signs, and similar public notices prepared by or for the Borrower, shall identify the Council as a funder.
- L. Reporting.** Within fifteen (15) calendar days at the conclusion of each calendar year during the Term of this Loan, Borrower shall furnish Council with a written progress report. Each progress report shall set forth, in narrative form; the Project work accomplished under the Loan during the quarter and shall include a financial status report. At the end of the term, Borrower shall furnish Council with a comprehensive report of the Project and accomplishments pursuant to the Loan. Borrower shall likewise furnish Council with a cumulative financial statement, reflecting total expenditures pursuant to this Loan.
- M. Retention of Records.** Borrower agrees to retain all records related to the Project which are required to be retained pursuant to this Loan or the BRC program rules and regulations for ten (10) years following Council's date of notice to Borrower of closeout of the Loan.

## 11. General Provisions

- A. **Amendments.** Any changes, modifications, revisions or amendments to this Loan which are mutually agreed upon in writing by the parties hereto shall be incorporated by written instrument, signed by all parties to this Loan.
- B. **Applicable Law/Venue.** The construction, interpretation and enforcement of this Loan shall be governed by the laws of the State of Wyoming. The Courts of the State of Wyoming shall have jurisdiction over this Loan and the parties, and venue for any action shall be in the First Judicial District, Laramie County, Wyoming.
- C. **Assignment.** Borrower shall not assign or otherwise transfer any of the rights or delegate any of the duties set forth in this Loan without the prior written consent of the other party. Borrower shall not use this Loan, or any portion thereof, for collateral for any financial obligation, without the prior written permission of Council.
- D. **Assumption of Risk.** The Borrower shall assume the risk of any loss of state funding due to the Borrower's failure to comply with state requirements. The Council shall notify the Borrower of any state determination of noncompliance.
- E. **Audit/Access to Records.** The Council and any of its representatives shall have access to any books, documents, papers, and records of the Borrower that are pertinent to this Loan.
- F. **Availability of Funds.** Each payment obligation of the Council is conditioned upon the availability of government funds that are appropriated or allocated for the payment of this obligation. If funds are not allocated and available for the continuance of the services performed by the Borrower, the Loan may be terminated by the Council at the end of the period for which the funds are available. The Council shall notify the Borrower at the earliest possible time of the services that will or may be affected by a shortage of funds. No penalty shall accrue to the Council in the event this provision is exercised, and the Council shall not be obligated or liable for any future payments due or for any damages as a result of termination under this section. This provision shall not be construed to permit the Council to terminate this Loan to acquire similar services from another party.
- G. **Award of Related Agreements.** The Council may undertake or award supplemental or successor agreements for work related to this Loan. The Borrower shall cooperate fully with other Borrowers and the Council in all such cases.
- H. **Compliance with Laws.** The Borrower shall keep informed of and comply with all applicable federal, state and local laws and regulations in the performance of this Loan.

- I. Entirety of Loan.** This Loan consisting of nine (9) pages, Attachment A, consisting of five (5) pages, Attachment B, consisting of six (6) pages, Attachment C, consisting of four (4) pages, and Attachment D, consisting of one (1) page, represents the entire and integrated Loan between the parties and supersedes all prior negotiations, representations, and agreements, whether written or oral.
- J. Extensions.** Nothing in this Loan shall be interpreted or deemed to create an expectation that this Loan will be extended beyond the term described herein. This Loan may be renewed by agreement of both parties in writing, provided that there is no right or expectation of renewal or extension beyond the Term, and any renewal or extension will be determined at the discretion of Council and subject to any necessary Council approval. Any agreement to extend this Loan shall include, but shall not be limited to: an unambiguous identification of the Loan being extended; the term of the extension; a statement that all terms and conditions of the original Loan shall, unless explicitly delineated in the exception, remain as they were in the original Loan; and, if the duties of either party will be different during the extension than they were under the original Loan, a detailed description of those duties.
- K. Indemnification.** Each party to this Loan shall assume the risk of any liability arising from its own conduct. Neither party agrees to insure, defend or indemnify the other.
- L. Independent Contractor.** Borrower shall function as an independent contractor for the purposes of this Loan, and shall not be considered an employee of Council for any purpose. Borrower shall assume sole responsibility for any debts or liabilities that may be incurred by the Borrower in fulfilling the terms of this Loan, and shall be solely responsible for the payment of all federal, state and local taxes, which may accrue because of this Loan. Nothing in this Loan shall be interpreted as authorizing Borrower or its agents and/or employees to act as an agent or representative for or on behalf of Council, or to incur any obligation of any kind on the behalf of Council. Borrower agrees that no health/hospitalization benefits, workers' compensation and/or similar benefits available to Council employees will inure to the benefit of Borrower or Borrower's agents and/or employees as a result of this Loan.
- M. Kickbacks.** The Borrower certifies and warrants that no gratuities, kickbacks or contingency fees were paid in connection with this Loan, nor were any fees, commissions, gifts, or other considerations made contingent upon the award of this Loan. If the Borrower breaches or violates this warranty, the Council may, at its discretion, terminate this Loan without liability to the Council, or deduct from the Loan or consideration, or otherwise recover, the full amount of any commission, percentage, brokerage, or contingency fee.
- N. Nondiscrimination.** The Borrower shall comply with the Civil Rights Act of 1964, the Wyoming Fair Employment Practices Act (Wyo. Stat. §27-9-105 et seq.), the

Americans with Disabilities Act, (ADA), 42 U.S.C. §12101, et seq., and the Age Discrimination Act of 1975 and/or any properly promulgated rules and regulations related thereto and shall not discriminate against any individual on the grounds of age, sex, color, race, religion, origin, or disability in connection with the performance under this agreement.

- O. Notices.** All notices arising out of, or from, the provisions of this Loan shall be in writing and given to the parties at the address provided under this Loan, either by regular U.S. mail or delivery in person. Delivery shall be deemed to have occurred 3 days following deposit in the U.S. mail or upon delivery in person.
- P. Ownership of Documents/Work Product/Materials.** All documents, records, field notes, data samples, specimens, and materials of any kind resulting from performance of this Loan are at all times the property of the Council.
- Q. Prior Approval.** This Loan shall not be binding upon either party, no services shall be performed under the terms of this Loan, and the Wyoming State Auditor shall not draw warrants for payment on this Loan, until this Loan has been reduced to writing and approved as to form by the Office of the Attorney General.
- R. Severability.** Should any portion of this Loan be judicially determined to be illegal or unenforceable, the remainder of this Loan shall continue in full force and effect, and either party may renegotiate the terms affected by the severance.
- S. Sovereign Immunity.** The State of Wyoming and Council do not waive sovereign immunity by entering into this Loan and the Borrower does not waive governmental immunity, and each specifically retains all immunities and defenses available to them as sovereigns or governmental entities pursuant to Wyo. Stat. § 1-39-101, et seq., and all other applicable law. Designations of venue, choice of law, enforcement actions, and similar provisions shall not be construed as a waiver of sovereign immunity. The parties agree that any ambiguity in this Contract shall not be strictly construed, either against or for either party, except that any ambiguity as to sovereign immunity shall be construed in favor of sovereign immunity.
- T. Taxes.** The Borrower shall pay all taxes and other such amounts required by federal, state and local law, including but not limited to social security taxes, workers' compensation, unemployment insurance and sales taxes in connection with performance of the Project and this Loan.
- U. Termination of Loan.** The Council may terminate this Loan immediately for cause if the Borrower fails to perform in accordance with the terms and conditions of this Loan. Should the Borrower fail to perform in a manner consistent with the terms and conditions set forth in this Loan, payment under this Loan may be withheld until such time as the Borrower performs its duties and responsibilities. In the event of termination under this section, any and all loan repayments obligation

shall survive. The Council retains all collection rights contained in this agreement or any related documents.

- V. Third Party Beneficiary Rights.** The parties do not intend to create in any other individual or entity the status of third party beneficiary, and this Loan shall not be construed so as to create such status. The rights, duties and obligations contained in this Loan shall operate only between the parties to this Loan, and shall inure solely to the benefit of the parties to this Loan. The provisions of this Loan are intended only to assist the parties in determining and performing their obligations under this Loan.
- W. Time is of the Essence.** Time is of the essence in the performance by Borrower all provisions of the Loan.
- X. Titles Not Controlling.** Titles of sections are for reference only, and shall not be used to construe the language in this Loan.
- Y. Unused/Misused Funds.** The Council shall be entitled to recover from Borrower any full or partial payment made under this Loan for: 1) any payments used for purposes not authorized, or performed outside this Loan, 2) any payments for services the Borrower is unable to provide, 3) any payments for services the borrower did not provide but was required to provide under the terms of this Loan.
- Z. Waiver.** The waiver of any breach of any term or condition in this Loan shall not be deemed a waiver of any prior or subsequent breach.

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12. **Signatures.** By signing this Loan, the parties represent and warrant that they have read and understood it, that they agree to be bound by the terms of the Loan, that they have the authority to sign it, and that they have received a signed and dated copy of the Loan.

The effective date of this Loan is the date of the signature last affixed to this page.

**WYOMING BUSINESS COUNCIL**

\_\_\_\_\_  
Shawn Reese  
Chief Executive Officer

\_\_\_\_\_  
Date

\_\_\_\_\_  
Molly Spangler, Director  
Investment Ready Communities Division

\_\_\_\_\_  
Date

**CITY OF LARAMIE**

\_\_\_\_\_  
David Paulekas, Mayor  
City of Laramie

\_\_\_\_\_  
Date

STATE OF WYOMING            )  
  ) ss.  
COUNTY OF ALBANY         )

The foregoing instrument was acknowledged before me by  
\_\_\_\_\_, \_\_\_\_\_, of \_\_\_\_\_ this \_\_\_\_\_ day of \_\_\_\_\_, 2016

Witness my hand and official seal.

\_\_\_\_\_  
Notary Public

My commission expires: \_\_\_\_\_

**ATTORNEY GENERAL'S OFFICE APPROVAL AS TO FORM**

\_\_\_\_\_  
Susan G. O'Brien  
Senior Assistant Attorney General

\_\_\_\_\_  
Date

**ATTACHMENT A TO  
BUSINESS READY COMMUNITY GRANT AND LOAN PROGRAM  
LOAN AGREEMENT BETWEEN THE WYOMING BUSINESS COUNCIL AND  
THE CITY OF LARAMIE UNDERWRITERS LABORATORIES BUSINESS  
COMMITTED SPECIAL ASSISTANCE LOAN PROJECT**

Projected Loan Expenditure Schedule for Laramie - Underwriters Laboratories Building			
DESCRIPTION	BRC Loan	MATCH	TOTAL
		BRC Grant	
Land Acquisition	\$ 634	\$ 4,366	\$ 5,000
Non Construction Costs	\$ 42,010	\$ 289,390	\$ 331,400
Construction Costs	\$ 390,517	\$ 2,690,123	\$ 3,080,640
<b>Total Project Cost</b>	<b>\$ 433,161</b>	<b>\$ 2,983,879</b>	<b>\$ 3,417,040</b>

City of Laramie - Underwriters Laboratories						
Basic Project Information	Requested Grant Amount	\$2,983,879		Recommended Grant Amount	\$2,983,879	
	Cash Match (BRC special assistance loan)	\$433,161		Match %	15%	
	Interest Rate	0.5%		Term of Loan	7.00	Years
		YEAR 1	YEAR 2	YEAR 3		
	Direct Job Creation	6	19		0	
Job Creation Information	Hourly Wage Information					
	Low	\$24.19	\$24.60		\$26.95	
	High	\$24.19	\$24.60		\$26.95	
	Mean/Avg	\$24.19	\$24.60		\$26.95	
	Median	\$24.19	\$24.60		\$26.95	
	County Industry Mean Wage:	\$22.13		County Industry Median Wage:	\$20.80	
Infrastructure	Infrastructure:	New Const:	8,236	SQFT		
	Asset:	8,236 SQFT technology center				
Revenue Recapture	Revenue Recapture (7 Year Lease Period):	\$492,308-\$529,813		Notes:		
	Revenue Recapture Fund Balance from previous BRC Projects:	\$2,580,000				
Business Development	CRITERIA		RESULT	NOTES		
	Number of businesses to be assisted		1	Underwriters Laboratories		
	Additional business expenditures		No	UL Will provide tenant finish for the building (which is already included above)		
	Increases existing business revenue		Yes			
	Increases existing business market share		Yes			
	Business plan is thorough and viable		Yes			
	Community Development Organization (CDO)		No			
	Fulfills community and economic development goals		Yes			
Community/Economic Development	Increases ability to retain existing businesses		Yes	UL currently has global operations but this will build on		
	Increases ability to attract and expand future business		Yes	Well known company that will garner the attention of others		
	Develops community momentum in unique market niches		Yes	Meets the intended use of the Cirrus Sky Park and advances		
	Helps diversification efforts		Yes			
Additional Application Review	Improves workforce/entrepreneurial training		Yes			
	Successful performance on past projects		Yes			
	Project has contingencies		No			

**Project Description**

The city of Laramie requests a \$2,983,879 Business Committed grant, and a \$433,161 Special Assistance loan to develop a two-acre site including construction of an 8,236 square-foot technology center for Underwriters Laboratories (UL) expansion into Laramie. The office building will be located in the Cirrus Sky Technology Park and will house UL's technology development and support services for enterprise applications and global clients in the technology sector.

Through a competitive site selection process, UL chose Laramie over 16 other national locations. The site was selected because of Laramie's available business space, local business environment, local talent, quality of life, growth potential and proximity to the University of Wyoming (UW). Additionally, the BRC grant program works as a business incentive, which allowed the city of Laramie to offer a competitive lease rate that the company could not get in other locations.

### **The Business**

Founded in 1894, UL is a global independent safety science company dedicated to promoting safe living and working environments and promoting sustainability, renewable energy and nanotechnology.

UL has 11,000 employees in 46 countries and provides safety-related certification, validation, testing, inspection, auditing, advising and training services to manufacturers, retailers, policy-makers, regulators, service companies and consumers. UL has acquired other companies and competitors allowing it to diversify and offer broader services. Its core competency remains safety and testing.

UL is temporarily housed in the Wyoming Technology Business Center on the UW campus with six employees. Over the next three years, UL will create 25 jobs with an average salary of \$45,000 or more annually at the Cirrus Sky Technology Park.

### **Cirrus Sky: Background and Vision**

In January 2013 the city of Laramie received a \$5,466,331 Business Ready Community grant matched by local contributions of \$3,031,889 to develop the Cirrus Sky Technology Park. The grant and matching funds from Laramie paid for the acquisition of the land (149 acres) and installation of infrastructure which includes roads, water, sewer, and fiber conduit.

Construction is underway and completion is expected by summer 2015.

The park will provide build-ready sites for the expansion and attraction of technology-related businesses and high-paying jobs. Creation of a campus-type setting in close proximity to the UW and its resources make this park unique and beneficial to the state as a whole.

### **Project Goals and Public Benefit**

The project will create a facility that will add to the tax base of the community and add quality jobs for the area. In partnership with UW, UL will establish a recruiting strategy to connect graduates from the university's Computer Science Department with employment opportunities at UL.

### **Lease and Revenue Recapture**

Upon construction completion, the city of Laramie will lease the building to UL for an initial term of seven years with an option to renew at three- and five-year intervals thereafter.

Lease rates are \$14 per square-foot triple net. The lease amount may be reduced to \$8 per square-foot triple net during the first three of the initial seven-year term if UL provides sufficient information to substantiate increasing, full-time employment and cumulative payroll.

If UL employs more than 15 full-time equivalents (FTE) after three years, the annual lease rate will be set at \$8.57 per square foot triple net through year seven. If employment data indicates 10 to 14 FTEs, the lease rate will increase at a rate of three and one-half percent (3.5%) per year through year seven. If employment data indicates less than 10 FTEs, the lease rate will increase by five percent (5%) per year through year seven.

While payments may fluctuate based on jobs created, the city estimates lease revenues between \$492,308 and \$529,813. Revenues will be deposited in the city’s economic development fund for low-interest loans or grants to new and existing businesses, continued development of the Cirrus Sky Park and other economic development opportunities as they arise. All appropriations from the city’s revolving loan fund must be approved by the Laramie City Council.

**Timeline**

The city and UL believe the project can be completed by December 2015.

**Project Funding**

The total eligible project cost is \$3,417,040 of which \$2,983,879 represents the BRC Business Committed grant. UL will pay for approximately \$200,000 in tenant finishes.

The city has recaptured lease and sales revenues of \$557,165 from the Trihydro and Basic Beginnings leases and sale of the Laramie Technology Building (also BRC-funded projects). However, these revenues have been reinvested in other projects including Cirrus Sky and the airport.

Laramie initially identified a portion of the sale proceeds (\$3,000,000) of the Laramie Technology Building for its match of \$433,161. However, the city has changed its match from a cash contribution to a BRC special assistance loan<sup>1</sup>. The cost per square foot of the building is \$300 (excluding the cost of the land, professional fees, site preparation and contingencies). There are currently numerous projects under construction in Albany County, particularly in the city of Laramie, including the hospital, a new high school and several projects related to UW.

Sources	
BRC Grant Amount	\$ 2,983,879
Cash Match (BRC loan)	\$ 433,161
<b>Total project cost</b>	<b>\$ 3,417,040</b>
Percentage of Grant Match	15%
Uses	
<b>Non-Construction Costs</b>	
Architectural, Engineering & Other fees	\$ 331,400
<b>Construction Costs</b>	
Land Acquisition	\$ 5,000
Architectural, Engineering & Other fees	\$ 331,400
Electrical	\$ 378,000
Mechanical systems	\$ 630,000
Landscaping	\$ 180,000
Foundation/Structural	\$ 402,000
Interior Finishes	\$ 302,000
Fire suppression	\$ 126,000
Other (roof system)	\$ 125,000
Misc (permanent equipmt/enclosures)	\$ 377,000
Contingencies	\$ 310,640
<b>Total Uses</b>	<b>\$ 3,417,040</b>

<sup>1</sup> A special assistance loan allows applicants to borrow funds in excess of the maximum award and/or borrow all or a portion of the required match.

Demand for construction contractors has outpaced availability. Competition with the oil and gas industry for laborers is a factor as well. This boom has created an anomaly in construction bid prices. Nearly every 2014 public works and building construction project for the city of Laramie came in higher than originally estimated.

### **Regional Comments by Tom Johnson**

This project is a result of a year-long recruiting process in which the community of Laramie successfully beat out 16 other communities across the nation to expand Underwriters Laboratories (UL), a worldwide leader in safety testing. UL plans to create a technology center in Laramie and create jobs for software developers and other technology-related workers. UL already hired several students out of the University of Wyoming's Computer Science department and will continue to hire more. The company is financially sound and growing.

UL will locate in the Cirrus Sky Technology Park and will further expand Laramie's ability to recruit technology-related businesses. This is only the beginning of seeing Cirrus Sky become a technology hub for southeast Wyoming.

### **WBC Deliberation**

The WBC Board heard from a representative of the city of Laramie who discussed the following:

- Future jobs: The Board asked if UL anticipates growth in the long term beyond the estimated 25 jobs. The company anticipates 25-50 jobs long term and UL is currently hiring UW computer science majors.
- Construction costs: The city representative said Laramie commissioned three separate but consistent cost estimates. The high costs are attributed to a challenging construction environment, high material costs, shortages of labor, site work and required landscaping. The city representative said many capital construction projects came in significantly over budget in the past 18-30 months.
- Increased land value: Board members noted that the value of the unimproved land in Cirrus Sky was .33 cents per square foot and is now valued at \$5 per square foot.

### **WBC Recommendation**

The WBC Board praised this business recruitment effort and UL for being the anchor tenant of Cirrus Sky. The Board voted unanimously to recommend funding the grant (\$2,983,879) with the following conditions:

- The match will be a BRC special assistance loan in the amount of \$433,161 to fund the required match. Recommended loan terms:
  - Total Project: \$3,417,040
  - BRC Loan: \$433,161
  - BRC Grant: \$2,983,879
  - Collateral: The building to be constructed.
  - Repayment: The loan will be repaid from UL lease payments and will be one balloon payment of principal and interest at seven years.

- Term: Seven years
  - Interest rate: .5% annual
  - Fees: .5% loan fee
  - Other fees (i.e. loan documentation, appraisal, filing, etc.) are the responsibility of the city of Laramie.
- All necessary loan information must be submitted to and approved by WBC staff.
  - The city shall create an escrow account for the purposes of holding the lease payments until the loan payment is due.

The city of Laramie and LEDC will recapture approximately \$492,308 in lease payments. This allows them to pay the loan off and retain approximately \$41,647 plus any interest from the escrow account for future economic development needs. The BRC program will recapture \$450,661 in principal and interest.

Performance measures for the project will include job creation, private investment leveraged, square feet of building developed and occupied and lease and revenue recapture.

State Loan and Investment Board Decision: APPROVED UNANIMOUSLY THE GRANT IN THE AMOUNT OF \$2,983,879 AND THE SPECIAL ASSISTANCE LOAN FOR THE REQUIRED MATCH FOR THE AMOUNT OF \$433,161, JANUARY 15, 2015.

**ATTACHMENT B TO  
BUSINESS READY COMMUNITY GRANT AND LOAN PROGRAM  
LOAN AGREEMENT BETWEEN THE WYOMING BUSINESS COUNCIL AND  
THE CITY OF LARAMIE UNDERWRITERS LABORATORIES BUSINESS  
COMMITTED SPECIAL ASSISTANCE LOAN PROJECT  
NON-RECOURSE PROMISSORY NOTE**

**SCANNED COPY OF THE SIGNED & EXECUTED NON-RECOURSE PROMISSORY  
NOTE WILL BE INSERTED ONCE RECEIVED**

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**SCANNED COPY OF THE SIGNED & EXECUTED NON-RECOURSE PROMISSORY  
NOTE WILL BE INSERTED ONCE RECEIVED**

**ATTACHMENT C TO  
BUSINESS READY COMMUNITY GRANT AND LOAN PROGRAM  
LOAN AGREEMENT BETWEEN THE WYOMING BUSINESS COUNCIL AND  
THE CITY OF LARAMIE UNDERWRITERS LABORATORIES BUSINESS  
COMMITTED SPECIAL ASSISTANCE LOAN PROJECT  
MORTGAGE**

**SCANNED COPY OF THE SIGNED & EXECUTED MORTGAGE WILL BE  
INSERTED ONCE RECEIVED**

**SCANNED COPY OF THE SIGNED & EXECUTED MORTGAGE WILL BE  
INSERTED ONCE RECEIVED**

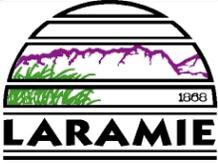
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INSERTED ONCE RECEIVED**

**SCANNED COPY OF THE SIGNED & EXECUTED MORTGAGE WILL BE  
INSERTED ONCE RECEIVED**

**ATTACHMENT D TO  
BUSINESS READY COMMUNITY GRANT AND LOAN PROGRAM  
LOAN AGREEMENT BETWEEN THE WYOMING BUSINESS COUNCIL AND THE  
CITY OF LARAMIE UNDERWRITERS LABORATORIES BUSINESS COMMITTED  
SPECIAL ASSISTANCE LOAN PROJECT  
ASSIGNMENT AND PLEDGE OF REVENUES**

**SCANNED COPY OF THE SIGNED & EXECUTED ASSIGNMENT AND PLEDGE OF  
REVENUES WILL BE INSERTED ONCE RECEIVED**

**CITY OF LARAMIE COUNCIL REGULAR MEETING      May 17, 2016**



**Agenda Item: Agreement**

**Title:** Consideration of loan agreement with the Wyoming Business Council the UL project.

**Recommended Council MOTION:** Move to approve a loan agreement with the Wyoming Business Council for the UL project and authorize the Mayor and Clerk to sign.

**Administrative or Policy Goal:** Strategic Partnerships for Economic Growth & Development

**Background:** During its September 23, 2014 meeting, Council passed Resolution 2014-74 authorizing the submittal of a Business Ready Community grant application to the Wyoming Business Council to support the construction of a building in the Cirrus Sky Technology Park to facilitate the expansion of UL. This grant application was subsequently submitted and underwent a lengthy review process.

Then, during its December 3, 2014 meeting, the Board of Directors for the Wyoming Business Council voted to support the City of Laramie’s request for a Business Ready Community, Business Committed

grant request, but recommended that the city’s proposed *cash match*, which was planned to come from the sale proceeds from the Laramie Technology Building, instead be converted to a Business Ready Community Special Assistance Loan. This recommendation was then forwarded to the State Loan and Investment Board which ultimately

<b><i>BRC Funding for UL</i></b>	
BRC Grant	\$2,983,879
BRC Loan	\$433,161
COL cash investment	\$0
<b>Total</b>	<b>\$3,417, 040</b>
<b>Interest rate:</b> ½% <b>Origination fee:</b> \$2,165.81 <b>Term:</b> 7 Years <b>Repayment:</b> UL Lease payments, which start out at \$8.00 per square foot (\$63,952 in the first year) and escalate annually with discounts for job creation will be used to repay the \$433,161 loan and accrued interest. <b>Collateral:</b> This is a “no recourse loan”, which means the Wyoming Business Council will seize the building and no other municipal assets in case of default.	

awarded the City of Laramie a \$3,417,040, of which \$2,983,879 is in the form of a grant, and \$433,161 as loan.

Following the State Loan and Investment Board funding decision, Council passed Resolution 2015-35 authorizing the submittal of a loan application during its March 3, 2015 meeting at which time Council also authorized pre-construction contract with Sampson for the construction of the building. Then, during its March 26, 2015 meeting, council accepted the \$2,983,879 *grant* agreement with the Wyoming Business Council.

The UL project achieved substantial completion in April 2016 and UL’s lease on the building started May 1, 2016. UL’s lease payment in its first year will total \$63,952, which is based on a pre-negotiated cost of \$8.00 per square foot. While UL’s lease rate will increase annually, there are built-in discounts

for job creation. Even with the discounts tied to job creation, UL's lease payments are more than sufficient to cover the loan to the Wyoming Business Council within the seven year term. In the event of default, however, the Wyoming Business Council will only seize the building and no other municipal assets.

The Wyoming Business Council's policy regarding grant/loan hybrid projects requires that awardees exhaust all grant funds before drawing against the loan. To date, the City of Laramie has invoiced and received reimbursements for all but \$474,385 of the \$2,983,879 in grant funds. Staff expects two final invoices from Sampson for this project, which combined, will exhaust the remaining balance of grant funds (\$474,385) and the entirety of loan funds (\$433,161). In order to use the loan, however, the City of Laramie must execute a loan agreement with the Wyoming Business Council. The term of repayment of the loan is seven (7) years at an interest rate one-half percent (½ %) per year and a one-time loan origination fee of \$2,165.81.

At its conclusion, the building cost will match both the combined grant/loan amount and Sampson's guaranteed maximum amount of \$3,417,040 with no City of Laramie funds being used for any portion of the project.

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**Legal/Statutory Authority:** This is a qualifying BRC project and the City is an eligible applicant for both grants and loans.

---

**BUDGET/FISCAL INFORMATION:**

**REVENUE**

Source	Amount	Type
Fees/Charges for Service		
Grants for Projects	\$2,983,879	BRC, Business Committed GRANT approved March 2015, of which all but \$474,385 has been expended
Other	\$433,161	BRC, Special Assistance LOAN
Total	\$3,417,040	

**EXPENSE**

Source	Amount	Type
Fees/Charges for Service		
Grants for Projects	\$2,983,879	BRC, Business Committed GRANT approved March 2015, of which all but \$474,385 has been expended
Loan	\$433,161	BRC, Special Assistance LOAN
Other		
Total	<b>\$3,417,040</b>	

**Responsible Staff:**

City Manager, Jordan, x5226,  
 Sam Farstad, Administrative Analyst x5361  
 Grant Analyst, Sarah Reese, x5201

**Attachments:**

\_\_\_\_\_ City Manager \_\_\_\_\_ City Attorney \_\_\_\_\_ Administrative Services



# CITY OF LARAMIE COUNCIL WORK SESSION      January 13, 2015

Recommended Council MOTION: N/A

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**Administrative or Policy Goal:** Strategic Partnerships for Economic Growth & Development

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**Background:** During its September 23, 2014 meeting, Council passed Resolution 2014-74 authorizing the submittal of a Business Ready Community grant application to the Wyoming Business Council to support the construction of a building in the Cirrus Sky Technology Park to support the expansion of UL. This grant application was subsequently submitted and underwent a lengthy review process.

During its December 3, 2014 meeting, the Board of Directors for the Wyoming Business Council voted to support the City of Laramie's request for a Business Ready Community, Business Committed grant request, but recommended that the city's proposed *cash* match, which was planned to come from Laramie Technology Building sale proceeds, instead be converted to a Business Ready Community Special Assistance Loan.

This recommendation was then forwarded to the State Loan and Investment Board which ultimately awarded the City of Laramie a \$3,417,040, of which \$2,983,879 is in the form of a grant, and \$433,161 as loan. The terms of the loan are as follows:

*Term:*                      7 years

*Interest rate:*            .5% annual + .5% origination fee

*Repayment:*            The Special Assistance Loan will be repaid from UL lease payments and is due and payable in one balloon payment of principal plus interest at 7 years.

*Security:*                The City of Laramie the Business Ready Community Special Assistance Loan will be secured and collateralized by the UL building. The Wyoming Business Council has indicated the loan to be a no-recourse loan and, should the City of Laramie default on the loan due to circumstances not at or in the City of Laramie's control, the Wyoming Business Council may seize only the building, but no other municipal assets.

**Note:** Staff requested the following language be included in the loan agreement under the 'no-recourse' section of the loan agreement, but as of this writing have not received a positive response from WBC staff: ***"In the event of default due to circumstances not at or in the City's control, the Wyoming Business Council may seize only the UL building, but no other municipal assets. WBC may not seek any further compensation from the City of Laramie even if the construction is not complete, or the building value does not cover the full value of the defaulted amount. Further, default will not be considered as compromising to future grant or loan eligibility from any State of Wyoming agency."***

Staff recommends that \$200,000 of the proceeds from the sale of the Laramie Technology Building be restricted within the Economic Development Fund to satisfy future loan payments in the event of loss of revenue (i.e. lease payments made by UL), or other circumstances outside of the City's control. If, though the course of the UL lease or at the conclusion of the loan repayment to the Wyoming Business

Council, these funds are deemed unnecessary for loan repayment they would then revert to the City of Laramie's economic development fund for use in future projects.

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**Legal/Statutory Authority:** This is a qualifying BRC project and the City is an eligible applicant for both grants and loans.

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**BUDGET/FISCAL INFORMATION:**

**REVENUE**

Source	Amount	Type
Fees/Charges for Service		
Grants for Projects	\$2,983,879	BRC, Business Committed GRANT
Other	\$433,161	BRC, Special Assistance LOAN
Total	3,417,040	

**EXPENSE**

Source	Amount	Type
Fees/Charges for Service		
Grants for Projects	\$2,983,879	BRC, Business Committed GRANT
Loan	\$433,161	BRC, Special Assistance LOAN
Other		
Total	<b>\$3,417,040</b>	

**Responsible Staff:**

City Manager, Jordan, x5226,  
Administrative Services Director, Malea Brown, x5223, and  
Grant Analyst, Sarah Reese, x5201

**Attachments:**

\_\_\_\_\_ City Manager    \_\_\_\_\_ City Attorney    \_\_\_\_\_ Administrative Services



ORIGINAL ORDINANCE NO.

INTRODUCED BY: \_\_\_\_\_

ENROLLED ORDINANCE NO.

AN ORDINANCE TO ENACT CHAPTER 10.13, OF THE LARAMIE MUNICIPAL CODE

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LARAMIE, WYOMING that:

Section 1. Laramie Municipal Code Section 10.13 shall be enacted as follows:

CHAPTER 10.13 – DEFENSIVE DRIVING DISMISSAL PROGRAM

\_\_\_\_\_ Sections:

10.13.010 Defensive Driving Dismissal Program

- A. The Municipal Court may, at the discretion of the Court, allow an individual who is issued a citation for a misdemeanor moving violation to attend a defensive driving class approved by the Municipal Court for dismissal so long as the person meets the conditions outlined herein.
- B. In order to attend the defensive driving school for dismissal, the person must:
  - 1. Enter a plea of guilty on or before the person's appearance date;
  - 2. Submit to the Municipal Court a completed Defensive Driving Dismissal Program Request Form;
  - 3. Successfully complete the defensive driving class and provide proof to the Court; and
  - 4. Pay an administrative fee of \$150.00.
- C. Any person who has a citation dismissed pursuant to this program is not eligible to use the program for another citation for twelve months. For purposes of computing time the issuing date of the citation shall control.
- D. The following offenses are not eligible for this program:
  - 1. Passing a school bus;
  - 2. Failing to stop and give information or render aid following an accident;
  - 3. Speeding 25 miles per hour or more over the posted speed limit;
  - 4. Reckless driving; and
  - 5. Driving under the influence.

E. Any person issued a commercial driver license is not eligible for this program, whether or not the offense occurred in the operation of a commercial vehicle.

Section 2. This ordinance shall become effective after passage, approval and publication.

PASSED AND APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2016.

\_\_\_\_\_  
David A. Paulekas, Mayor and President  
of the City Council of the City of  
Laramie, Wyoming

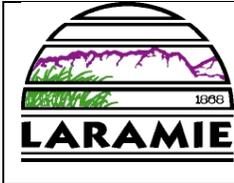
ATTEST:

\_\_\_\_\_  
Angie Johnson  
City Clerk

First Reading	May 3, 2016
Second Reading	May 17, 2016
Third Reading	June 7, 2016

Duly published in the *Laramie Daily Boomerang* this \_\_\_\_\_ day of \_\_\_\_\_, 2016.

## CITY OF LARAMIE COUNCIL REGULAR MEETING    May 17, 2016



### Agenda Item: Original Ordinance - 3rd Reading

**Title: Original Ordinance No. 1922A amending Title 8 of the Laramie Municipal Code for the purposes of creating health and safety standards for mobile homes, manufactured homes, recreational vehicles and tents.**

#### Recommended Council MOTION:

1. Move to approve Original Ordinance No. 1922A on third and final reading, based on findings of fact and conclusions of law, and authorize the Mayor and Clerk to sign the ordinance.
2. Move to amend LMC 8.68.030.A as shown in section 1 of Original Ordinance 1922A to read as follows: ““Mobile home” and “Manufactured home” are used interchangeably and shall mean a transportable, single-family dwelling unit, suitable for year-round occupancy that contains the same water supply, waste disposal and electrical conveniences as immobile housing, that has no foundation other than wheels or removable jacks for conveyance on highways, and that may be transported to a site as one or more modules, but the term does not include "travel trailers," "campers," "camper buses," or "motor homes," **recreational vehicles as defined in subsection C. below**, or modular homes designed to be placed on a foundation”

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#### Administrative or Policy Goal:

“... this code should be regularly reviewed, evaluated and amended, if necessary, based on private and city economic conditions, vision for the community, changing planning and zoning principles, frequent difficulty in implementing or enforcing any specific standard(s), or changes in the state, federal or case law. All city or citizen initiated amendments must be adequately vetted through the public hearing processes identified in the code.”  
(Sec. 15.02.050, LMC)

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#### Background:

##### May 17, 2017 Update:

On March 1, 2016 the City Council postponed action on this ordinance (1922A) and related Original Ordinance No. 1924 and indicated a desire to set a work session to discuss the proposed changes. To date, that work session has not been scheduled by the City Council. Original Ordinance No. 1923 lifting the prohibition of sale or change of occupancy of pre-1976 manufactured homes was approved.

Prior to the March meeting staff identified an amendment that should be included. The amendment provides further clarification that Recreational Vehicles are not considered manufactured or mobile homes.

Staff continues to recommend approval of the Ordinance as presented.

##### Prior Update: March 1, 2016 Update:

On December 1, 2016 this item was postponed to March 1, 2016 for staff to gather additional public comment. On February 17, 2016 staff hosted a listening session at Fire Station #2 to take comments from citizens and residents and owners of Manufactured Home Communities and Recreational Vehicle Parks. Notice was mailed to all park owners, posted in public buildings and on digital platforms. In total, nine people attended the meeting and several telephone inquiries were generated. The nine people consisted of one citizen, a park resident / employee, and representatives for 7 of the 26 Manufactured Home Communities in the City.

The City Council may approve the Ordinance as presented to not further delay the licensing process. If the City Council wishes to consider changes to the Ordinance due to feedback received at the February 17<sup>th</sup> listening session, which is summarized below, staff recommends the Ordinance be continued to May 19, 2016 and specific direction be provided to staff for drafting of amendments.

A summary of comments received include:

- Enforcement needs to be consistently done so all parks are maintained equally. Skirting requirements should be kept in place so park owners and City representatives have laws to enforce. Skirting requirements should not hinder a license renewal.
- Setback requirements between Manufactured Homes should be reduced to allow for smaller spaces to accommodate modern Manufactured Homes.
- Why license only this housing sector? Some apartments and rental housing is in worse condition than Manufactured Homes.
- Overwhelming support of the removing the prohibition of change of occupancy or sale of non-HUD certified Manufactured Homes.
- Allow Recreational Vehicles in Manufactured Home Communities. Reasons cited were that older parks cannot accommodate newer Manufactured Homes due to small space size but can accommodate Recreational Vehicles and Campers. Changes should set minimum standards for a Recreational Vehicles and Campers so poor quality units cannot be brought in.
- Allow intermingling of Recreational Vehicles in Manufactured Home Communities.
- Tiny Homes should be allowed in Manufactured Home Communities.
- Tiny Homes, Recreational Vehicles, and Campers, should be allowed as accessory dwelling units on private property in multi-family zone districts (R2, R2M, R3, ROB overlay Districts)
- Processes should be amended to allow for easier re-development / new development. For example, mostly mobile home parks are non-confirming and require Rezoning and Conditional Use Permit approval prior to construction or modification. Site perimeter bufferyards should be reduced.
- Third party inspection programs should be investigated to determine if units are safe for habitation.

**Prior Updates:**

This Ordinance is related to the following three proposed Ordinances amending portions of the regulations regarding manufactured homes and mobile homes that are also on the City Council agenda:

1. Amendments to Title 8 relocating licensing provisions to Title 8 (Health and Safety) **(This item)**
2. Amendments to LMC Section 15.22 (Non-conforming Mobile Homes) which is also on this agenda
3. Amendments to LMC Chapter 15 (Unified Development Code) regarding definitions, deletion of licensing procedures and development standards which is also on this agenda

The purpose of this amendment is to address the licensing procedures so staff can begin re-issuing licenses which has been stalled since 2011. The intent of the amendments is remove antiquated code elements, create a bi-annual (once every two years) license review process. Companion Ordinances, 1923A and 1924 are also related and have been amended as necessary to parallel these changes.

At second reading the Ordinance was amended by substitution. Attached to this staff report is the amended Ordinance 1922A. At second reading Councilor Hanson provided City Council and staff a summary of typographical corrections that were needed. The attached Ordinance reflects those corrections.

The Ordinance was approved on second reading by the City Council (5 yes, 3 no, 1 absent). Staff recommends approval of the Ordinance and that any other changes be addressed independently to not further delay the licensing process any further.

Items not proposed for amendment with this Ordinance:

- No changes to allow intermingling of Recreational Vehicles within Manufactured Home Communities
- No changes in the 180-day/calendar year limit for recreational vehicles in RV Parks or the 14-day/calendar year limit on private residential property, or the exemption for parking of RVs in retail parking lots with over 200 spaces.

Summary of notable changes between Original Ordinance 1922 and Original Ordinance 1922A:

- Two year licenses (8.68.100.C). The two year license period allows the City to either review all communities/parks bi-annually or gives the City to establish to review cycles (half one year, half the next). Establishment of individual review cycles can be accomplished outside of Ordinance by separate Resolution.
- Modification to definition to allow for the terms mobile home and manufactured home to be used interchangeably. They are all collectively referred to as manufactured homes.
- New subsection (8.68.050) added clarifying that manufactured homes constructed prior to June 15, 1976, and to standards other than the National Manufactured Home Construction and Safety Standards cannot be brought into the City or relocated within the City. This follows current City regulations and will replace language presently in Chapter 15.22, Nonconformities. This subsection does not prohibit change in occupancy of already existing manufactured homes that constructed prior to June 15, 1976, or to standards other than the National Manufactured Home Construction and Safety Standards, which in the related amendments to chapter 15.22 are proposed for deletion.
- A new subsection (8.68.060) has been added clarifying that a manufactured home can be used for non-residential on a temporary basis (as a construction office) during construction or remodeling connected with a use permitted on the lot.
- A new subsection (8.68.070) has been added regarding accessory structure placement within a park. Elements are straightforward, grandfather existing accessory structures, and identify spacing requirements from structures and ventilation and utility appurtenances.
- A new subsection (8.68.120.C.2) has been added expanding license renewal criteria to require that internal streets within the manufactured home park be labeled consistently and be clearly visible within the manufactured home community.

For the purposes of reducing paper, staff has attached the June 22, 2015 Planning Commission Staff Report to this packet. The June 22<sup>nd</sup> Staff report discusses this proposed Ordinance as well as the other two companion Ordinances on the Agenda.

The Planning Commission held a public hearing and reviewed this item on June 22<sup>nd</sup> and recommended approval (4 yes, 1 no, 2 absent).

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**Legal/Statutory Authority:**

Per UDC adoption stipulation (see quoted section above); also per W.S. 15-1-5 (Cities – Planning), W.S. 15-1-6 (Cities – Zoning), and related statutes.

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**Responsible Staff:**

Future dates are subject to change

Work Session	
Advertised	
Public Hearing Held	September 8, 2015
Pub. Hearing Advertised	August 16, 2015
Introduction/1 <sup>st</sup> Reading	July 21, 2015
2 <sup>nd</sup> Reading	November 17, 2015
3 <sup>rd</sup> Reading	May 17, 2016

Attachments:

1. Original Ordinance 1922A
2. June 22, 2015 Planning Commission Staff Report

ORIGINAL ORDINANCE NO.: 1922A  
ENROLLED ORDINANCE NO.: \_\_\_\_\_

INTRODUCED BY: Henry

AN ORDINANCE AMENDING TITLE 8 OF LARAMIE MUNICIPAL CODE FOR THE PURPOSES OF CREATING HEALTH AND SAFETY STANDARDS FOR MOBILE HOMES, MANUFACTURED HOMES, RECREATIONAL VEHICLES AND TENTS.

WHEREAS, on August 21, 2007, the City Council adopted the Laramie Comprehensive Plan which lists as one of its recommendations to create a unified development code that would combine the zoning and subdivision ordinances in into a single, unified document consisting of multiple parts or sections, including administrative procedures, zoning, subdivision regulations and improvement standards;

WHEREAS, on June 22, 2009 the Laramie Planning Commission affirmatively voted to recommend to the Laramie City Council adoption of the Unified Development Code subject to modifications;

WHEREAS, on March 2, 2010, the City Council adopted the unified development code with an effective date of July 1, 2010;

WHEREAS, 15.02.050 of the Laramie Municipal Code (LMC) calls for the Unified Development Code to be amended from time to time so as to become or remain consistent with the Comprehensive Plan, and should be regularly reviewed, evaluated and amended, if necessary, based on private and city economic conditions, vision for the community, changing planning and zoning principles, frequent difficulty in implementing or enforcing any specific standard(s), or changes in the state, federal or case law;

WHEREAS, City staff recommends that health and safety standards for mobile homes, manufactured homes, recreational vehicles and tents are more approximately addressed in Laramie Municipal Code Title 8 (Health and Safety);

WHEREAS, on June 22, 2015, the Laramie Planning Commission affirmatively voted to recommend to the Laramie City Council adoption of amendments to Laramie Municipal Code as shown in this ordinance; and

WHEREAS, the Laramie City Council held a public hearing on \_\_\_\_\_ to take and consider public comments;

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LARAMIE:

**Section 1.** That LMC Section 8.68 is **created** to read as follows:

“Mobile homes, manufactured homes, recreational vehicles and tents”

8.68.010 – Purpose.

It is found that in order to protect and promote the public health, morale, convenience,

safety and welfare and to preserve the appropriate character of each area within the sound principles of the comprehensive plan, it is necessary to provide for the licensing, regulation, permits and fees for the locations and operation of manufactured home communities, recreational vehicle parks and campgrounds within the city.

8.68.020 – Compliance with Title.

It is unlawful for any person to occupy a mobile home, manufactured home, recreational vehicle, or tent except in compliance with the provisions of this chapter.

8.68.030 – Definitions.

- A. “Mobile home” and “Manufactured home” are used interchangeably and shall mean a transportable, single-family dwelling unit, suitable for year-round occupancy that contains the same water supply, waste disposal and electrical conveniences as immobile housing, that has no foundation other than wheels or removable jacks for conveyance on highways, and that may be transported to a site as one or more modules, but the term does not include "travel trailers," "campers," "camper buses," or "motor homes," **recreational vehicles as defined in subsection C. below,** or modular homes designed to be placed on a foundation.
- B. “Manufactured home community” shall mean a site containing spaces, improvements and utilities that are leased for the long-term placement of manufactured homes or mobile homes.
- C. “Recreational vehicle” shall mean any of the following:
  - 1. "Travel trailer" means a vehicular, portable structure built on a chassis designed to be used as a temporary dwelling for travel, recreation and vacation, and manufactured or built to be towed behind a vehicle.
  - 2. "Pick-up coach" means a structure designed to be mounted on a truck for use as a temporary dwelling for travel, recreation and vacation.
  - 3. "Motor home" means a portable, temporary dwelling to be used for travel, recreation and vacation, constructed as an integral part of a self-propelled vehicle.
  - 4. “Camping trailer” means a portable, folding or collapsible structure, mounted on wheels and designed for travel, recreation and vacation.
- D. “Recreational vehicle park” shall mean a development on a lot or parcel of land in which one or more spaces are occupied or intended for occupancy by recreational vehicles for or camping trailers for transient dwelling purposes.

8.68.040 Residential manufactured homes required to be in a manufactured home park or land zoned for manufactured homes.

- A. Except as provided in this section, no person shall park or locate any manufactured home or use a manufactured home as a dwelling permanently, temporarily or for indefinite periods of time, unless the manufactured home is located in a manufactured home park or land zoned for manufactured homes.
- B. A person may park a manufactured home for transportation or inspection on a manufactured home sales lot if the manufactured home is property-properly secured.

8.68.050 Installation and Relocation of Manufactured Homes – Certification required.

- A. Installation and relocation of any manufactured home built before June 15, 1976, to standards other than the National Manufactured Home Construction and Safety Standards

Act, 42 U.S.C. Section 5400 et seq., within the City of Laramie shall be prohibited except as provided in LMC 8.68.050.B below.

- B. Pre-existing manufactured homes built before June 15, 1976, to standards other than the National Manufactured Home Construction and Safety Standards Act, 42 U.S.C. Section 5400 et seq. may be relocated within a licensed Manufactured Home Community provided they are relocated in conjunction with an application to convert a portion of the Manufactured Home Community to a Recreational Vehicle Park pursuant in accordance with the provisions of LMC 15.14.140.D

8.68.060 - Nonresidential use of manufactured home.

- A. A person may use a manufactured home as an office or other nonresidential use on a temporary basis during construction or remodeling connected with a use permitted on the lot, if the use and location of the manufactured home comply with all applicable zoning and building provisions of this code and other ordinances of the city, but only if the manufactured home is removed from the site upon completion of the construction or remodeling and only if the home is adequately secured against damage and overturning by winds while on the premises.
- B. A person may use a manufactured home for nonresidential purposes outside of a manufactured home park for other than construction or remodeling if the person requests a special exception for such use from the board of adjustment. The board may grant a special exception if it finds that:
  - 1. The use of the manufactured home is a temporary and accessory use necessary to enhance the principal use of the property;
  - 2. The use is limited to no more than twenty-four months, unless the board finds good cause for a longer use;
  - 3. The manufactured home installation meets all of the requirements of this chapter relating to tie-down and wind security;
  - 4. The applicant has demonstrated an undue hardship and the need for the temporary use pending permanent construction of other facilities; and
  - 5. If granted, the special exception will not adversely affect the character of the neighborhood in which the manufactured home is proposed to be located nor substantially impair the appropriate use and development of adjacent property.

8.68.070 - Accessory Structures.

- A. The following accessory structures to an individual manufactured home are permitted if they comply with all applicable provisions of this code and other ordinances of the city: unenclosed carports and porches; awnings; and detached storage cabinets that do not exceed one hundred fifty square feet in floor area. Such structures:
  - 1. Shall not obstruct required openings for light and ventilation of the manufactured home or prevent inspection of manufactured home equipment and utility connections; and
  - 2. Shall be located at least ten feet from any adjacent manufactured home.
  - 3. Existing accessory structures not in compliance with the requirements of this section may remain in place only until the manufactured home to which the

structures are accessory to is removed or replaced. When such manufactured home is replaced, ~~no~~ a person owning or occupying the manufactured home or using the accessory structure shall not fail to remove all such accessory structures or bring them into compliance with the applicable provisions of this chapter.

8.68.080 – Recreational Vehicles, and Tents.

A. Occupation Outside of Licensed Parks or Campgrounds.

It is unlawful for any person to occupy or inhabit a recreational vehicle or tent upon any premises or tract of land located within the city which is outside a licensed recreational vehicle park or campground, except that one visiting travel trailer or recreational vehicle may be parked on privately owned, residential property, and may be inhabited for a period not to exceed fourteen days in any one calendar-year period.

B. Any property owner desiring to furnish temporary facilities for a group of trailers, recreational vehicles or tents may be granted permission pursuant to LMC 15.10.030.B, Temporary Uses.

C. It is unlawful for any person to occupy or inhabit a recreational vehicle or tent within a licensed recreational vehicle park or campground within the City for a period exceeding 180 calendar days.

D. Subsections ~~a-A~~ and ~~b-B~~ of this section do not apply to temporary parking of recreational vehicles when parked in a privately owned lighted and paved parking lot (plant-mix bituminous or concrete paving) which has at least two hundred lined parking stalls and is appurtenant and adjacent to an occupied retail business. Parking is limited to one day for each recreational vehicle. Such parking shall be without charge. Utility hookups shall not be provided. The business owner's permission shall be required. No sewage disposal shall be permitted unless the business owner provides a dump station designed and operated according to law.

E. License Required.

It is unlawful for a person to operate a recreational vehicle park or campground in the city without securing and maintaining a valid license as required by LMC section 8.68.100, Licenses.

8.68.090 – Safety Standards.

The intent of this section is to provide for basic life safety provisions related to Recreational Vehicle Parks, Campgrounds Manufactured Home Communities.

A. Storage and Location of Liquefied Petroleum Gas.

1. Liquefied petroleum gas containers installed on a manufactured home, travel trailer, recreational vehicle or campground space shall be securely but not permanently fastened to prevent accidental overturning. Such containers shall not be more than sixty (60) U.S. gallons gross capacity.

2. No liquefied petroleum gas vessel shall be stored or located inside or beneath any storage cabinet, carport, trailer or any other structure, unless such installations are approved by the fire department. (Prior code § 37A-47).

B. Storage of Fuel Oil.

1. All fuel oil storage tanks or cylinders shall be securely fastened in place and shall not be located inside or beneath any manufactured home or less than five feet from

- any manufactured home exit.
2. Storage tanks located in areas subject to traffic shall be protected against physical damage. (Prior code § 37A-48).

C. Fire Protection.

1. Generally.

Each manufactured home, travel trailer, recreational vehicle or campground shall be subject to compliance with NFPA Standard 1194 and relevant development standards of the International Fire Code as adopted by the city. All plans and specifications therefore will be approved by the office of the city fire marshal.

2. Recreational Fires.

No recreational fire shall be permitted on an individual travel trailer, recreational vehicle or campground site except in facilities approved by the city fire inspector and in conformance with applicable NFPA standards. No open fire shall be left unattended. No fuel shall be used and no material burned which emits dense smoke or objectionable odors. (Prior code § 37A-53).

D. Maintenance.

Each manufactured home community, recreational vehicle park or campground to ~~whom~~ which a license is issued, shall at all times operate the facility in compliance with this code and shall provide adequate supervision to maintain its facilities and equipment in good repair and in a safe, clean and sanitary condition at all times. This shall include lighting of common areas, snow removal, lawn maintenance, maintenance of drive aisles and parking lots, maintenance of recreational equipment and community facilities.

E. Recreational Facilities.

Recreational facilities, including playgrounds, basketball courts and picnic areas shall not be abandoned or neglected to the point of abandonment without approval from the City.

8.68.100 – Licenses.

A. Required.

It is unlawful for any person to establish, maintain, operate or permit to be established, any manufactured home community, recreational vehicle park, or campground within the city without first obtaining a license. The license shall be renewed once every two years and may be transferred to another entity provided the license is for the same property and the City is provided in writing of the new entity's name and contact information within 30-days of transfer.

B. Fees.

The initial and ~~biennial~~ annual license fee for a manufactured home community, recreational vehicle park, and campground is non-refundable and is required at the time of application. Fees shall be paid in accordance with fee schedules adopted by the City.

C. Term.

All manufactured home community, recreational vehicle park, and campground licenses shall be valid for a period of two years, shall not be prorated and shall expire on June 30th of the second year. A complete renewal application shall be filed with the city manager or designated representative prior to license expiration.

8.68.110 – Initial License:

- A. Application for manufactured home community, recreational vehicle park or campground license shall be filed with the city manager or designated representative.
- B. At minimum, the following information shall be provided with the license application:
  - 1. The name and address of the applicant.
  - 2. The location, street address and legal description of the community/park,
  - 3. A site plan drawn to scale of the community, park or campground. The site plan shall show: the boundaries of the community; the park or campground's individual spaces; space numbers; common open space and recreation facilities; the locations of common facilities; mailbox location(s); parking spaces and drive aisles; fences and walls and a description of their construction;
  - 4. A landscaping plan showing the location of trees, bushes, grasses, hardscaped areas and any landscape features;
  - 5. Locations of all site lighting features with reference to type; signage location, dimensions and illumination; refuse areas and facilities; storage sheds; fire lanes and fire hydrants; adjacent rights-of-way and property owners; scale and north arrow.
- C. Multiple licenses shall be allowed for individual properties with a mixture of uses provided that licenses should be limited to contiguous areas of the community, park or campground and shall not overlap.

8.68.120 – License Renewal Criteria:

- A. Manufactured Home Community, Recreational Vehicle Park and Campground Licenses.

Upon application in writing by a licensee for renewal of a license required by this chapter ~~and after re-inspection by~~ the city manager or designated representative shall inspect the manufactured home community, recreational vehicle park and/or campground for compliance with the regulations of this code and upon payment of the license fee, shall issue a certificate renewing such license for another two years.
- B. Application Contents.

At minimum, the following information shall be provided with the license renewal application: the name and address of the applicant; the name and contact information of property manager; the location, street address and legal description of the community, park or campground; total number of spaces; total number of occupied spaces; number of sites and specific site numbers of abandoned manufactured homes or vehicles; a summary of prior years' improvements; any proposed improvements/major maintenance or scheduled maintenance; and any modifications proposed to recreational amenities on the property.

C. City Review of Application for License Renewal.

The city manager or designated representative shall review each application and, as ~~deemed~~ necessary, distribute the application to other reviewers. Taking into account results of those reviews, city manager or designated representative shall take final action on the application and approve or deny, based on the applicable renewal criteria in this section. The city manager or designated representative review and decision, including referral to other agencies and bodies, shall be completed within 30 calendar days of receipt of a complete application. Failure to complete such review in 30 calendar days shall not constitute deemed approval of the application; however if the city manager or designated representative does not act on the application within 30 calendar days, the applicant may request the City Manager or designated representative move the application to the City Council agenda for review, which the City Manager or designated representative shall do upon such request. No license shall be deemed to have lapsed pending final action on a timely filed renewal application.

D. Requirements for Renewal.

All Manufactured Home Communities, Recreational Vehicle Parks and/or Campgrounds shall meet or exceed the following requirements to be eligible for an annual license:

1. Site Numbering.

All individual site numbers shall be consistently labeled pursuant to the following standards:

- a. Site numbers shall be consistently displayed on a mailbox, mailbox post or post, unit, or similar mechanism, and shall be easily visible from internal access roads ~~when traveling~~ in either direction. The site number display shall be minimum height of three feet and maximum height of five feet above the road grade as measured from the midpoint of the sign. Alternatively, if displayed on the mailbox post, the site number display may be mounted directly below the mailbox so long as the midpoint of the sign is no less than two and one-half feet above road grade.
- b. All site numbers shall be white reflective lettering on a color contrasting or nearly contrasting with the background. All site number identification signs shall be consistently designed and consistently located on each space within a manufactured home community. There shall be no obstructions to preclude the site numbers from being visible from access drives.
- c. All address numbers shall be a minimum of three (3) inches in height and one and one-half (1 & 1/2) inches in width.

2. Street Labeling.

- a. For communities with multiple internal streets, all internal streets shall be labeled. All signage shall be white reflective lettering on a color contrasting or nearly contrasting with the background. All signage shall be consistently designed and consistently located at each intersection within a manufactured home community. There shall be no obstructions to preclude the signage from being visible from interior roadways. All sign letters and numbers shall be a minimum of three (3) inches in height and one and one-half (1 & 1/2) inches in width.

3. Safety.  
The property shall conform to the safety standards of LMC section 8.68.090.
4. Nuisances.  
The property shall not constitute a nuisance violation as defined in LMC Title 8.
5. Site Occupation.  
Sites within a manufactured home community shall only be occupied by manufactured homes. Sites within a recreational vehicle park shall only be occupied by recreational vehicles and travel trailers. Sites within a campground shall only be occupied by recreational vehicles, tents or cabins (as approved on a site plan).

8.68.130 – Enforcement.

Violations of the provisions of this section shall be subject to the enforcement provisions of Chapter 15.26 of this code, including but not limited to civil penalties and abatement of said violations.

**Section 2.** That if any section, subsection, sentence, clause, phrase, graphic, or portion of this ordinance is for any reason held invalid or deemed unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate distinct and independent provision and such holding shall be deemed a separate and distinct and independent provision and such holding shall not affect the validity of the remaining provisions of this ordinance; and

**Section 3.** That this ordinance shall become effective after its passage, approval and its publication.

Passed and approved this \_\_\_\_\_ day of \_\_\_\_\_, ~~2015~~2016.

\_\_\_\_\_  
David A. Paulekas, Mayor and President of the  
City Council

Attest: \_\_\_\_\_

~~Angie Johnson~~ ~~Sue Morris Jones, MMC~~  
City Clerk

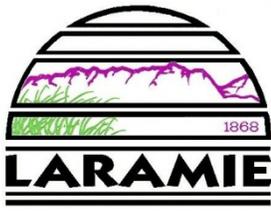
First Reading: July 21, 2015

Public Hearing: August 11, 2015

Second Reading: November 17, 2015

Third Reading and Final Action: ~~March 1, 2016~~ May 17, 2016

Duly published in the Laramie Boomerang this \_\_\_\_\_ day of \_\_\_\_\_, ~~2015~~2016.



# City of Laramie

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## LARAMIE PLANNING COMMISSION JUNE 22, 2015 STAFF REPORT

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**FILE:** TA-15-02 Amendments to Code regarding Manufactured Homes, Mobile Homes, Manufactured Home Communities, Recreational Vehicle Parks, Campgrounds and Nonconforming Mobile Homes.

**REQUEST:** Text amendments to the Unified Development Code and other Titles regarding licensing requirements for Manufactured Home Communities, Recreational Vehicle Parks and Campgrounds; and amendments to Nonconforming Mobile Homes, and Recreational Vehicle Park development standards.

**APPLICANT:** City of Laramie

**PURPOSE:** Amendments to various sections of Code amending and relocating Manufactured Home Community, Mobile Home Park, Travel Trailer Park, Recreational Vehicle Park and campground licensing requirements to LMC Title 8, allowing for change of occupancy and annexation of mobile homes constructed prior to June 15, 1976, clarifying development standards for Recreational Vehicle Parks when part of a Manufactured Home Community, and amending the definition of Manufactured Home Community.

**PREPARED BY:** Charles W. Bloom, AICP, Senior Planner

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### RECOMMENDED MOTION:

Move to recommend that the City Council **approve:** 1) amendments to Title 15 (Unified Development Code) of the Laramie Municipal Code as shown in Attachments 1, 2 and 3 for the purposes of amending and relocating Manufactured Home Community, Mobile Home Park, Travel Trailer Park, Recreational Vehicle Park and Campground licensing requirements to LMC Title 8; 2) allowing for change of occupancy and annexation of mobile homes constructed prior to June 15, 1976; 3) clarifying development standards for recreational vehicle parks when part of a Manufactured Home Community; and amending the definition of Manufactured Home Community.

**APPLICABLE CODE SECTION(S):**

Text Amendments must be reviewed by the Planning Commission and City Council. Planning Commission action is forwarded to the City Council as a recommendation.

- Laramie Municipal Code Title 8, Health and Safety
- Laramie Municipal Code Title 15, Unified Development Code
- Wyoming State Statutes Title 15 Cities and Towns, Article 5 Planning
- Wyoming State Statutes Title 15 Cities and Towns, Article 6 Zoning
- Laramie Comprehensive Plan
- Laramie Housing Study 2030

**BACKGROUND:**

With adoption of the Unified Development Code (UDC) in 2010 regulations were adopted regarding the licensing of Mobile Home Communities, Manufactured Home Communities, Travel Trailer Parks, Recreational Vehicle Parks and Campgrounds. The UDC sets specific renewal criteria for all licensed parks to be implemented with the 2011-2012 and 2012-2013 licenses. Park renewals required that specific information such as site plans and an inventory of units within the park be provided concurrently with the 2011-2012 license, and that concurrently with the 2012-2013 licensing each unit be skirted; all units to be marked with a space number; all mobile home facilities (including stairs, decks, porches and other facilities and equipment) be brought into good repair and in a safe, clean and sanitary condition; and all nuisances be abated. Staff has been unable to issue any individual park license renewals due to the tremendous amount of staff time required to administer the items required with the 2012-2013 license procedures.

On December 4, 2012 the City Council extended all active mobile home park and recreational vehicle park licenses through June 30, 2013 and directed staff to reevaluate the existing process and propose changes for Planning Commission recommendation and City Council consideration. During this time staff drafted Original Ordinance 1874. On June 4, 2013 the Ordinance was postponed to August 20, 2013, to allow time for citizens to provide additional input and for staff to develop potential amendments.

On May 20, 2014, at staff's request, the City Council denied without prejudice Original Ordinance No. 1874 on second reading and directed staff to draft a new ordinance following completion of the Housing Study.

After denial staff became aware that not all manufactured home parks renewed their 2011 – 2012 licenses. On June 17, 2014 the City Council approved Resolution 2014-40 retroactively extending 2010-2011 licenses through June 30, 2015 so all parks are licensed and will have a common baseline when, and if, new rules and procedures are adopted after completion of the Housing Study. At the time of writing of this staff report, a similar resolution extending 2010-2011 licenses through June 30, 2016 was scheduled for City Council Consideration on June 16, 2015.

The fundamental concept of licensing of Manufactured Home Communities itself is something of an antiquated policy and was in need of review. Park licensing in Laramie began in the 1950s –well

before zoning existed in Laramie - and eventually found its way into the zoning code where it has remained, mostly unchanged, for over a half-century.

Review of the existing Ordinance, earlier draft Ordinance, Laramie Housing Study 2030 and Comprehensive Plan have indicated that there is merit to keeping annual tabs on our parks' quality and this segment of our housing inventory. Maintaining a licensing program will ensure that common areas within this segment of our housing inventory are inspected and routinely licensed. It should be noted that this licensing provision is only for the Manufactured Home Community and its common areas and in no way will result in the interior inspection or licensing of individual units.

#### Types of Manufactured Dwelling Units:

Nationwide and in Laramie there are several types of "manufactured" homes. These types are easily confused or mistaken; however there are notable objective differences.

Below are summaries and Unified Development Code definitions of three housing types that are often referred to as mobile homes.

#### 1. **Mobile Home:**



#### **LMC 15.28.030.A**

##### **133. Dwelling, Mobile Home**

"Dwelling, mobile home" means a factory-built dwelling built before June 15, 1976, to standards other than the National Manufactured Home Construction and Safety Standards Act, 42 U.S.C. Section 5400 et seq., and acceptable under applicable state codes in effect at the time of construction of introduction of the home into the state. Mobile homes have not been built since introduction of the National Manufactured Home Construction and Safety Standards Act, 42 U.S.C. Section 5400 et seq.

Mobile homes are dwellings that were built prior to establishment of June 15, 1976 National Manufactured Home Construction and Safety Standards act. No standardized inspection program existed when these dwellings were constructed. These homes were built in a factory off-site to unknown standards. Pre-1976-Act mobile home dwellings are not permitted to be brought into the City Limits. Existing mobile homes are non-conforming and primarily located in either a manufactured home community or on private lots.

**2. Manufactured Home (HUD-compliant Homes) (LMC 15.28.030.A.132):**



**LMC 15.28.030.A**

**132. Dwelling, Manufactured Home**

"Dwelling, manufactured home" means a single-family dwelling unit constructed after June 15, 1976, built in accordance with National Manufactured Home Construction and Safety Standards Act, 42 U.S.C. Section 5400 et seq.

Manufactured homes are dwellings constructed after June 15, 1976 and are constructed to conform to the National Manufactured Home Construction and Safety Standards act. These homes were built in a factory off-site to adopted standards adopted by the federal government. Inspection by federal officers during manufacturing ensures quality control. These dwellings are permitted to be brought into the City Limits and may be placed within a manufactured home community or on individual lots zoned either R2M or RR (Rural Residential) provided proper permits are obtained.

**3. Modular Home (Compliant with International Building Code) (LMC 15.28.030.A.134):**



**LMC 15.28.030.A**

**134. Dwelling, Modular Home**

"Dwelling, modular home" means a factory assembled residence built in units or sections, transported to a permanent site and erected on a foundation.

Modular homes are dwellings constructed after 1976 and are constructed to conform to the International Residential Code. Component sections of these homes were built in a factory off-site to the same or greater standards of the City. These dwellings are permitted to be brought into the City Limits and may be placed on a permanent foundation within a manufactured home community or on individual lots residentially zoned. Many of these dwellings look like what is commonly referred to as a manufactured home; however, the key difference is these are constructed to residential building code and not constructed on a chassis.

**RELATIONSHIP TO APPLICABLE PLANS:**

- **Laramie Housing Study 2030:** “Enhance the quality of mobile home parks in Laramie.” “Support, only, the use of HUD-approved mobile homes in designated mobile home parks, while prohibiting recreational vehicles and non-HUD-approved mobile homes from using vacated mobile home lots for residency. The City should develop new ordinances and implement existing regulations to insure the health, safety and well-being of mobile home park residents;” “The conversion of portions of mobile home parks to support recreational vehicles, or the acquisition of existing mobile home parks for recreational purposes or additional housing development should be considered by the City;” and “Support housing and lot improvements programs, including aesthetic improvements, landscaping, gateway entrance enhancements in existing mobile home parks.” (p 2.26-27)
- **Comprehensive Plan:** Housing Goals and Action Statements “17. Develop site design standards for manufactured housing communities that are similar in nature to subdivision requirements, including street and sidewalk requirements, setbacks, lot configuration, minimum yards, landscaping, parking, and other variables.” (p 5-22)
- **Unified Development Code:** “... this code should be regularly reviewed, evaluated and amended, if necessary, based on private and city economic conditions, vision for the community, changing planning and zoning principles, frequent difficulty in implementing or enforcing any specific standard(s), or changes in the state, federal or case law. All city or citizen initiated amendments must be adequately vetted through the public hearing processes identified in the code.” (Sec. 15.02.050, LMC)

**PROPOSED AMENDMENTS:**

Staff has presented the changes in an Ordinance form – instead of in the UDC format - partly because a substantial piece of the Amendment is outside of the UDC in LMC Title 8 and to avoid paper production and the confusion of multiple copies as this item moves forward to Council. The draft ordinances have been attached and they will be presented to the City Council as three separate agenda items. The reason for the separate ordinances is because amendments within different titles (Titles 8 and 15) require different ordinances. Additionally the issue of non-conforming mobile home occupation is a substantially different topic than that of Manufactured Home Community licensing and may need to be discussed independently.

**Summary of Proposed Ordinance 1: Licensing**

This Ordinance relocates the licensing requirements and occupation for residing in mobile homes, manufactured homes, recreational vehicles and tents from Title 15 (Unified Development Code) to Title 8 (Health and Safety).

For the most part, the licensing requirements remain the same. The renewal criteria has been slightly changed, notably making the skirting requirement a use standard for mobile and manufactured home owners instead of the responsibility of the Manufactured Home Community owner. This is more in line with the overall concept of ownership where one is required to maintain

their own dwelling. Under present regulations a Manufactured Home Community could not be licensed if a manufactured home is not properly skirted.

Safety Standards –Liquid Propane (LP) Storage, Common Areas, Recreational Amenities, Junk  
Renewal standards require that the park be in compliance with safety standards such as storage of liquid petroleum gas (common in Laramie) and fuel oil (rare in Laramie); common areas, including recreational amenities, are required to be maintained and in safe operable condition; the property has to be free of junk nuisances; and individual spaces are required to be occupied by permissible units (manufactured or mobile homes).

Over time several of our Manufactured Home Communities have let common areas fall into disrepair which will require correction prior to issuance of a new license. Comprehensive Plan Chapter 5, Housing and Neighborhoods, indicates Community recreational amenities such as parks, recreation areas, and community centers “play a very large role in the quality of life” and further identifies “that manufactured housing communities, apartment complexes, and other types of affordable housing tend to have fewer amenities, but these are the areas with the most need” (p 5-9). The maintenance of common areas was not clearly addressed with the prior licensing provisions, however with this amendment communities will be required to repair existing facilities in disrepair such as broken swing sets or missing basketball hoops. Ideally, this requirement would result in repair or replacement of the amenities; however, since the development standards of LMC Chapter 15.14 don’t require recreational amenities, this may result in the removal of the abandoned recreational amenities.

#### Living in Recreational Vehicles

Presently, occupation of spaces within a Manufactured Home Community by a recreational vehicle, travel trailer, or van is prohibited. These units are regulated as motor vehicles, which is a fundamentally different concept from housing unit regulation. Presently occupation of these spaces is not allowed because the facility is not appropriately licensed for those vehicles. LMC 8.68.100.C.4 has been added clarifying that lawful site occupation by appropriate housing units is required for renewal of a Manufactured Home Community license. An amendment to LMC Chapter 15.14 is proposed detailing the process to convert a Manufactured Home Community (in whole or in part) to Recreational Vehicle Park which is discussed later on in this staff report (Ordinance 3 changes).

Occupation of an individual space by a recreational vehicle, travel trailer, camper or similar vehicle is presently unlawful. Approval, or even denial, of this ordinance will not allow any recreational vehicles, travel trailers, campers or similar vehicles to claim a non-conforming status within a Manufactured Home Community. Unless amendments are made to allow recreational vehicles, travel trailers, campers or similar vehicles to occupy individual spaces in a Manufactured Home Community; their removal is required. Upon conclusion of this Ordinance adoption, enforcement will commence to ensure compliance with applicable regulations.

#### Penalty

Different from the current regulations, staff is proposing an amendment addressing remedies in the event a Mobile Home Community owner fails to renew a license. Manufactured Home Community owners will be subject to the enforcement provisions of LMC 15.26 (up to \$750 daily fine). Failure to renew a license would penalize the community owner and not the occupant. The issuance of daily fines is envisioned to compel the owner to bring the community up to code. At present, City remedies could result in Manufactured Home Community license revocation, potential closure and

removal of individual units after hearings in front of the City Council. Under the current rules, and proposed to continue, is a provision that allows any license revocation to be appealed to the City Council.

The amendments will continue to allow violations to be served to individual space occupants in the event they are in violation of specific sections of Code (nuisance, skirting, junk). Individual violations would not necessarily jeopardize a community's license renewal ability.

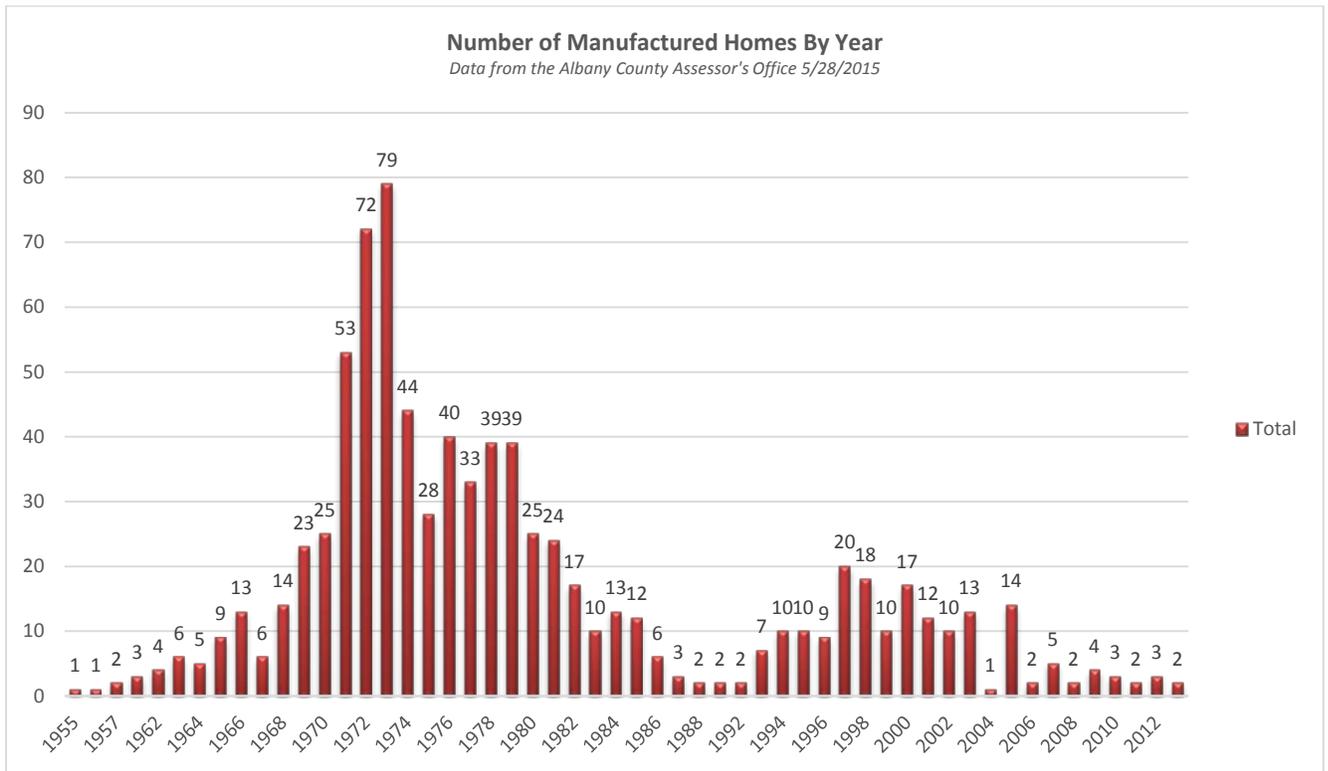
## **Ordinance 2: Nonconforming Mobile Homes**

Present code prohibits installation pre-1976 manufactured homes (referred to in present code as a nonconforming mobile home), on leased or private property, within the City Limits and prohibits their annexation. Code also prohibits the sale or rental of a pre-1976 manufactured homes. A 1989 Ordinance legislates that after January 1, 2000 pre-1976 manufactured homes may only be occupied by the person who occupied the home on January 1, 2000 (Enrolled Ordinance 954 § 3, 1989).

In practice, this ordinance resulted in the reduction of pre-1976 manufactured homes outside of licensed communities. Primarily this was due to the fact that at the time of sale real estate agents were required to disclose this provision to potential buyers. This typically resulted in the sale of the property requiring removal of the pre-1976 manufactured home from the lot. In Manufactured Home Communities where pre-1976 manufactured homes were sold on a cash or credit basis, or in cases where an owner chose to rent out a pre-1976 manufactured home, properties frequently changed ownership and occupancy. In several cases it is believed that Manufactured Home Community owners ended up acquiring title of units that could not be sold, possibly due to sale or abandonment, and converted these into monthly rentals while other in disrepair had been removed in compliance with abandoned vehicle statutes.

This proposed ordinance reverses the present trend and amends the present prohibition of changes of occupancy for manufactured homes constructed prior to June 15, 1976 (mobile homes) and allows for the annexation of pre-1976 mobile homes. Additionally, the term "non-conforming mobile homes" is being changed to "mobile homes" which are defined as manufactured homes constructed prior to June 15, 1976. The word "non-conforming" is redundant and already assumed, since mobile homes are not permitted by right as conforming uses within the City. Any "mobile home" is automatically "non-conforming" by virtue of its definition.

According to Albany County Assessor's data provided there are presently 829 manufactured homes within the City. This includes both pre-1976 and post 1976 manufactured homes. 46.8%, (388) of those manufactured homes were constructed in 1975 or prior. 92% of the pre-1976 are located within Manufactured Home Communities while 32 are located on individual lots. 40 manufactured homes have construction dates of 1976, we can't exactly be certain if they were built before or after adoption of the June 15, 1976 HUD standards which, at glance, we can't be sure. Just over half of Laramie's manufactured housing was constructed in the 1970s (436 units / 53%).



Summary of Manufactured Housing Construction date within the City

According to the Albany County Assessor’s Office, 82 Manufactured Homes (both HUD and non-HUD compliant) in total exist outside of parks. 32 of these units are considered non-conforming due to age (constructed 1975 or earlier), and the remainder may be conforming if situated on a lot and on a foundation in a zone district allowing HUD-certified homes, Rural Residential (RR) and Limited Multi-family with Independent Mobile Homes (R2M).

Approval of the Ordinance as presented would allow between 388 and 428 (since it is unknown how many built in 1976 were constructed to HUD standards) manufactured homes to sell or rent their homes. Essentially the argument for lifting the restriction is that these dwelling units will ultimately correct themselves as they are replaced with newer units or move out of the park. Eventually the pre-HUD manufactured home will get to a point where repairs are not feasible and the home will have to be removed. Additionally, some manufactured homes could be in better condition than similar aged single-family homes. Changes of occupancy for single-family homes is not restricted, so in fairness pre-1976 manufactured housing should not have a restriction. Another practical aspect is that the City has no mechanism to track the homes and their ownership status.

**Ordinance 3: Removal of Licensing from UDC and Amendments to 15.14, 15.28.**

This ordinance proposes very minimal changes to the existing Development Standards of Manufactured Home Communities. Existing Manufactured Home Communities will remain as they are unless a qualifying change is made. Qualifying changes include items such as the addition of spaces, relocation of interior driveways, construction of new buildings and conversion into a

Recreational Vehicle Park. Changes such as repainting or re-roofing a manufactured home, bringing a new manufactured home into a previously occupied or vacant space or replacing a units water heater would not trigger compliance with any of the development standards of Chapter 15.14.

The term Mobile Home Park will be deleted from the Use Table because by definition they will no longer exist (incorporated in the Manufactured Home Community). The definition of "Manufactured Home Community" is proposed to be modified to clarify that it allows for the placement of Manufactured Homes (post 6/15/76) and continued use of Mobile Homes (pre 6/15/76).

A provision has been added in the Manufactured Home Community section detailing criteria for when all or a geographically contiguous portion of the community is converted to a Recreational Vehicle Park. This provision can be found in Section 4 of the Ordinance creating LMC 15.14.140.D which requires that the Recreational Vehicle Park area be created in compliance with the Development Standards of Chapter 15.14 and the land area contiguity requirements of the (proposed) Title 8, Licensing requirements be met.

As proposed in the draft Ordinances, portions of a Manufactured Home Community may be converted to Recreational Vehicle Parks provided they meet the present Recreational Vehicle Park development standards of LMC 15.14.160.A which includes a minimum contiguous land area of at least one acre, screening and buffering from the existing Manufactured Home Community (if any remains), appropriate zoning, and appropriate licensing as a Recreational Vehicle Park. Recreational Vehicle Parks cannot be checker-boarded across existing Manufactured Home Communities. In most cases conversion of a portion of a community into a Recreational Vehicle Park will require rezoning to B2 (General Business) District.

#### **SUMMARY:**

Staff has been reviewing the Manufactured Home Community licensing standards for over two years. The first draft was withdrawn without prejudice and sought guidance from the Housing Study. With guidance from the Housing Study, feedback from the community with the prior attempted revisions and additional research; staff believes this proposal package best meets the goals of community, the expectations of Manufactured Home Community residents and addresses problems and concerns brought up in the earlier proposal.

#### **PUBLIC COMMENTS:**

Staff has received several comments throughout this process. To date, no one has spoken in opposition of removing the licensing provisions. Early on in the process staff was asked to evaluate the allowance of recreational vehicles (motor homes) and travel trailers (camper trailers) within Manufactured Home Communities. In part, staff has supported the allowance of Recreational Vehicles and campers in the Manufactured Home Communities, however only in contiguous areas converted into Recreational Vehicle and Travel Trailer Parks.

#### **STAFF RECOMMENDATION:**

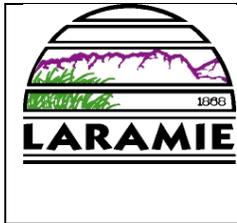
Move to recommend the City Council **approve** : 1) amendments to Title 15 (Unified Development Code) of the Laramie Municipal Code as shown in Attachments 1, 2 and 3 for the purposes of

amending and relocating Manufactured Home Community, Mobile Home Park, Travel Trailer Park, Recreational Vehicle Park and Campground licensing requirements to LMC Title 8; 2) allowing for change of occupancy and annexation of mobile homes constructed prior to June 15, 1976; 3) clarifying development standards for recreational vehicle parks when part of a Manufactured Home Community; and amending the definition of Manufactured Home Community.

**ATTACHMENTS:**

1. Ordinance 1 (Relocating Licensing Provisions to Title 8, Health and Safety)
2. Ordinance 2 (Nonconforming Mobile Homes)
3. Ordinance 3 (Amendments to Chapter 15.14)

## CITY OF LARAMIE COUNCIL REGULAR MEETING    May 17, 2016



### Agenda Item: Original Ordinance - 3rd Reading

**Title: Original Ordinance No. 1924 amending Title 15 of the Laramie Municipal Code for the purposes of amending LMC Chapters 15.14 and 15.28 regarding Mobile Home Parks, Manufactured Home Communities and Recreational Vehicle Parks.**

### Recommended Council MOTION:

Move to approve Original Ordinance No. 1924 on third and final reading, based on findings of fact and conclusions of law, and authorize the Mayor and Clerk to sign the Ordinance.

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### Administrative or Policy Goal:

“... this code should be regularly reviewed, evaluated and amended, if necessary, based on private and city economic conditions, vision for the community, changing planning and zoning principles, frequent difficulty in implementing or enforcing any specific standard(s), or changes in the state, federal or case law. All city or citizen initiated amendments must be adequately vetted through the public hearing processes identified in the code.”  
(Sec. 15.02.050, LMC)

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### Background:

#### May 17, 2017 Update:

On March 1, 2016 the City Council postponed action on this ordinance (1922A) and related Original Ordinance No. 1924 and indicated a desire to set a work session to discuss the proposed changes. To date, that work session has not been scheduled by the City Council. Original Ordinance No. 1923 lifting the prohibition of sale or change of occupancy of pre-1976 manufactured homes was approved.

Staff continues to recommend approval of the Ordinance as presented.

#### Prior March 1, 2016 Update:

On December 1, 2016 this item was postponed to March 1, 2016 for staff to gather additional public comment. On February 17, 2016 staff hosted a listening session at Fire Station #2 to take comments from citizens and residents and owners of Manufactured Home Communities and Recreational Vehicle Parks. Please see the related agenda item for a summary of the comments received at the listening sessions.

The City Council may approve the Ordinance as presented to not further delay the licensing process any further. If the City Council wishes to consider changes to the Ordinance due to feedback received at the February 17th listening session, staff recommends the Ordinance be continued to May 19, 2016 and specific direction be provided to staff for drafting of amendments.

At second reading on November 17, 2015 the Ordinance was amended on to align the definition of “Manufactured Home Community” with the proposed new definition in Title 8.

The Ordinance was approved on second reading by the City Council (6 yes, 2 no, 1 absent). Staff recommends approval of the Ordinance.

**Background:**

This Ordinance is related to the following three proposed Ordinances amending portions of the regulations regarding manufactured homes and mobile homes that are also on the City Council agenda:

1. Amendments to Title 8 relocating licensing provisions to Title 8 (Health and Safety)
2. Amendments to LMC Section 15.22 (Non-conforming Mobile Homes) which is also on this agenda
3. Amendments to LMC Chapter 15 (Unified Development Code) regarding definitions, deletion of licensing procedures and development standards (**This item**)

This ordinance proposes very minimal changes to the existing Development Standards of Manufactured Home Communities. Existing Manufactured Home Communities will remain as they are unless a qualifying change is made. Qualifying changes include items such as the addition of spaces, relocation of interior driveways, construction of new buildings and conversion into a Recreational Vehicle Park. Lesser changes such as repainting or re-roofing a manufactured home, bringing a new manufactured home into a previously occupied or vacant space or replacing a unit's water heater would not trigger compliance with any of the development standards of Chapter 15.14.

The term Mobile Home Park will be deleted from the Use Table because by definition they will longer exist (incorporated in the Manufactured Home Community). The definition of "Manufactured Home Community" is proposed to be modified to clarify that it allows for the placement of Manufactured Homes (post 6/15/76) and continued use of Mobile Homes (pre 6/15/76).

A provision has been added in the Manufactured Home Community section detailing criteria for when all or a geographically contiguous portion of the community is converted to a Recreational Vehicle Park. This provision can be found in Section 5 of the Ordinance creating LMC 15.14.140.D which requires that the Recreational Vehicle Park area be created in compliance with the Development Standards of Chapter 15.14 and the land area contiguity requirements of the (proposed) Title 8, Licensing requirements be met.

As proposed in the draft Ordinances, portions of a Manufactured Home Community may be converted to Recreational Vehicle Parks provided they meet the present Recreational Vehicle Park development standards of LMC 15.14.160.A which includes a minimum contiguous land area of at least one acre, screening and buffering from the existing Manufactured Home Community (if any remains), appropriate zoning, and securing an appropriate license for a Recreational Vehicle Park. It is difficult to administer Recreational Vehicle Parks that are checker-boarded across existing Manufactured Home Communities. In most cases conversion of a portion of a community into a Recreational Vehicle Park will require rezoning to B2 (General Business) District.

For the purposes of reducing paper, staff has attached the June 22, 2015 Planning Commission Staff Report to the first item packet. The June 22<sup>nd</sup> Staff report discusses this proposed Ordinance as well as the other two companion Ordinances on the Agenda.

The Planning Commission held a public hearing and reviewed this item on June 22<sup>nd</sup> and recommended approval (4 yes, 1 no, 2 absent).

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**Legal/Statutory Authority:**

Per UDC adoption stipulation (see quoted section above); also per W.S. 15-1-5 (Cities – Planning), W.S. 15-1-6 (Cities – Zoning), and related statutes.

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**Responsible Staff:**

Randy Hunt, AICP, Community  
Development Director, 307-721-5288

Charles Bloom, AICP, Principal Planner,  
307-721-5232

Future dates are subject to change

Work Session	
Advertised	
Public Hearing Held	September 8, 2015
Pub. Hearing Advertised	August 16, 2015
Introduction/1 <sup>st</sup> Reading	July 21, 2015
2 <sup>nd</sup> Reading	November 17, 2015
3 <sup>rd</sup> Reading	May 17, 2016

**Attachments:**

Original Ordinance 1924

ORIGINAL ORDINANCE NO.: 1924  
ENROLLED ORDINANCE NO.: \_\_\_\_\_

INTRODUCED BY: Henry

AN ORDINANCE AMENDING TITLE 15 OF LARAMIE MUNICIPAL CODE FOR THE PURPOSES OF AMENDING LMC CHAPTERS 15.14 AND 15.28 REGARDING MOBILE HOME PARKS, MANUFACTURED HOME COMMUNITIES AND RECREATIONAL VEHICLE PARKS.

WHEREAS, on August 21, 2007, the City Council adopted the Laramie Comprehensive Plan which lists as one of its recommendations to create a unified development code that would combine the zoning and subdivision ordinances in into a single, unified document consisting of multiple parts or sections, including administrative procedures, zoning, subdivision regulations and improvement standards;

WHEREAS, on June 22, 2009 the Laramie Planning Commission affirmatively voted to recommend to the Laramie City Council adoption of the Unified Development Code subject to modifications;

WHEREAS, on March 2, 2010, the City Council adopted the unified development code with an effective date of July 1, 2010;

WHEREAS, 15.02.050 of the Laramie Municipal Code (LMC) calls for the Unified Development Code to be amended from time to time so as to become or remain consistent with the Comprehensive Plan, and should be regularly reviewed, evaluated and amended, if necessary, based on private and city economic conditions, vision for the community, changing planning and zoning principles, frequent difficulty in implementing or enforcing any specific standard(s), or changes in the state, federal or case law;

WHEREAS, on June 22, 2015, the Laramie Planning Commission affirmatively voted to recommend to the Laramie City Council adoption of amendments to the Unified Development Code as shown in this ordinance; and

WHEREAS, the Laramie City Council held a public hearing on \_\_\_\_\_ to take and consider public comments;

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LARAMIE:

**Section 1.** That LMC Table 15.14.040-3 be **amended** to replace the term “mobile home” with “manufactured home” throughout the entirety of the table.

**Section 2.** LMC 15.14.060.E.4.b.(iv) shall be amended to read “The provisions of subsection (iii) above shall also apply to driveways serving manufactured home communities (LMC 15.14.140)and mobile home communities (LMC 15.14.150).”

**Section 3.** That LMC Section 15.14.150 is **amended** to read as follows “Reserved”.

**Section 4.** That LMC Section 15.14.140.D is **created** to read as follows “Conversion to Recreational Vehicle Park. Conversion of a Manufactured Home Community to a Recreational Vehicle Park, in whole or in part, shall require conformance with the development standards of LMC 15.14.160 and the licensing requirements of LMC 8.68.080-~~100~~**100**(Licenses).”

**Section 5.** That LMC Section 15.24.050 is **deleted** in its entirety.

**Section 6.** That LMC Section 15.28.030.A.228 is **amended** to read as follows: “Manufactured Home Community. “Manufactured home community” means ~~a site containing spaces with required improvements and utilities that are leased for the long-term placement of manufactured homes~~ **or mobile homes a site containing spaces, improvements and utilities that are leased for the long-term placement of manufactured homes or mobile homes.**”

**Section 7.** That LMC Section 15.28.030.A.239 is **amended** to read as follows “~~Mobile home community” means a site containing spaces with required improvements and utilities that are leased for the long-term placement of mobile homes.~~ **See Manufactured Home Community.**”

**Section 8.** That if any section, subsection, sentence, clause, phrase, graphic, or portion of this ordinance is for any reason held invalid or deemed unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate distinct and independent provision and such holding shall be deemed a separate and distinct and independent provision and such holding shall not affect the validity of the remaining provisions of this ordinance; and

**Section 9.** That this ordinance shall become effective after its passage, approval and its publication.

Passed and approved this \_\_\_\_ day of \_\_\_\_\_, ~~2015~~2016.

\_\_\_\_\_  
David A. Paulekas, Mayor and President of the City Council

Attest: \_\_\_\_\_  
~~Sue Morris Jones, MMC~~Angie Johnson  
City Clerk

First Reading: July 21, 2015

Public Hearing: September 8, 2015

Second Reading: November 17, 2015

Third Reading and Final Action: ~~December 1, 2015~~ ~~March 1, 2016~~May 17, 2016

Duly published in the *Laramie Boomerang* this \_\_\_\_ day of \_\_\_\_\_, ~~2015~~2016.

## CITY OF LARAMIE COUNCIL REGULAR MEETING    May 17, 2016



### Agenda Item: Subdivision Plat - Preliminary

**Title: Timberline Business Park Preliminary Plat: A Preliminary Plat creating 29 lots & 1 outlot within a property approximately 105.62 acres.**

#### **Recommended Council MOTION:**

Two motions will need to be made regarding this item:

1. Move to **approve** the Timberline Business Park Preliminary Plat, based on findings of fact and conclusions of law, and subject to all Staff's recommended conditions.
2. Move to **decline** acceptance of excess land offered by WYDOT (Area Shown in Blue on "Exhibit A") based upon the fact that land is not necessary to the City for Huron Street or other purposes, and to **accept** excess land offered by WYDOT (Area shown in yellow on "Exhibit A") based upon the fact that land is necessary for Huron Street.

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#### **Administrative or Policy Goal:**

Platting of unplatted property is in accordance with the goals of the Comprehensive Plan and the Major Street Plan. The proposed subdivision is in compliance with the Comprehensive Plan and Major Street Plan.

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#### **Background:**

##### Preliminary Plat:

Prior to submittal for Preliminary Plat, the property in question was recently part of a Comprehensive Plan Amendment and Rezoning process. During these processes the eastern side of the site, about 34 acres, was re-designated within the Laramie Comprehensive Plan Future Land Use Map to Industrial (I) from Suburban Commercial (SC). Following re-designation in the Comprehensive Plan, the 34 acres was rezoned to accommodate Industrial (I2) zoning district.

After the Comprehensive Plan Amendment and Rezoning process, a Preliminary Plat for Timberline Business Park was submitted to the City on December 23, 2015. The Preliminary Plat consists of 29 lots & 1 "Outlot" within a property approximately 105.62 acres. Through subdivision and corresponding zoning, 5 Industrial (I2) lots, 23 commercial (C2) lots and 1 "Outlot" will be created. In addition to the creation of the lots noted above, right-of-way will be dedicated. Two roads, a local street named Cherry Wood Drive and a Minor Arterial street named Huron Street will be dedicated and constructed as part of this subdivision.

It should be noted that of the 105 acres contained within the Preliminary Plat, WYDOT owns part of the land within the preliminary plat, which is a 200-foot wide property that is in the general location of the presently located Huron Street. Following the platting process a trade is anticipated for "Outlot A" between WYDOT and the owner, that will accommodate the construction of Huron Street and provided usable land for WYDOT operations in the future.

##### WYDOT Excess Land Disposal:

The recommended motion from staff is to decline acceptance of "excess" land offered by WYDOT shown in the letter dated April 11, 2016 from WYDOT. This is essentially a technicality needed by WYDOT in order to proceed. The area to be declined is not needed for the future Huron Street right-of-way as designed in the Timberline Business Park Preliminary Plat. As the letter states, it is required that excess land be offered to the governing bodies (city and county). Declining acceptance of this land does not impede the development of Huron Street, nor does it require that the City construct or build Huron Street. All

improvements associated with Huron Street are required to be completed per the development of the Timberline Business Park in conjunction with associated Final Plats.

Furthermore, as it is stated within the attached Timberline Business Park staff report, the area in blue will be traded for land shown as green on the attachment. This trade will facilitate the development of the Timberline Business Park as well as allow for future expansion of WYDOT facilities to the north. The final plat will follow the preliminary plat in defining boundaries so as to make this exchange feasible.

**Legal/Statutory Authority:**

- Laramie Municipal Code Title 15, Unified Development Code
- Wyoming State Statutes Title 15 Cities and Towns, Article 5 Planning
- Wyoming State Statutes Title 15 Cities and Towns, Article 6 Zoning
- Wyoming State Statutes Title 34 Property Conveyances and Security Transactions, Chapter 12 Platting and Dedication
- Laramie Comprehensive Plan 2007
- Major Street Plan

**BUDGET/FISCAL INFORMATION:**

**REVENUE**

Source	Amount	Type
Fees/Charges for Service	\$1,780.00	Application Fee
Grants for Projects		
Loans on Project		
Other		
Total	\$1,780.00	

**Responsible Staff:**

Randy Hunt, AICP, Community Development Director, 721-5288

Derek T. Teini, AICP, Principal Planner, 721-5245

Future dates are subject to change

Work Session	
Advertised	
Public Hearing Held	April 25, 2016 (Planning Commission)
Pub. Hearing Advertised	April 9, 2016 (Planning Commission)
Introduction/1 <sup>st</sup> Reading	May 17, 2016
2 <sup>nd</sup> Reading	
3 <sup>rd</sup> Reading	

Attachments:

- April 11, 2016 WYDOT Excess Land Disposal Letter
- April 25, 2016 Planning Commission Staff Report



Matthew H. Mead  
Governor

# Wyoming Department of Transportation

*"Providing a safe, high quality, and efficient transportation system"*

5300 Bishop Boulevard  
Cheyenne, Wyoming 82009-3340



William T. Panos  
Director



April 11, 2016

City of Laramie  
Attn: Janine Jordan  
406 Ivinson St. P.O. Box C  
Laramie, WY 82070

Project: 2016D01  
Road: Shopsite/Huron Street Land swap  
Section: Huron Street  
County: Albany  
Parcel No.: 1

RE: Excess Land Disposal

Dear Ms. Jordan

The Wyoming Department of Transportation is in the process of disposing of a parcel of land as shown in blue on the attached exhibit marked Exhibit "A". It is located at the intersection of Huron Street and State Highway 287. Our current plan is to exchange this land for a portion located along the current Wyoming Department of Transportation office site to the north of this location shown in green. However, before we can proceed with this we must first offer this parcel (shown in blue) at fair market value to the governing bodies (city and county) in the area for public use.

We understand that the City of Laramie is interested in the area shaded in yellow for future right of way for the Huron Street extension.

Please respond to this letter no later than April 22, 2016 indicating your interest or declination of the depicted area on the referenced exhibit. Please respond to the attention of Dana Wood or Sean Bibbey.

Should you have any questions, you may contact us toll-free at 1-888-570-9908 or Sean Bibbey at 777-4114.

Sincerely,

Sean Bibbey  
Project Manager

By: Dana R. Wood  
Acquisition Agent

Attachments  
Cc: Derek Teini via email

# EXHIBIT "A"



WYDOT OFFICE

①

②

Huron Street

2a

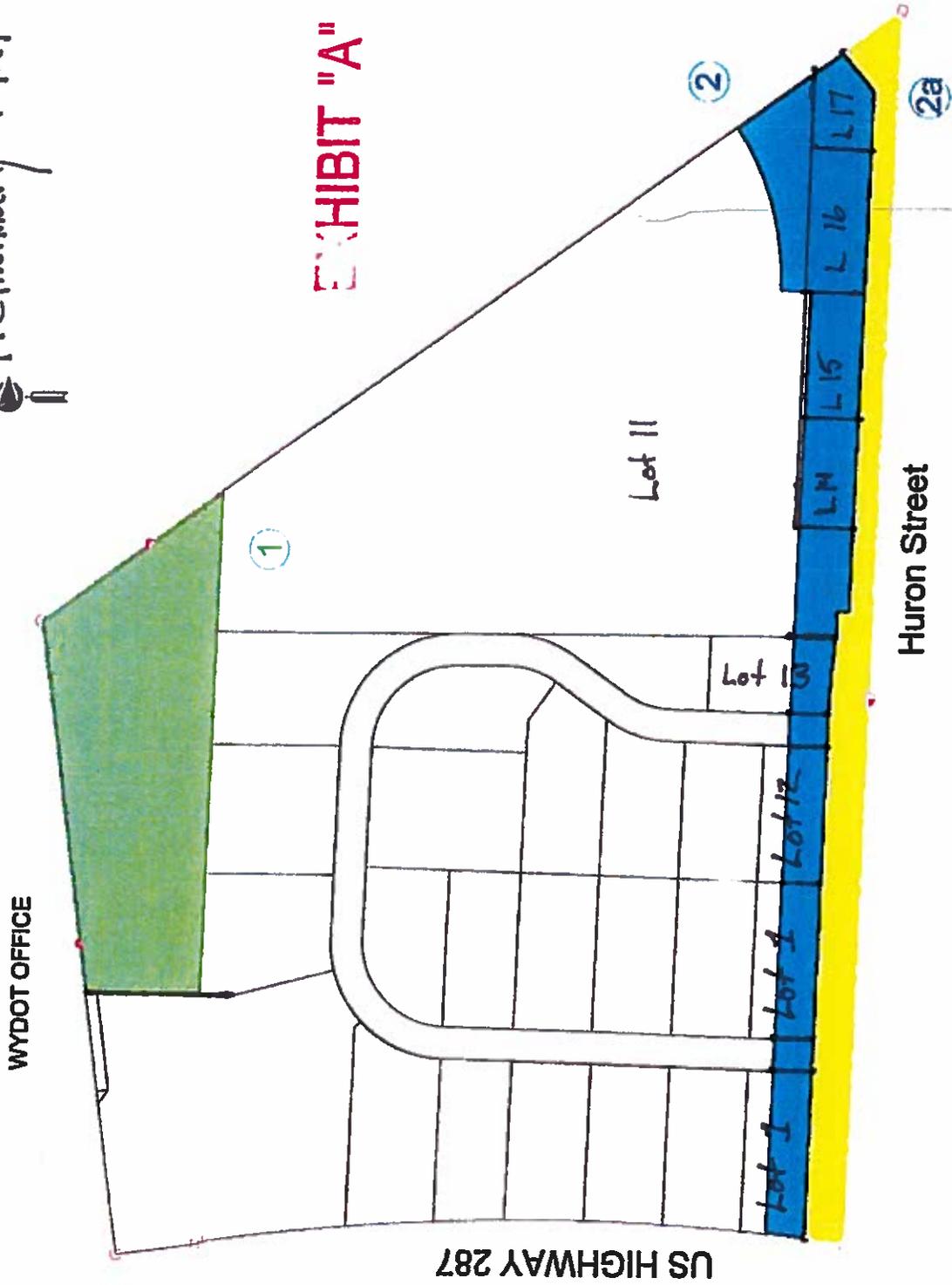
US HIGHWAY 287

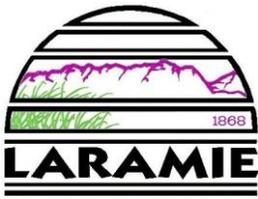


Map edited by Staff for  
Context to the full  
Preliminary Plat



# EXHIBIT "A"





**City of Laramie**  
Community Development Department  
P.O. Box C  
Laramie, WY 82073

Code Administration: (307) 721-5271  
Engineering: (307) 721-5250  
Planning: (307) 721-5207  
Fax: (307) 721-5248

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**LARAMIE PLANNING COMMISSION**  
**APRIL 25, 2016**  
**STAFF REPORT**

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**FILE:** **PP-15-05: Timberline Business Park Preliminary Plat**

**REQUEST:** A preliminary plat creating 29 lots & 1 Outlot within a property approximately 105.62 acres.

**LOCATION:** The property is located north of Huron Street and east of US HWY 287.

**APPLICANT(S)/AGENT:** Duane Toro Real Estate (Bob Davis & Shaun Moore)

**OWNER:** Timberline Energy (Bill Spires)/Wyoming State Government (Highway Department/Highway Patrol)

**PURPOSE:** Platting of property for future development compatible with C2 and I2 Zoning Districts

**CURRENT ZONING:** Approximately 34 acres of property is zoned I2 (Industrial) District and the remaining 71 acres of property is zoned C2 (Commercial) District

**PREPARED BY:** Derek T. Teini, AICP, Principal Planner

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**RECOMMENDED MOTION:**

Move to recommend **approval** to the Laramie City Council of PP-15-05 Timberline Business Park Preliminary Plat, based on findings of fact and conclusions of law and subject to staff's recommended conditions.

**APPLICABLE CITY CODE SECTION(S):**

Preliminary Plats must be reviewed by the Planning Commission and City Council. Planning Commission action is forwarded to the City Council as a recommendation.

- Laramie Municipal Code Title 15, Unified Development Code
- Wyoming State Statutes Title 15 Cities and Towns, Article 5 Planning
- Wyoming State Statutes Title 15 Cities and Towns, Article 6 Zoning
- Wyoming State Statutes Title 34 Property Conveyances and Security Transactions, Chapter 12 Platting and Dedication
- Laramie Comprehensive Plan
- Major Street Plan

**BACKGROUND:**

Prior to submittal for preliminary plat, the property in question was recently part of a Comprehensive Plan Amendment and Rezoning process. During these processes the eastern side of the site, about 34 acres, was re-designated within the Laramie Comprehensive Plan Future Land Use Map to Industrial (I) from Suburban Commercial (SC). Following re-designation in the Comprehensive Plan, the 34 acres was rezoned to accommodate Industrial (I2) zoning district.

After the Comprehensive Plan Amendment and Rezoning process, a preliminary plat for Timberline Business Park was submitted to the City on December 23, 2015. The preliminary plat consists of 29 lots & 1 “Outlot” within a property approximately 105.62 acres. Through subdivision and corresponding zoning, 5 Industrial (I2) lots, 23 commercial (C2) lots and 1 “Outlot” will be created. In addition to the creation of the lots noted above, right-of-way will be dedicated. Two roads, a local street named Cherry Wood Drive and a Minor Arterial street named Huron Street will be dedicated and constructed as part of this subdivision.

It should be noted that of the 105 acres contained within the preliminary plat, WYDOT owns part of the land within the preliminary plat, which is a 200 foot wide property that is in the general location of the presently located Huron Street. Following the platting process a trade is anticipated for “Outlot A” between WYDOT and the owner, that will accommodate the construction of Huron Street and provided usable land for WYDOT operations in the future. (See further discussion about “Outlot A” below)

**SURROUNDING LAND USE AND ZONING:**

Future Land Use and Zoning:

	<b>Future Land Use Designation (Map 3.2)</b>	<b>Zoning</b>	<b>Land Use</b>
<b>Subject Property</b>	(SC) Suburban Commercial/ (I) Industrial	C2 (Commercial)/I2 (Industrial)	Vacant
<b>North</b>	(AUC) Auto-Urban Commercial/(SC) Suburban Commercial/(SR) Suburban Residential	C2 (Commercial)	WYDOT Offices and Yard
<b>South</b>	(SR) Suburban Residential	County Residential	Vacant/A few Single Family Residential structures
<b>East</b>	(AUC) Auto-Urban Commercial/(SC) Suburban Commercial/(SR) Suburban Residential	County Residential/ County Commercial	Vacant / Single Family
<b>West</b>	(SR) Suburban Residential	I2 (Industrial)	Albany County Fairgrounds/Vacant

The preliminary plat area is presently undeveloped. As noted within the table above, two zoning districts are found within the Preliminary Plat area; Commercial (C2) and Industrial (I2). The existing zoning districts and associated lots within each district will be allowed to develop in a manner

consistent with the uses allowed within those zoning districts as specified in Chapter 15.10 of UDC and per the development standards of Chapter 15.14.

### **APPLICABILITY TO THE COMPREHENSIVE PLAN:**

#### Future Land Use:

The Comprehensive Plan Future Land Use Map (Map 3.2) designates this area as Suburban Commercial (SC) and Industrial (I). The Suburban commercial category provides for what is considered more suburban style commercial uses, which include most commercial uses found within Laramie. However, prior to this designation this property already was zoned C2, which it presently remains. Only in the event of a request by the applicant for rezoning would consideration of the C2 zoned property be changed to a use more compatible with the Future Land Use designation. The eastern remainder of the property is designated Industrial in the Future Land Use Map and zoning corresponds with this designation as Industrial (I2). Industrial (I2) zoning is the most intense zoning district allowed within the City. The Industrial (I2) zoning district allow for highly intense uses that may create off site impacts such as noise, smoke, dust, etc.

As filed, the proposed preliminary plat generally complies with the Land Use Plan and does not prohibit future development in accordance with the Plan.

#### Major Street Plan

The Major Street Plan shows three roads within the area adjacent to or within the proposed preliminary plat. US HWY 287 is designated a Principal Arterial on the Major Street Plan and is located along the western edge of the preliminary plat. US HWY 287 is an approximately 300 foot right-of-way and is the primary road in which users within the subdivision will access the subdivision. The only affect the preliminary plat will have on US HWY 287 is the future potential for a traffic signal at the intersection of US HWY 287 and Huron Street (For more information regarding the future traffic light see Traffic Impact Analysis section below).

In addition to US HWY 287, Huron Street is also identified as a Minor Arterial on the Major Street Plan. Huron Street is within the preliminary plat boundary and will be constructed to a full Minor Arterial standard (100' right-of-way) for a length of about 1,100 feet. The Major Street Plan designates Huron Street as a Minor Arterial for only about half of the length shown on the preliminary plat. Huron Street does not extend further east than this distance due to the third road shown on the Major Street Plan which is a future, unnamed collector street proposed to the south of this property. This road will not be constructed as part of this development, but would be anticipated in conjunction with any future development plans south of Huron Street.

There are 2 local street extensions, Cherry Wood Drive and the east section of Huron Street, proposed in this preliminary plat, all within a 60' right-of-way. The property owner will be responsible for dedicating these right-of-ways and any other right-of-ways on their property and constructing required improvements for their sections of these streets and cul-de-sac in conjunction with any final plat, assuming this preliminary plat is approved.

### Bicycle and Trails Master Plan

The Comprehensive Plan's Bicycle and Trails Master Plan (Map 4.4) shows a Class One multi-use path running north to south on the west side of US HWY 287. This trail is not adjacent or within the proposed subdivision.

The recently adopted 2016 Parks and Recreation Master Plan also recommends a Shared Use Path on the west side of US HWY 287. Huron Street is also designated for an on street bicycle lane for the portion of Huron Street designated as a Minor Arterial on the Major Street Plan. The bicycle lane can be accommodated on street within a typically designed Minor Arterial such as this one. However due to the transition of Huron Street from a Minor Arterial to a local street, design details related to the transition of the bike lane will need to be finalized with the final plat.

### **PROJECT DESIGN AND ADDITIONAL ANALYSIS:**

#### Lot Layout/Access

All lots within the subdivision except "Outlot A" (see discussion below) access one of two streets; Huron Street or Cherry Wood Drive. No direct access will be allowed off of US HWY 287. Based upon the C2 and I2 zoning districts, 5 lots will be zoned I2 and the remaining 25 lots will be zoned C2. All of the C2 zoned lots will access Cherry Wood Drive, which is a local street. All of the I2 zoned lots will access Huron Street, which is a local street in the segment where the lots will be accessed.

The creation of "Outlot A" is part of an eventual land transfer process that will allow for the facilitation of this subdivision. Currently Huron Street is a property owned by the State of Wyoming (WYDOT) and is not designated as right-of-way. In order for this subdivision to move forward, a transfer of land from WYDOT to the owner of Timberline Business Park is needed. To accomplish this task, WYDOT could have put the property out to bid and sold it to the highest bidder, or after offering the land to the City or County, trade the land if it would be of beneficial use for WYDOT. Due to the fact the Timberline Business Park is located just south of the WYDOT District office, WYDOT will eventually acquire "Outlot A" in a trade for the future right-of-way for Huron Street and some property north of Huron Street. By creating an "Outlot" a trade and transfer of deeds for the land can occur between WYDOT and Timberline Business Park. Following a transfer of ownership WYDOT would then be allowed to consolidate "Outlot A" with the parcel to the north through a City authorized Lot Line Adjustment or other land adjustment, regaining all development rights associated with the property.

#### Park Land Dedication

Pursuant to LMC 15.14.070.B, creation of residential lots requires parkland dedication or cash in-lieu payment based on the number of dwelling units proposed within the development.

Due to the fact no residential lots are proposed no parkland dedication or cash in-lieu will be required.

Regardless of the requirement of park land dedication for this subdivision it should be noted that the applicant has placed joint pedestrian and stormwater easements along the western side of the subdivision as well as through the subdivision to the east. Through discussion with the applicant the

future desire to allow a more direct pedestrian route from US HWY 287 may be advantageous, thus providing joint stormwater and pedestrian easements. A possibility is retained in the future for this subdivision to accommodate alternative pedestrian access.

### Road Design

All streets will be constructed according to the design standards set forth by the City of Laramie and the details provided by the applicant on the construction drawings dated December 18, 2015 (Revised April 6, 2016). A minimum right-of-way width of 100 feet will be maintained for Minor Arterial Streets as designated in the Major Street Plan and 60 feet for all local streets.

Within the subdivision Huron Street is designated as a Minor Arterial on the Major Street Plan and will be designed and constructed as a Minor Arterial for approximately 1,100 feet or about half the length of Huron Street as shown in the preliminary plat. At the eastern limit of the Minor Arterial designation for Huron Street, the street will taper down to a city standard local street. A future Collector street is also identified on the Major Street Plan to the south of this subdivision that will be built perpendicular to Huron Street and provide access to future development to the south. Finally, US HWY 287 is identified as a Principal Arterial on the Major Street Plan; no changes other than a future traffic light and related improvements will be associated with the US HWY 287 right-of-way.

Only one additional local right-of-way is identified within the subdivision, Cherry Wood Drive. Cherry Wood Drive is a city local street that will provide access to the north off of Huron Street to the Commercial (C2) Zone Lots within the Subdivision. As noted in the engineering design report for Cherry Wood Drive and as indicated on the plat, Cherry Wood Drive will have a design speed limit of 25 MPH, based upon curves and safe driving speeds.

All designs include curb and gutter. The vertical alignments on all proposed streets are within the design standards specified by the City of Laramie.

### Traffic Impact Analysis

A traffic impact analysis study was required for this preliminary plat. As part of the Timberline Business Park Preliminary Plat it was determined that the location of the subdivision adjacent to US Highway 287 and along Huron Street which is a Minor Arterial, a traffic study would be needed to adequately address access and traffic impacts on these two roads.

As detailed in the Timberline Business Park Traffic Impact Study prepared by Sustainable Traffic Solutions, Inc. additional traffic impacts would be observed within the area and adjacent to the subdivision. Although impacts will be gradual over the next 15 years, Levels of Service (LOS) would be maintained at an acceptable level for the streets within the subdivision. However, within the study is also recognized that impacts to the intersection of US HWY 287 and Huron Street may warrant the need for a traffic signal. Based upon this determination and as supported by the Traffic Study, staff has recommended conditioning the preliminary plat, requiring a delayed improvement agreement and financial security for the construction of the traffic signal if warrants indicate the need in the future. It will also be recognized within the agreement that additional traffic may be added through other development within the area and a proportionate amount of the cost for any future signal shall be based upon the impact each owner or development adds to the system. Through our standard reimbursement procedure or another method, the agreement will consider a proportionate distribution

of the cost of the traffic signal based upon the traffic impact and any and all users. The recommendation to require this agreement has also been recommended by WYDOT, which has reviewed the impacts of this subdivision in relationship to the state highway system they manage.

### Stormwater Management

The Timberline Business Park preliminary plat has satisfied all preliminary requirements for stormwater management. Stormwater management within the preliminary plat is fairly simple with most stormwater flowing from east to west along the surface, through stormwater easements shown on the plat. Once stormwater reaches the western side of the site, stormwater flows northerly to a regional detention area located at the northwestern corner of the property where it is detained to historic flows, before it leaves the site.

### **ANALYSIS OF REQUIRED FINDINGS FOR PRELIMINARY PLATS:**

The following findings must be made in the affirmative in order to approve the preliminary plat:

**1. The proposed plat complies with the minimum lot size and dimension required by the zoning district in which the plat is located:**

*Staff Response:* Within both the C2 (Commercial) and I2 (Industrial) zoning districts there is no required minimum lot area and all lots are required to be a minimum of 40 feet in width. All lots within the subdivision meet these minimum requirement except for one lot. Outlot A, as noted on the plat has no minimum lot width due to the fact it has no public street frontage or access. Due to the lack of a minimum lot width and street access the applicant has indicated on the plat that this lot is an "Outlot". An Outlot allows for an area of a property to be platted, however as it is noted on the plat, "Outlot A is unbuildable until brought into conformance with City of Laramie Subdivision requirements through platting or other land adjustments an lot consolidation and zoning." Based upon the information provided by the applicant the proposed plat complies with the minimum lot size and dimensions required.

Note: See discussion above, "Lot Layout/Access" regarding the reasons for the creation of "Outlot A".

**2. The proposed plat complies with the design requirements of Laramie Municipal Code, Title 15:**

*Staff Response:* Staff from the appropriate City departments have reviewed the plat, and are satisfied that the design elements of the Unified Development Code and the construction drawings dated December 18, 2015 (Revised April 6, 2016), have in general been met for preliminary plat purposes. More detailed review will be concurrent with subsequent final plats along with final design and construction drawings.

**3. Future development can be adequately served by public services and infrastructure, including water, sewer and other utilities:**

*Staff Response:* Franchise Utilities and the United States Postal Service have not indicated any problems with servicing the proposed subdivision. The development can adequately be served by extensions of City water and sewer services.

The developer will be required to construct and/or provide financial security for all rights-of way within or adjacent to final-plat boundaries concurrent with the respective final plat approvals.

## **PUBLIC COMMENTS:**

Legal notice was published in the Laramie Boomerang on April 9, 2016. Letters were sent to surrounding property owners within 300 feet of the subject property on April 7, 2016. Staff has received one public comment that was simply an inquiry in to what was going on regarding this request.

## **CONCLUSION OF PRELIMINARY PLAT FINDINGS AND FINDINGS OF LAW:**

### Findings of Fact:

- The preliminary plat has been conditioned (staff recommendation) to comply with the design and zoning requirements of Laramie Municipal Code Title 15, and engineering design standards.

### Conclusions of Law:

- The applicant is proceeding in accordance with the requirements of Laramie Municipal Code Title 15.

## **STAFF RECOMMENDATION:**

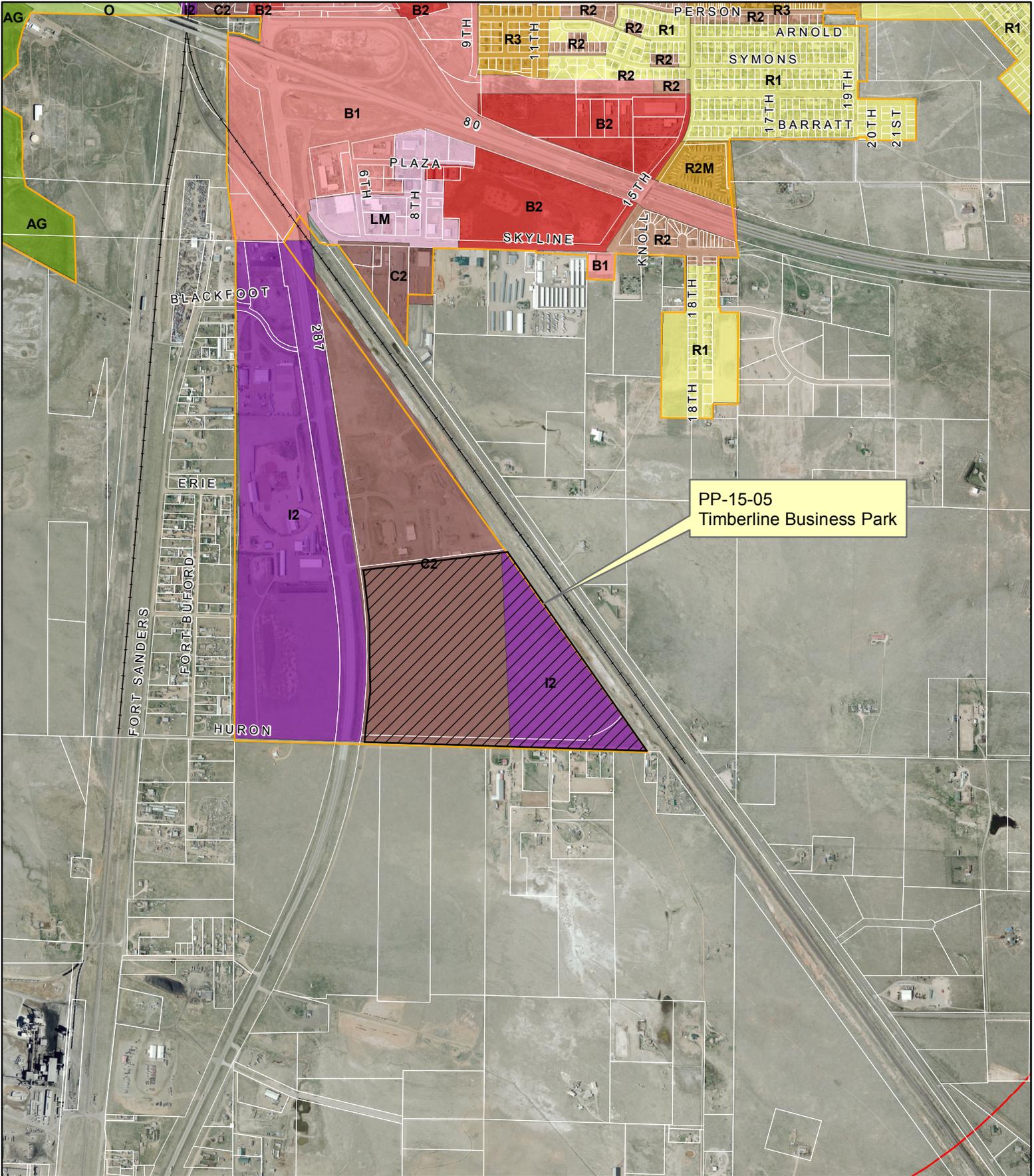
Move to recommend **approval** to the Laramie City Council of PP-15-05 Timberline Business Park Preliminary Plat, based on findings of fact and conclusions of law and subject to the following conditions:

1. The following shall be required as part of the final plat(s):
  - a) Rights-of way shall be dedicated for Huron Street (100' ROW and 60' ROW) and Cherry Wood Drive (60' ROW) as shown on the Preliminary Plat.
  - b) An East and West Cherry Wood Drive shall be required by the City of Laramie Code Administration Department if requested in order to properly address lots along the loop drive. This requirement will be finalized at the final plat stage.
  - c) Each Final Plat shall require the stamp and signature of a Wyoming licensed surveyor.
  - d) Each Final Plat shall have the City of Laramie Community Development Director, City Engineer, Mayor and City Clerk signature block.
  - e) Each Final Plat shall show all easements necessary for the installation of gas, phone and cable if these services are desired.
  - f) Each Final Plat shall provide the necessary side and rear yard drainage easements for each lot to properly convey drainage away from proposed principal structures, as determined by the City Engineer.
2. Engineering final design drawings shall be submitted for City review and approval prior to or as part of any submitted final plat(s).

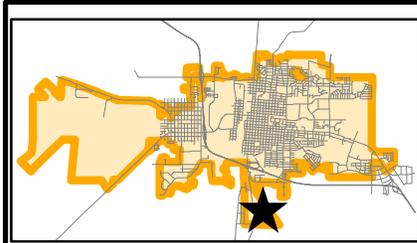
- a) All final plat shall conform to the construction and design drawings produced by Coffey Engineering and Surveying, dated December 18, 2015 (Revised April 6, 2016).
  - b) All references to 2 inch thick asphalt on page GN1 shall be removed.
  - c) All construction documents shall include size and location of all sewer and water services.
  - d) All Fire Hydrants shall have a valve 2 feet away from the tees in each leg of the water line coming out from the tees.
  - e) Culvert shall be shown on the plans and be consistent with the supplied drainage report.
  - f) New curb radius shall be provided for the cul-de-sac on Huron Street that meets International Fire Code Requirements Appendix D. D103.
  - g) Proposed Easements 3 and 4 shall be a public utility or general utility easement on the plat.
  - h) Final Construction Plans for the full length of Huron Street shall be required at the Final Plat stage including cul-de-sac design and any required infrastructure.
3. Prior to approval of the final plat(s), the developer shall enter into a Subdivision Security and Improvement Deferral Acknowledgment for required public improvements associated with the preliminary plat. The financial security shall be 125% of the City Engineer's approved estimate for the required improvements. Signed copies and financial security shall be provided before a final plat is scheduled for City Council agenda.
4. General Conditions:
- a) The applicant may request City participation related to the oversizing of Huron Street based upon the Minor Arterial designation as identified in the Major Street Plan. However, the City shall only participate in the oversizing of the Minor Arterial for the length as designated on the Major Street Plan and per code, as may be required.
  - b) Unless an approvable alternative is provided by the power company stating that the existing overhead communication/power line which runs along the east side of US HWY 287, cannot be undergrounded, this line will be required to be placed underground. This line and all future overhead lines within the preliminary plat are required to be installed underground and shown underground on all final plats.
  - c) No vehicular access shall be allowed to US HWY 287 from any lots fronting US HWY 287. An easement prohibiting such access shall be included on the Final Plat.
  - d) As-built plans for all public improvements shall be required per 15.18.090.A and prior to acceptance of the subdivision improvements.
  - e) In association with each Final Plat, proper fire access and turnarounds per International Fire Code shall be required. Final review of these requirements such as a turnaround shall be completed at the time of Final Plat Review and based upon the phasing proposed at the Final Plat stage.
5. Traffic Signal:
- a) The developer shall enter into a Delayed Improvement Agreement and provide financial security at the time of the first final plat for the construction of a traffic signal and associated improvements at the intersection of US HWY 287 and Huron Street. The agreement shall specify that the traffic signal and associated improvements will only be required if and when warrants as specified in the Timberline Business Park Traffic Impact Study Dated January 20, 2016 are met and shall be based upon the proportionate amount of traffic contributed by this development or future developments in the area that use this traffic signal at the time of installation.
  - b) Sidewalk, curb and gutter extension into the US HWY 287 right-of-way shall not be constructed until future signalization of the intersection. All improvements shall be completed at the time of the installation of the traffic signal.

## **ATTACHMENTS**

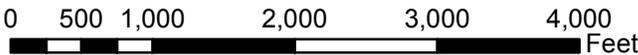
1. Vicinity Map with Zoning (1 page)
2. Timberline Business Park Preliminary Plat (2 pages)
3. Major Street Plan (1 page)
4. Traffic Impact Study – Prepared by Sustainable Traffic Solutions, Inc. (9 pages) Not the full study.



PP-15-05  
Timberline Business Park



PP-15-05  
Preliminary Plat  
Timberline Business Park



This data contained herein was compiled from various sources for the sole use of the City of Laramie. REVIEW OF THIS DATA FOR ACCURACY AND ANY NECESSARY EDITING HAS NOT BEEN COMPLETED AT THIS TIME. Any use of the data by anyone other than the City of Laramie, and its members, is at the sole risk of the user, and by acceptance of this data, the user does hereby hold the City of Laramie, and its members, harmless and without liability from any claims, costs, or damages of any nature against the City of Laramie, including cost of defense arising from improper use of data, or use by other party. Acceptance or use of this data is done without any expressed or implied warranties.





VICINITY MAP  
SCALE: 1"=1000'

- NOTE:
- 1) OUTLOT A IS UNBUILDABLE UNTIL BROUGHT INTO CONFORMANCE WITH CITY OF LARAMIE SUBDIVISION REQUIREMENTS THROUGH PLATTING OR OTHER LAND ADJUSTMENTS AND LOT CONSOLIDATIONS AND ZONING.
  - 2) CHERRY WOOD DR. WILL HAVE 25 MPH SPEED SIGNS POSTED ALONG THE ENTIRE LOOP.
  - 3) STREET SIGNS WILL BE PLACED ACCORDING TO CITY OF LARAMIE STANDARDS.

- LEGEND:**
- FOUND SECTION MONUMENT - AS DESCRIBED
  - FOUND MONUMENT - AS DESCRIBED
  - SET #5 REBAR & 2" ALUM. CAP, PE/LS 9329, OR AS SHOWN
  - HIGHWAY RIGHT-OF-WAY MONUMENT
  - ⊕ EXISTING FIRE HYDRANT
  - ⊕ EXISTING WATER VALVE
  - ⊕ EXISTING SANITARY SEWER MANHOLE
  - ⊕ EXISTING WATER METER PIT
  - 7230- EXISTING CONTOUR
  - X-WAT- EXISTING WATER LINE
  - X-SAN- EXISTING SANITARY SEWER LINE
  - X-STM- EXISTING STORM WATER LINE
  - (R) RECORD INFORMATION
  - (M) MEASURED INFORMATION
  - ROW RIGHT-OF-WAY
  - EXISTING EASEMENT
  - EXISTING RIGHT-OF-WAY (ROW)
  - PROPOSED EASEMENT
  - PROPOSED RIGHT-OF-WAY (ROW)
- PROJECT CONTROL:**
- HORIZONTAL CONTROL POINT**
- DESCRIPTION: UW-P13  
COORDINATES: STATE PLANE WYOMING EAST  
NORTHING: 296647.37  
EASTING: 549987.91  
ELEVATION: 7311.65'
- LOCAL CONTROL:**  
HIGHWAY MONUMENT SW CORNER OF PROJECT  
N: 292744.3  
E: 532181.6  
ELEV: 7139.29
- VERTICAL DATUM:**  
VERTICAL BENCHMARK USED IS UW-P13  
BENCHMARK ELEVATION 7311.65 (NAVD88)  
ONSITE VERTICAL BENCHMARK

- EASEMENTS:**
- PROPOSED EASEMENTS:
- 1 30' UTILITY, STORMWATER AND PEDESTRIAN EASEMENT
  - 2 15' UTILITY EASEMENT
  - 3 30' UTILITY EASEMENT
  - 4 20' UTILITY EASEMENT

PRELIMINARY PLAT  
TIMBERLINE BUSINESS PARK

SEC. 9, T15N, R73W, 6TH P.M.  
LARAMIE, WYOMING

**DEDICATION**  
KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED ARE THE OWNER(S) IN FEE SIMPLE, OF THE LAND SHOWN HEREON, AND THAT THE OWNER(S) WITH FREE CONSENT, DO HEREBY CERTIFY THAT THEIR DESIRE IS TO SUBDIVIDE INTO LOTS, BLOCKS, STREETS, AND EASEMENTS, TO BE KNOWN AS TIMBERLINE BUSINESS PARK TO THE CITY OF LARAMIE, COUNTY OF ALBANY, WYOMING AND BEING A PARCEL OF LAND LOCATED IN A PORTION OF THE SOUTH HALF OF SECTION 9, TOWNSHIP 15 NORTH, RANGE 73 WEST OF THE 6TH P.M., LARAMIE, ALBANY COUNTY, WYOMING BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTH QUARTER CORNER OF SAID SECTION 9, BEING A STONE FOUND;  
THENCE ALONG THE SOUTH LINE OF SAID SECTION 9 NORTH 88°23'06" WEST 1356.21 (NORTH 87°19'20" WEST 1356.54 RECORD) TO A POINT ON THE EAST RIGHT-OF-WAY OF U.S. HIGHWAY 287 BEING A RIGHT-OF-WAY MONUMENT FOUND;  
THENCE ALONG SAID EAST RIGHT-OF-WAY AND ALONG A CIRCULAR CURVE TO THE LEFT HAVING A RADIUS OF 5904.58 FEET, ARC LENGTH OF 1617.06 FEET, (NORTH 00°11'39" WEST, 1612.01 FEET), (ARC LENGTH 1616.78, CHORD BEARING NORTH 00°52'40" EAST, 1611.85 FEET RECORD) TO A RIGHT-OF-WAY MONUMENT FOUND;  
THENCE NORTH 17°23'19" WEST 30.65 FEET (NORTH 16°18'30" WEST 30.60 FEET RECORD) TO A RIGHT-OF-WAY MONUMENT FOUND;  
THENCE CONTINUING ALONG SAID EAST RIGHT-OF-WAY NORTH 08°00'59" WEST 201.85 FEET (NORTH 06°52'30" WEST 200.88 FEET RECORD) TO 1.5" ALUMINUM CAP FOUND;  
THENCE NORTH 82°01'28" EAST 1591.76 FEET (NORTH 83°02'50" 1591.42 FEET RECORD) TO A POINT ON THE SOUTHWEST RIGHT-OF-WAY OF UNION PACIFIC RAILROAD, BEING A 1.5" ALUMINUM CAP FOUND;  
THENCE ALONG SAID RAILROAD RIGHT-OF-WAY SOUTH 35°35'45" EAST 2642.31 (SOUTH 34°23'30" EAST 2642.43 FEET RECORD) TO A POINT ON THE SOUTH LINE OF SAID SECTION 9 BEING A 1.5" ALUMINUM CAP FOUND;  
THENCE ALONG SAID SOUTH LINE NORTH 88°23'07" WEST 1716.59 FEET (NORTH 87°19'20" WEST 1716.08 FEET RECORD) TO THE POINT OF BEGINNING OF THIS DESCRIPTION.

SAID PARCEL CONTAINS 105.62 ACRES, MORE OR LESS AND IS SUBJECT TO ALL RIGHTS-OF-WAY, EASEMENTS AND RESTRICTIONS OF RECORD.  
EXCEPTING AND EXCLUDING ANY PORTION OF THE ABOVE DESCRIBED PARCEL AS DESCRIBED IN BOOK 265 PAGE 689.  
THAT THE SURVEYING AND LAYING OUT INTO LOTS AND EASEMENTS, TO BE KNOWN AS TIMBERLINE BUSINESS PARK TO THE CITY OF LARAMIE, COUNTY OF ALBANY, WYOMING, IS WITH THE FREE CONSENT AND DESIRES OF THE UNDERSIGNED OWNER(S) AND PROPRIETOR(S), THAT THEY ARE THE OWNER(S) IN FEE SIMPLE THEREOF AND THAT THEY DO HEREBY DEDICATE TO THE PUBLIC THE USE OF THE STREETS AS SHOWN ON THIS PLAT AND DO HEREBY DEDICATE FOR PUBLIC UTILITY USE THE DRAINAGE AND UTILITY EASEMENTS AS SHOWN HEREON.

OWNER:  
WILLIAM H. SPIRES

WILLIAM H. SPIRES

STATE OF \_\_\_\_\_ )  
COUNTY OF \_\_\_\_\_ ) SS

THE FOREGOING DEDICATION OF PLAT WAS ACKNOWLEDGED BEFORE ME BY WILLIAM H. SPIRES ON THIS \_\_\_\_\_ DAY \_\_\_\_\_, 2016

WITNESS MY HAND AND OFFICIAL SEAL

NOTARY PUBLIC

MY COMMISSION EXPIRES \_\_\_\_\_

**ATTEST:**  
THE UNDERSIGNED DO HEREBY ATTEST AND AFFIRM THAT THIS PLAT:

- 1) WAS RECOMMENDED FOR APPROVAL BY PLANNING COMMISSION ON \_\_\_\_\_
- 2) WAS DULY AND PROPERLY APPROVED BY CITY COUNCIL ON \_\_\_\_\_
- 3) APPEARS TECHNICALLY CORRECT AND MEETS APPLICABLE SURVEYING STANDARDS;
- 4) COMPLIES WITH THE CONDITIONS OF APPROVAL FOR THE SUBDIVISION;
- 5) IS APPROVED FOR FILING AND RECORDATION WITH THE ALBANY COUNTY CLERK

LARAMIE CITY ENGINEER:

ERIC JAAP, P.E. \_\_\_\_\_ DATE \_\_\_\_\_

COMMUNITY DEVELOPMENT DIRECTOR:

RANDY HUNT \_\_\_\_\_ DATE \_\_\_\_\_

PLANNING COMMISSION:

PC CHAIR - KAYE WILLIS \_\_\_\_\_ DATE \_\_\_\_\_

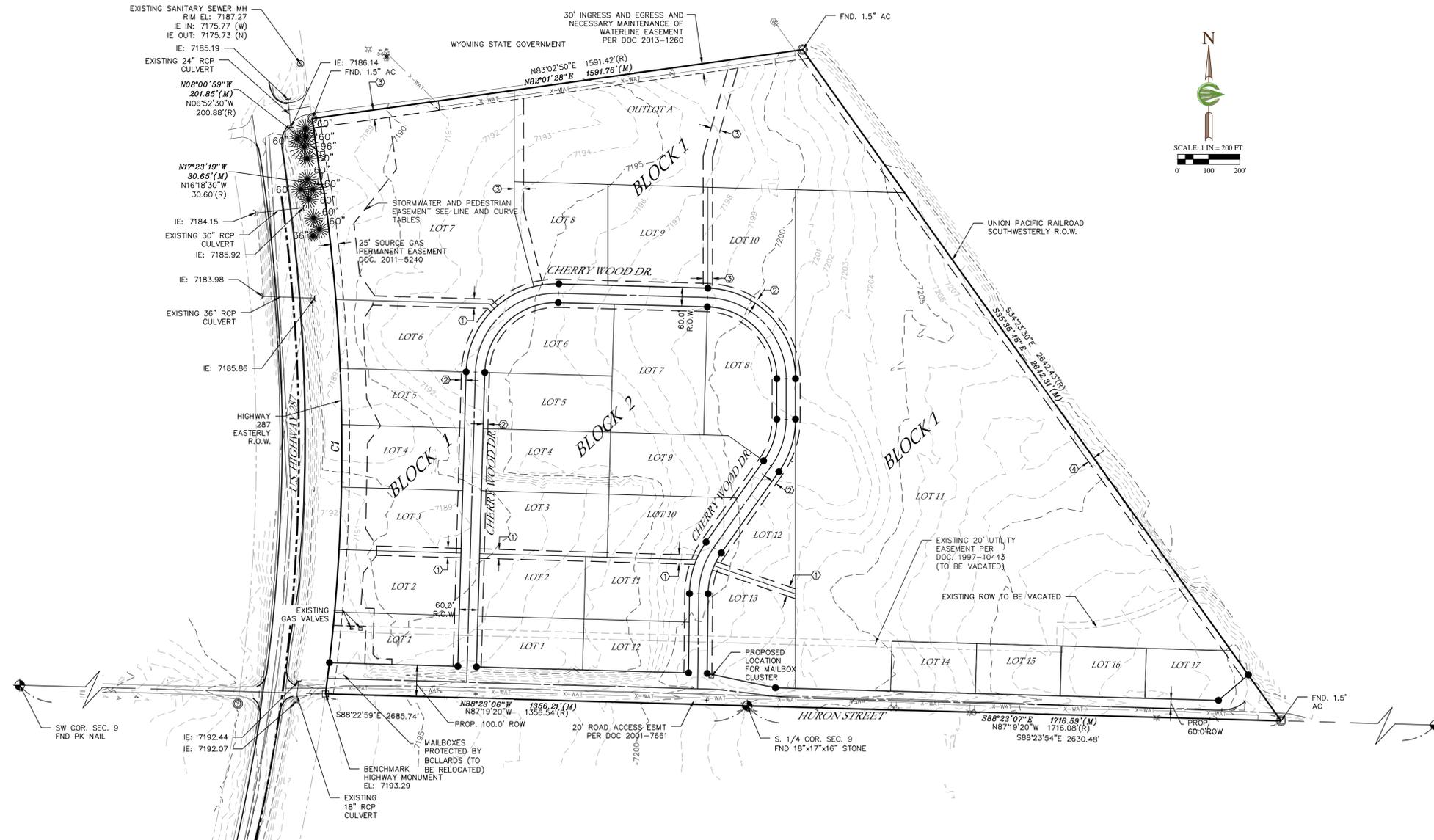
CITY COUNCIL:

MAYOR - DAVID A. PAULEKAS \_\_\_\_\_ DATE \_\_\_\_\_

CLERK ATTEST:

CLERK - ANGIE JOHNSON \_\_\_\_\_ DATE \_\_\_\_\_  
SE COR. SEC. 9  
FND. 3.25" AC  
STAMPED PE/LS 4822

**STATEMENT OF SURVEYOR:**  
I, DAVID R. COFFEY, A REGISTERED PROFESSIONAL ENGINEER AND LAND SURVEYOR IN THE STATE OF WYOMING, HEREBY STATE, THAT THIS MAP WAS PREPARED FROM FIELD NOTES TAKEN DURING AN ACTUAL SURVEY, MADE UNDER MY DIRECT SUPERVISION, AND THAT THIS MAP CORRECTLY SHOWS THE RESULTS OF SAID SURVEY, TO THE BEST OF MY KNOWLEDGE.



DATE	REQUEST BY	REVISION	CHECK
2/16/16	CITY COMMENTS		
3/10/16	CITY COMMENTS		

Project: 1239001  
Drawing: 1239001 PLAT  
FLPCCT/MAL  
Date: 12/18/2015  
Rev. Date: 2/16/16  
Check By: DRC

PRELIMINARY PLAT  
TIMBERLINE BUSINESS PARK



PRELIMINARY PLAT  
TIMBERLINE BUSINESS PARK

SEC. 9, T15N, R73W, 6TH P.M.  
LARAMIE, WYOMING

CURVE TABLE					CURVE TABLE (R)				
CURVE	DELTA	RADIUS	LENGTH	CH. BEARING	CH. LENGTH	CURVE	LENGTH	CH. BEARING	CH. LENGTH
C1	15°41'29"	5904.58'	1617.06'	N011°39'W	1612.01	C1	1616.78'	N0°52'40"E	1611.85'
C2	35°59'05"	681.47'	428.00'	N73°37'12"E	421.00				
C3	90°00'00"	260.00'	408.41'	S46°36'54"W	367.70				
C4	90°00'00"	230.00'	361.28'	S46°36'54"W	325.27				
C5	45°00'00"	290.00'	227.77'	S24°06'54"W	221.96				
C6	28°57'03"	290.00'	146.53'	S61°05'25"W	144.98				
C7	16°02'57"	290.00'	81.23'	S83°35'25"W	80.97				
C8	88°23'06"	260.00'	401.08'	N44°11'33"W	362.48				
C9	88°23'06"	230.00'	354.80'	N44°11'33"W	320.65				
C10	88°23'06"	290.00'	447.36'	N44°11'33"W	404.30				
C11	35°22'47"	260.00'	160.55'	N17°41'24"E	158.01				
C12	35°22'47"	230.00'	142.02'	N17°41'24"E	139.78				
C13	35°22'47"	290.00'	179.07'	N17°41'24"E	176.24				
C14	34°43'56"	260.00'	157.61'	S18°00'50"W	155.21				
C15	11°45'07"	230.00'	47.17'	S29°30'14"W	47.09				
C16	22°58'49"	230.00'	92.25'	S12°08'16"W	91.63				
C17	12°43'54"	290.00'	64.44'	S29°00'50"W	64.31				
C18	22°00'02"	290.00'	111.35'	S11°38'53"W	110.67				
C19	42°00'08"	109.00'	79.91'	N70°36'49"E	78.13				
C20	1°35'03"	5904.58'	163.24'	N5°53'05"E	163.24				
C21	1°56'34"	5904.58'	200.20'	N4°07'17"E	200.19				
C22	1°56'27"	5904.58'	200.02'	N2°10'46"E	200.01				
C23	1°56'29"	5904.58'	200.07'	N0°14'18"E	200.06				
C24	1°44'58"	5904.58'	180.29'	N1°36'26"W	180.28				
C25	2°08'37"	5904.58'	220.91'	N3°33'13"W	220.90				
C26	3°24'51"	5904.58'	351.85'	N6°19'57"W	351.80				
C27	5°28'39"	730.00'	69.79'	S85°38'47"E	69.76				
C28	5°28'40"	730.00'	69.79'	S85°38'47"E	69.77				
C31	0°24'58"	5904.58'	42.87'	N5°18'02"E	42.87				
C32	0°58'30"	5904.58'	100.47'	N7°09'51"E	100.47				

LINE TABLE		
LINE #	BEARING	LENGTH
L1	N82°01'28"E	246.05'
L2	S7°58'32"E	168.00'
L3	S38°27'01"W	220.11'
L4	S61°10'5"E	163.88'
L5	S35°03'29"E	85.57'
L6	S12°42'48"W	30.57'
L7	S33°43'26"W	55.11'
L8	S2°34'56"E	254.47'
L9	S27°26'02"E	96.69'
L10	S36°52'46"W	69.63'
L11	S11°42'42"W	274.13'
L12	S32°26'47"E	65.01'
L13	S0°37'24"E	30.02'
L14	S37°02'53"W	71.09'
L15	S4°03'57"W	112.18'
L16	S88°23'06"E	43.03'
L17	S1°36'54"W	147.28'
L18	S46°01'25"E	18.92'
L19	S88°50'44"E	48.01'
L20	S1°36'54"W	18.14'
L21	S1°36'54"W	120.00'
L22	N88°23'06"W	104.69'
L23	S49°38'45"W	125.72'
L24	N88°23'06"W	86.99'
L25	N8°01'25"W	171.85'



NOTE: CHERRY WOOD DR. WILL HAVE 25 MPH SPEED SIGNS POSTED ALONG THE ENTIRE LOOP.  
STREET SIGNS SHALL BE PLACED ACCORDING TO CITY LARAMIE STANDARDS.



- LEGEND:**
- ⊕ FOUND SECTION MONUMENT - AS DESCRIBED
  - FOUND MONUMENT - AS DESCRIBED
  - SET #5 REBAR & 2" ALUM. CAP. PE/LS 9329, OR AS SHOWN
  - ⊠ HIGHWAY RIGHT-OF-WAY MONUMENT
  - ⊕ EXISTING FIRE HYDRANT
  - ⊕ EXISTING WATER VALVE
  - ⊕ EXISTING SANITARY SEWER MANHOLE
  - ⊕ EXISTING WATER METER PIT
  - 7230- EXISTING CONTOUR
  - X-WAT- EXISTING WATER LINE
  - X-SAN- EXISTING SANITARY SEWER LINE
  - X-STM- EXISTING STORM WATER LINE
  - (R) RECORD INFORMATION
  - (M) MEASURED INFORMATION
  - ROW RIGHT-OF-WAY
  - - - EXISTING EASEMENT
  - - - EXISTING RIGHT-OF-WAY (ROW)
  - - - PROPOSED EASEMENT
  - - - PROPOSED RIGHT-OF-WAY (ROW)
- EASEMENTS:**
- ① PROPOSED EASEMENTS: 30' UTILITY, STORMWATER AND PEDESTRIAN EASEMENT
  - ② 15' UTILITY EASEMENT
  - ③ 30' UTILITY EASEMENT
  - ④ 20' UTILITY EASEMENT

Project: 123901  
 Drawing: 123901 PLAT  
 Date: 3/10/16  
 City Comments: FLP/CT/MAL  
 Date: 12/16/2015  
 Rev. Date: 2/16/16  
 Check By: DRC

PRELIMINARY PLAT  
TIMBERLINE BUSINESS PARK

SEC. 9, T15N, R73W, 6TH P.M.  
LARAMIE, WYOMING

**COFFEY**  
ENGINEERING & SURVEYING  
802 S. 3rd St., Laramie, WY 82070  
(307) 307-7425

Sheet: 2 / 2

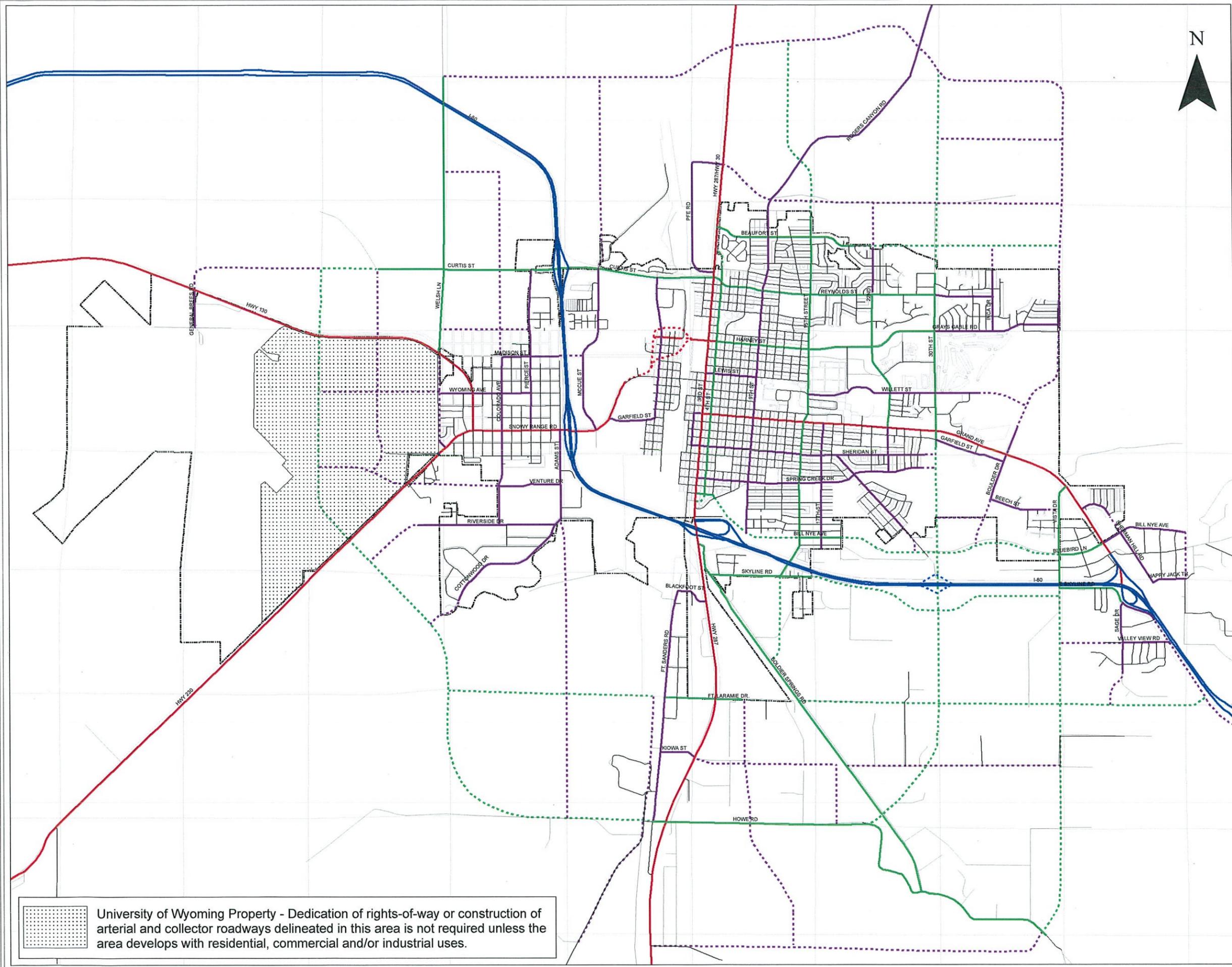
# Major Street Plan

City of Laramie &  
Albany County, WY



## Legend

Existing Roads	Future Roads
Interstate	Interstate
Principal Arterial	Principal Arterial
Minor Arterial	Minor Arterial
Collector	Collector
Local	
	<b>Other</b>
	City Limits
	Section Lines



University of Wyoming Property - Dedication of rights-of-way or construction of arterial and collector roadways delineated in this area is not required unless the area develops with residential, commercial and/or industrial uses.

Wyoming Department of Transportation,  
District I

P.E. District Engineer, Jay Gould 9/7/2010  
Date

### Approvals

City of Laramie Planning Commission

Chairman, Dave Paulekas 5-10-10  
Date

Albany County Planning & Zoning  
Commission

Chairman, Chris Nicholson 5-5-2010  
Date

Laramie City Council

Mayor, Jodi Guerin 6/15/10  
Date

Attest  
  
City Clerk, Sue Morris-Jones MMC 6/15/2010  
Date

Albany County Board of County  
Commissioners

Chairman, Tim Sullivan 8-25-10  
Date

Attest  
  
County Clerk, Jackie Gonzales 08-25-10  
Date

# Timberline Business Park

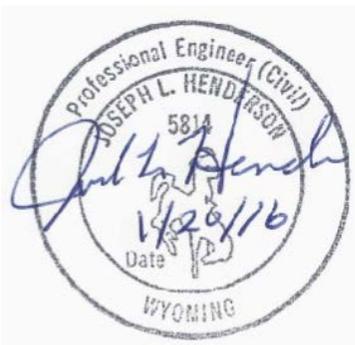
## *Traffic Impact Study*

Coffey Engineering & Surveying

Laramie, Wyoming

January 20, 2016

Prepared By:



Sustainable Traffic Solutions, Inc.  
<http://www.sustainabletrafficsolutions.com/>

Joseph L. Henderson, PE, PTOE  
Wyoming PE Number 5814  
303.589.6875  
[joe@sustainabletrafficsolutions.com](mailto:joe@sustainabletrafficsolutions.com)

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- Figure 6 – Non Pass-By Trip Distribution
- Figure 7 – Pass-By Trip Distribution
- Figure 8 – Non Pass-By Trip Assignment
- Figure 9 – Pass-By Trip Assignment
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- Figure 11 – Year 2035 Total Traffic Volumes
- Figure 12 – Need for a Northbound Right Turn Lane at Huron Street

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# Timberline Business Park

## Traffic Impact Study

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### 1.0 Introduction

The Timberline Business Park is proposed to be constructed on the northeast corner of US 287 / Huron Street in Laramie (see Figure 1). The development is expected to include a mix of retail, light industrial, and heavy industrial. Knife River construction is currently located on the eastern portion of the site and will remain when the development is complete.

The development will be south of the WYDOT Port of Entry. A right turn deceleration lane exists on northbound US 287 south of the Port of Entry. WYDOT is requiring that this deceleration lane be extended south to Huron Street to create a continuous acceleration / deceleration lane between the two intersections.

Access to the development will be through the full movement, stop controlled intersection at US 287 / Huron Street. The roadways adjacent to the development are classified based on the Urban Boundary, Functionally Classification, and Central Business District Boundary Concurrence<sup>1</sup>.

They are:

- **US 287** is classified as a principal arterial. It has through lanes in each direction and left turn lanes at Huron Street. The posted speed limit is 55 MPH in the vicinity of the site.
- **Huron Street** is classified as a local street. However it is classified as a minor arterial street on the City's Major Street Plan. It is currently unpaved and stop controlled at US 287.

### 2.0 Project Description

The development is proposed to include 25 lots totaling 105 acres. Figure 2 shows the configuration of the lots, proposed roadways, and the assumed land uses. There are four land uses proposed in the development including:

- Gasoline station
- Specialty retail
- Light industrial
- Heavy industrial (Knife River)

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<sup>1</sup> Urban Boundary, Functionally Classification, and Central Business District Boundary Concurrence. Laramie Urban System Committee. June 1, 2011.

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Huron Street is currently a local street, but is proposed to be upgraded to a collector street. A new internal road is planned north of Huron Street. It is also proposed to be constructed as a collector street.

## 2.1 Study Assumptions

The following assumptions were utilized for this study.

- **Short Term Horizon.** The development is assumed to be fully occupied by Year 2025.
- **Long Term Horizon.** The long term horizon is assumed to Year 2035.
- **Future Volumes.** Based on work performed by STS for the City of Laramie on the *North Campus Traffic Impact Study* that was completed August 24, 2014, existing volumes are projected to increase by 1% annually.
- **Saturation Flow Rate.** The saturation flow rate was assumed to be 1,600 passenger cars / hour / lane recognizing Wyoming motorists' driving habits and data collected in Cheyenne during the Yellowstone Road corridor signal timing project.
- **Peak Hour Factor.** For the existing and short term total traffic volume scenarios, the peak hour factor will be based on the data collected for the study. For the long term scenarios, a peak hour factor of 0.92 was assumed.
- **Truck Percentage.** Based on the classification data collected for the study, the truck percentage is 12% on US 287 and 18% on the east leg of Huron Street. The truck percentage on the west leg was assumed to be 2%. These percentages assume that a truck has at least three axles. In the total traffic volume scenarios, the percentage of trucks on the east leg was assumed to be 2%.

## 3.0 Existing Traffic Conditions

### 3.1 Traffic Counts

Traffic count data were collected by All Traffic Data on Wednesday August 26, 2015. These data are summarized in Figure 3 and contained in Appendix A.

### 3.2 Existing Peak Hour Level of Service

To evaluate the performance of the intersections within the study area, the Level of Service (LOS) was calculated using Synchro software. This software package utilizes criteria described in the 2010 Highway Capacity Manual<sup>2</sup>. LOS is a measure used to describe operational conditions at an intersection with categories ranging from A to F based on the predicted delay in seconds per vehicle for the intersection as a whole, as well as for individual turning movements. LOS A indicates very good operations, and LOS F indicates poor, congested operations. Based on WYDOT standards<sup>3</sup>, acceptable intersection operation is LOS C or better.

The intersection of US 287 / Huron Street is currently operating at LOS B during both peak hours (see Table 1). Level of service for stop controlled intersections is based

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<sup>2</sup> Highway Capacity Manual. Transportation Research Board. 2010.

<sup>3</sup> Access Manual. Wyoming Department of Transportation Traffic Program. 2014 Edition.

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on the operation of the side street movements and the lowest letter grade for the side street movements is considered to be the level of service for the intersection. The level of service is summarized in Table 1 and the Synchro output is contained in Appendix B.

#### 4.0 Background Traffic Volumes

Background traffic volumes were developed by inflating the existing traffic volumes by 1% annually. The Year 2025 background volumes are contained in Figure 4 and the Year 2035 background volumes are contained in Figure 5.

The intersection of US 287 / Huron Street is expected to operate at LOS B during the morning and evening peak hours in Year 2025 and Year 2035 (see Table 1).

#### 5.0 Trip Generation

Other than Knife River, the end users of the development are not known. Therefore, some general land uses have been assumed to develop a trip generation estimate. In order to determine the traffic impacts associated with the development of the Timberline Business Park, the amount of traffic generated by the proposed development was estimated using trip generation rates contained in the Institute of Transportation Engineers Trip Generation manual<sup>4</sup>. The trip generation estimate is contained in Table 2.

The following bullets describe the land use assumptions. Refer to Figure 2 for the locations of the proposed land uses.

- **Gasoline Station.** This land use is proposed to have 12 fueling positions and a convenience store.
- **Specialty Retail.** The lots with highway frontage are expected to be retail businesses. They were assumed to have a 0.15 floor area ratio.
- **Light Industrial.** Fifteen lots are expected to develop as light industrial. Since the specific land use for each end user is not known, an assumption was made that a 6,000 square foot building will be constructed on each parcel. The majority of each lot is assumed to be used for storage and the building for offices and other indoor activities.
- **Heavy Industrial.** Knife River construction currently occupies the eastern portion of the development and is expected to remain in that location. The traffic count data collected on August 26, 2015 includes the Knife River operation and the existing uses on the south side of Huron Street. Joe Wiesen with Knife River said that the operation on August 26<sup>th</sup> is representative of the amount of traffic that can be expected on a normal day.

#### 6.0 Trip Distribution and Assignment

The traffic destined for this development will include pass-by and non-pass-by traffic. The majority of the traffic will be non-pass-by traffic made up of motorists who drive to the development for a specific purpose including shopping or work. Pass-by trips will be made by motorists already on US 287 that stop at the gasoline station as a

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<sup>4</sup> Trip Generation – 9<sup>th</sup> Edition. Institute of Transportation Engineers. 2012.

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part of another trip. Based on the [Trip Generation Handbook](#)<sup>5</sup>, about 50% of the traffic generated by the gasoline station will be pass-by traffic.

The two types of traffic are assumed to have different distributions. The distribution for the non-pass-by traffic is based on the location of the development with respect to Laramie (see Figure 6). The pass-by traffic is assumed to be evenly distributed between the directions of travel (see Figure 7). Trip assignment for the non-pass-by traffic is contained in Figure 8, and the trip assignment for the pass-by traffic is contained in Figure 9.

## 7.0 Year 2025 Total Traffic Conditions

The conditions expected in Year 2025 following full occupancy of the development were estimated by combining the background traffic volumes contained in Figure 4 and the development traffic contained in Figures 8 and 9. The projected volumes at the completion of the development are contained in Figure 10. A traffic signal is expected to be warranted at US 287 / Huron Street by the time that the development is fully occupied. Refer to Section 11 for a discussion of the signal warrant.

The level of service for the intersections is summarized in Table 1. A right turn acceleration lane was coded in Synchro for the westbound right turn from Huron Street to northbound Huron Street. The signalized intersection at US 287 / Huron Street is expected to operate at LOS B during the morning peak hour and LOS A during the evening peak hour. If the intersection remained stop controlled, it is expected to operate at LOS F during both peak hours. The two stop controlled intersections are expected to operate at LOS A and LOS B during both peak hours.

## 8.0 Year 2035 Total Traffic Conditions

The conditions expected in Year 2035 following completion of the development were estimated by combining the background traffic volumes contained in Figure 5 and the development traffic contained in Figures 8 and 9. The projected volumes at the completion of the development are contained in Figure 11.

The level of service for the intersections is summarized in Table 1. The signalized intersection at US 287 / Huron Street is expected to operate at LOS A during both peak hours. The improvement in operation from Year 2025 to Year 2035 is a result of the assumption for the peak hour factors. In Year 2025 the peak hour factor was assumed to be the same as the existing traffic, and the peak hour factor in Year 2035 was assumed to be 0.92. The two stop controlled intersections are expected to operate at LOS A and LOS B during both peak hours.

## 9.0 Need for a Northbound Right Turn Auxiliary Lane

The need for a northbound right turn lane on US 287 at Huron Street was determined based on criteria contained in Chapter 18 of the [WYDOT Traffic Studies Manual](#)<sup>6</sup>. Volumes contained in Figure 10 were used for the analysis. Using the guidelines for four lane highways that are contained in Figure 18-5, a right turn deceleration lane is warranted when the development is completed in Year 2025 (see Figure 12).

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<sup>5</sup> [Trip Generation Handbook](#). Institute of Transportation Engineers. 2012.

<sup>6</sup> [WYDOT Traffic Studies Manual](#). Wyoming Department of Transportation. March 2011.

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## 10.0 Turn Bay Lengths

The length of the southbound left turn lane and northbound right turn lane on US 287 was determined based on guidelines contained in the AASHTO Green Book<sup>7</sup>.

- **Southbound Left Turn Lane.** The classification of US 287 is principal arterial and the design speed is 55 MPH<sup>8</sup>. The left turn lane will consist of deceleration length, taper, and storage length. Based on the AASHTO Green Book, the total length of the lane will be 932' including the following lengths:
  - Deceleration Length – 485'
  - Taper Length – 180' (12' @ 15:1)
  - Storage Length – 267' (95<sup>th</sup> percentile queue length for the morning peak hour in Year 2035)
- **Northbound Right Turn Lane.** The right turn lane will consist of deceleration length and taper. Based on the AASHTO Green Book, the total length of the lane will be 665' including the following lengths:
  - Deceleration Length – 485'
  - Taper Length – 180' (12' @ 15:1)

The length of the left turn lanes on Huron Street is based on the longer of the 95<sup>th</sup> percentile queue lengths estimated by SimTraffic for the Year 2035. The minimum recommended turn bay lengths are:

- Westbound at US 287 – 100' The 95<sup>th</sup> percentile queue length for this movement is 85'.
- Eastbound at the western intersection – 100' The 95<sup>th</sup> percentile queue length for this movement is 77'.
- Eastbound at the eastern intersection – 60'. The 95<sup>th</sup> percentile queue length for this movement is 15'.

An 8:1 to 10:1 taper will be necessary for each turn lane. Rather than defined turn bays, a two-way-left-turn-lane on Huron Street is an option.

The distances between intersections on Huron Street exceeds the lengths of the 95<sup>th</sup> percentile queue lengths and required tapers.

## 11.0 Signal Warrant Study

A signal warrant study was performed for the intersection of US 287 / Huron Street to determine if the intersection will require signalization in the future. The study was performed based on the criteria contained in the Manual on Uniform Traffic Control Devices<sup>9</sup> (MUTCD). The warrant was evaluated using the criteria for two or more lanes on both streets, and 50% of the westbound right turn volume is included in the warrant. Daily volume scenarios were determined for the development volumes

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<sup>7</sup> A Policy on Geometric Design of Highways and Streets. American Association of State Highway and Transportation Officials. 2004.

<sup>8</sup> Guide for NHS Arterial (Non-Interstate). Wyoming Department of Transportation. 2014.

<sup>9</sup> Manual on Uniform Traffic Control Devices. Federal Highway Administration. 2009.

---

using the distribution of traffic on US 287. Results of the analysis show that a traffic signal will be very close to being warranted by Year 2030. Seven of the required eight hours are projected to have volumes that are high enough to satisfy the thresholds for the eight hour warrant, and volumes are projected to be high enough to satisfy three hours for the four hour warrant. Results of the analysis are contained in Appendix D.

## 12.0 Conclusions and Recommendations

The following conclusions and recommendations were reached based on the analysis performed for the study.

- **Intersection Operation.** All of the intersections in the study area are expected to operate at LOS A or LOS B. WYDOT's minimum acceptable intersection operation is LOS C, therefore, the intersections will meet WYDOT's criteria.
- **Signalization of US 287 / Huron Street.** A traffic signal is expected to be warranted soon after Year 2030. Volumes at the intersection should be monitored to determine when it is appropriate to install the signal.
- **Auxiliary Lanes on US 287 at Huron Street.** A northbound right turn lane will be warranted by the development. The length of this lane and the southbound left turn lane are discussed in Section 10.
- **Stop Controlled Intersections.** The two new intersections created by the development on Huron Street should be stop controlled. Figure 16 shows the recommended stop controlled approaches.



ORIGINAL ORDINANCE NO.

INTRODUCED BY: \_\_\_\_\_

ENROLLED ORDINANCE NO.

AN ORDINANCE TO AMEND SECTION 2.04.010, AND TO DELETE SECTIONS 2.04.020, 2.04.030, 2.04.070, 2.04.080, 2.04.090, 2.04.100, 2.04.110, 2.04.120, 2.04.130, 2.04.140, 2.04.150, 2.04.170, 2.04.180, 2.04.190, 2.04.210, 2.04.220, and 2.04.230 OF THE LARAMIE MUNICIPAL CODE

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LARAMIE, WYOMING that:

Section 1. Laramie Municipal Code Section 2.04.010 shall be amended as follows:

2.04.010 - Applicability of chapter.

This chapter covers rules and regulations on elections, vacancies, ward boundaries, official record, voting requirements and salaries. The city council shall adopt procedural rules and a code of conduct via resolution which shall govern the city council meetings. The provisions of this chapter shall constitute the rules and regulations governing the proceedings of the city council and shall be strictly adhered to unless temporarily suspended by a two-thirds vote of the councilmembers present at any meeting or are changed in the manner provided for in this chapter.

Section 2. Laramie Municipal Code Sections 2.04.020, 2.04.030, 2.04.070, 2.04.080, 2.04.090, 2.04.100, 2.04.110, 2.04.120, 2.04.130, 2.04.140, 2.04.150, 2.04.170, 2.04.180, 2.04.190, 2.04.210, 2.04.220, and 2.04.230 shall be deleted.

Section 3. This ordinance shall become effective after passage, approval and publication.

PASSED AND APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2016.

\_\_\_\_\_  
David A. Paulekas, Mayor and President  
of the City Council of the City of  
Laramie, Wyoming

ATTEST:

\_\_\_\_\_  
Angie Johnson  
City Clerk

First Reading            May 3, 2016  
Second Reading        May 17, 2016  
Third Reading           June 7, 2016

Duly published in the *Laramie Daily Boomerang* this \_\_\_\_\_ day of \_\_\_\_\_, 2016.

## CITY OF LARAMIE COUNCIL REGULAR MEETING      May 17, 2016



**Agenda Item: Resolution**

**Title: Resolution No. 2016-\_\_\_\_\_ adopting the Bill Nye Western Corridor Study**

---

### **Recommended Council MOTION:**

Move to approve Resolution No. 2016- \_\_\_ and authorize the Mayor and Clerk to sign the Resolution.

---

### **Administrative or Policy Goal:**

Chapter 8, Transportation's Thoroughfare Improvement and Effective Capacity Management Goals and Action Statements state: "Update the Major Street and Highway Plan based on suggestions found within the plan. Changes are needed to lessen the rigid, non-planned location of many of the roads found in the Major Street and Highway Plan." (pg. 8-19); "Coordinate with WYDOT, Albany County and private property owners in conducting a traffic engineering and design study along collectors, arterials and other major roads to identify necessary and feasible improvements such as acceleration/deceleration lanes, turn lanes at major intersections, ROW property acquisition and the effective use of medians." (pg. 8-20); and "8. Streets facility standards should be replaced with the standards that give them the longest life and quality available at this time. This should help reduce the backlog of maintenance." (pg. 8-20).

---

### **Background:**

On April 7, 2015 the City Council approved a Professional Services Agreement with AVI p.c. to complete the Bill Nye Avenue Corridor Study, with the purpose of analyzing the existing Bill Nye Avenue Corridor between south 9th Street and south 3rd Street. AVI p.c. and the City agreed to expand the geographical scope (at no additional cost) to include an alignment along 15th Street as another option. The adopted 2010 Major Street Plan, and its predecessors, call for an alignment that crosses Spring Creek on a new bridge at approximately 5th Street. The purpose for this study is to identify whether the existing alignment is acceptable, or if better alternatives exist.

This study is partly the result of recent City Council discussion regarding B.F.R. Development's compliance with the Delayed Improvement Agreement requiring construction of Bill Nye Avenue and other associated improvements as specified in the Agreement.

On February 9, 2016 AVI p.c. presented a draft of the final document to the City Council and on April 26, 2016 AVI p.c. presented the final draft at a work session. The final presentation summarized the study's recommendation which was a modification of the existing Major Street Plan to include a new alignment for Bill Nye Avenue that will tie into 3<sup>rd</sup> Street at Boswell Drive. The recommendation includes construction of a roundabout tying together the intersections of 3<sup>rd</sup> Street, Boswell Street (future Bill Nye Avenue), and Interstate 80 westbound off/on ramp.

The Study will also be brought to the next Urban Systems Advisory Committee (USAC) meeting for their review and approval.

---

### **Legal/Statutory Authority:**

n/a

**BUDGET/FISCAL INFORMATION:**

**REVENUE**

Source	Amount	Type
Fees/Charges for Service		
Grants for Projects	\$50,000.00	WYDOT Cooperative Agreement: 04-07-2015
Loans on Project		
Other		
<b>Total</b>	<b>\$50,000.00</b>	

**EXPENSE**

Project Cost.

Project Budget	Amount	Funds
Project Cost	\$62,500.00	300-3315-410 73-20 Streets & Bridges
Loans on Project		
Grants for Project	\$50,000.00	WYDOT Cooperative Agreement: 04-07-2015
Other/Outside Projects		
City's Amount	\$12,500.00	
Contingency      0%	\$0.00	
<b>Total Amount</b>	<b>\$62,500.00</b>	

Amount spent to date (approved and adopted by Council)

Budget	Amount	Funds
Total Budget Allocation	\$62,500.00	
Less Amount Spent to Date	\$27,973.10	
Remainder of Budget	\$34,526.90	

**Responsible Staff:**

Randy Hunt, AICP, Community  
Development Director, 307-721-5288

Charles Bloom, AICP, Principal Planner,  
307-721-5232

Future dates are subject to change

Work Session	February 9, 2016, April 26, 2016
Advertised	
Public Hearing Held	
Pub. Hearing Advertised	
Introduction/1 <sup>st</sup> Reading	May 17, 2016 (Resolution)
2 <sup>nd</sup> Reading	
3 <sup>rd</sup> Reading	

Attachments:

- Resolution
- Bill Nye Avenue Corridor Study

**CITY COUNCIL RESOLUTION NO: 2016-\_\_\_**

**RESOLUTION OF THE LARAMIE CITY COUNCIL ADOPTING  
THE BILL NYE AVENUE CORRIDOR STUDY**

WHEREAS, On February 24, 2010 and April 1, 2010 the Urban Systems Advisory Committee reviewed and recommended approval of the Major Street Plan (Plan);

WHEREAS, on May 10, 2010 the Laramie Planning Commission acknowledged the aforesaid Plan, took public comments, and after duly considering evidence presented as it applies to the study, approved the Plan;

WHEREAS, on May 12, 2010 the Albany County Planning and Zoning Commission acknowledged the aforesaid Plan, took public comments, and after duly considering evidence presented as it applies to the study, the Albany County Board of Commissioners approved the Plan;

WHEREAS, on June 15, 2010 the Laramie City Council acknowledged the aforesaid Plan, took public comments, and after duly considering evidence presented as it applies to the study, approved the Plan;

WHEREAS, on August 25, 2010 the Albany County Board of County Commissioners acknowledged the aforesaid Plan, took public comments, and after duly considering evidence presented as it applies to the study, approved the Plan;

WHEREAS, on September 10, 2010 the Wyoming Department of Transportation acknowledged approval of the Major Street Plan;

WHEREAS, recent development has occurred along the western segment of Bill Nye Avenue in the area between 3<sup>rd</sup> Street and 9<sup>th</sup> Street;

WHEREAS, recent development triggered a discussion on the need to re-evaluate the alignment of Bill Nye Avenue between 9<sup>th</sup> Street and 3<sup>rd</sup> Street;

WHEREAS, on March 3, 2015 AVI p.c. was hired to identify whether the existing alignment of Bill Nye Avenue between 1<sup>th</sup> Street and 3<sup>rd</sup> Street is acceptable or if better alternatives exist;

WHEREAS, a Steering Committee composed of a City Staff, Wyoming Department of Transportation representatives and Federal Highway Administration representatives was created to guide and steer the Housing Study through development;

WHEREAS, on July 1, 2015 and September 16, 2015 stakeholder one-on-one meetings were held with property owners adjacent to the corridor;

WHEREAS, on July 9, 2015 the AVI p.c. met with Federal Highway Administration representatives to discuss alternatives;

WHEREAS; on October 21, 2015 a public open house was held to solicit public comment and feedback;

WHEREAS; on February 9, 2016 and April 26, 2016 work sessions were held with the Laramie City Council to solicit public comment and feedback;

WHEREAS, on March 2, 2016, comment and feedback was requested by the Urban Systems Advisory Committee;

WHEREAS, on May 17, 2017 the City Council received the Bill Nye Avenue Corridor Study;

**THEREFORE THE LARAMIE PLANNING COMMISSION RESOLVES:**

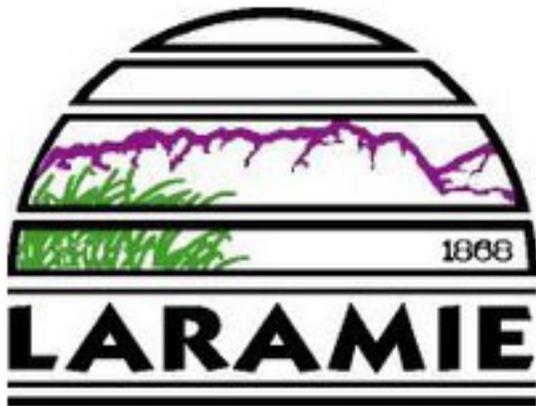
**Section 1.** That the City Council hereby approves the City Council Resolution 2016-\_\_\_ adopting the Bill Nye Avenue Corridor Study as an official study for the City.

**PASSED, APPROVED AND ADOPTED the 17th day of May, 2016.**

\_\_\_\_\_  
David A. Paulekas  
Mayor and President of the City Council

ATTEST:

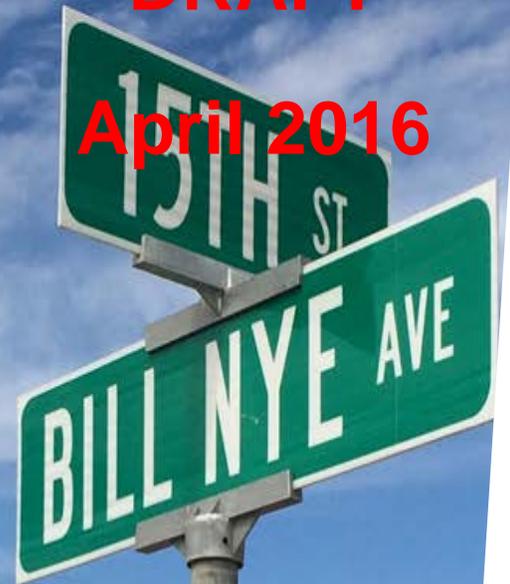
\_\_\_\_\_  
Angie Johnson  
City Clerk



# Bill Nye Avenue Corridor Study

**DRAFT**

**April 2016**



**Submitted By:**

**AVI pc**  
1103 Old Town Lane, Ste. 101  
Cheyenne, Wyoming 82009  
(307) 637-6017



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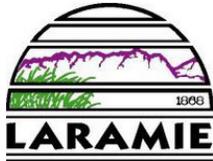
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Appendix A	Improvement Plans
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Appendix E	Traffic Analysis
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## ACKNOWLEDGEMENTS

### Lead Agencies



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District No. 1 Staff

District Traffic

Planning

Highway Safety Program

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Numerous agencies, local associations and individuals devoted their time to the development of this document, including but not limited to:

### City of Laramie

City of Laramie City Council  
City of Laramie Community Development Department  
City of Laramie Public Works

### U.S. Department of Transportation

Federal Highway Administration

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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### 1.0 INTRODUCTION

Bill Nye Avenue has recently gained significant momentum, as construction is underway between Vista Drive and Boulder Drive, in anticipation of the opening of the new Laramie High School. Public and private developers have incited each other with property development, and vertical construction. Consequently, corresponding sections of the Bill Nye Avenue corridor have now begun to be constructed.

The corridor is envisioned to be a major east-west Minor Arterial connecting the City's southern gateway with its eastern gateway (i.e. 3rd Street and Grand Avenue) in the 2007 Laramie Comprehensive Plan (Kendig West

Collaborative, 2007). Planning efforts for this corridor area to date have yielded basic alignment concepts in the area between 3rd Street and Corthell Road. See **Figure 1.1 Major Street Plan Excerpt (Laramie Comprehensive Plan Map 8.1)**. A network corridor plan will allow adjacent property development to occur and corresponding infrastructure be built to accommodate both the short term needs of potential route users and long term needs of the community. A defined alternative needs to be created for the corridor to allow the roadway to be built in stages and development to move forward.



Figure 1.1 Major Street Plan Excerpt (Laramie Comprehensive Plan Map 8.1)

The boundaries of the Bill Nye Corridor Study are Russell Street to Interstate 80 (north to south) and 3rd Street and 15th Street (West and East) which is illustrated in more detail in **Figure 1.2 Project Area and Vicinity Map**.

The primary purpose of the project is to create a comprehensive and practical planning document that guides and promotes future development of the corridor and surrounding area. After several discussions with the key members of the City, Wyoming Department of Transportation (WYDOT) and the U.S. Department of Transportation Federal Highway Administration (FHWA) staff, the goal of the project was to create a realistic alternative alignment and 35% design plan that resulted in a multi-model corridor which:

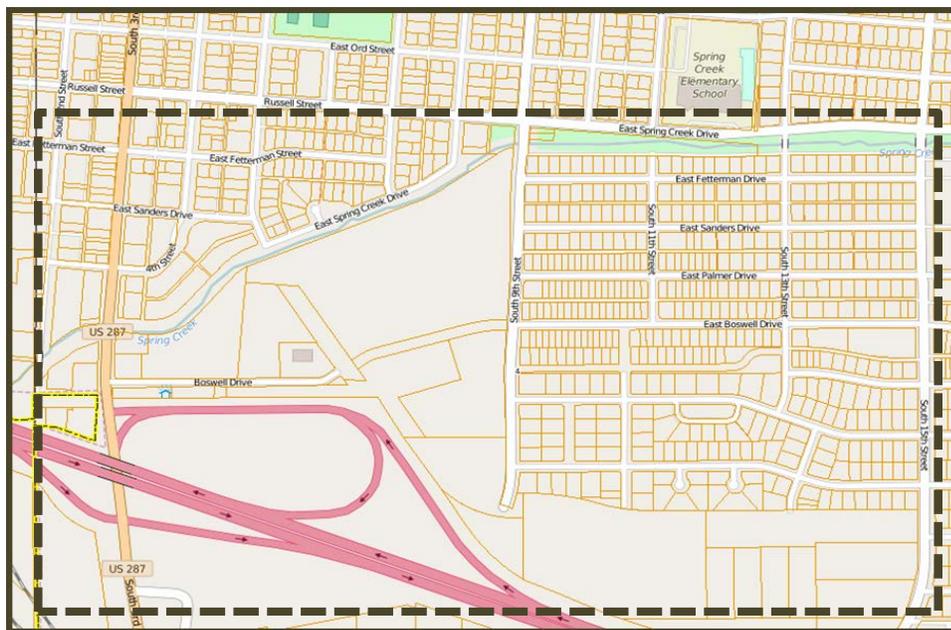
- Is sensitive to the needs of the property owners,
- Promotes safety,

- Minimizes long term maintenance,
- Serves all transportation users,
- Facilitates inner City connectivity,
- Encourages economic development.

The project was reviewed with oversight by a steering committee comprised of the following agencies or representative organizations:

- City of Laramie Community Development Division,
- City of Laramie Planning Division,
- City of Laramie Public Works Division,
- City of Laramie Engineering Division ,
- WYDOT District No. 1,
- WYDOT Planning Division,
- FHWA.

The Steering Committee assisted in the development of the study from inception to completion. Their principal role was to provide advice, input, guidance, and recommendations.



**Figure 1.2 Project Area and Vicinity Map**

## 2.0 GLIMPSE

The Glimpse section of the plan provides a summary of existing roadway and planning area.

### Historical Review

The Bill Nye Corridor plan area is not a part of any historic districts. Additionally, the Wyoming State Historic Preservation Office (SHPO) website was reviewed for all the National Register listings in the area of the study and none were found.

Please note that if federal funds are used on any future projects or if a federal agency is part of the planning and implementation, a Section 106 Study will be required to determine potential impacts to any historic properties. Properties in the area of any construction impacts will be identified and evaluated based on the Secretary of Interior's Standards and Guidelines for identification. Several determinations can be made in the evaluation including the following:

- No historic properties affected,
- Historic property adversely affected,
- Historic property not adversely affected.

### Existing Corridor and Boundary Conditions

Today the Bill Nye Avenue corridor is absent along this alignment except for some platted ROW on the east end where it connects to 15th Street. In this area, the roadway is gravel and provides access to industrial development. This is illustrated in **Figure 2.1 Bill Nye Avenue West of 15th Street Looking West** & **Figure 2.2 Bill Nye Corridor Area at 15th Street Looking West**. The next section of the corridor between the industrial area and 9th Street is comprised of native vegetation and sporadic overhead and underground utilities and is shown in **Figure 2.3 Bill Nye Avenue at 9th Street Looking East**.

The corridor area from 9th Street to Boswell Drive also consists of native vegetation and is constrained by newly



**Figure 2.1 Bill Nye Avenue West of 15<sup>th</sup> Street Looking West**



**Figure 2.2 Bill Nye Corridor Area at 15<sup>th</sup> Street Looking West**



**Figure 2.3 Bill Nye Avenue at 9<sup>th</sup> Street Looking East**

constructed storage units to the east and the Interstate 80 right-of-way to the west and south. Additionally, 9th Street at the location is constructed with a 48 foot wide curb and gutter street with asphalt surfacing. Sidewalks are only constructed adjacent to existing development north of the area see **Figure 2.3 Bill Nye Avenue at 9th Street Looking** & **Figure 2.5 Bill Nye Avenue at 9th Street Looking West**.

Boundary conditions on east and north portion of the corridor area vary from undeveloped, revitalized, and declining commercial to the east on South 3rd Street to single-family residential neighborhoods to the north on Sanders Street, South 5th Street, and East Spring Drive. **Figure 2.4 South 3rd Street at Palmer Drive Looking North** and **Figure 2.6 South 5th Street at Spring Creek Drive**.

### Utilities

Based on observed surface locates and following utilities have been identified:

- Rocky Mountain Power Electric, Underground Gas;
- Black Hills Energy: Natural Gas;
- Charter Communications: Overhead Cable/ Phone;
- Century Link: Underground Phone;
- City of Laramie: Underground Water and Sewer.

Further development in the corridor will require wet and dry utility infrastructure to be expanded to support future development. Water and sewer utilities are available at South 15th Street, South 9th Street, Boswell, and South 3rd Street.

### Drainage

Portion of the Bill Nye Avenue Corridor study area are within the Federal Emergency Management Agency ((FEMA) regulated **Spring Creek floodplain as shown on Flood Insurance Rate Map (FIRM), Panel 1765 of 2500, Map Number 56001C1765E, Effective June 16, 2011.** <https://msc.fema.gov/portal.>)



**Figure 2.4 South 3<sup>rd</sup> Street at Palmer Drive Looking North**



**Figure 2.5 Bill Nye Avenue at 9th Street Looking West**



**Figure 2.6 South 5th Street at Spring Creek Drive**

# BILL NYE AVENUE CORRIDOR STUDY

## GLIMPSE

Draft April 2016

Areas near Spring Creek appear to be within Zone AE while a majority of the corridor area is within the Unshaded Zone X. Zone AE is Special Flood Hazard Area (i.e. SFHA) subject to inundation by the 1% annual chance flood while Unshaded Zone X are classified to be outside the 0.2% annual chance floodplain. Future projects depicting the development of the roadway will require a Floodplain Development Permit through the Albany County Planning Department and City of Laramie. Detailed hydraulic and hydrologic modeling efforts along with sound engineering judgment will be critical to overall success of the future final plan development. A FEMA FIRM excerpt showing the area of the study is shown in **Figure 2.7 FEMA Panel 1765 of 2500, Map Number 56001C1765E**.

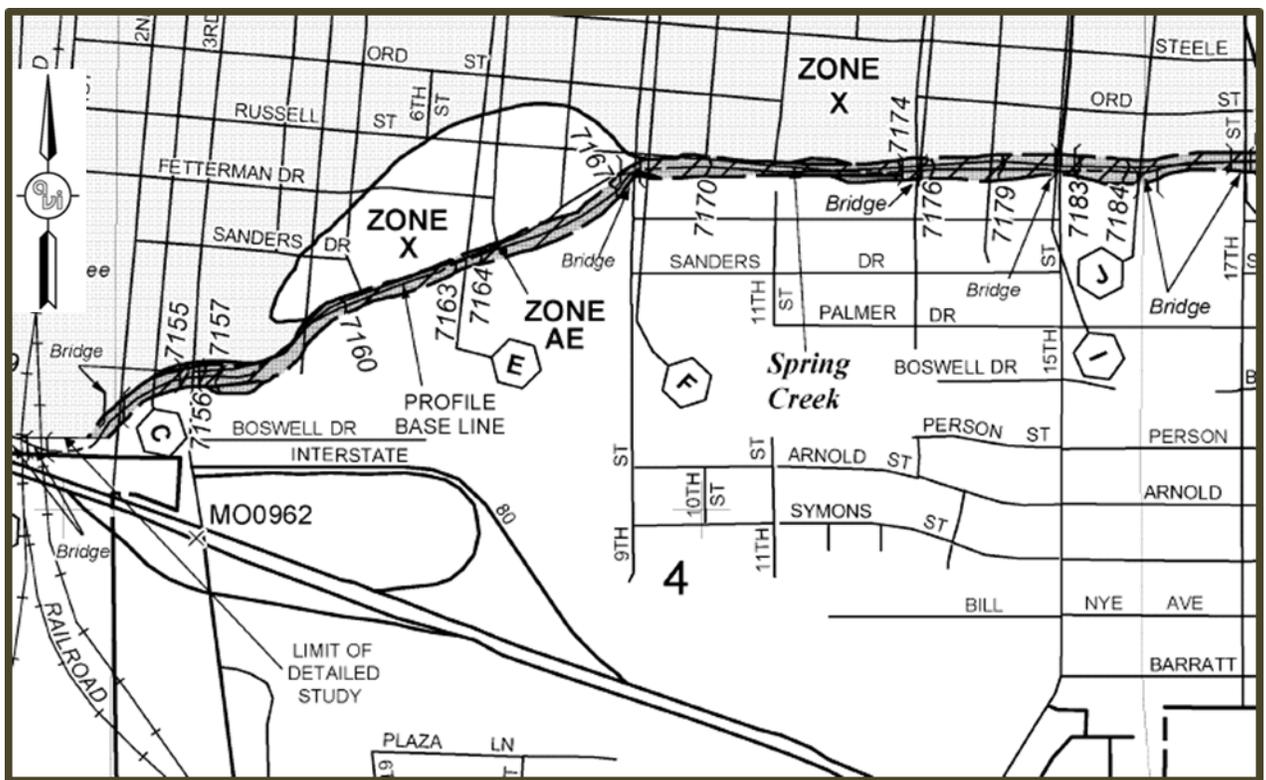


Figure 2.7 FEMA Panel 1765 of 2500, Map Number 56001C1765E

### Bicycle Transportation

Currently there are no bike lanes, multiuse paths, or formal trails within the corridor boundary. However, 15th Street on the east side of the project has a formal on-street bike lane on each side of the roadway. It should be noted that 9th Street is shown as a designated route with signage and Bill Nye Avenue and Spring Creek have been designated as a paved surface separate from roadway on the City of Laramie Bicycle and Trails Master Plan from the 2007 Laramie Comprehensive Plan (**Kendig West Collaborative, 2007**). See the excerpt from the plan in **Figure 2.8 Existing and Proposed; Bike and Trail Network**.

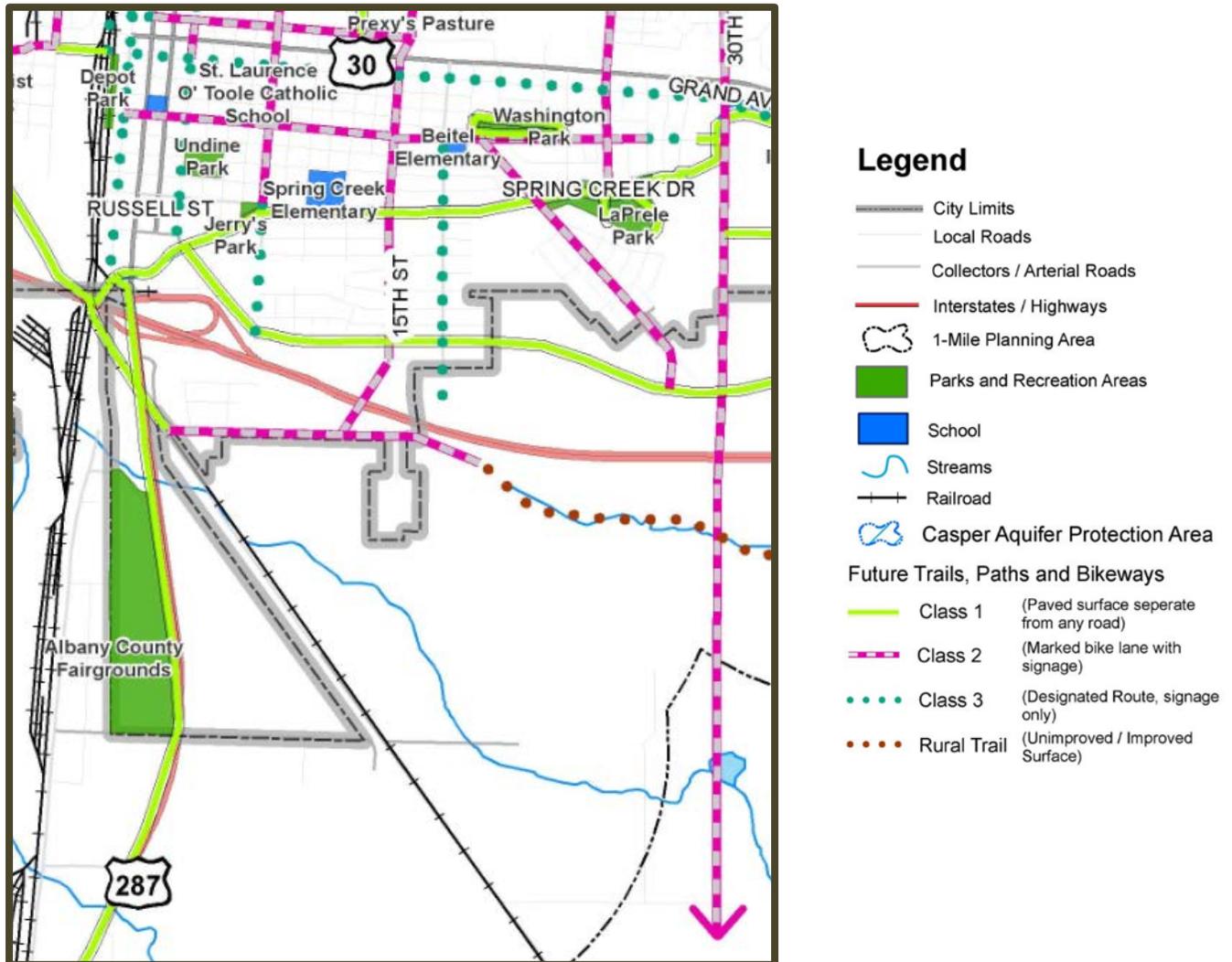


Figure 2.8 Existing and Proposed; Bike and Trail Network

### Transit

The University of Wyoming at the southeast corner of 15<sup>th</sup> Street and Spring Creek Drive provides the closest Transit facilities area. The facility provides students, faculty, and staff busing to the university from the area south of Russell Street/Spring Creek Drive.

### Environmental

Potential environmental considerations were reviewed for possible impacts to future improvement within the corridor. A field investigation by the AVI Team revealed the probability of wetlands located in the study area west of 9<sup>th</sup> Street and the I-80 Westbound On/ Off Ramps that may need to be mitigated when improvements are constructed.

Potential environmental considerations were reviewed for possible impacts to future improvement within the corridor. A cursory review and consultation with staff of the Wyoming Department of Environmental Quality (DEQ) and available documentation did not reveal any potential areas of concern within the study area. Refer to **Profile Chapter** for additional information.

### Current Traffic Conditions

Sustainable Traffic Solutions, Inc. (STS) collected peak hour turning movement count data on Tuesday May 12, 2015 at Sanders Street, Boswell Drive, and the I-80 Ramps. WYDOT provided peak hour count data for Russel Street that was collected on Thursday September 27, 2012. The existing volumes are summarized in **Figure 2.10 Bill Nye Corridor Study Existing Traffic Volumes** and the counts are contained in Appendix E.

### Traffic Safety

Crash data were provided by WYDOT for each of the key intersections along the corridor for the time period beginning on January 1, 2010 and ending on August 31, 2015. The number of crashes ranged from a total of seven at Russell Street to two at Sanders Street (see Table 2). Crash rates range from 0.10 crashes per million entering vehicles at the Sanders Street intersection to 0.28 at the Russell Street intersection. Given the low number of crashes and crash rates, STS concludes that there are no crash problems on the corridor. The crash data are contained in Appendix E and summarized in **Table 1 (4) Four Year Crash Summary for Key Intersections**.

### Existing Land Use and Zoning

The corridor study area has a variety of adjacent property uses, form, function, and look. Land use varies but it is mainly comprised of a combination of urban residential, urban commercial and urban Industrial. The current Zoning Map is illustrated in **Figure 2.9 2013 Zoning Map**.

The following zoning uses are currently within the corridor area:

- | <u>City Zoning:</u> | <u>Description:</u>        |
|---------------------|----------------------------|
| ▪ R1                | Low-Density Residential    |
| ▪ R2                | Medium Density Residential |
| ▪ R3                | Multi-family               |
| ▪ B1                | Limited Business           |
| ▪ B2                | General Business           |

**Table 2.1 (4) Four Year Crash Summary for Key Intersections**

Type	3 <sup>rd</sup> Street			
	Russell Street	Sanders Street	Boswell Drive	I-80 Ramps
	Number of Crashes			
Approach Turn	1			
Angle			1	2
Sideswipe		2	1	1
Rear End	5		1	3
Pedestrian				
Head-on				
Vehicle vs Bicycle	1			
<b>Total</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>6</b>
<b>Rate</b>	<b>0.28</b>	<b>0.10</b>	<b>0.14</b>	<b>0.23</b>
<b>PDO</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>6</b>
<b>Injury</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>

# BILL NYE AVENUE CORRIDOR STUDY

## GLIMPSE

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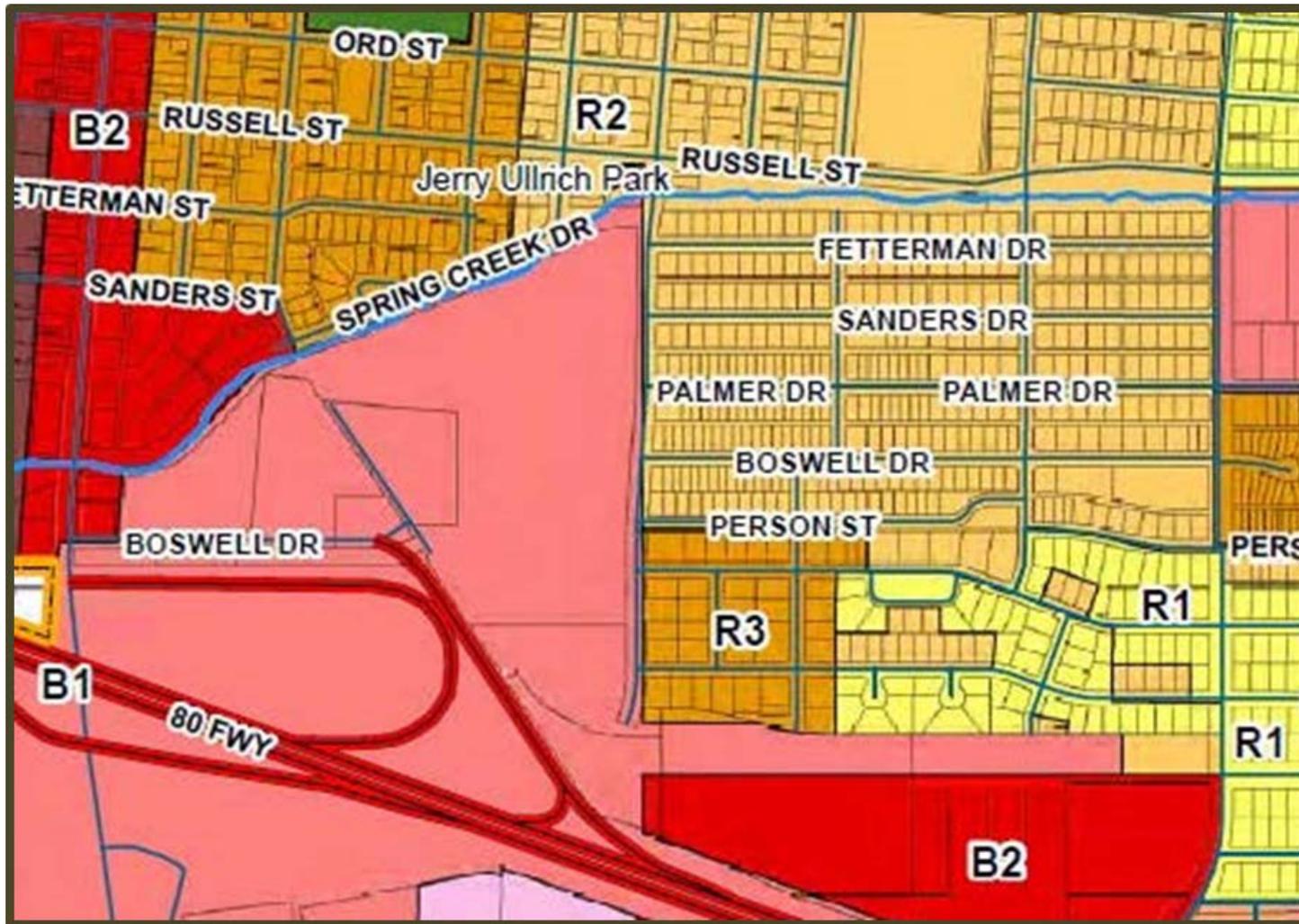


Figure 2.9 2013 Zoning Map

# BILL NYE AVENUE CORRIDOR STUDY

## GLIMPSE

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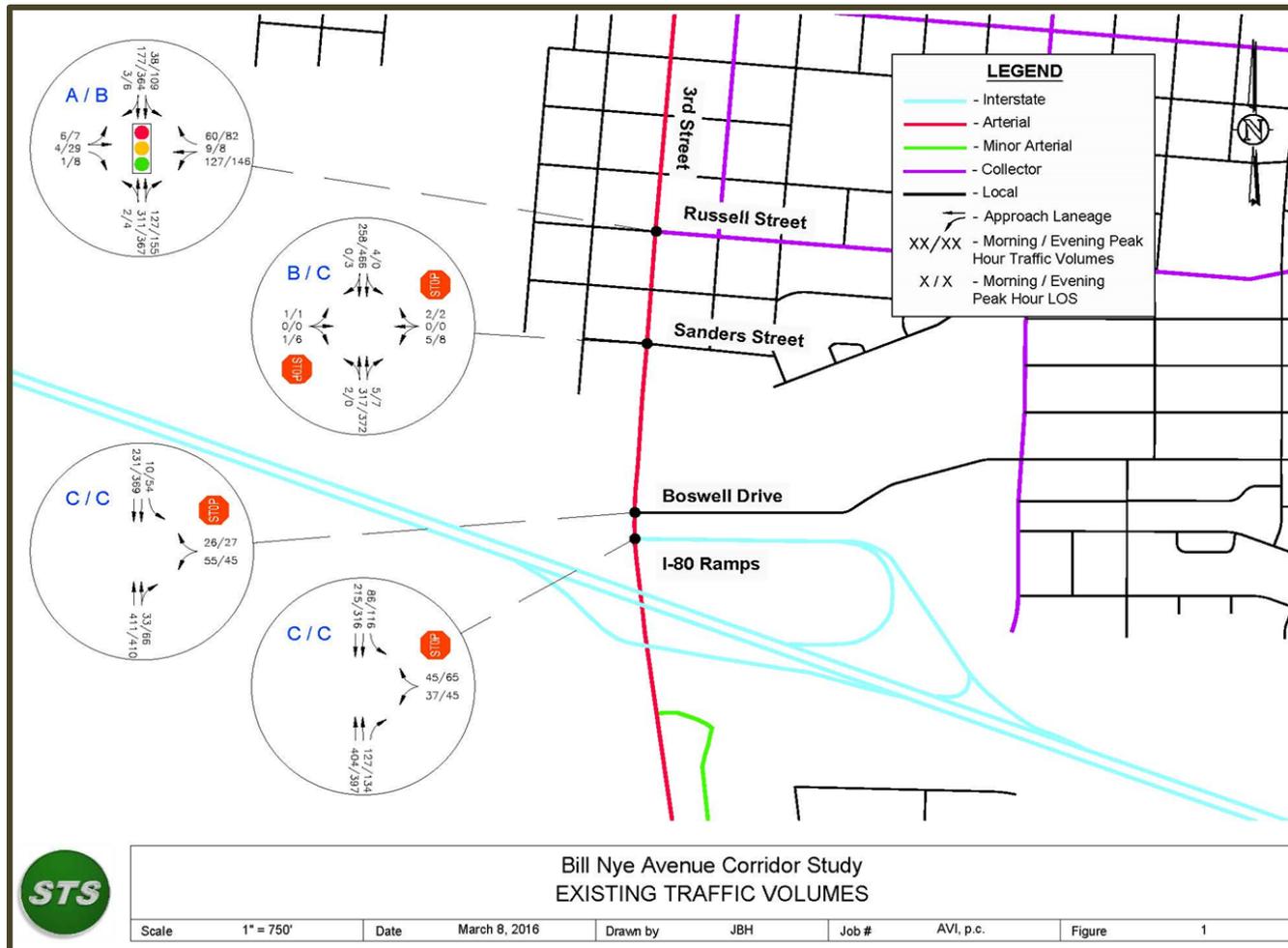


Figure 2.10 Bill Nye Corridor Study Existing Traffic Volumes

### 3.0 FOUNDATION

The foundation is the process and planning context phase of the project. It provided an avenue for a collaborative effort to define the opportunities and constraints of the corridor, as well as frame the key planning considerations, which shaped the plan.

The Bill Nye Avenue Corridor Study relied heavily upon extensive public and stakeholder participation. The process involved stakeholder one-on-one meetings, open house format meeting with residents, business owners, developers, landowners, project steering committee meetings, and City of Laramie Council workshop. **Table 3.1 Public Outreach Matrix** shows all the avenues used and dates in the foundation process of the project.

**Table 3.1 Public Outreach Matrix**

Activity	Date(s)
Stakeholder One-one-one Meeting(s) (City of Laramie and AVI)	July 1, 2015 September 16, 2015
Meeting w/ Federal Highway Administration (FHWA Office)	July 9, 2016
Public Open House (1) (Albany County Library)	October 21, 2015 5:00 p.m. to 7:00 p.m.
Steering Committee (5)	August 25, 2015; September 22, 2015; October 19, 2015; January 21, 2016; February 16, 2016.
Laramie City Council Work Session	February 9, 2016

#### One-on-one Meetings

The first type of foundation component involved stakeholder one-on-one individual meetings with several adjacent property owners and interested parties. The purpose of the meetings was to solicit input. Eleven (11) individual meetings were schedule and only nine (9) attended the meetings. Meetings were conducted July 1, 2015 and September 16, 2015 to accommodate stakeholder schedules.

The following are a list of the stakeholders who were scheduled to provide input:

- Dale Polenda, Adjacent Property Owner
- Jim McGrath, Area Resident
- Ponciano Villasenor, Corona Village (Scheduled but, did not attend)
- Janine Jordan, City Manager (Scheduled but, did not attend)
- Randy Hunt, City of Laramie, Community Development Director

- Ron Stephen, Fall Creek Development
- Greg Weisz, BFR Representative
- Earl Smith, City of Laramie, Publics Work Director
- Charles Bloom, Planning Division
- Jim Stephen, Fall Creek Development.

The agenda of the meetings were as follows:

- Introduction
- Goals of the Project
- Do you have any suggested alternatives?
- Do you have any concerns?

### Summary of One-one-one Stakeholder Meetings

- They appreciated the team coming to them in a small setting and listening to their input.
- Agree with the Primary goals identified for the neighborhood (i.e. Preserve neighborhood, safety, keep lower traffic speeds, and keep lower traffic volumes).
- Suggested Alternatives:
  - Dual roundabouts on Interstate 80 off/ on-ramps,
  - Place the westbound off ramp at 9<sup>th</sup> Street,
  - Bike bridge,
  - Connect Bill Nye to Palmer at South 3<sup>rd</sup> Street,
  - Traffic calming on South 3<sup>rd</sup> Street,
  - Beautification and gateway opportunity,
  - Roundabout at South 3<sup>rd</sup> Street,
  - Original concept of Bill Nye Avenue to Sanders Street,
  - Utilize 9<sup>th</sup> Street to Russell Street as the Bill Nye Avenue connection,
  - Utilize Boswell Drive as the connection to Bill Nye Avenue,
  - Move Boswell Drive north and connect to Bill Nye Avenue,
  - Reconfigure interchange
- Concerns:
  - Solution should not remove traffic from businesses,
  - Direct costs to property or business owners,
  - Preserve neighborhood to the north of the area,
  - Signage for Westbound on/ off ramps,
  - Environmental concerns (underground storage tanks),
  - Access control.



It was conveyed to the groups that no additional costs shall be imposed on the resident neighborhood besides the normal taxes (i.e. sales tax and property tax) paid by all county/ city residents. Full funding for the project has not been established. This is a preliminary plan to help secure funding and guide future development.

### Steering Committee

The second foundation component of the project involved enlisting the use of the Steering Committee. The committee was comprised of the following staff and key stakeholders from the City, WYDOT and other agencies during the plan development:

- Carl Lund, City of Laramie,
- Charles Bloom, City of Laramie,
- Earl Smith, City of Laramie,
- Eric Jaap, City of Laramie,
- Mark Christenson, City of Laramie,
- Randy Hunt, City of Laramie,
- Keven McCoy, WYDOT
- Mark Wingate, WYDOT,
- Pat Persson, WYDOT
- Randy Greisbach, WYDOT
- Tom DeHoff, WYDOT,
- Jeff Purdy, FHWA
- Phil Pratt, FHWA
- Brad Emmons, AVI, P.C.
- Jake Wilson, AVI, P.C.
- Tom Cobb, AVI, P.C.
- Joe Henderson, STS, Inc.

The Steering Committee met five (5) times throughout the course of the project to guide the consultant team, review project information, provide insight, discuss public and stakeholder involvement, and collaborate to make decisions about the plan direction and recommendations. Meeting minutes, as well as, the agenda can be found in Appendix C.

### Public Open House

The third structural component involved an open house style forum for stakeholder and public comment. A presentation and open house style public meeting was conducted during the project. AVI led the public involvement process with assistance and contributions from all the team members. The meetings were advertised through various media including newspaper, web, and mail post cards.



A brief presentation combined with an Open House was conducted on Wednesday, October 21, 2015 from 5:00 p.m. to 7:00 p.m., with the presentation beginning at 5:15 p.m. at the Albany County Library 310 S 8th Street. Twenty-five (25) people were listed on the Sign-In-Sheet as attending the meeting. The objectives of the open house were as follows:

- Conduct a Presentation to provide background, purpose, and goals of project.
- Convey what we heard from the neighborhood meetings / recommendations.

- The consultants presented different road options based on the direction of public comment and landowner meetings and provided visual diagrams of what could be done along the corridor.

The open house was organized into two (2) different phases. The first was as brief twenty (20) minute presentation to focus on providing background, purpose, and proposed improvements. The second was two identical workshop areas comprised of exhibits shown in the presentation and a detailed aerial overview of the plan. Breaking the public into smaller groups allowed more one on one conversations and interactions with people. This was an attempt to ensure that the public in attendance was allowed to speak freely and get to know the people working on the corridor plan. A separate place was provided for the public to write comments and to answer a written survey.

Planning and Engineering consultants from AVI, City of Laramie, and WYDOT were present to receive public comment. Information and input was collected using three different avenues; direct communication with a team member (i.e. consultant, City staff member, and WYDOT), having the public write comments on Post-it® notes and placing them on large planning area maps, and filling out a written survey. The primary purpose of the three (3) different communication avenues was to create the most comfortable environment for individuals to convey information to the team.

### **Overview**

Results for the written survey information were entered into the computer system by the consultants after the open house and the public had the option of entering the survey electronically through the Survey Monkey® web link. The link was provided on the City of Laramie website. Forty-eight (48) individuals provided written comments, and comment cards. Refer to Appendix C for complete summary of comments, exhibits, sign in and comment cards.

### **Laramie City Council Work Session**

The fourth foundation component of the project involved utilizing a presentation to the Laramie City Council during a scheduled work session and a joint public forum meeting. The primary purpose of the meeting was to convey the comments received from the public input and present the corridor alternatives for review, comment, and question.

### **Reference**

The Foundation or public involvement phase of the project provided one of the components of the foundation for development of the Design portion of the plan. Please see the Glimpse section of the plan, which encompasses the culmination of the foundation components and rationale behind the particular recommendations set forth in the plan.

### 4.0 PROFILE

The Profile section contains a set of foundations which help frame the boundary of the plan. The four (4) foundations are listed below and detailed in the following chapter:

- Foundation 1: Future Land Use Plan
- Foundation 2: Key Planning Considerations
- Foundation 3: Potential Funding Mechanisms
- Foundation 4: Environmental Constraints

#### Foundation 1: Key-Planning Considerations

The Future Land Use Plan is a long-range growth-focused map that provides the basis to guide future development in the Laramie and Albany County urban area. The map focuses on areas where new development will likely occur in the future and some redevelopment areas. The Land Use for this area was not revised and was used as the basis for future traffic volumes. Please see **Figure 4.1 Future Land Use Map Detail Area** and **Figure 4.2 Future Land Use Map 3.2**.

#### Foundation 2: Key-Planning Considerations

The Glimpse, Foundation, and Profile phase of the project provide a framework for the future land development and corridor vision of the various stakeholders. The Bill Nye Avenue Corridor area has the potential to grow and develop as additional utility and roadway infrastructure become connected and are appropriately sized for future capacity needs. The following structure considerations shape the corridor:

- Transit and Non-motorized Transportation
- Provide a safe, accessible and continuous pedestrian connection along the entire corridor
- Provide street lighting at intersections and non-motorized crossings where appropriate
- Provide for expanding transit stops along the corridor
- Provide separated multi-use path as recommended by the 2007 Laramie Comprehensive Plan, Bicycle and Trails Master Plan (Kendig Keast Collaborative , 2007)
- Review options to expand the Greenway within future developments for connectivity to schools and existing greenway components.
- Minimize impacts to nearby residential properties and businesses.

#### Traffic Safety and Operation

- Build a roadway cross section that enhances travel efficiency and accommodates all modes of transportation.

- Provide peak hour intersection operations with a minimum Level of Service (LOS) C as minimum through horizon year 2040.
- Attempt to maintain commercial and residential access approaches.
- Where appropriate, provide for proper turning widths at intersection to accommodate a conventional single unit truck, bus, or semi-trailer combination with a wheelbase of forty (40) feet (i.e. 3 to 4 axle).

### Roadway Connectivity

- Review options to promote development in undeveloped open space.
- Review existing roadways and provide additional or enhanced street connectivity.

### Dry and Wet Utilities

- Consult with wet and dry utility companies to provide enhanced or improved facilities to facilitate redevelopment.
- Attempt to provide a dry utility corridor within the current road right-of-way.

### Cooperation

- Multiple public agencies including Albany County and City of Laramie.

### Foundation 3: Potential Funding Mechanisms

Keys to successful development and revitalizing in the corridor will be predicated on the following:

- A clear vision, taking into account the market and economic reality;
- A proactive strategy for reinvestment (public and private);
- Educated citizenry and implementers;
- Calculated strategy to attract investment and remove barriers;
- Quantifiable leveraged public investment;
- Fiscally and economically responsible phasing plan;
- Equalization of economic risk vs. reward;
- On-going project support (political).

The public sector (City of Laramie, Albany County, etc.) will play an important role in “readying the area for private investment” through infrastructure improvements, public planning and policy initiatives. From these initiatives and/or investments, private sector development and redevelopment can be leveraged.

Funding mechanisms for public infrastructure could include loans and grants (e.g., Wyoming Business Council’s Business Ready Community Program and Community Facilities Grant and Loan Program); Community Development Block Grant (CDBG) funds; 5<sup>th</sup> and 6<sup>th</sup> Penny Sales Tax projects revenue

bonds; and general obligation bonds. One of the “truths” in corridor development and revitalization is that private investment will typically follow public investment. The types of public infrastructure recommended in the Corridor Plan will not only encourage new development on vacant and/or underutilized parcels, but redevelopment of existing sites and buildings. This new private investment represents the “leveraged” return to the public sector from their initial investments.

### **Foundation 4: Environmental Constraints**

The following environmental checklist Table 4.1 Environmental Review Corridor Checklist was reviewed for the corridor in order to identify any areas of environmental concern that may need to be addressed in future development of the corridor plan, roadway design, and construction. The final notes and environmental report are contained in Appendix F of the report for additional information and reference.



**Legend**

- Streams
- 1-Mile Planning Area
- Railroad
- City Limits
- Casper Aquifer Protection Area

**Major Street Plan**

- | Proposed Roads            | Existing Roads     |
|---------------------------|--------------------|
| Interstate                | Local              |
| Parkway                   | Interstate         |
| Principal Arterial        | Parkway            |
| Minor Arterial            | Principal Arterial |
| Collector                 | Minor Arterial     |
| Bridge/Overpass/Underpass | Collector          |

**Future Land Use Categories**

- |                        |                       |
|------------------------|-----------------------|
| Agriculture            | Suburban Commercial   |
| Countryside            | Auto-Urban Commercial |
| Estate                 | Urban Commercial      |
| Suburban Residential   | Urban University      |
| Auto-Urban Residential | Industrial            |
| Auto Urban Multifamily | Public/Institutional  |
| Urban Residential      | PKIOS                 |

Figure 4.1 Future Land Use Map Detail Area

**Table 4.1 Environmental Review Corridor Checklist**

Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.
<b>Natural Environment</b>				
Threatened or Endangered Species	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Further investigation will be required during final design but not anticipated to be a factor. Review of area and U.S. Fish & Wildlife website. Unofficial US fish and Wildlife Service online database suggests that three species have potential habit on site; Preble’s meadow jumping mouse, Wyoming toad, and western prairie fringe orchid. While these species have some potential, it is unlikely they are present. However, specific species/habitat surveys may be required once an alignment is selected. We are still waiting on response from the FWS from our letter request.
Wildlife Corridors	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input checked="" type="checkbox"/> Not applicable	Further investigation will be required during final design but not anticipated to be a factor. Based on WGFD GIS data, no wildlife corridors cross or are in the area.
Invasive Species	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Further investigation will be required during final design but not anticipated to be a factor.
Wetland Areas	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Further investigation will be required during final design but not anticipated to be a factor. Please see Appendix F for additional information and reference. The previous letter report still holds true.

# BILL NYE AVENUE CORRIDOR STUDY

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Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.
<b>Natural Environment (Continued)</b>				
Riparian Areas	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input checked="" type="checkbox"/> Not applicable	Observation
100-Year Floodplain	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	FEMA website and County GIS review. (see Glimpse: Drainage)
Clean Water Act Sections 404/401 Waters Of The United States	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input checked="" type="checkbox"/> Not applicable	WDEQ identified no Class I waters, but further detailed design/layouts will be needed to determine what if any permits will be required from the Army Corps of Engineers and WDEQ-WQD.
Prime Or Unique Farmland	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input checked="" type="checkbox"/> Not applicable	The Albany County Area Soil Survey confirmed no Prime or Unique Farmlands in the area.

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Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.
<b>Natural Environment (Continued)</b>				
Wild and Scenic Rivers	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	The National Wild and Scenic River System database confirmed no Wild and Scenic Rivers are on site or within visual range of the Bill Nye Corridor Study.
Visual Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Observation and public process. Visual leisure in the case is "open space/aerial". Although this is subjective it may have impacts throughout the corridor.
Designated Scenic Road/Byway	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Observation
<b>Cultural Resources</b>				
Archaeological Resources	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Formal survey were not completed; however, the Disturbed nature of the area would suggest that it is unlikely to find surface deposits. Buried artifacts may be possible. Formal surveys are likely once an alternative is selected. We are still waiting on a response from SPHO from our letter request.

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Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.
<b>Cultural Resources (Continued)</b>				
Historical Resources	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Observation
<b>Section 4(f) and Section 6(f) Resources</b>				
Section 4(f)1 Wildlife and / or Waterfowl Refuge	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	No impacts are anticipated based on observation.
Section 4(f) Historic Site	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	A section 106 Study will be required to determine potential impacts however, the area was not listed on the SHPO website.
Wild and Scenic Rivers	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Observation

<sup>1</sup> Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S. Code § 303, as amended); see <Section 4(f)>.

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Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.
<b>Section 4(F) And Section 6(F) Resources (Continued)</b>				
Section 4(f) Park	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Observation
Section 6(f)2 Resource	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	
<b>Human Environment</b>				
Existing Development	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Existing approaches, fences and right-of-way will be necessary to complete the project based on the preliminary plan.
Planned Development	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Potential development is anticipated on underdeveloped properties based on discussions with adjacent boundaries.

<sup>2</sup> Section 6(f) of the Land and Water Conservation Fund Act

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Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.
<b>Human Environment (Continued)</b>				
Displacements	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Possible impacts to adjacent business adjacent to the existing Boswell Drive.
Access Restriction	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Observation
Neighborhood Continuity	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Observation
Community Cohesion	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Public Involvement process.

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Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.
<b>Physical Environment</b>				
Title VI/Environmental Justice Populations <sub>3</sub>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	
Utilities	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Observation See Section Glimpse; Utilities.
Hazardous Materials	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Observation
Sensitive Noise Receivers <sub>4</sub>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Spring Creek Elementary School Adjacent Neighborhoods

<sup>3</sup> refers to Title VI of the 1964 Civil Rights Act and 1994 Executive Order 12898 on environmental justice

<sup>4</sup> under FHWA's Noise Abatement Criterion B: picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals

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Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.
<b>Physical Environment (Continued)</b>				
Air Quality	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input checked="" type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	
Energy	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	

# BILL NYE AVENUE CORRIDOR STUDY

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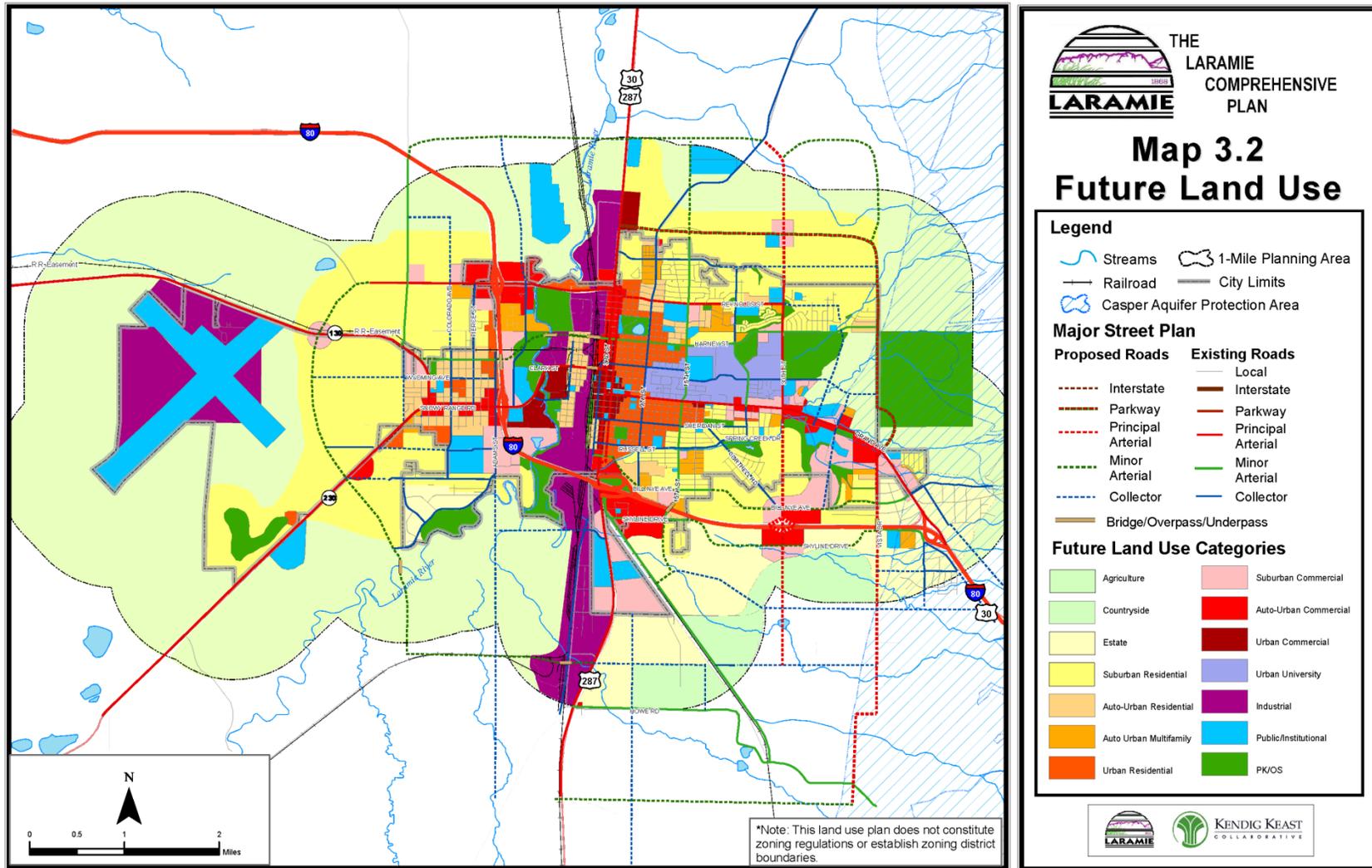


Figure 4.2 Future Land Use Map 3.2

### 5.0 DESIGN

The Glimpse, Foundation, and Profile phase of the project provided a solid basis for development of the Design portion of the plan. The design section of the plan encompasses the culmination of the groundwork components and rationale behind the particular recommendations set forth in the plan.

The overall recommendations are specifically designed to address the modes of transportation and safety needs of the present and future users of the Bill Nye Avenue Corridor. All recommendations have been examined carefully to ensure the wishes of the stakeholders have been considered as well as their practicality, functionality, aesthetic appeal, sustainability, and successful implementation. The physical layout of the improvements are detailed in the following pages and can be found on the corridor plan and profile sheet in Appendix A. Detailed cost estimates are shown in Appendix D.

#### Roadway Concept Alternatives

The methodology employed to develop the conceptual roadway “typical” alternatives were evaluated using a multi-modal framework as a base. At intersections and other locations with unique design challenges (e.g. driveways, areas with limited sightline, etc.), special designs and modifications may be needed to address issues of road geometry, adjacent land uses, traffic volumes and other characteristics. The Bill Nye Avenue Corridor Study evaluated conceptual improvement alternatives for the roadway segments and streetscape with the following governing parameters:

- What are the existing and future adjacent conditions and uses?
- What variations can be made to create a more user-friendly corridor?
- What movements and interactions will take place on the corridor?
- What is the corridor vision of the stakeholders?
- What can we do to add low maintenance streetscape to “soften” the corridor for non-motorized modes of transportation?
- Required minimum City of Laramie Unified Development Code (UDC) typical section for roadway classification (Laramie, 2010 Version 7.0 - Print Date: January 23, 2015)

### Design Guide Criteria

- Roadway Classification: Minor Arterial
  - Minimum Design Speed: 35 mph
  - Lane Width: 11 foot
  - Clear Zone Width: 16 feet (ADT > 6,000), 1V:5H to 1V:4H  
14 feet (ADT > 6,000), 1V:6H
- AASHTO Roadside Design Guide (Officials A. A., Roadside Design Guide, 2011))
- Stopping Sight Distance: 250 feet
  - Passing Sight Distance: 550 feet
  - Crest Vertical Curve: K = 108 (Passing Sight Distance)  
K = 49 (Stopping Sight Distance)
  - Sag Vertical Curve: K = 49 (Stopping Sight Distance)
  - Grade (Max./ Min.): 6%/ 0.5%
  - Design Vehicle: WB-40 9(Bill Nye), WB-67 (South 3<sup>rd</sup> Street)
  - Horizontal Curve: R = 510' (Adverse Crown),
  - Transitions: L = WS<sup>2</sup>/60 = W(35) 2/60

**Table 5.1 Ultimate Typical Section Jurisdictional Comparison**

Description	City of Laramie (Minor Arterial) (1)	City of Cheyenne (Minor Arterial) (2)	2011 AASHTO (3)
Travel Lane**	4 – 12'	2 – 12'	10' – 12'
Turn Lanes	12' (3)	12'	-
Parking **	none	none	11'
Roadway Width	68'	48'	Volume
Sidewalk/ Pedestrian Area	5'	6'	-
Parkway/ Tree Lawn	8'	8'	-
Bike Lane/ Shoulder**	Permitted	2 – 6'	4' – 8'
Volume Capacity (ADT)	5,000 – 30,000	7,500 – 18,000	Over 2,000

<sup>1</sup>**Footnotes:**

<sup>1</sup>      \*\*      # - ##' indicates total number of element within corridor cross section

(1)      *City of Laramie Standard Details* (City of Laramie, Issued March 2013), *Unified Development Code Laramie, Wyoming* (Laramie, 2010 Version 7.0 - Print Date: January 23, 2015), *Laramie Comprehensive Plan* (City of Laramie, 2007)

(2)      *City of Cheyenne Unified Development Code* (Cheyenne, 2013)

(3)      *A Policy on Geometric Design of Highways and Streets* (Officials, A Policy on Geometric Design of Highways and Streets, 2011)

### Cross Sectional Elements

#### Lane Widths

As shown in **Table 5.1 Ultimate Typical Section Jurisdictional Comparison**, lane width requirements vary between the jurisdictional entities from ten to twelve (10-to-12) feet. According to AASHTO (Officials A. A., A Policy on Geometric Design of Highways and Streets, 2011) and our experience, smaller lane widths may be used in more constrained areas where truck and bus volumes are relatively low and where speeds are less than 45 mph. Lane widths of eleven (11) feet wide are extensively used in urban arterial street designs while twelve (12) foot wide lanes are desirable on high speed, free flowing principal arterials.

After extensive discussion between the design team and Steering Committee, we recommend the use of eleven (11) foot wide travel lanes on Bill Nye Avenue. This width still accommodates larger design vehicles and increases the available tree lawn width, which can be used for snow storage, pedestrian separation, and drainage.

#### Curbs

The type and location of curbs affect driver behavior and safety. Curbs serve many purposes including drainage control, roadway edge delineation, delineation of pedestrian walkways, and access control. Although curbs are not considered fixed objects in the context of a clear zone obviously, they will have an effect on impacting or overriding car movements

After discussion within the public, design team and Steering Committee, we recommend the use of curb and gutter on Bill Nye Avenue. Curb and gutter will provide better access control and pedestrian delineation for use by pedestrians and young schoolchildren.

#### Bicycle and Pedestrian Facilities

Bicycling is becoming increasingly popular in Wyoming, especially in University towns such as Laramie, as a means of transportation and recreation. Furthermore, as a part of providing a more continuous, safe and efficient bicycle system, the Unified Development Code Laramie, Wyoming (UDC) (Laramie, 2010 Version 7.0 - Print Date: January 23, 2015), Laramie Comprehensive Plan, Trails and Bicycle (Comprehensive Plan) (City of Laramie, 2007), and City of Laramie Standard Details (Standard Details) (City of Laramie, Issued March 2013) have emphasized the accommodation of safe, efficient, and convenient movement of vehicles, bicycles, and pedestrians through development of land. Specifically, the following criteria have been identified for the corridor:

- Class 1: Paved surface separated from the roadway; Comprehensive Plan
- Typical Pathway: 11 to 12 feet wide, 6" deep; Standard Details

Separated multi-use pathways provide the broadest opportunity for a variety of non-motorized transportation modes. However, advanced commuter cyclists prefer riding within the roadway. After discussion within the public, design team and Steering Committee, we recommend the use of additional on-street shoulder/ bike lane on the Bill Nye corridor. The Urban Bikeway Design Guide by the National Association of City Transportation Officials (Officials N. A., 2014) recommends the following conventional bike lane standard.

**Bike Lanes Without On-street Parking**, a minimum width of four (4) feet when no curb and gutter is present, five (5) feet when adjacent to curb and gutter, and six (6) feet where right-of-way allows. We recommend the use of five (5) foot bike lanes be incorporated into the typical section on areas without parking to the front of the curb pan on Bill Nye Avenue.



Figure 5.1 Bike Lane Typical

### Parking Lane

Providing parking varies where adequate off-street parking facilities are not available or practical. However, parking on arterial streets is highly undesirable. Stakeholders in the area indicated that providing a parking lane was not a concern on the corridor. Therefore, we recommend no parking within the Bill Nye Avenue Corridor.

### Medians

The primary function of medians is safety. They separate traffic streams, guide turning movements at intersections, and provide access control to/from minor access drives and intersections. It is very important that medians be delineated in a way that makes them visible and distinguishes them from the adjacent driving lanes. Curbed medians and traffic islands provide an added benefit by “softening” the urban roadway edge and subjectively enhance the aesthetic quality when utilizing a combination of the material types.

Three (3) types of medians are most common in the urban roadway environment: raised, flush, and two-way left-turn lanes.

#### ❖ Raised Medians

A raised median is used in urban streets where it is desirable to control or restrict mid-block left turns and cross maneuvers. Installing a raised median can result in the following benefits:

- Improve traffic safety
- Restrict left-turn and crossing maneuvers to specific locations or certain movements
- Increase capacity and reduce delays

- Provide a pedestrian refuge area (minimum of six (6) feet wide).
- AASHTO (Officials A. A., A Policy on Geometric Design of Highways and Streets, 2011) recommends that intersection median turn lanes have a minimum medial separator of four (4) feet between turning lane and opposing traffic. Additionally, they recommend that with wider medians, consideration should be given to offsetting the left-turn lanes to provide maximum visibility between opposing traffic volumes.

❖ **Flush Medians**

Flush medians are surface painted medians that can be traversed. (Although they discourage left-turn and crossing maneuvers by their striping configuration, they do not prevent left turns because the median can be easily crossed).

❖ **Two-way Left-turn Lanes**

Two-way left-turn lanes (TWLTL) are flush medians that may be used for left turns by traffic from opposing directions on the street. AASHTO (Officials A. A., A Policy on Geometric Design of Highways and Streets, 2011) recommends the use of a TWLTL on arterials with numerous cross streets, commercial, residential drives, or where it is impractical to limit left turn movements.

The Bill Nye Avenue Corridor plan recommends the use of all three types of medians however, the only cross sectional element shown on the typical section is a continuous two-way left-turn lane or no median.

**Auxiliary Lanes (Speed-Change Lanes)**

**City of Laramie Criteria** (Laramie, 2010 Version 7.0 - Print Date: January 23, 2015). No criteria were found within the code referenced above related to auxiliary lanes. Therefore, AASHTO was utilized for the development within the corridor.

**Table 5.2 Jurisdictional Requirements for Auxiliary Lanes**

Design Speed	Stop Condition	15 MPH Turns	Minimum Decel Lane Taper Ratio
	Decel	Decel	
<b>AASHTO</b>			
30	160	-	8:1 to 15:1
40	275	-	8:1 to 15:1
50	435	405	15:1

Careful consideration was given to the proposed conceptual alternatives to use the safest and most practical deceleration length on the corridor. Therefore, due to the proximity of access approaches, and expected relatively lower speeds approaching intersections, a one-hundred sixty (160) foot deceleration length was applied to the auxiliary lane development. If specific site conditions did not allow

development of full deceleration lane, it was omitted and so noted. Additionally, for the identical reasons as previously noted, a 100' minimum taper was utilized for all the auxiliary lanes with the corridor. For a twelve (12) foot lane, this equates to approximately an 8.33:1 and for an eleven (11) foot lane, it equates to approximately a 9.1:1.

### Left Turn Lane

We recommend that a left-turn deceleration lane and taper are required for any access with a projected peak-hour ingress turning volume greater than 10 vehicles per hour (vph). The taper length shall be included with the required deceleration length.

### Right Turn Lane

A right-turn deceleration lane and taper is required for any access with a projected peak hour ingress turning volume greater than 25. The taper length should be included within the deceleration length.

### Provision for Dry Utilities

As previously described in the study, some utilities are interlaced in the corridor area and are both underground and overhead. Obviously, utilities should desirably be located underground or at the edge of the right-of-way, when practical.

Based on recommended right-of-way width of 100 feet, we would recommend that new developments have dry utility facilities relocate underground within the corridor.

The recommended Conceptual Typical Section for the Bill Nye Corridor is illustrated in **Figure 5.2 Recommended Typical Section (Looking West)** General Corridor Recommendations

- Pedestrian and sidewalk improvements
- Explore opportunities, as area develops to provide roadway storm water detention / retention features / facilities.
- Update/ install strategic street lighting at key intersections (Bill Nye Avenue: at South 9<sup>th</sup> Street, Boswell Drive, and South 15<sup>th</sup> Street).
- Implement wet and dry utility priority projects as funding resources become available or development becomes the catalyst
- Storm sewer installation

# BILL NYE AVENUE CORRIDOR STUDY

## DESIGN

Draft April 2016

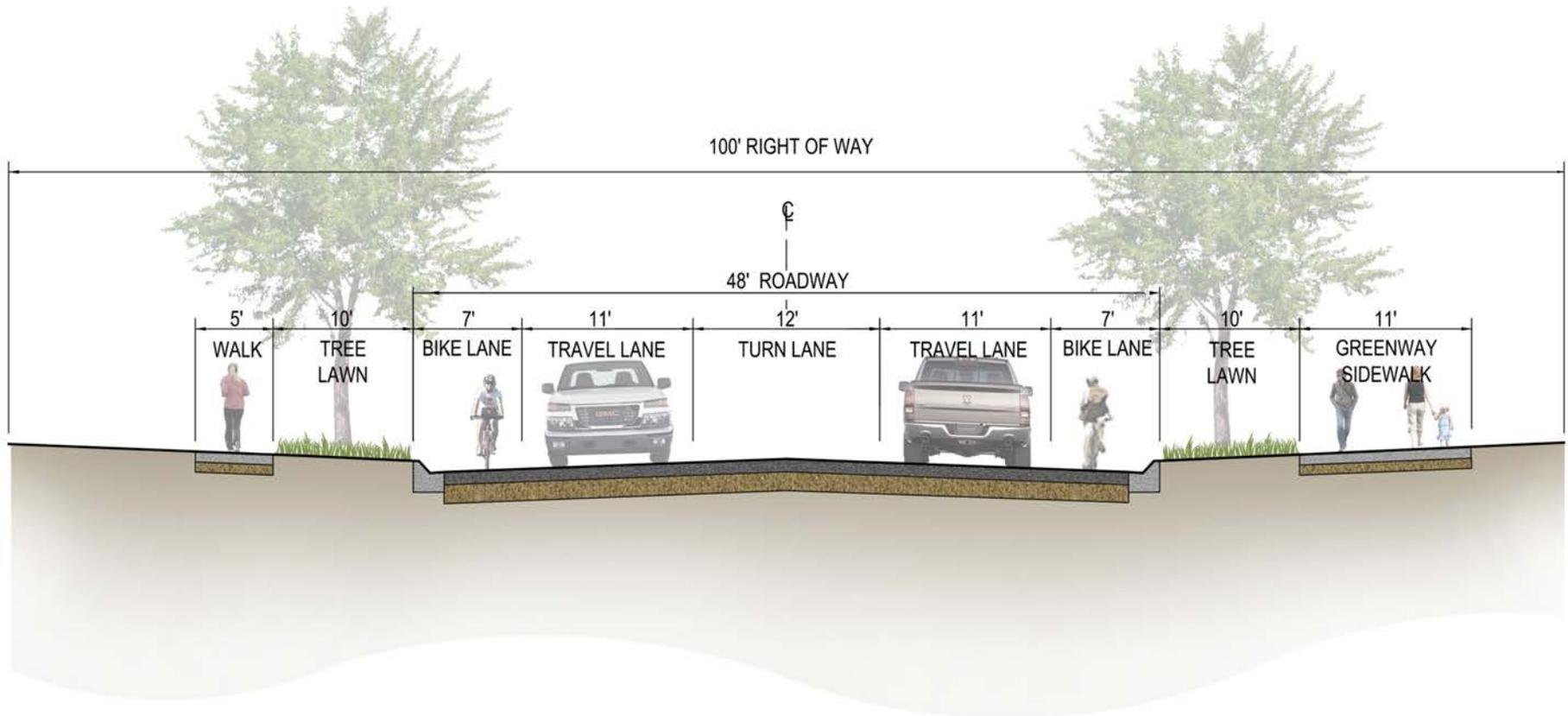


Figure 5.2 Recommended Typical Section (Looking West)

# BILL NYE AVENUE CORRIDOR STUDY

## DESIGN

Draft April 2016



Figure 5.3 Future Land Use

### Future Traffic Volume Conditions

Traffic volume projections were developed for Year 2035 by Sustainable Traffic Solutions, Inc. to estimate the impacts of the traffic growth on the corridor. Projected traffic volumes for the corridor were developed based on the land use plan show in **Figure 5.3 Future Land Use**.

### Drainage and Detention

We understand the requirements for the City of Laramie regarding drainage planning and design is under further review and evaluation. Until such time that those final regulations and code are adopted, we recommend that at a minimum the proposed roadway corridor shall provide for the following:

- Stormwater detention based on a design storm up to a one-hundred (100) year frequency.
- Post development design requirements shall be for a system to maintain total contributory site discharge at no greater than a pre-development (i.e. historic) ten (10) year release rate for a 100-year storm event.
- Additionally, at a minimum drainage conveyance system elements shall be based on the following criteria for a collector street:
  - Major Storm (100-year)
    - Maximum depth in gutter flowline 6 inches, 6 inches flow across street intersections.
    - Maximum allowable Spread 18 feet each side allowing middle lane passage.

The design team developed conceptual potential drainage plan opportunities for the corridor. Due to the size of the right-of-way at 100 feet, planning level opportunities exist for improving the post development drainage adjacent to the corridor. We recommend innovative drainage solutions be implemented gutter “turnouts” that direct stormwater to tree lawns to capture runoff (**Figure 5.4 Gutter Turnouts**); roadside drainage that capture and treat water via longitudinal gravel beds, and the use of roadside ditches as linear detention/water quality facilities.



**Figure 5.4 Gutter Turnouts**



**Figure 5.5 Linear Detention/Bioswale**

### Alignment Alternatives

Many different concepts were suggested, reviewed, and evaluated for consideration for the Bill Nye Avenue alignment from South 15th Street to South 3rd Street during the study process. Those considered included the following:

- Do Nothing – Utilize 15th Street
- 9th Street Connection
- 5th Street Connection
- Original Concept Of Bill Nye Avenue Connects To Sanders Street
- Move Boswell North And Connect To Bill Nye Avenue
- Utilize Boswell Drive As The Connection Of Bill Nye
- Roundabout At Boswell Combined W/ WBL Off/On Ramp

- E. Palmer Drive W/ Cul-De-Sac At Boswell
- Roundabout At 3rd Street/ Boswell Drive/ I-80 Westbound Ramps
- Dual Roundabouts On 3rd Street For The I-80 Off/ On Ramps.

After careful consideration and vetting through the Steering Committee, the possible conceptual alternatives were narrowed to the following and discussed below.

- Do Nothing – Utilize 15th Street
- Revised Boswell Realignment (Move Boswell north and connect to Bill Nye Avenue)
- E. Palmer Drive w/ Cul-de-sac at Boswell
- Roundabout at 3rd Street/ Boswell Drive/ I-80 Westbound Ramps.

**Alternative 1: Do Nothing Alternative** – Utilize 15th Street. This alternative utilizes the existing 15th Street as the connection to 3rd Street for Bill Nye Avenue. Minor improvements would be necessary including widening and upgrading signals to accommodate future anticipated traffic volumes. **Figure 5.6 Alternative 1: Do Nothing-Utilize 15Th Street.**

**Alternative 2: Revised Boswell Realignment** (Move Boswell north and connect to Bill Nye Avenue). This alternative attempts to create separation between the I-80 Westbound On/ Off Ramps and the Boswell Drive/ Bill Nye roadway intersection. **Figure 5.7 Alternative 2: Realign Boswell**

**Alternative 3: E. Palmer Drive w/ Cul-de-sac at Boswell.** This alternative creates a revised connection of Bill Nye Avenue at East Palmer Drive. It is proposed with a cul-de-sac at Boswell Drive and 3rd Street. Access to businesses on Boswell would need to utilize Bill Nye Avenue to Boswell Drive. Obviously, wayfinding signage would need to be incorporated with this alternative on South 3rd both northbound and southbound. See **Figure 5.8 Alternative 3: E. Palmer Drive w/cul-de-sac on Boswell at 3rd Street.**

**Alternative 4: Roundabout at 3rd Street/ Boswell Drive/ I-80 Westbound Ramps.** This alternative is a roundabout at 3rd Street and Boswell Drive/ Bill Nye Avenue. The premise of the alternative is based on phased approach where the roundabout would be built for a two lane roundabout but, utilized as a single lane roundabout until a two lane is warranted. See **Figure 5.9 Alternative 4: Roundabout at 3rd Street/I-80 WB Ramps.**

# BILL NYE AVENUE CORRIDOR STUDY

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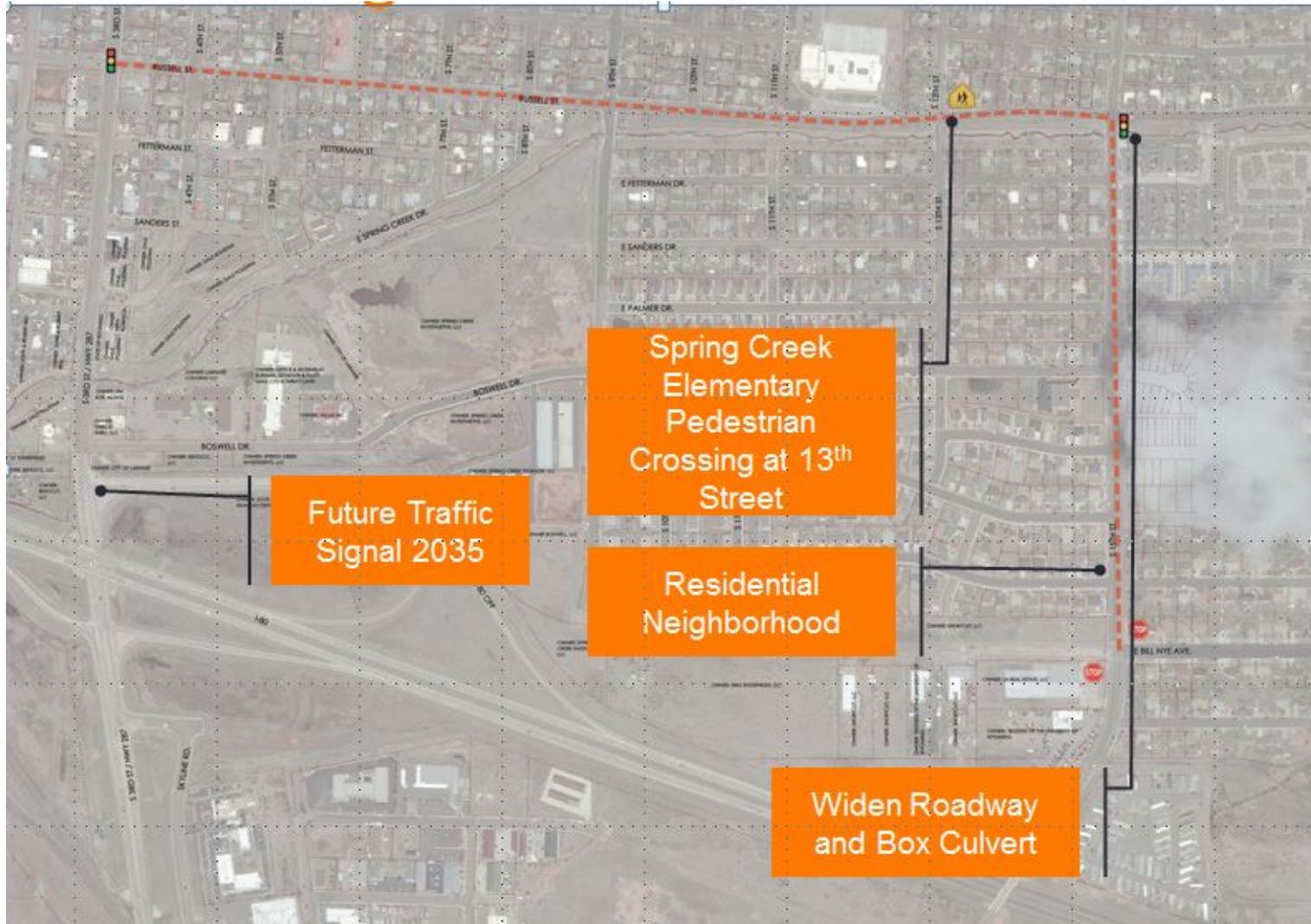


Figure 5.6 Alternative 1: Do Nothing-Utilize 15<sup>th</sup> Street



Figure 5.7 Alternative 2: Realign Boswell

# BILL NYE AVENUE CORRIDOR STUDY

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Figure 5.8 Alternative 3: E. Palmer Drive w/cul-de-sac on Boswell at 3<sup>rd</sup> Street

# BILL NYE AVENUE CORRIDOR STUDY

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Figure 5.9 Alternative 4: Roundabout at 3<sup>rd</sup> Street/I-80 WB Ramps

**Right-of-way Requirements**

During this preliminary design phase of the project, the team researched the Albany County GIS website (Albany County GIS Web Map, 2016) and recorded documents in the Albany County Clerk’s office in order to identify potential needs for future right-of-way. The purpose was two-fold; first, to identify the preliminary physical property needs and ownerships and second, to commence open communication with the present landowners.

The planning and design team have made recommendations for right-of-way acquisition that we believe were necessary to fulfill the goals of the project and minimize the impact to existing landowners. Please note that a Wyoming Professional Land Surveyor will be required to establish the existing right-of-way along the corridor and determine the acreages required for the project. The following table and figures summarize the parcels and ownerships which have been identified at the thirty-five (35) percent design level for proposed right-of-way acquisition. These are outlined in the following **Table 5.3 Summary of Right Requirements** and **Figure 5.12** thru **Figure 5.15**.

**Table 5.3 Summary of Right Requirements**

Right-of-Way Requirements	Alternative 2	Alternative 3	Alternative 4
Land to be dedicated Via Platting	8.16 Acres	8.91 Acres	7.94 Acres
Level 1 Commercial Land	0.47 Acres	NA	0.19 Acres
Level 2 Commercial Land	0.89 Acres	0.28 Acres	0.46 Acres
Vacant Land	1.47 Acres	0.17 Acres	1.59 Acres
Total	10.99 Acres	9.36 Acres	10.18 Acres

### Right-of-Way Impacts for Alternates Two (2), Three (3), and Four (4)

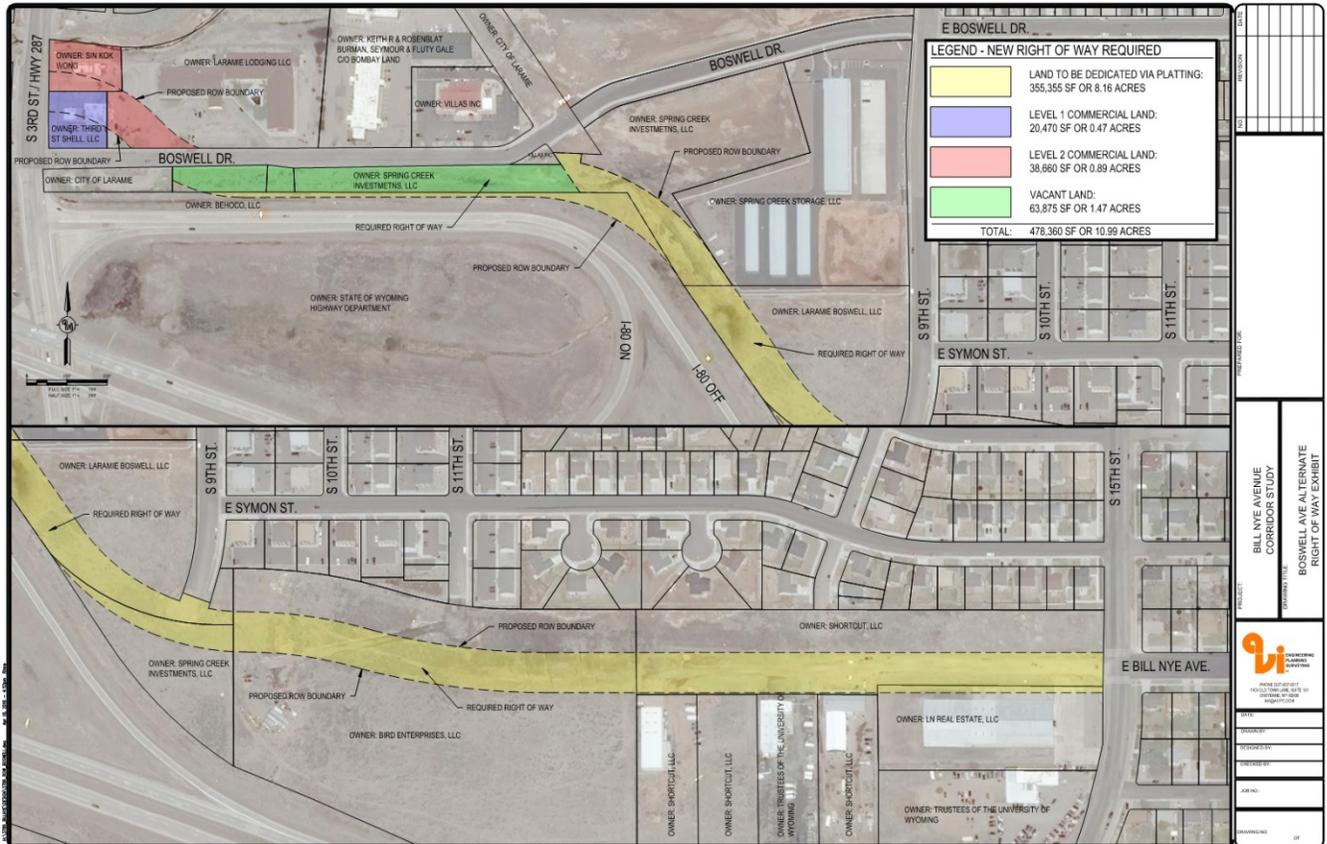


Figure 5.10 Right-of-way Requirements Alternative 2



Figure 5.11 Right-of-way Requirements Alternative 2 Detail

# BILL NYE AVENUE CORRIDOR STUDY

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Draft April 2016

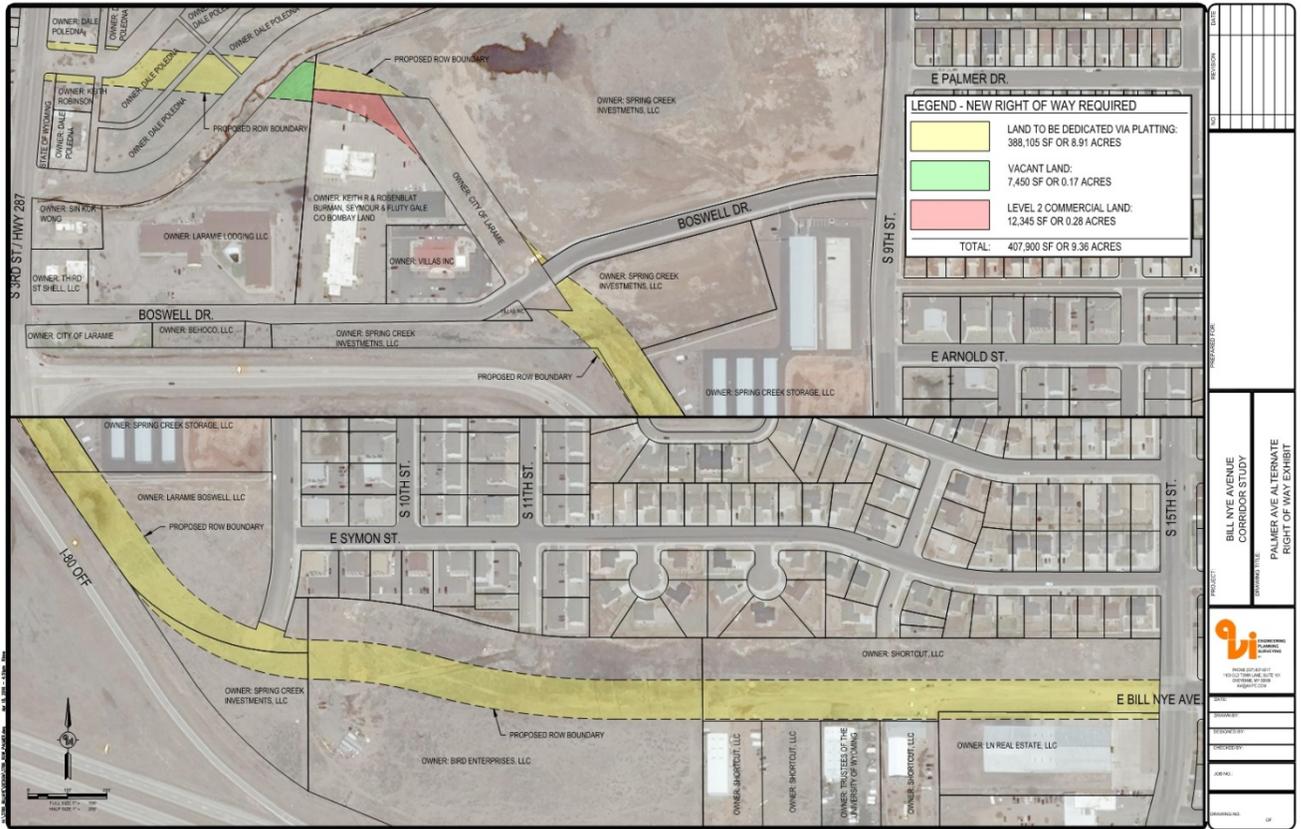


Figure 5.12 Right-of-way Requirements Alternative 3



Figure 5.13 Right-of-way Requirement Alternative 3 Detail

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## DESIGN

Draft April 2016

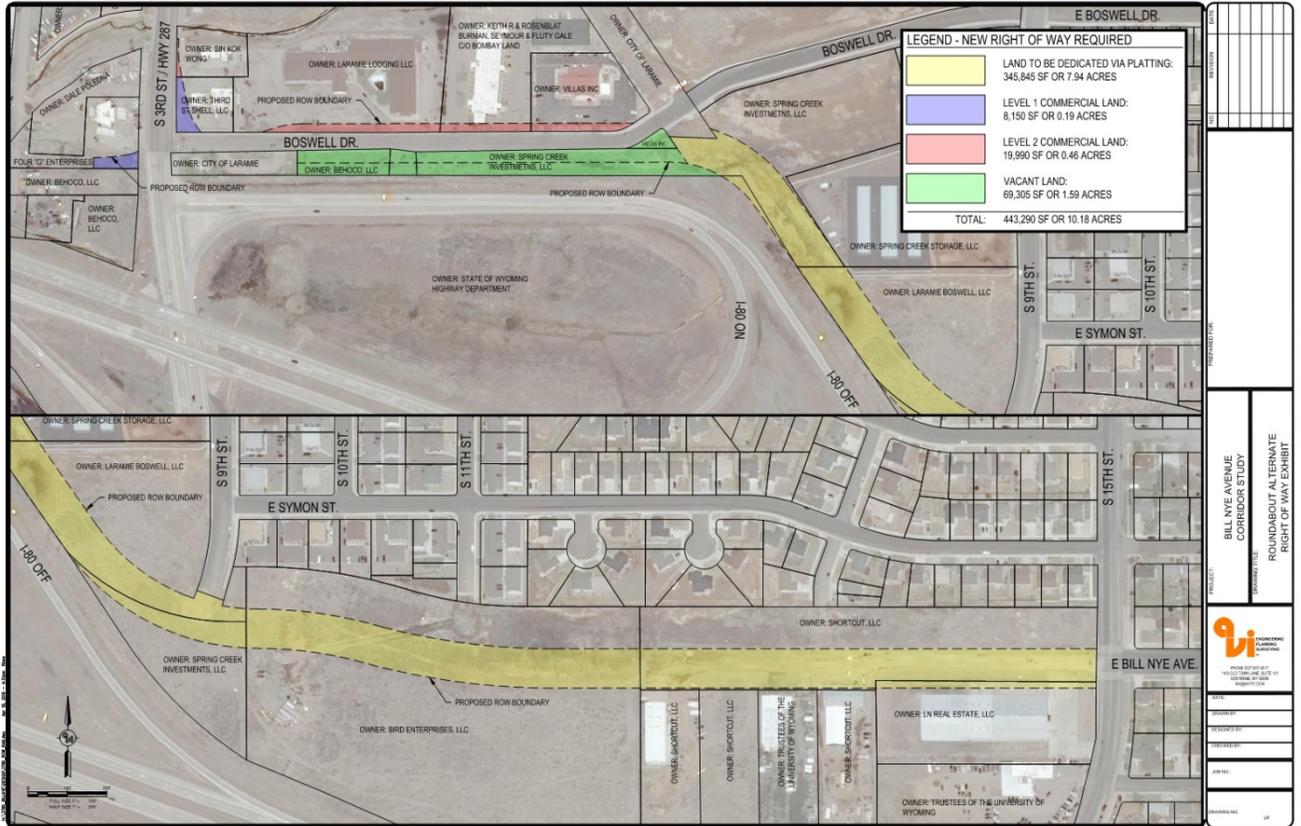


Figure 5.14 Right-of-way Requirements Alternative 4



Figure 5.15 Alternative Right-of-way Requirements Alternative 4 Detail

**Engineer’s Opinion of Probable Costs**

Cost estimates for the alternatives were developed using the following information and assumptions. Please note that the total costs and unit prices are calculated in Present Worth or Present Value dollars. Adjustments should be made for years beyond the present to better estimate the needed dollars for any future improvement plan(s).

**Table 5.4 Cost Estimates**

Description of Area	Construction Cost (1)	Right-of-way Cost (2)	Engineering Design (3)	Total	For Estimate
Alternative 1: <b>Do Nothing</b>	\$ 283,376.10	\$ -	\$ 24,641.40	\$ 308,017.50	\$ <b>310,000</b>
Alternative 2: <b>Realign Boswell Drive</b>	\$ 4,375,468.25	\$ 1,589,020.00	\$ 190,237.75	\$ 6,154,726.00	\$ <b>6,160,000</b>
Alternative 3: <b>East Palmer Drive</b>	\$ 6,059,914.65	\$ 148,140.00	\$ 263,474.55	\$ 6,471,529.20	\$ <b>6,480,000</b>
Alternative 4: <b>RAB 3<sup>rd</sup> Street</b>	\$ 4,916,573.15	\$ 798,820.00	\$ 427,528.10	\$ 6,142,921.25	\$ <b>6,150,000</b>

Cost Estimates were developed using data from the Colorado Department of Transportation (CDOT) 2014 & 2015 Cost Data Book compiled by the Engineering Estimates and Marketing Analysis Unit; 2014 & 2015 Weighted Average Bid Prices, compiled by WYDOT; Typical Costs from historical AVI project experience.

Right-of-way costs are based on listed values of adjacent similar properties gathered by the City of Laramie Planning Division and historical AVI project experience from projects in the region and projects with similar characteristics.

Quantities are based on the Conceptual Improvement Plan layouts. Please see Appendix E for additional information.

**Conceptual Options and Recommended Alternative**

As previously discussed, the goal of the recommended alternative was to create a practical alignment that resulted in a multi-modal corridor which fulfilled the following primary objectives:

- Is sensitive to the needs of the property owners,
- Promotes safety,
- Minimizes long term maintenance,

- Serves all transportation users,
- Facilitates inner City connectivity,
- Encourages economic development.

In order to properly evaluate the alternatives and ultimately make a recommendation, a systematic approach was utilized based on criteria developed from the primary purpose, goals, and objectives of the corridor. Fundamentally, the primary purpose of the Bill Nye Corridor extension is to facilitate inner City connectivity and encourage economic development. Consequently, the following criteria were developed and used to determine the recommended alignment alternative.

### Evaluation Criteria

- **Construction Cost.** Preliminary level construction costs are summarized in **Table 5.4 Cost Estimates** and detailed in **Appendix D**.
- **Right-of-way Cost.** Estimated areas of right-of-way requirements for each alternative were used to estimate right-of-way cost. See **Figure 5.10** to **Figure 5.15** and **Table 5.4 Cost Estimates**.
- **Constructability.** The constructability parameter is based the ease of construction and the ability to create the minimum impact of activities to adjacent landowners, businesses, and the traveling public.
- **Ability to Phase Construction.** The relative ease of constructing an alternative in sequential phases or layered components.
- **Maintenance Cost.** This consists of operating costs and indirect costs for maintenance. Maintenance includes routine upkeep, replacements. Indirect costs are unforeseen expenditures that may occur as a result of implementation of an alternative (e.g. impact cost to other roadways, etc.).
- **Public Consensus.** Input from the public involvement process based on the written and verbal comments received and summarized in the Foundation section of the study.
- **Direct Property Impacts.** The amount of relative negative impact of an alternative to existing business or property based on physical impact as a result of property requirements or change in access points.
- **Adjacent Impacts.** Adverse impacts including the effects on neighborhoods, intersection proximity to other major roads by implementing or modifying the corridor.
- **Environmental Impact.** The alternative has potential to affect environmental constraints such as wetlands, waterbodies, floodplains, etc. Please see the Environmental Review, **Appendix F**.
- **Qualitative Traffic Analysis.** The alternative that best provides the highest operation level or service at the horizon year 2035. See **Appendix D Traffic Analysis, Table 3** for additional information.
- **Meets the Project Purpose.** The alternative the best meets the project state of purpose to facilitate inner City connectivity and encourage economic development.

The following **Table 5.5 Alternatives Analysis** summarizes the alternative analysis and identifies the preferred alternative based on the evaluation criteria. The weighted scoring is set up with one (1) being the least expensive or easier to complete and four (4) being the more expensive or harder to complete, one (1) being the best ranked or (4) being the worst ranked, or one (1) being the most favorable and four (4) being the least favorable. Based upon the scoring criteria the option with the lowest average is the highest-ranking option.

**Table 5.5 Alternatives Analysis**

Criteria	Alternative 1 Do Nothing	Alternative 2 Boswell Realignment	Alternative 3 E. Palmer Extension	Alternative 4 RAB at 3rd Street
Construction Cost	1	2	4	3
Right-of-way Cost	1	2	4	3
Constructability	1	4	3	2
Ability to Phase Construction	1	4	3	2
Maintenance Cost	4	1	2	3
Public Consensus	4	1	3	2
Direct Property Impacts	1	4	2	3
Adjacent Impacts	4	3	2	1
Environmental Impact	Yes	Yes	Yes	Yes
Qualitative Traffic Analysis	4	3	2	1
Meets Goals and Objectives	4	3	1	2
<b>Average</b>	<b>2.5</b>	<b>2.7</b>	<b>2.6</b>	<b>2.2</b>

**Table 5.5 Alternatives Analysis** provides an excellent overall summary of the fundamental components reviewed throughout the corridor study. However, the table does not place a weight or value to each of the individual criteria listed. The value of a particular criterion is subjective and therefore depends on the perspective of the person assessing measures. All the final proposed conceptual alternatives presented meet the goal, purpose, and objective of the alignment with the exception of the “Do Nothing” option. This option fails to meet the project needs and may impact Spring Creek and associated wetlands. Therefore, it was eliminated from final consideration as a viable alternative. Furthermore of the remaining three alternative alignments, Alternative 2: Realign Boswell Drive significantly impacts the existing building structures and businesses. Given that that some of the businesses would be required to relocate, we also eliminated that option from the final consideration.

As shown in **Table 5.5 Alternatives Analysis** the remaining two alternatives Alternative 3: E. Palmer Drive and Alternative 4: Roundabout at 3<sup>rd</sup> Street clearly separated themselves from the others in terms of meeting the overall goals, objectives, and criteria of the project. Both of these alternatives received positive feedback from the public open house, create the required east west connection across Laramie, and can handle the future traffic demands projected for the area.

Several design challenges are related to the development of a roundabout due to the proximity of to the existing Shell Service Station at the northeast corner of Boswell Drive and 3<sup>rd</sup> Street and accommodation of large trucks and emergency vehicles. Through proper design, roundabouts can easily accommodate emergency and large sized vehicles. Other special design considerations for this roundabout includes: truck movements; pedestrian and bike accommodation; single lane to double lane signing and stripping issues. However, we recommend Alternative 4: Roundabout at 3<sup>rd</sup> Street based on the following reasons:

- Improved Safety (e.g. Reduce injury crashes). It should be noted that property damage crashes will likely increase until users become accustomed to traversing the roundabout but, serious crashes will be virtually eliminated compared to four-way or signalized intersection.
- Reduced long term maintenance cost
- Improved traffic flow and efficiency
- No signal equipment to install and repair (i.e. savings on electrical and maintenance costs).
- Improved traffic flow and efficiency for intersections that handle left turns
- Eliminates the need for a for future anticipated and projected signalization of WBL On/ Off Ramps
- Reduces confusion related to the I-80 WB On/ Off Ramp location and separation for non-local traffic
- Eliminates the need for auxiliary storage lanes
- Slower traffic speeds
- Create a Southern Gateway into Laramie
- 3<sup>rd</sup> Street box culvert extension required instead of bridge or large culvert installation for the E. Palmer Drive Extension.

The final recommendation is for the City of Laramie to set aside or appropriate funds and hire a consultant to complete 100% construction drawings of the corridor.

### Summary of Corridor Recommendations

#### Funding Options:

- The public sector (City of Laramie, WYDOT, etc.) will primarily play an important role in “readying the area for private investment” through infrastructure improvements, public planning and policy initiatives. From these initiatives and/or investments, private sector development and redevelopment can be leveraged.
- Funding mechanisms for public infrastructure could include loans and grants (e.g., Wyoming Business Council’s Business Ready Community Program and Community Facilities Grant and Loan Program); Community Development Block Grant (CDBG) funds; revenue bonds; and general obligation bonds; and 1% Special Use Tax.
- A public-private partnership for development will likely take many forms and have many partners, responsibilities and funding alternatives. In the end, a successful partnership will ensure that both the public and private sectors will realize reasonable returns on their investments and the community will realize their long-term vision for this important transportation corridor.

#### Recommendations:

- Fund a design /drainage improvement plan for the construction of the corridor and proposed two lane roundabout improvements for Alternative 4: Roundabout at 3<sup>rd</sup> Street.
- Implement wet and dry utility priority projects as funding resources become available or development becomes the catalyst.
- Reserve right-of-way as development occurs along the undeveloped corridor.
- Implement Construction Phased Strategies along Corridor.
- Explore opportunities, as area develops, to provide roadway storm water detention / retention features / facilities.
- Implement Typical Section(s) as development occurs.
- Update/ install strategic street lighting at key intersections as development occurs.

# **APPENDIX A**

# **Improvement Plans**

BILL NYE AVENUE CORRIDOR PLAN

35% DESIGN PLANS FOR

# BILL NYE AVENUE CORRIDOR PLAN

OWNER

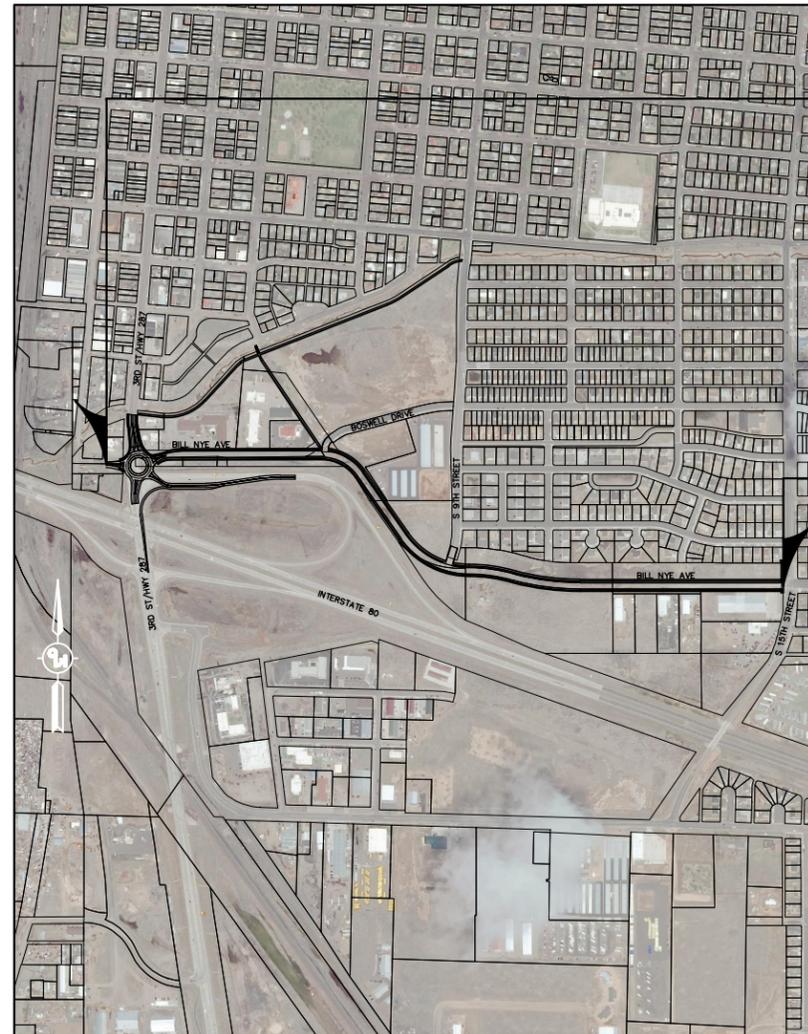
CITY OF LARAMIE  
406 IVINSON STREET  
CHEYENNE, WY 82070

ENGINEER:

 AVI PC  
1103 OLD TOWN LANE, SUITE 101  
CHEYENNE, WYOMING 82001  
307.637.6017  
FAX 307.632.9326  
WWW.AVIPC.COM

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS
3 - 6	BILL NYE AVE PLAN & PROFILES
7	3RD STREET PLAN & PROFILE



BEGIN BILL NYE AVE  
STA. 00+00.00

END BILL NYE AVE  
STA. 50+02.52

ROADWAY LENGTHS	
BILL NYE AVE	5,003 FT
3RD STREET	659 FT
<b>TOTAL</b>	<b>5,662 FT</b>

Project Extents



Vicinity Map - Laramie, Wyoming

ENGINEER'S CERTIFICATE

I HEREBY CERTIFY THAT THESE PLANS WERE  
PREPARED BY ME OR UNDER MY DIRECT SUPERVISION  
AND THAT I AM A DULY REGISTERED PROFESSIONAL  
ENGINEER IN THE STATE OF WYOMING.



PROJECT SURVEY DATUM  
HORIZONTAL DATUM: \_\_\_\_\_  
VERTICAL DATUM: \_\_\_\_\_

NO.	REVISION	DATE

PREPARED FOR:  
**CITY OF LARAMIE**  
**406 IVINSON ST**  
**LARAMIE, WY 82070**

PROJECT:  
**BILL NYE AVENUE CORRIDOR STUDY**

DRAWING TITLE:  
**TYPICAL SECTION**



307.637.6017  
 1103 OLD TOWN LANE, SUITE 101  
 CHEYENNE, WY 82009  
 AVI@AVIPC.COM

DATE:  
**3/18/2016**

DRAWN BY:  
**JDW**

DESIGNED BY:  
**JDW**

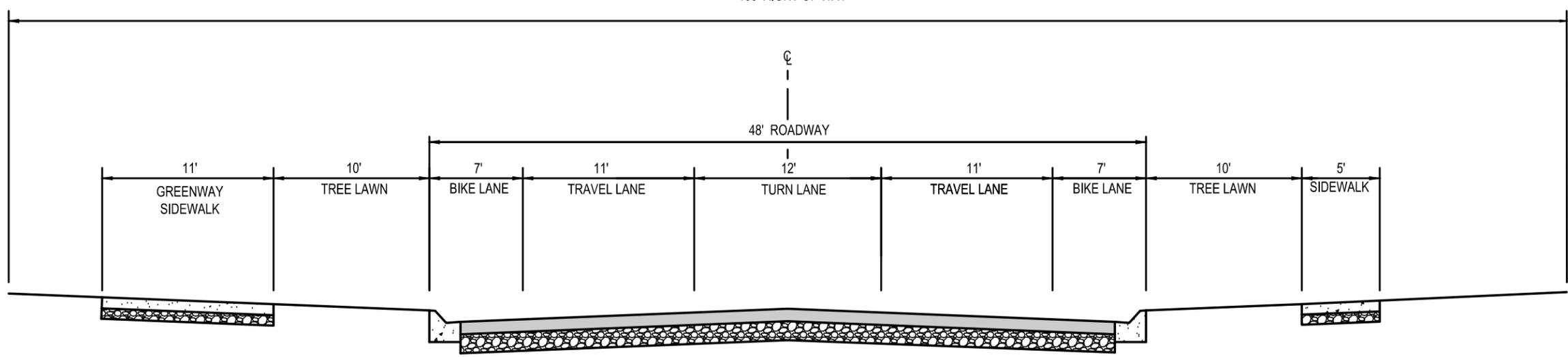
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**TDC**

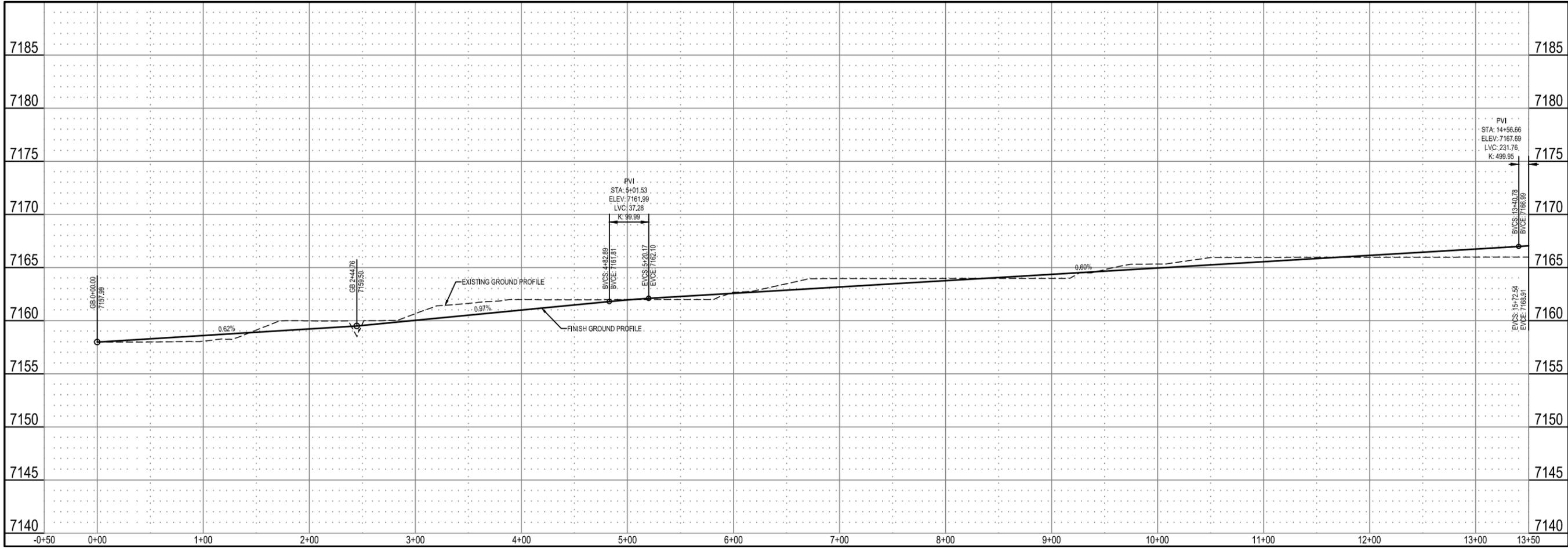
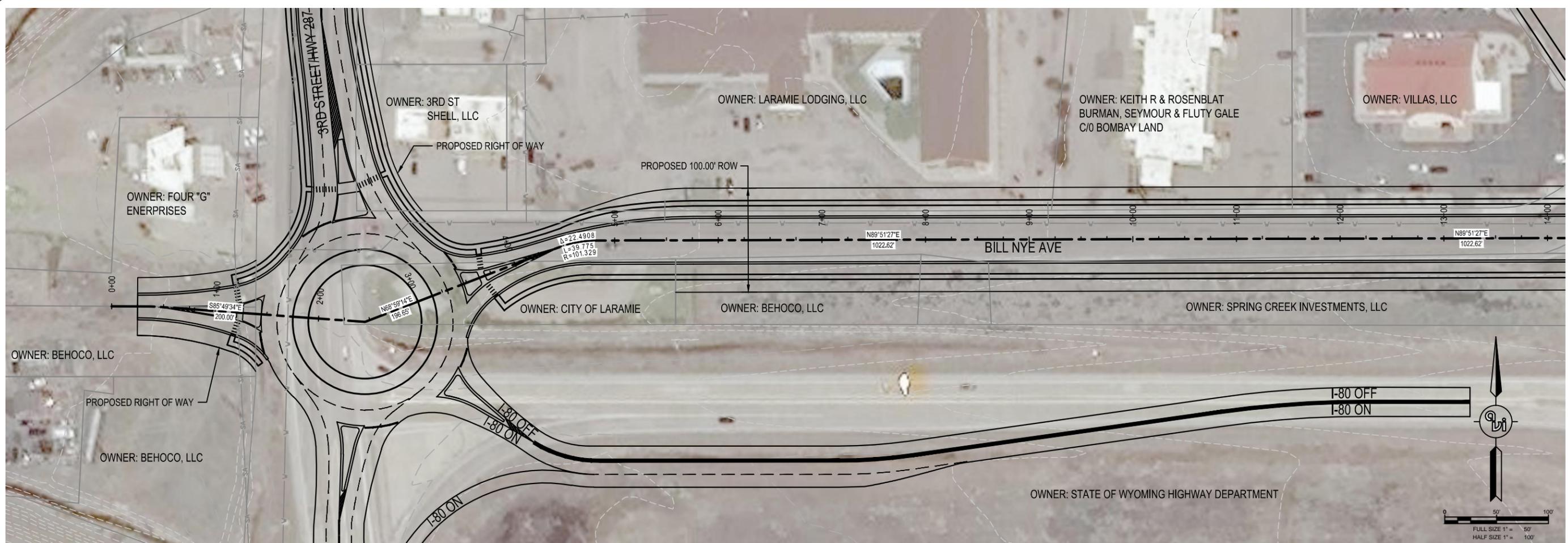
JOB NO.:  
**2-3786.15**

DRAWING NO. **2** OF

**BILL NYE AVENUE**  
**PROPOSED TYPICAL SECTION**  
**WEST TO EAST**

100' RIGHT OF WAY





NO.	REVISION	DATE

PREPARED FOR:  
**CITY OF LARAMIE**  
 406 IVINSON ST  
 LARAMIE, WY 82070

PROJECT:  
**BILL NYE AVENUE CORRIDOR STUDY**

DRAWING TITLE:  
**BILL NYE AVENUE PLAN & PROFILE**



DATE:  
**3/18/2016**

DRAWN BY:  
**JDW**

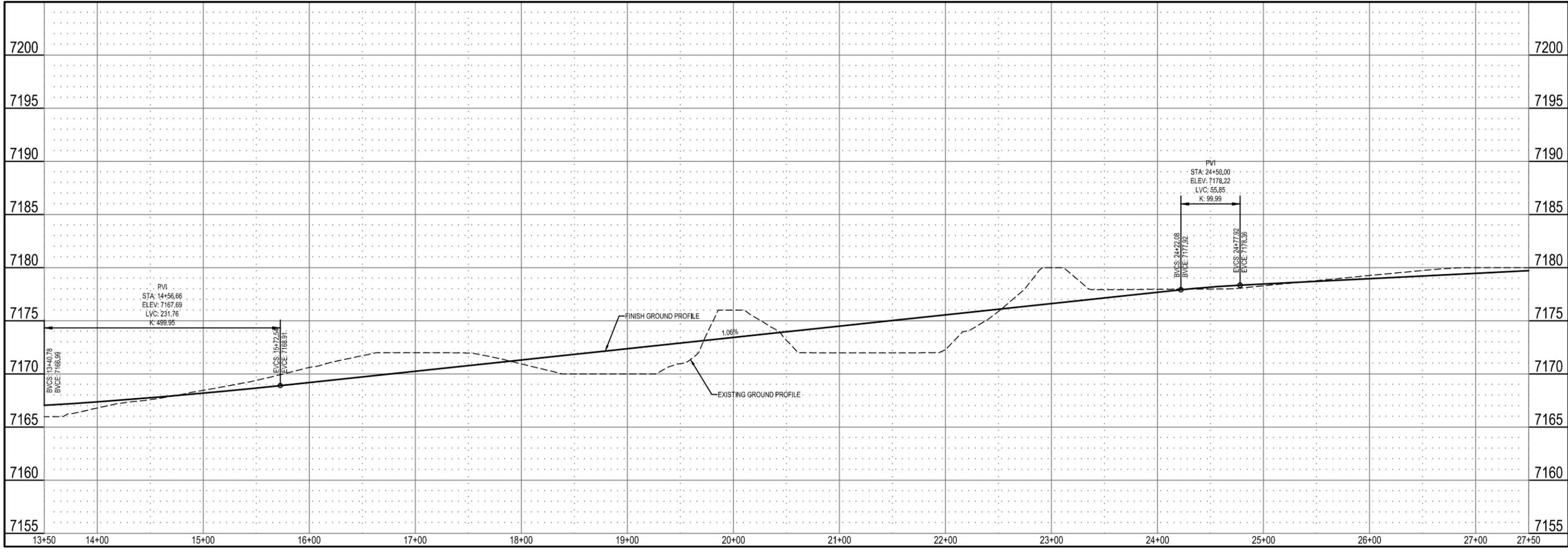
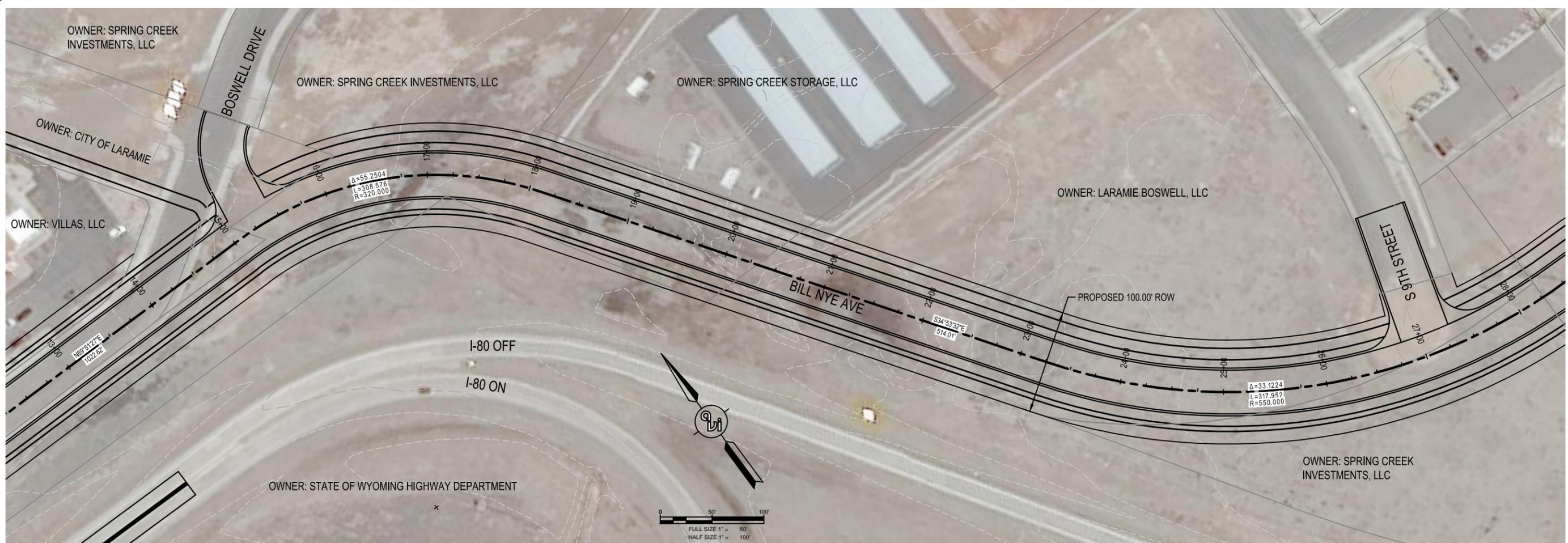
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**JDW**

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**TDC**

JOB NO.:  
**2-3786.15**

DRAWING NO. **3** OF

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NO.	REVISION	DATE

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**CITY OF LARAMIE**  
 406 IVINSON ST  
 LARAMIE, WY 82070

PROJECT:  
**BILL NYE AVENUE CORRIDOR STUDY**

DRAWING TITLE:  
**BILL NYE AVENUE PLAN & PROFILE**



DATE:  
**3/18/2016**

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**JDW**

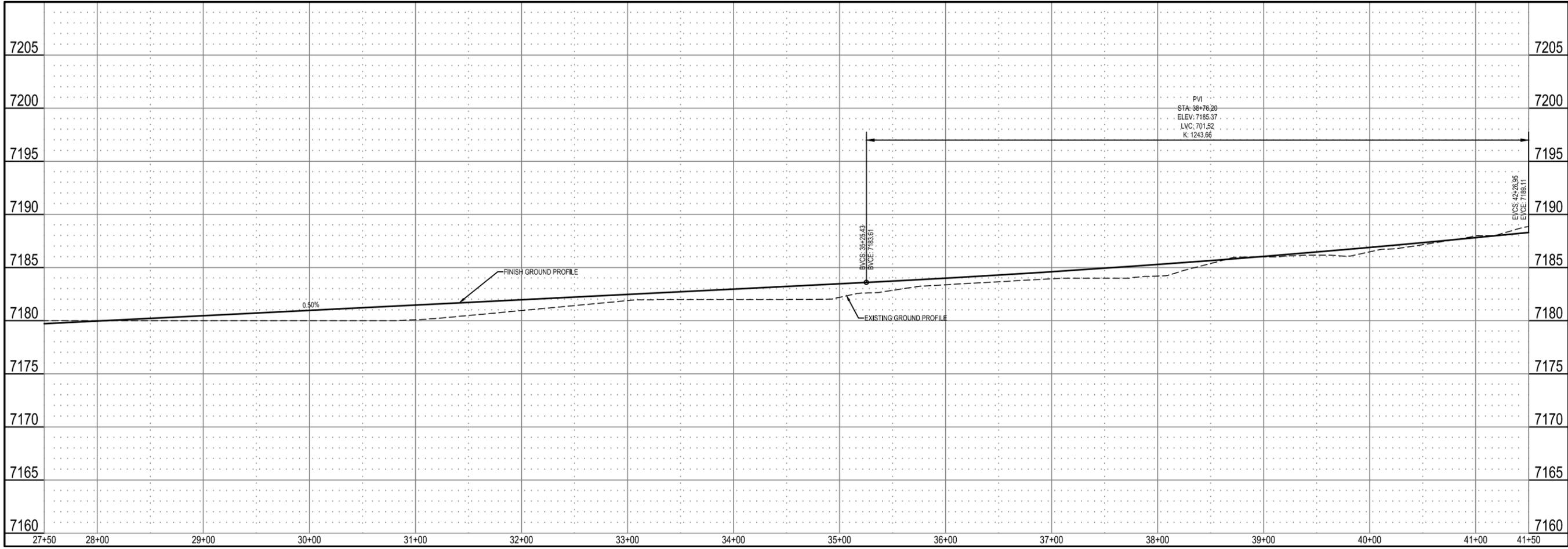
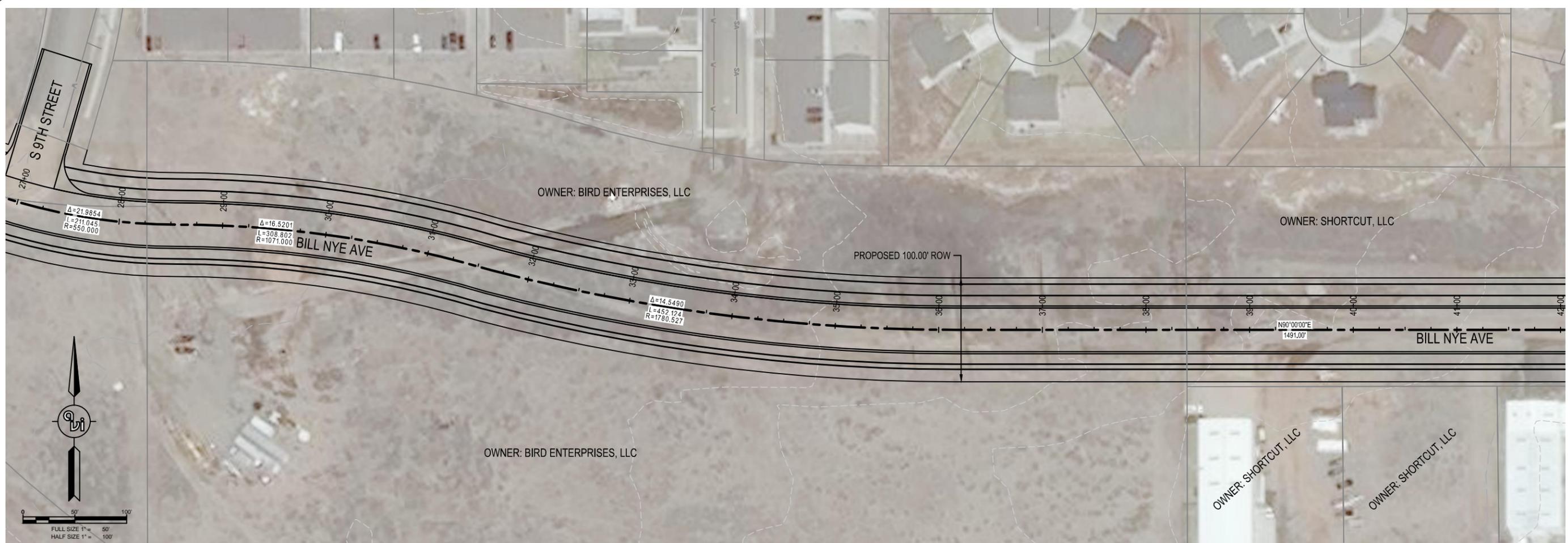
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CHECKED BY:  
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DRAWING NO. **4** OF

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**CITY OF LARAMIE**  
 406 IVINSON ST  
 LARAMIE, WY 82070

PROJECT:  
**BILL NYE AVENUE CORRIDOR STUDY**

DRAWING TITLE:  
**BILL NYE AVENUE PLAN & PROFILE**



DATE:  
**3/18/2016**

DRAWN BY:  
**JDW**

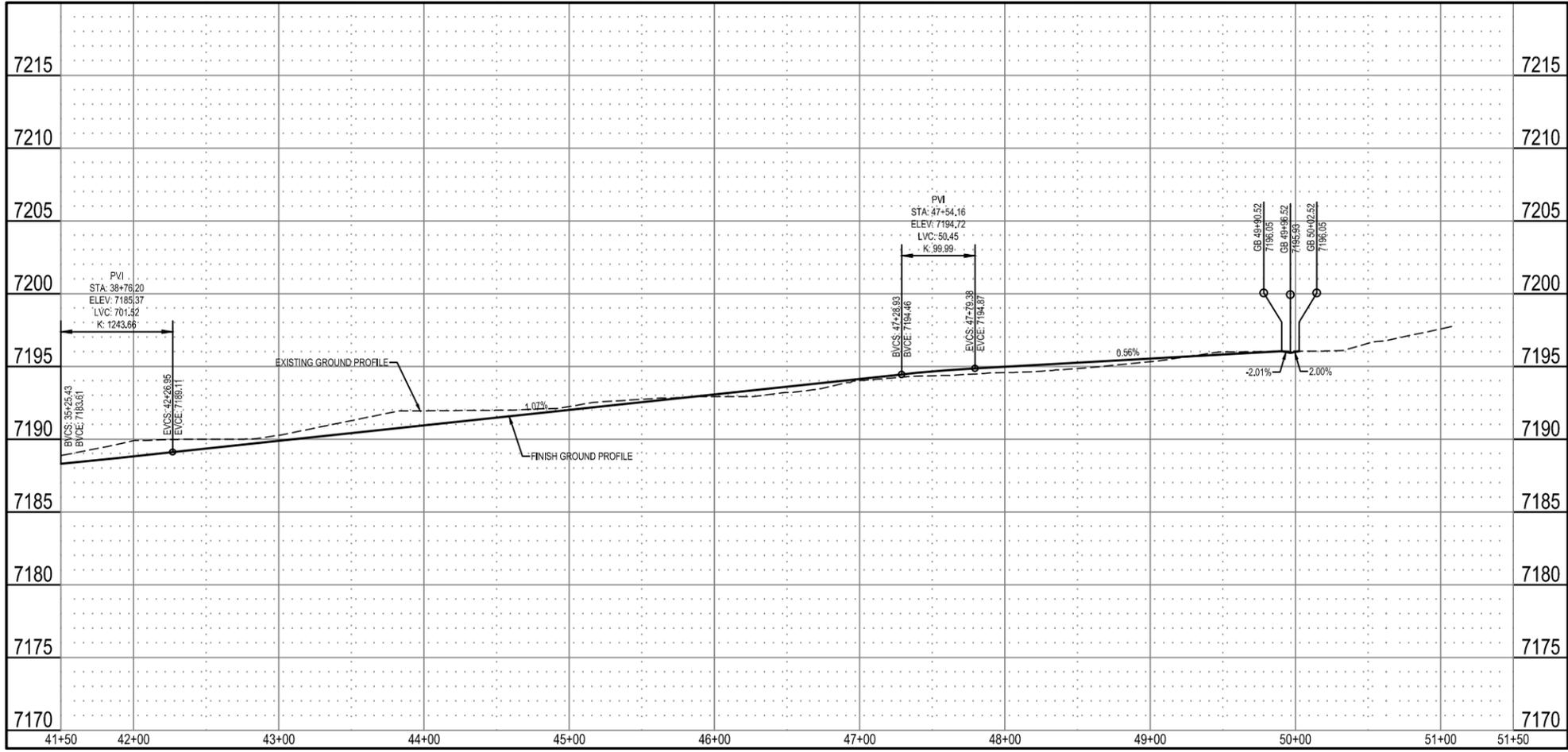
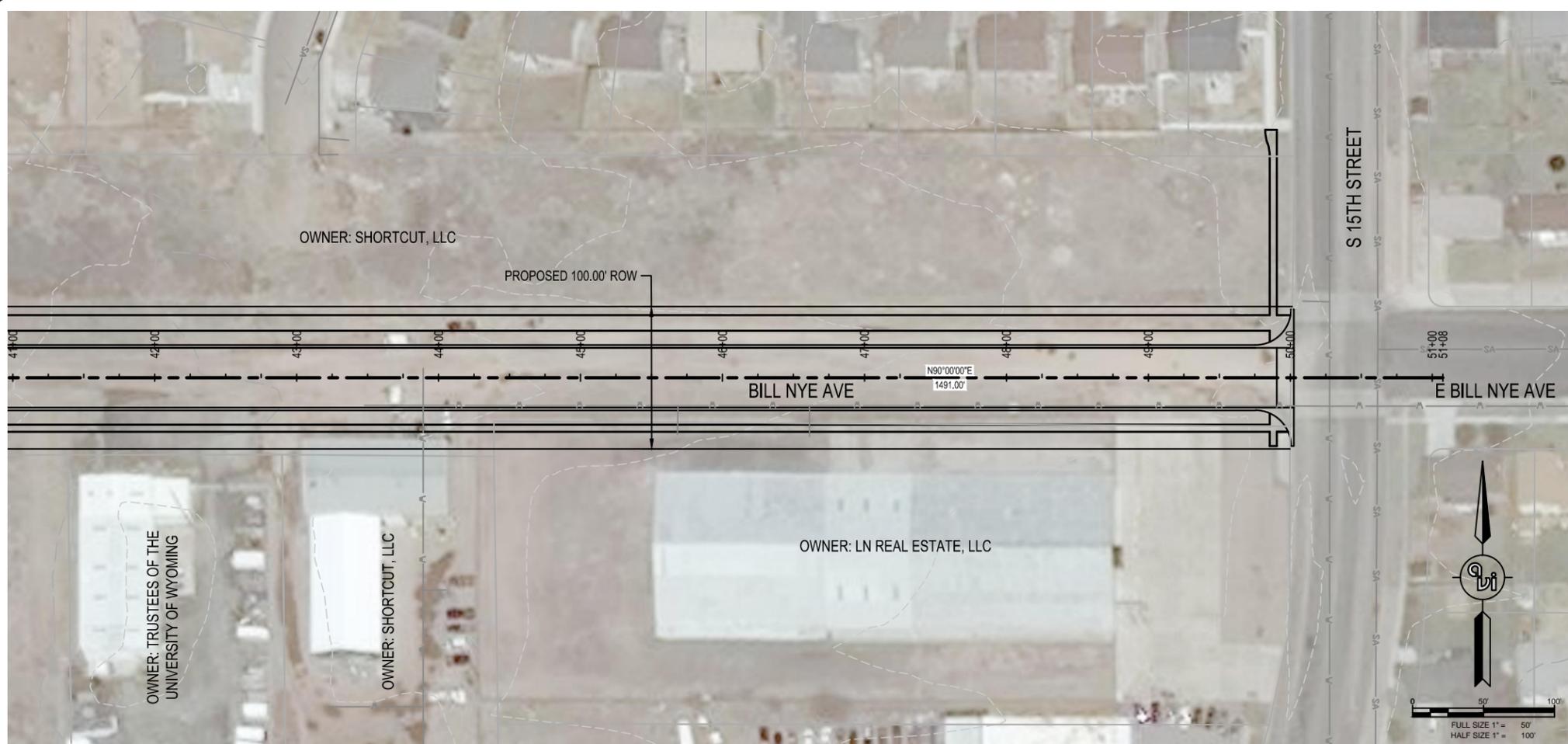
DESIGNED BY:  
**JDW**

CHECKED BY:  
**TDC**

JOB NO.:  
**2-3786.15**

DRAWING NO. **5** OF

H:\3786\_BILLNYE\DESIGN\VTM\_DESIGN.dwg Mar 18, 2016 - 3:36pm Johnson



H:\3786\_BILL NYE AVENUE\3786\_DESIGN.dwg Mar 18, 2016 - 3:35pm Johnson

NO.	REVISION	DATE

PREPARED FOR:

**CITY OF LARAMIE**  
**406 IVINSON ST**  
**LARAMIE, WY 82070**

PROJECT:

**BILL NYE AVENUE CORRIDOR STUDY**

DRAWING TITLE:

**BILL NYE AVENUE PLAN & PROFILE**

**avi** ENGINEERING  
 PLANNING  
 SURVEYING  
 PC

307.637.6017  
 1103 OLD TOWN LANE, SUITE 101  
 CHEYENNE, WY 82009  
 AVI@AVIPC.COM

DATE:  
**3/18/2016**

DRAWN BY:  
**JDW**

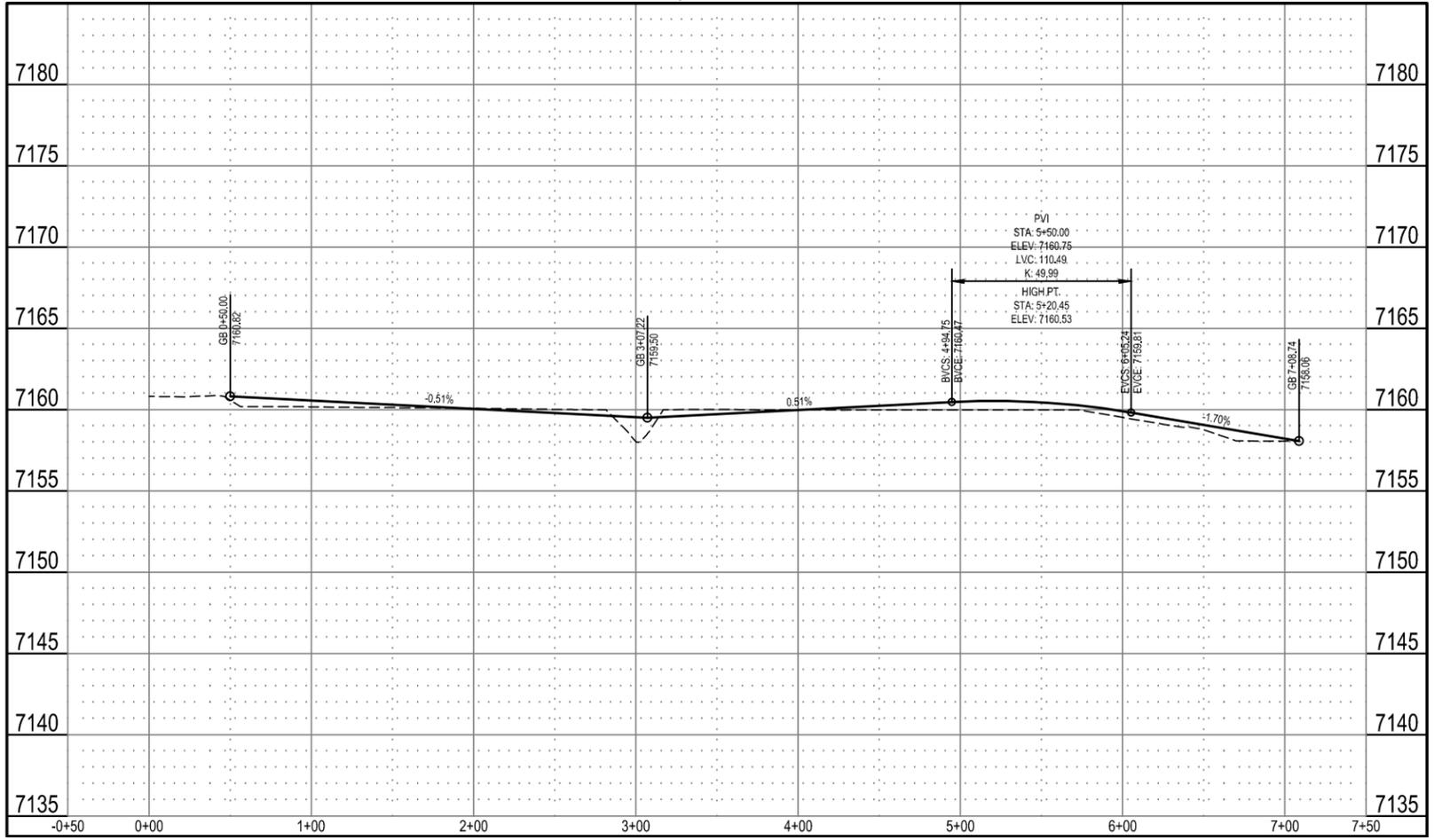
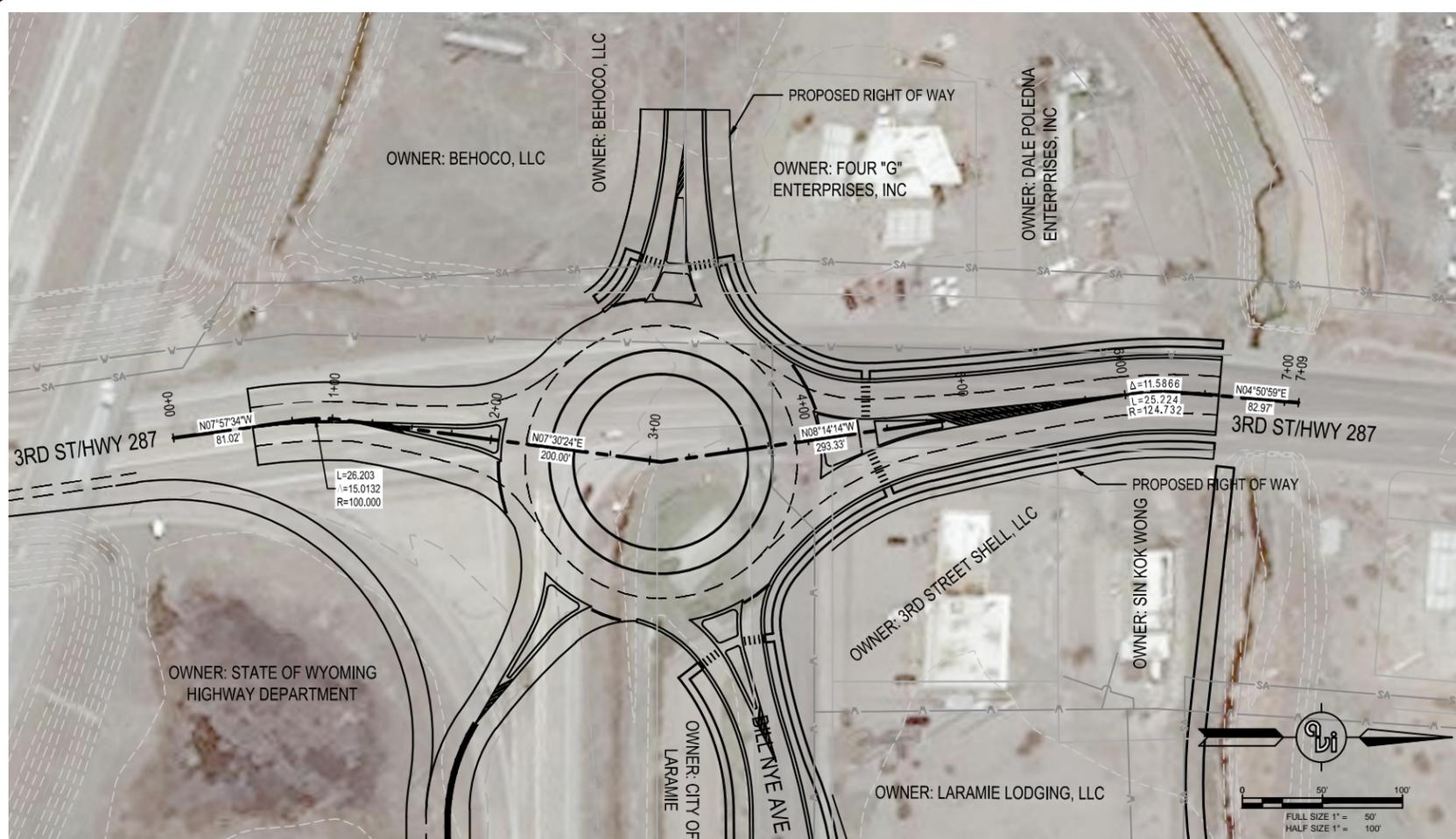
DESIGNED BY:  
**JDW**

CHECKED BY:  
**TDC**

JOB NO.:

**2-3786.15**

DRAWING NO. **6** OF



H:\3786\_BILL NYE\DESIGN\3786\_DESIGN.dwg Mar 18, 2016 - 3:48pm jelson

NO.	REVISION	DATE

PREPARED FOR:  
**CITY OF LARAMIE**  
 406 IVINSON ST  
 LARAMIE, WY 82070

PROJECT:  
**BILL NYE AVENUE CORRIDOR STUDY**

DRAWING TITLE:  
**3RD STREET PLAN & PROFILE**



DATE:  
**3/18/2016**

DRAWN BY:  
**JDW**

DESIGNED BY:  
**JDW**

CHECKED BY:  
**TDC**

JOB NO.:  
**2-3786.15**

DRAWING NO. **7** OF

# **APPENDIX B**

# **Public Meetings**



City of Laramie  
406 Iverson St.  
Laramie, WY 82070



City of Laramie  
406 Iverson St.  
Laramie, WY 82070



City of Laramie  
406 Iverson St.  
Laramie, WY 82070



City of Laramie  
406 Iverson St.  
Laramie, WY 82070

# Bill Nye Avenue Corridor Study

PLEASE JOIN US  
for a  
OPEN HOUSE &  
PRESENTATION

When: Wed. October 21, 2015  
Where: Albany County Library  
310 S 8th St  
Laramie, WY 82070

Time: 5:00 p.m. – 7:00 PM  
Presentation at 5:15 p.m.

The purpose of this meeting is to provide an update on the plan, further solicit ideas and comments.



For additional information and updates, please check the City of Laramie Website at <http://www.ci.laramie.wy.us/>  
Or Contact Tom Cobb at AVI, P.C. email: [cobb@avipc.com](mailto:cobb@avipc.com) or 307.637.6017

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FOUR G" ENTERPRISES INC  
PO BOX 310  
LARAMIE, WY 82073

ELKEN, CAROLYN  
PO BOX 9494  
RANCHO CUCAMONGA, CA 91701

DAVIS FUNERAL HOME INC  
2203 W MAIN ST  
RIVERTON, WY 82501

BIRD ENTERPRISES, LLC, A WY LLC  
PO BOX 1363  
LARAMIE, WY 82073

BELL, JOHN W; ROBERT L SR  
PO BOX 1232  
LARAMIE, WY 82073

DAVIS, ROBERT P; DEBRA B  
3416 MAMMOTH CT  
LARAMIE, WY 82072

ALBURN, CRAIG ROBERT; ANN M  
1083 DUNA DR  
LARAMIE, WY 82072

FORRY, TODD S; DEBY L  
2713 DOVER DR  
LARAMIE, WY 82072

DEYOUNG, CHRISTOPHER JORDAN, JANINE  
1555 N 22ND ST  
LARAMIE, WY 82072

DREW, THOMAS D; KAREN M  
1602 DOWNEY ST  
LARAMIE, WY 82072

DESALLE, MARC; CRYSTAL  
1510 ORD ST  
LARAMIE, WY 82070

A.M. RENTALS, LLC, A WY LLC  
1309 SPRING CREEK DR  
LARAMIE, WY 82070

BOUTILIER, GLENN  
1019 S 10TH ST  
LARAMIE, WY 82070

GOODIN, SUSANNA  
1005 S 7TH ST  
LARAMIE, WY 82070

BELL, ROBERT L; JOHN W  
1303 S 2ND  
LARAMIE, WY 82070

GASSON, WALTER F  
REVOCABLE TRUST GASSON,  
KIM REVOCABLE TRUST  
10115 WIND DANCER RD  
CHEYENNE, WY 82009

STROOT, MATTHEW P  
PO BOX 2439  
LARAMIE, WY 82003

COLLINS, MICHAEL D & STACY J  
9056 US HIGHWAY 285 S  
ALAMOSA, CO 81101

ANDERS, RANDALL F & ROBIN S  
8443 US HIGHWAY 85  
FORT LUPTON, CO 80621

BUTCHER, CLINTON H  
7005 BLACK RIDGE DR  
EL PASO, TX 79912

DAVIES, JOSEPH P & TASHA M TRUST DAVIES, JOSEPH  
P & TASHA M, TRUSTEES  
14108 ENGLAND ST  
OVERLAND PARK, KS 66221

DOUBLE G VENTURES LLC, A WY LLC  
ATTN: GRAHAM, TODD  
PO BOX 6279  
BOZEMAN, MT 59771

GOODTREE DEVELOPMENT CO II, LLC, A WY LL  
ATTN: GOODMAN, PHILLIP  
2475 STUART ST  
BROOKLYN, NY 11229

CHITTOOR, CHANDRAMOHAN SRIDHARAN  
324 CONSTITUTION CIRCLE  
NORTH BRUNSWICK, NJ 08902

SMITH-CONROY LIVING TRUST SMITH-CONROY,  
DIANE & DEAN P, TRUSTEES  
4460 B GROUSE CREEK RD  
CHEWELAH, WA 99109

GOLIKE, SCOTT A & ROBERTA L  
15841 28TH AVE NE  
SHORELINE, WA 98155

MARTIN, LING; RAYMOND S III  
47736 AVALON HTS  
FREMONT, CA 94539

MARTIN, RAYMOND S; LING  
47736 AVALON HTS TER  
FREMONT, CA 94539

LINDER FAMILY REV TRUST LINDER, DAVID C, JR;  
REGINA D TTEES  
130 E WOODWARD DR  
TULARE, CA 93274

FRAZIER, JANET LEE  
25422 TRABUCO RD STE 105-391  
LAKE FOREST, CA 92630

NELSON, THOMAS A  
26131 MCBEAN PKWY 120  
VALENCIA, CA 91355

STILLINGS, LISA LYNN POULSON, SIMON ROGER  
3352 EVERETT DR  
RENO, NV 89503

SONDEREGGER, DEREK L  
3850 N PATTERSON BLVD  
FLAGSTAFF, AZ 86004

KELLOGG, DAVID H LIV TRUST KELLOGG, DAVID H  
TRUSTEE  
60366 E ANKOLE DR  
ORACLE, AZ 85623

PODLESNIK, ADELAIDE A ATTN: PODLESNIK,  
ADELAIDE C  
5927 E AIRE LIBRE LN  
SCOTTSDALE, AZ 85254

LEE, MICHELLE L  
200 E KNOX RD LOT 182  
CHANDLER, AZ 85225

LARAMIE BOSWELL, LLC, A UT LLC  
230 EAST SOUTH TEMPLE  
SALT LAKE CITY, UT 84111

ESPENSCHIED, BRIAN & ANNE E ESPENSCHIED,  
CHAD & GUDRID  
PO BOX 430  
BIG PINEY, WY 83113

MILL CREEK PROPERTIES, LLC ATTN: FENN,  
WILLIAM F  
PO BOX 423  
PINEDALE, WY 82941

PETERSON, ADRIANNE  
PO BOX 1186  
PINEDALE, WY 82941

VICKREY, MICHAEL D & DEBORAH J  
PO BOX 441  
PINEDALE, WY 82941

MCKINNEY PROPERTIES, LLC, A WY CLOSE LLC  
ATTN: MCKINNEY, TIM/JENNIFER  
PO BOX 35  
102 NOBLE RD  
CORA, WY 82925

FIELDS, CHRISTOPHER A; CONNIE J GILCHRIST,  
GREGORY LEE  
805 EISENHOWER DR  
ROCK SPRINGS, WY 82901

GRAY, LEONARD A & BRENDA G  
1008 PINTO  
ROCK SPRINGS, WY 82901

GREIG, T; WEST, J; PELDO, C; LEE, R  
426 SHADOW RIDGE BLVD  
SHERIDAN, WY 82801

STEIR, JOHN & PEGGY  
1441 N HEIGHTS AVE  
SHERIDAN, WY 82801

GREEN, CHARLES GREGORY GREEN, ALLEN  
70 HAYFIELD PLACE  
GILLETTE, WY 82718

BOUZIS, NEKTARIOS ANTHONY  
708 W 8TH ST  
GILLETTE, WY 82716

THOREN, BRUCE J & SABRINA  
PO BOX 178  
SHOSHONE, WY 82649

ANDERSON FAMILY TRUST ANDERSON, LINDA L &  
MARLIN D, TRUSTEES  
358 ESTERBROOK RD  
DOUGLAS, WY 82633

BOYER, BRYAN G & TAMI L  
1 SIERRA  
DOUGLAS, WY 82633

LUCK-TORRY, KERRY  
521 SEMINOE ST  
CASPER, WY 82609

WIGINTON, CECIL; LYNNETTE  
2050 W 38TH ST  
CASPER, WY 82604

ROMAN REAL ESTATE & INVESTMENTS, LLC ATTN:  
MCINTYRE, RYAN  
152 N DURBIN ST  
STE 404  
CASPER, WY 82601

REYNOLDS, DON A; CORA LEE  
809 VANCE DR  
LANDER, WY 82520

SORENSEN, DAVID O & LEA R  
1006 LANE 12  
LOVELL, WY 82431

SANDRY, KELLY L & DONNA K  
197 ROAD 20  
CODY, WY 82414

SAULCY, JUDITH J FAMILY TRUST SAULCY,  
WILLIAM R, JR, TRUSTEE  
PO BOX 127  
ENCAMPMENT, WY 82325

OSBURN PROPERTIES, LLC, A WY LLC  
PO BOX 565  
GUERNSEY, WY 82214

PINNEO, KENNETH W; VICKI L  
1354 SPRUCE ST  
WHEATLAND, WY 82201

WHITNEY, FAY W  
PO BOX 609  
WHEATLAND, WY 82201

HOLMES, BRADLEY ALLEN; JULIE VIRGINIA  
HC 64 BOX 402  
MCFADDEN, WY 82083

BLUE SKY TECHNOLOGIES A WY CORP  
PO BOX 1436  
LARAMIE, WY 82073

BROWN, DORIS ANITA  
PO BOX 177  
LARAMIE, WY 82073

CANTWAY, D L LIV TRUST CANTWAY, D L & LINDA  
D TRUSTEES  
PO BOX 1371  
LARAMIE, WY 82073

DILLINGER, LOUIS F LIV TRUST DILLINGER, CAROL  
L LIV TRUST  
PO BOX 914  
LARAMIE, WY 82073

FELTZ, WAYNE  
PO BOX 773  
LARAMIE, WY 82073

GIEHM, NOEL & JANET LIVING TRUST GIEHM,  
NOEL R & JANET K, TRUSTEE  
PO BOX 516  
LARAMIE, WY 82073

JAIRELL, RUSSELL J  
PO BOX 151  
LARAMIE, WY 82073

JOHNSTON, RALPH R  
PO BOX 702  
LARAMIE, WY 82073

JONES, RODNEY G; CHLOE M  
PO BOX 1044  
LARAMIE, WY 82073

KENNEDY, THOMAS C REV TR ATTN: FIRST  
WESTERN TRUST BANK  
PO BOX 1628  
LARAMIE, WY 82073

KUNKEL, GARY GROSSI, SYLVIA  
PO BOX 1063  
LARAMIE, WY 82073

LARAMIE LAWNERY INC ATTN: RERUCHA, LUKE  
PO BOX 425  
LARAMIE, WY 82073

LINDGREN, CECILIA RAMIREZ, RANDAL  
PO BOX 1010  
LARAMIE, WY 82073

MACKINTOSH, FREDERICK JOHN & JESSICA L  
PO BOX 1684  
LARAMIE, WY 82073

MILLAR, ALAN J  
PO BOX 681  
LARAMIE, WY 82073

MILLER, GERALD R  
PO BOX 1424  
LARAMIE, WY 82073

MORENO, LLC, A WY LLC  
PO BOX 1538  
LARAMIE, WY 82073

MRH HOLDING, LLC, A WY CLOSE LLC  
PO BOX 1670  
LARAMIE, WY 82073

N K LEASING LLC ATTN: GIEHM, NOEL  
PO BOX 516  
LARAMIE, WY 82073

PETERSON, JERALD J  
PO BOX 1174  
LARAMIE, WY 82073

RAKESTRAW, DAVID D  
PO BOX 2447  
LARAMIE, WY 82073

RASMUSSEN, EDWARD C & ELIZABETH H  
PO BOX 1621  
LARAMIE, WY 82073

REHWALDT, MARK D LAWRENCE, JENNIFER J  
PO BOX 893  
LARAMIE, WY 82073

SATO, HIROKO  
PO BOX 1103  
LARAMIE, WY 82073

THIRD STREET SHELL, LLC, A WY LLC  
ATTN: WARREN, GREG  
PO BOX 370  
LARAMIE, WY 82073

WAGGONER, JAMES WILLIAM; KARRI KAY  
PO BOX 2124  
LARAMIE, WY 82073

WOLF, JOE & JENNY  
PO BOX 276  
LARAMIE, WY 82073

WYOMING CONFERENCE ASSOCIATION OF  
SEVENTH-DAY ADVENTISTS  
PO BOX 945  
LARAMIE, WY 82073

BARTKE, THEODORE & DIANA L  
1160 ESCALERA DR  
LARAMIE, WY 82072

BEHOCO, LLC, A WY LLC ATTN: BALL, SUSAN C  
1267 N 15TH ST STE 121  
LARAMIE, WY 82072

BOUCHER, JOEL D  
2503 TULLIS CT  
LARAMIE, WY 82072

BROWN, C C & LORIE & YOUNG, JAMES  
1364 N 6TH  
LARAMIE, WY 82072

BURNS, DAVID E & LISA M  
1360 INDIAN HILLS DR  
LARAMIE, WY 82072

BURY, JEFFREY T & SUSAN E  
2142 EDWARD DR  
LARAMIE, WY 82072

DINI, TERRENCE JON  
1254 APACHE DR  
LARAMIE, WY 82072

DODD, MICHELLE C & JERROLD G  
2053 N 22ND ST  
LARAMIE, WY 82072

EDWARDS, LAURIE H REV TRUST EDWARDS,  
LAURIE H, TRUSTEE  
4322 CHEYENNE DR  
LARAMIE, WY 82072

FALL CREEK HOMEOWNERS ASSN  
418 E UNIVERSITY  
LARAMIE, WY 82072

FRANC, LORI JEAN REVOCABLE TRUST FRANC,  
LORI JEAN, TRUSTEE  
1085 COLINA DR  
LARAMIE, WY 82072

HAINES, JEANNE M  
459 ROGER CANYON RD  
LARAMIE, WY 82072

HOCH, ANTHONY R  
571 N 8TH ST  
LARAMIE, WY 82072

HOLBROOK, W STEVEN & ZARE, BONNIE  
1051 DUNA  
LARAMIE, WY 82072

JCC PROPERTIES, LLC ATTN: COLTER, CHRIS A  
1332 GRAFTON ST  
LARAMIE, WY 82072

JOHNSTON, JAMES L  
530 BEAUFORT ST 82  
LARAMIE, WY 82072

L & P RENTALS, LLC, A WY LLC  
3419 MAMMOTH CT  
LARAMIE, WY 82072

LARSEN, MICHAEL EDWARD JOHNSTON, JAMES L  
530 BEAUFORT ST 82  
LARAMIE, WY 82072

LOCKHART, HUGH D  
23 WARREN RANCH RD  
LARAMIE, WY 82072

MAJOR, BRENT  
868 N 14TH  
LARAMIE, WY 82072

MEDINA, BETHEL; CHRISTOPHER S  
460 N 8TH ST  
LARAMIE, WY 82072

MILLER, PETER J & CASSIE D  
4311 GRAYS GABLE  
LARAMIE, WY 82072

MILLER, RICHARD P & JAMISON M  
1802 BEAUFORT ST  
LARAMIE, WY 82072

NISS MANAGEMENT AND CONSULTING, LLC  
ATTN: NISS, CALVIN/LISA  
3714 HAYFORD ST  
LARAMIE, WY 82072

PETERSON, JERALD & MARGARET  
1058 ALTA VISTA DR  
LARAMIE, WY 82072

REN, JUN; ZHAO, BONNIE REV TR REN, JUN; ZHAO,  
BONNIE, TTEES  
2429 DOVER DR  
LARAMIE, WY 82072

SANDOVAL, MARK D  
908 MITCHELL ST  
LARAMIE, WY 82072

SCHENKER, PENNY L  
1418 SYMONS ST  
LARAMIE, WY 82072

SHARPE, SPENCER S; AMY E  
657 N 14TH ST  
LARAMIE, WY 82072

SPRING CREEK APARTMENTS LLC  
ATTN: HARTMAN, RONALD L  
1658 FOX RIDGE RD  
LARAMIE, WY 82072

T & A ENTERPRISES, A WYO CORP  
ATTN: LARKIN, JOHN  
755 N 4TH ST  
LARAMIE, WY 82072

THELEN PROPERTIES LLC  
ATTN: THELEN, THOMAS J  
360 N 2ND ST  
LARAMIE, WY 82072

UNIVERSITY HOUSING, LLC, A WY LLC  
2705 DOVER DR  
LARAMIE, WY 82072

ZITEK, CLINT J; K MICHELLE  
2053 N 9TH ST  
LARAMIE, WY 82072

TRUSTEES OF THE UNIV OF WY  
ATTN: REAL EST OPS, DEPT 3314  
1000 E UNIVERSITY  
LARAMIE, WY 82071

ABBOTT, WESTON J  
319 FETTERMAN ST  
LARAMIE, WY 82070

ALBANY COUNTY SCHOOL DIST #1  
ATTN: SPRING CREEK ELEMENTARY  
1948 GRAND AVE  
LARAMIE, WY 82070

ANDREWS, LARRY J; CONNIE J  
1416 PALMER DR  
LARAMIE, WY 82070

BADER, EFFIE BELLFLOWER, CLINT  
1332 SYMONS ST  
LARAMIE, WY 82070

BAKER, JOSHUA JAMES FINKELSTEIN, ROSE MARY  
1505 BARRATT ST  
LARAMIE, WY 82070

BARTHEL, BRIAN E  
903 BOSWELL DR  
LARAMIE, WY 82070

BATEMAN, AARON J & APRIL ARNOLD  
1405 BOSWELL DR  
LARAMIE, WY 82070

BATZ, GILBERT J RVCBL TRUST & BATZ, MARY  
MARGARET RVCBL TRST  
1521 PERSON ST  
LARAMIE, WY 82070

BECK, JOSEPH F & SOPHIA L  
1412 PERSON ST  
LARAMIE, WY 82070

BECKER, TIMOTHY & BARBARA  
602 RUSSELL ST  
LARAMIE, WY 82070

BEHRENS, CARRIE  
1926 THORNBURGH ST  
LARAMIE, WY 82070

BEKKELA, JILL  
1206 S 4TH ST  
LARAMIE, WY 82070

BELLIVEAU, SEAN A M BULLERMAN, BONNIE L  
1333 SYMONS ST  
LARAMIE, WY 82070

BELZUNG, KRISTIN  
1420 ORD ST  
LARAMIE, WY 82070

BENNETT, CRYSTAL R M; DAVID T  
1008 S 7TH ST  
LARAMIE, WY 82070

BERNARD, JEFFREY ALAN  
1006 S 4TH ST  
LARAMIE, WY 82070

BISHOP, MICHAEL A  
1003 S 10TH ST  
LARAMIE, WY 82070

BLEVINS, KRISTIN E  
1103 S 5TH ST  
LARAMIE, WY 82070

BOARD OF COMMISSIONERS  
525 GRAND AVE  
LARAMIE, WY 82070

BOSCHEE, BECKY M & JUSTIN A  
1506 ARNOLD ST  
LARAMIE, WY 82070

BOSLER, HELEN ELIZABETH REV TRUST BOSLER,  
HELEN ELIZABETH TRUSTEE  
412 S 9TH  
LARAMIE, WY 82070

BOTELLO, BONNIE J  
1928 S 13TH ST  
LARAMIE, WY 82070

BOUSE, EDWARD J & AMY M  
1219 S 4TH ST  
LARAMIE, WY 82070

BOYLES, BRITTANY N  
913 BOSWELL DR  
LARAMIE, WY 82070

BRATTON, ROSEMARY  
1517 PERSON ST  
LARAMIE, WY 82070

BRAZELL, MICHAEL J  
1506 ORD ST  
LARAMIE, WY 82070

BRIDGMON, CHASE H  
318 ORD ST  
LARAMIE, WY 82070

BROST, SETH CHRISTIAN RANDALL-BROST,  
RYAN LEIGH  
1416 FETTERMAN DR  
LARAMIE, WY 82070

BROWN, SANDRA L & ALAN L  
1516 ORD ST  
LARAMIE, WY 82070

BRUBAKER, DELIAH K  
900 ORD ST  
LARAMIE, WY 82070

BRUMMOND, ARLYN M; LEONE F REV TRUST  
BRUMMOND, ARLYN M; LEONE F TTEE  
400 S 13TH  
LARAMIE, WY 82070

BUDROW, WENDY E  
809 RUSSELL ST  
LARAMIE, WY 82070

BURMAN, KEITH R & ROSENBLAT, SEYMOUR &  
FLUTY, GALE F C/O BOMBAY LAND  
501 BOSWELL  
LARAMIE, WY 82070

BURROWS, ANDREA C  
816 ORD ST  
LARAMIE, WY 82070

CANDELARIA FAMILY TRUST VIALPANDO,  
RUTH P TRUSTEE  
707 SPRING CREEK DR  
LARAMIE, WY 82070

CARLISLE, CHARLIE & LANELLE  
1814 STEELE  
LARAMIE, WY 82070

CASPER, GINA M  
713 SPRING CREEK DR  
LARAMIE, WY 82070

CASTLE, PATTI LYNN  
1303 FETTERMAN  
LARAMIE, WY 82070

CHAPIN, ANDREW W & SUZANNE M  
1409 PERSONS ST  
LARAMIE, WY 82070

CHECA-GARCIA, IRENE  
1014 S 4TH ST  
LARAMIE, WY 82070

CHIU, LARRY M BAINER, SONYA Y  
1413 SYMONS ST  
LARAMIE, WY 82070

CHRISTIANSSEN, THOMAS J; KAREN M  
918 PALMER DR  
LARAMIE, WY 82070

COCA, JOE GERALDO; MARY SOPHIE  
1318 3RD ST  
LARAMIE, WY 82070

COCA, JOSEPH N  
1021 FETTERMAN DR  
LARAMIE, WY 82070

CORNEHLSSEN, RYAN T & SARAH J  
1014 S 5TH ST  
LARAMIE, WY 82070

CORNELIUS, JEROME C  
1421 SYMONS ST  
LARAMIE, WY 82070

CRAIT, JAMIE MCBRIDE, SHAWNA  
909 FETTERMAN DR  
LARAMIE, WY 82070

CRANNEY, DANIEL K; MARGARET M  
1011 FETTERMAN DR  
LARAMIE, WY 82070

CULVER, RON LEE; LADENE JUNE  
1509 BARRATT ST  
LARAMIE, WY 82070

CUPPS, CECIL Q & DORTHELLA J  
1403 SANDERS DR  
LARAMIE, WY 82070

DALE POLEDNA ENTERPRISES, INC  
DBA: KNIGHT OIL CO  
PO BOX 1188  
LARAMIE, WY 82070

DALGARN, NYLA MARIE  
1004 S 8TH ST  
LARAMIE, WY 82070

DARCY FAMILY REVOCABLE TRUST DARCY,  
WILLIAM E; CONNIE K, TRUSTEES  
514 E GRAND 174  
LARAMIE, WY 82070

DAWSON, GREGORY SCOTT & DEBRA  
1015 S 4TH  
LARAMIE, WY 82070

DELANY, DIANE L & GILLESPIE,  
HAMILTON R & OPAL A  
614 FETTERMAN ST  
LARAMIE, WY 82070

DELONG, HEATHER A & JAY B, JR  
1426 PERSON ST  
LARAMIE, WY 82070

DOOLEY, JAMES T; PIA I  
1419 FETTERMAN DR  
LARAMIE, WY 82070

DUNBAR, DAVID C; PHYLLIS H  
1502 ARNOLD  
LARAMIE, WY 82070

DURKEE, JAMES R; LEORA C FAM TR DURKEE,  
JAMES R; LEORA C TTEES  
718 S 23RD ST  
LARAMIE, WY 82070

EARNSHAW, BEN  
ATTN: BENJAMIN & AMANDA EARNSHAW  
1201 S 3RD ST  
LARAMIE, WY 82070

EIKE, SANDRA FARWELL REV TRUST EIKE,  
SANDRA FARWELL TRUSTEE  
7214 BLACK ELK TRAIL  
LARAMIE, WY 82070

ENNI, SEAN R; DEBRA A  
913 FETTERMAN DR  
LARAMIE, WY 82070

ERICKSON, LYNN M  
910 ORD ST  
LARAMIE, WY 82070

EWERT, NATHAN R  
1907 AUTUMN CIR  
LARAMIE, WY 82070

FALLGREN, TRAVIS B PERROTTI, MIKELL KELLI  
1414 ORD ST  
LARAMIE, WY 82070

FARLEY, LOU; BARBARA S  
1820 HILLSIDE DR  
LARAMIE, WY 82070

FAXON, SHAWN  
1101 S 4TH ST  
LARAMIE, WY 82070

FONDREN, VICTOR E & CAROL J  
535 SPRING CREEK DR  
LARAMIE, WY 82070

FORTMAN, BRIAN J & STEPHANIE A  
1419 SANDERS DR  
LARAMIE, WY 82070

FOURNIER, JENNICA M & CHARLES D  
908 SANDERS DR  
LARAMIE, WY 82070

FOUST, SAMUEL E  
708 RUSSELL ST  
LARAMIE, WY 82070

FRANK, PHILIP; DOROTHEA  
611 FETTERMAN ST  
LARAMIE, WY 82070

FRANK, WENDY D  
1106 S 7TH ST  
LARAMIE, WY 82070

FREESTYLE PROPERTIES, LLC, A WY LLC  
1203 S 5TH ST  
LARAMIE, WY 82070

GABRIEL, THOMAS E; KAREN L  
21 HIDDEN SPRINGS RD  
LARAMIE, WY 82070

GALLUS, DONALD J  
1513 ARNOLD ST  
LARAMIE, WY 82070

GAULKE, LELAND J  
1109 FETTERMAN DR  
LARAMIE, WY 82070

GLENN, NICHOLAS NEIL  
1306 ORD ST  
LARAMIE, WY 82070

GOLDIE BIRD HOLDINGS, LLC  
1200 S 4TH ST  
LARAMIE, WY 82070

GOLDMAN REVOCABLE TRUST GOLDMAN,  
STEPHEN J & LINDA M, TRUSTEES  
1228 FETTERMAN DR  
LARAMIE, WY 82070

GOMEZ, FRANCISCO V & GLORIA L  
1109 S 4TH  
LARAMIE, WY 82070

GONZALES, LEVI E & DELORES A  
1020 S 11TH ST  
LARAMIE, WY 82070

GOOD SHEPERD EVANGELICAL  
LUTHERAN CHURCH  
1301 S 5TH ST  
LARAMIE, WY 82070

GRAF, NICHOLAS E & CRYSTAL S  
1913 RIVER CREEK CT  
LARAMIE, WY 82070

GRAFF, JASON T; GRAFF, LINDA A; GRAFF, R  
1020 S 3RD ST  
LARAMIE, WY 82070

GRAHAM, GARY L  
1216 S 4TH ST  
LARAMIE, WY 82070

GREEN, JASON R & RACHEL N  
1434 SYMONS ST  
LARAMIE, WY 82070

HAENISCH, MICHAEL HAENISCH, AMBER;  
HAENISCH, JERRY P  
1509 BILL NYE AVE  
LARAMIE, WY 82070

HAINES, COURTNEY A  
1918 RIVER CREEK CT  
LARAMIE, WY 82070

HANKS, RUTH E  
1406 ORD ST  
LARAMIE, WY 82070

HARDESTY, SHERMAN F & CONNIE J  
115 RUSSELL  
LARAMIE, WY 82070

HARDING, JACK F & CARMEN K  
1908 AUTUMN CIR  
LARAMIE, WY 82070

HARRISON, ALEXANDER M & JENNIFER K  
1510 BILL NYE AVE  
LARAMIE, WY 82070

HARTMAN, RODNEY R & PHYLLIS E  
1222 FETTERMAN  
LARAMIE, WY 82070

HAYNES, COLT D  
1214 S 5TH  
LARAMIE, WY 82070

HENNEMANN, JEANNE M  
1016 S 4TH ST  
LARAMIE, WY 82070

HENNINGSEN, JOHN CHARLES HALL,  
LAURA EMBERE HENNINGSEN  
1013 S 10TH  
LARAMIE, WY 82070

HENSON, OLEN  
1213 S 4TH ST  
LARAMIE, WY 82070

HETLER, BRADLEY J & SHERYL L  
1020 S 9TH ST  
LARAMIE, WY 82070

HEUPEL, NEAL H & JENNIFER L  
1406 PERSON ST  
LARAMIE, WY 82070

HICKS, MARK C STEELE-HICKS, LORA M  
1415 PERSON ST  
LARAMIE, WY 82070

HIXSON, DORIS D  
1003 FETTERMAN DR  
LARAMIE, WY 82070

HOFFERBER, DONALD L  
LIV TRUST HOFFERBER, BILLIE R LIV TRUST  
HOFFERBER,  
916 SANDERS  
LARAMIE, WY 82070

HOGELIN FAMILY REVOCABLE TRUST  
ATTN: HOGELIN, CHARLES A;SHERRI M TTEES  
6617 BLACK ELK TRAIL  
LARAMIE, WY 82070

HOGELIN, DENNY L  
1310 FETTERMAN DR  
LARAMIE, WY 82070

HOLEN, AMBER C  
1508 PERSON  
LARAMIE, WY 82070

HUGHES, MICHAEL JAY  
519 FETTERMAN ST  
LARAMIE, WY 82070

HUHNKE, BENJAMIN T & DARYL L  
1606 SHETLAND DR  
LARAMIE, WY 82070

HULIN, BRYAN  
2444 OVERLAND DR  
LARAMIE, WY 82070

HUZURBAZAR, SNEHALATA VASANT  
1001 S 4TH ST  
LARAMIE, WY 82070

ILLYA, JOSEPH EDWARD  
1213 FETTERMAN DR  
LARAMIE, WY 82070

JACK, JORDAN M  
1417 SPRING CREEK  
LARAMIE, WY 82070

JAMES, TREVOR & KATHRYN  
1929 13TH ST  
LARAMIE, WY 82070

JAVAID, FARRUKH FAREED, SAMEERA  
923 PERSON ST  
LARAMIE, WY 82070

JENKINS, ROBERT G & NATELLIE A  
1009 S 8TH ST  
LARAMIE, WY 82070

JOHNSON, GUY E; AMANDA S  
1418 ARNOLD ST  
LARAMIE, WY 82070

JOHNSON, JAMES R IANNUCCI, MARY ANN  
1011 S 4TH ST  
LARAMIE, WY 82070

JOHNSON, MICHAEL JAMES FISHER, REBECCA  
JEANNE  
1502 BILL NYE  
LARAMIE, WY 82070

JOHNSON, SUZANNE P  
1118 FETTERMAN DR  
LARAMIE, WY 82070

JONES, JENNIFER M  
1823 S 13TH ST  
LARAMIE, WY 82070

JORGENSEN, NATHAN D  
1510 SYMONS ST  
LARAMIE, WY 82070

JUAREZ, JEROD; AMANDA RAE  
2315 SKYVIEW LN  
LARAMIE, WY 82070

KEINATH, DOUGLAS A & RICHELLE J  
1320 ORD ST  
LARAMIE, WY 82070

KELLER, LYLE D & KRISTY D  
1113 FETTERMAN DR  
LARAMIE, WY 82070

KENIK, DOUGLAS  
1010 S 10TH ST  
LARAMIE, WY 82070

KENT, RICHARD P LIVING TRUST KENT,  
RICHARD P TRUSTEE  
915 S 10TH ST  
LARAMIE, WY 82070

KIRKALDIE, JOHN R & NORMA J  
1321 SPRING CREEK  
LARAMIE, WY 82070

KJORSTAD, TYLER M  
612 RUSSELL ST  
LARAMIE, WY 82070

KLEMENTS, CONNIE J  
1505 BILL NYE AVE  
LARAMIE, WY 82070

KLUCKMAN, PATRICK & STACY J  
918 BOSWELL DR  
LARAMIE, WY 82070

KUHN, JOHNNY W & DEBRA M  
603 FETTERMAN ST  
LARAMIE, WY 82070

LABRUM, MICHAEL L & JACQUELINE R  
1201 S 4TH ST  
LARAMIE, WY 82070

LAFLEICHE, JIM L  
1011 S 7TH ST  
LARAMIE, WY 82070

LAMPERT, TREVOR  
508 FETTERMAN ST  
LARAMIE, WY 82070

LANNING, SHAWN G  
1238 SYMONS ST  
LARAMIE, WY 82070

LARAMIE INN, LLC, A WY LLC  
ATTN: LARAMIE VALLEY INN/HEMMERT  
1104 S 3RD ST  
LARAMIE, WY 82070

LARSON, MARILYN VIRGINIA  
1020 ORD ST  
LARAMIE, WY 82070

LAUE, PHILLIP C  
1318 SYMONS ST  
LARAMIE, WY 82070

LAVANCHY, JENNIFER D  
1922 S 11TH ST  
LARAMIE, WY 82070

LEWIS, KYLE  
1014 3RD ST  
LARAMIE, WY 82070

LINDLEY, LINDA S  
1427 SYMONS ST  
LARAMIE, WY 82070

LIPE, CARL LYONS-LIPE, JULIANN  
1013 S 13TH ST  
LARAMIE, WY 82070

LUNDBERG, MATTHEW L; NEIKA R  
GOULD, JARED A; JOELENE  
617 FETTERMAN  
LARAMIE, WY 82070

LUNDBERG, MATTHEW L; NEIKA R  
617 FETTERMAN APT A  
LARAMIE, WY 82070

M & W INVESTMENTS, LLC, A WY LLC ATTN:  
WALSH, JERRY T  
4630 VISTA DR  
LARAMIE, WY 82070

MACK, SRIPAIWAN TRINIKOM  
1408 PALMER DR  
LARAMIE, WY 82070

MANALO, MARILEE J  
315 FETTERMAN ST  
LARAMIE, WY 82070

MANNING, JULIE D WHITBECK, JANETTE  
1920 AUTUMN CIR  
LARAMIE, WY 82070

MARRON, G RICHARD  
1501 BOSWELL CT  
LARAMIE, WY 82070

MARRON, RICHARD G  
1501 BOSWELL CT  
LARAMIE, WY 82070

MARTIN, BRYAN A; KATRINA S  
621 RUSSELL ST  
LARAMIE, WY 82070

MARTIN, JESSE & WHITNEY J  
1925 S 13TH ST  
LARAMIE, WY 82070

MATHEWS, SARAH B  
1114 FETTERMAN DR  
LARAMIE, WY 82070

MAXWELL, JAMES D  
1506 BILL NYE AVE  
LARAMIE, WY 82070

MCCARTNEY, JANET E  
1315 SPRING CREEK DR  
LARAMIE, WY 82070

MCGINNIS, GEORGE M; JULIANNE  
1407 FETTERMAN DR  
LARAMIE, WY 82070

MCGRATH, JAMES E  
1208 S 3RD  
LARAMIE, WY 82070

MCGUIRE, WANDA L  
4531 MOCKINGBIRD LN  
LARAMIE, WY 82070

MCHENRY, BAILEY J  
1004 S 7TH ST  
LARAMIE, WY 82070

MCKINNEY, JEFFREY S & STEPHANIE M  
1406 ARNOLD ST  
LARAMIE, WY 82070

MCMICHEAL, KELLY G  
1113 1/2 S 7TH ST  
LARAMIE, WY 82070

MCMULLEN, WESLEY W & SHANNA M  
1324 ORD ST  
LARAMIE, WY 82070

MCMURDO, AMY S  
1117 S 11TH ST  
LARAMIE, WY 82070

MEARS, ALISON B LIV TRUST MEARS, ALISON B  
TRUSTEE  
2068 POLK ST  
LARAMIE, WY 82070

MEGGINSON, WILLIAM T  
711 RUSSELL ST  
LARAMIE, WY 82070

MELLO, ANNETTE R & THOMAS A  
1012 S 7TH ST  
LARAMIE, WY 82070

MERCIER, JANET H  
1420 FETTERMAN DR  
LARAMIE, WY 82070

MESA, MARY T  
316 FETTERMAN ST  
LARAMIE, WY 82070

MEYERS, ROBERT & CALEY  
800 ORD ST  
LARAMIE, WY 82070

MICHEL, CHRISTINE REED, CHRISTOPHER  
1919 RIVER CREEK CT  
LARAMIE, WY 82070

MILLER, LAURA GAY  
1020 FETTERMAN DR  
LARAMIE, WY 82070

MILLER, LINDA L  
1020 S 5TH  
LARAMIE, WY 82070

MILLION, GREGORY A & TAMI L  
1513 BILL NYE  
LARAMIE, WY 82070

MONDRAGON, RUDOLPH S; JUDITH  
917 FETTERMAN DR  
LARAMIE, WY 82070

MOODY, CHRISTOPHER G  
1014 S 9TH ST  
LARAMIE, WY 82070

MORA, MICHAEL L, SR  
1505 SYMONS ST  
LARAMIE, WY 82070

MORFELD, VERNA H  
1519 PERSON ST  
LARAMIE, WY 82070

MURPHY, CLAIRE B MCCOY, DAVID R  
1008 FETTERMAN DR  
LARAMIE, WY 82070

MURPHY, MORRIS M & CAROL E  
311 RUSSELL ST  
LARAMIE, WY 82070

NABORS, CHRISTOPHER R & CARLY A  
1423 ARNOLD ST  
LARAMIE, WY 82070

NAMIE, KELLY RAE  
615 RUSSELL ST  
LARAMIE, WY 82070

NECKLASON, ADAM  
1305 S 9TH ST  
LARAMIE, WY 82070

NELSON, DAVID J LIV TRUST NELSON, ANN J LIV  
TRUST NELSON, DAVID &  
1215 S 5TH  
LARAMIE, WY 82070

NELSON, JOAN W HARPER, RYAN ASHLEY  
904 FETTERMAN DR  
LARAMIE, WY 82070

NEWLIN, LENA M DYCK, NATHANIEL  
1003 S 15TH ST  
LARAMIE, WY 82070

NIELSEN, STEPHEN G  
1110 FETTERMAN DR  
LARAMIE, WY 82070

NYSSON, ELIZABETH M  
1015 RUSSELL ST  
LARAMIE, WY 82070

OHRMUND, JIMMY W  
1202 S 3RD ST  
LARAMIE, WY 82070

OLIVER, RUSSELL M; CHRISTY M  
1422 SUBLETTE ST  
LARAMIE, WY 82070

OLSON, JUSTIN; ERIN  
1514 BILL NYE AVE  
LARAMIE, WY 82070

PARKER, CHARLES M  
1223 FETTERMAN  
LARAMIE, WY 82070

PARNELL, THOMAS A JR; JUNE O  
1151 HIDALGO DR  
LARAMIE, WY 82070

PARSONS, EMILY B SMITH, JEFFREY A  
1203 FETTERMAN DR  
LARAMIE, WY 82070

PEREDIA, CAROLINA  
523 FETTERMAN ST  
LARAMIE, WY 82070

PIEPER, JOEL  
901 BOSWELL DR  
LARAMIE, WY 82070

PINSON, RYAN C & SARA G  
1914 AUTUMN CIR  
LARAMIE, WY 82070

PLACO, INC C/O HARDESTY,  
SHERMAN F & CONNIE J  
115 RUSSELL  
LARAMIE, WY 82070

POLEDNA, DALE ENTERPRISES  
ATTN: DPE INC  
PO BOX 1188  
LARAMIE, WY 82070

POLEDNA, DALE ENTERPRISES, INC  
PO BOX 1188  
LARAMIE, WY 82070

PONCIANO, KRISTEEN E ALLEN, SIDNEY  
1007 S 6TH ST  
LARAMIE, WY 82070

PORTER, DONALD A, JR & M VIRGINIA  
1014 S 13TH ST  
LARAMIE, WY 82070

POTTHOFF, BRETT STEVEN & BRENDA MARIE  
906 BOSWELL DR  
LARAMIE, WY 82070

POWELL, JANE D TRUST  
1501 SYMONS ST  
LARAMIE, WY 82070

PRACHEIL, JAMES A & TIFFANY D  
531 SPRING CREEK DR  
LARAMIE, WY 82070

PRINCE, ELY  
1123 FETTERMAN DR  
LARAMIE, WY 82070

QUICK, TAD W; CONNIE  
506 RUSSELL ST  
LARAMIE, WY 82070

RAIMOND, GILBERTA  
1206 S 11TH ST  
LARAMIE, WY 82070

RANSOM, CHRIS R & CHRISSY L  
919 BOSWELL DR  
LARAMIE, WY 82070

REED, JANET A; WESLEY W  
1117 FETTERMAN  
LARAMIE, WY 82070

REED, SHAWN J; TIA  
606 RUSSELL ST  
LARAMIE, WY 82070

REESE, ASHLIE  
1221 SPRING CREEK  
LARAMIE, WY 82070

REYNDERS, CINDY R  
1004 S 5TH  
LARAMIE, WY 82070

RHOADES, JONATHAN D  
1327 SYMONS ST  
LARAMIE, WY 82070

RICCA, ANTHONY B  
1001 S 7TH ST  
LARAMIE, WY 82070

RICHARDS, ALEC RICHARDS, LAWRENCE DAVID  
1316 FETTERMAN DR  
LARAMIE, WY 82070

RIEGEL, GARY LIVING TRUST RIEGEL, GARY &  
GRACE, TRUSTEES  
1871 WASHINGTON ST  
LARAMIE, WY 82070

ROBERTSON, EMILY I  
1410 FETTERMAN DR  
LARAMIE, WY 82070

ROEPKE, MATTHEW  
1411 SPRING CREEK  
LARAMIE, WY 82070

ROGERS, CARL A; DEBRA L  
623 SPRING CREEK DR  
LARAMIE, WY 82070

ROSE, DEAN WILLIAM & SARAH JAYNE  
1913 AUTUMN CIR  
LARAMIE, WY 82070

ROSE, JULIE  
916 FETTERMAN DR  
LARAMIE, WY 82070

ROWLES, JAMES LEO & CAROL LEE  
1018 S 3RD  
LARAMIE, WY 82070

SALMONS, DESDAMONA LINDA MIDGETT,  
AARON THOMAS  
916 ORD ST  
LARAMIE, WY 82070

SANCHEZ, EUGENE S  
1118 S 11TH ST  
LARAMIE, WY 82070

SANCHEZ, PATRICK C  
1413 SANDERS DR  
LARAMIE, WY 82070

SANCHEZ, TOMMY & SYLVIA A  
1424 PALMER DR  
LARAMIE, WY 82070

SANDERS, MARK A & CHRISTINA T  
1407 SPRING CREEK  
LARAMIE, WY 82070

SAUER, MARK G  
1007 S 9TH ST  
LARAMIE, WY 82070

SAULCY, SARA J LIVING TRUST SAULCY,  
SARA J, TRUSTEE  
1405 ARNOLD ST  
LARAMIE, WY 82070

SCARPELLI, GUY WILLIAM  
TRUST SCARPELLI, GUY TTEE  
1407 PALMER DR  
LARAMIE, WY 82070

SCHAEFER, MICHAEL R; DIANNA L  
1501 ARNOLD  
LARAMIE, WY 82070

SCHENKER, PENNY L  
1418 SYMONS ST  
LARAMIE, WY 82070

SCHPELER, WILLIAM T, V, JAMIE A  
1501 BARRATT  
LARAMIE, WY 82070

SCHLUMP, JAMES ROGER & JEAN M  
1117 S 5TH ST  
LARAMIE, WY 82070

SCHLUMP, ROGER; JEAN M  
1117 S 5TH ST  
LARAMIE, WY 82070

SHANNON, RICK A  
1011 S 3RD ST  
LARAMIE, WY 82070

SHARPS, SEYMOUR L; ELLEN S  
1016 FETTERMAN DR  
LARAMIE, WY 82070

SHAW, MICHAEL J  
1408 SYMONS ST  
LARAMIE, WY 82070

SHEARIN, A TERRY LIVING TRUST SHEARIN,  
PATRICIA LIVING TRUST  
513 FETTERMAN ST  
LARAMIE, WY 82070

SHELTON, DIANA W LIV TRUST OBRIEN,  
CATHERINE E C LIV TRUST  
269 MILLBROOK RD  
LARAMIE, WY 82070

SHEPHERD, RUTHANN SHEPARD, MARK  
1513 SPRING CREEK DR  
LARAMIE, WY 82070

SHORTCUT, LLC, A WY LLC ATTN: ROBERTS,  
STEPHEN L  
1302 BILL NYE AVE  
LARAMIE, WY 82070

SIMS, BENJAMIN L & LESLIE A  
1402 SYMONS ST  
LARAMIE, WY 82070

SKEEN, JACOB & KASSANDRA T  
603 RUSSELL ST  
LARAMIE, WY 82070

SLONAKER, TIMOTHY R  
312 ORD ST  
LARAMIE, WY 82070

SMITH, ALICE G  
963 HWY #230  
LARAMIE, WY 82070

SMITH, AMANDA J  
1410 ORD ST  
LARAMIE, WY 82070

SMITH, CLARENCE E; ALICE G  
963 HWY 230  
LARAMIE, WY 82070

SMITH, EUGENE P III  
LIV TRUST SMITH, EUGENE P III TRUSTEE  
1101 S 8TH ST  
LARAMIE, WY 82070

SMITH, JORDAN D & JESSICA  
1926 RIVER CREEK CT  
LARAMIE, WY 82070

SMITH, LUCAS B; KARLI R  
1514 SYMONS ST  
LARAMIE, WY 82070

SMITH, REBEKAH S  
1018 S 8TH ST APT A  
LARAMIE, WY 82070

SMITH, SCOTT M MALVOISIN, SONJA I  
1421 BOSWELL DR  
LARAMIE, WY 82070

SOLATORIO, ANDREA C & AGUSTIN  
1429 ARNOLD ST  
LARAMIE, WY 82070

SONZOGNI, BRIEN L & EMILY J  
1407 SANDERS DR  
LARAMIE, WY 82070

STEVENSON, DUDLEY E & CATHERINE L  
610 FETTERMAN ST  
LARAMIE, WY 82070

STEWART, JUSTIN D HETTGAR, MARGARET E  
1016 S 7TH ST  
LARAMIE, WY 82070

STILL, JASON W S; STILL,  
LLOYD E STILL, LINDA K  
920 FETTERMAN DR  
LARAMIE, WY 82070

STINSON, BETTY H,  
REVOCABLE TRUST STINSON, BETTY H TRUSTEE  
1074 ALTA VISTA DR  
LARAMIE, WY 82070

STINSON, BETTY H,  
REVOCABLE TRUST STINSON, BETTY H TRUSTEE  
1074 ALTA VISTA DRIVE  
LARAMIE, WY 82070

STROMSKI, MICHAEL E; SHARON A  
1419 PALMER DR  
LARAMIE, WY 82070

SULLIVAN, SUSAN K  
1405 SYMONS ST  
LARAMIE, WY 82070

SUMMIT PROPERTIES  
205 FETTERMAN ST  
LARAMIE, WY 82070

SWECKARD, JON JAMES  
4315 WESTERN SKIES RD  
LARAMIE, WY 82070

SWECKARD, LUCAS JAMES  
10 TOPAZ LN  
LARAMIE, WY 82070

TAYLOR, GREGORY & JOLENE  
915 SANDERS  
LARAMIE, WY 82070

THOMAS, DANIEL JOHNSON, RAE  
1204 FETTERMAN DR  
LARAMIE, WY 82070

THOMAS, JOLEAN  
1123 S 7TH ST  
LARAMIE, WY 82070

THOMASON, CHRISTOPHER L & CRYSTAL N  
1011 S 5TH ST  
LARAMIE, WY 82070

THOMPSON, AARON A & BRITTANY L  
1014 S 10TH ST  
LARAMIE, WY 82070

THOMPSON, DERRICK R; KAYLEE EDNA  
1418 PERSON ST  
LARAMIE, WY 82070

THOMPSON, EDNA L TROST, DUANE R  
1210 FETTERMAN  
LARAMIE, WY 82070

THOMPSON, JASON  
921 FETTERMAN DR  
LARAMIE, WY 82070

THOMSEN, CHARLES I & DEBRA L  
1403 SPRING CREEK DR  
LARAMIE, WY 82070

THROOP, LAUREN E  
1517 SPRING CREEK DR  
LARAMIE, WY 82070

THRUSH, GREG L; MARIAN D  
510 ORD ST  
LARAMIE, WY 82070

TRAVSKY, DANIEL SAMUEL  
1501 BILL NYE AVE  
LARAMIE, WY 82070

TRIPHYTO, LLC, A WY LLC  
ATTN: VINCENT, KIM  
214 2ND ST  
LARAMIE, WY 82070

TROGDEN, GENEVIEVE  
1006 8TH ST  
LARAMIE, WY 82070

VIALPANDO, JAMES R; LARAMIE S  
1403 FETTERMAN DR  
LARAMIE, WY 82070

VICCHY, ANNA M REVOCABLE TRUST VICCHY,  
ANNA M TTEE  
315 S 23RD 1  
LARAMIE, WY 82070

VICKREY, JASON C  
910 PALMER DR  
LARAMIE, WY 82070

VIGIL, MARCIA A  
1320 FETTERMAN DR  
LARAMIE, WY 82070

VILLAS, INC A WYO CORP  
ATTN: VILLASENOR, PONCIANO  
513 BOSWELL  
LARAMIE, WY 82070

VILLASENOR, PONCIANO  
1425 SUBLETTE  
LARAMIE, WY 82070

VITT, DENISE JEAN CROSBY  
715 SPRING CREEK DRIVE  
LARAMIE, WY 82070

WAGGENER, ROBERT W; LESLIE C  
1003 S 5TH  
LARAMIE, WY 82070

WAHLGREN, DANIEL D; SANDRA A  
4527 ORIOLE LN  
LARAMIE, WY 82070

WALCK, CYNTHIA A  
1420 SANDERS DR  
LARAMIE, WY 82070

WALSH, JERRY TRAVIS & AIMEE N  
4630 VISTA DR  
LARAMIE, WY 82070

WALTERS, RICK; SHARON KAY  
522 RUSSELL ST  
LARAMIE, WY 82070

WARM LLC  
413 FETTERMAN ST  
LARAMIE, WY 82070

WATKINS, KEVIN ALVIN & ANDREA DAWN  
1509 SYMONS ST  
LARAMIE, WY 82070

WEITZEL, ERIC C & CARREE L  
600 ORD ST  
LARAMIE, WY 82070

WEITZEL, TRENTON J  
1010 S 3RD ST  
LARAMIE, WY 82070

WELCH, NOEL & ERIN S  
414 RUSSELL ST  
LARAMIE, WY 82070

WESTBROOK, JONI LIV TRUST WESTERBROOK,  
JONI & TAD, TRUSTEES  
1007 S 3RD ST  
LARAMIE, WY 82070

WESTBROOK, TAD LIV TRUST WESTBROOK,  
JONI LIV TRUST  
1007 S 3RD ST  
LARAMIE, WY 82070

WHILE, TODD J & CHARLOTTE H  
1009 S 10TH ST  
LARAMIE, WY 82070

WHITBECK, ROBERT E & PAMELA M  
1433 SYMONS ST  
LARAMIE, WY 82070

WHITE, JACOB A & LEAH S  
512 FETTERMAN ST  
LARAMIE, WY 82070

WILKISON, AMANDA LYNN; BLACKMON,  
CHRISTOPHER LEE  
1326 SYMONS ST  
LARAMIE, WY 82070

WILSON, ROBERT A  
1521 SPRING CREEK DR  
LARAMIE, WY 82070

WINDER, RICHARD G & PHYLLIS M  
909 PALMER DR  
LARAMIE, WY 82070

WIP, LLC  
216 GRAND AVE  
LARAMIE, WY 82070

WISEMAN, SHAWN M; BRYONY S  
1225 5TH ST  
LARAMIE, WY 82070

WONG, SIN KOK  
2518 S 18TH ST  
LARAMIE, WY 82070

WOODHOUSE, ANDREW J & VIRGINIA B  
1315 FETTERMAN DR  
LARAMIE, WY 82070

WORKMAN, JANICE  
406 ORD ST  
LARAMIE, WY 82070

WORTHINGTON, MICHAEL WARREN  
522 FETTERMAN ST  
LARAMIE, WY 82070

WRHEL, BRIAN M  
1505 ARNOLD ST  
LARAMIE, WY 82070

WYCKOFF, TEALE B  
1002 S 5TH  
LARAMIE, WY 82070

YU, LI YEUNG, MAN CHUNG  
1522 BOSWELL CT  
LARAMIE, WY 82070

ZAMORA, PAMELA K  
1414 SANDERS DR  
LARAMIE, WY 82070

ZHENG, YUAN XU, HAIYING  
1403 PERSON ST  
LARAMIE, WY 82070

ZIBBON, CORINNE ANN  
1017 FETTERMAN DR  
LARAMIE, WY 82070

BREYFOGLE, WILLIAM W  
PO BOX 22  
CENTENNIAL, WY 82055

JAMISON, CRAIG & APRIL  
PO BOX 304  
CENTENNIAL, WY 82055

B & L GROTT, LLC, A WY LLC  
7217 HAWTHORNE  
CHEYENNE, WY 82009

GROTT FAMILY TRUST GROTT,  
BYRON L & LAURA J, TRUSTEES  
7217 HAWTHORNE DR  
CHEYENNE, WY 82009

HAMM, THOMAS F II  
8711 BOZEMAN  
CHEYENNE, WY 82009

HATTEL, LARRY J & DIANE E  
3700 E FOUR MILE RD  
CHEYENNE, WY 82009

HOUSING AUTHORITY OF THE CITY OF CHEYENNE  
3304 SHERIDAN AVE  
CHEYENNE, WY 82009

JOHNSON, THOMAS W & CAROLYN S  
7702 HAWTHORNE DR  
CHEYENNE, WY 82009

MURRAY, GANELL M  
REV TRUST MURRAY, GANELL M TRUSTEE  
6345 PRAIRIE HILLS DR  
CHEYENNE, WY 82009

MWA, LLC, A WY LLC  
916 HEMLOCK  
CHEYENNE, WY 82009

POWELL, SAMUEL D & LAURA J  
7216 HAWTHORNE  
CHEYENNE, WY 82009

ROBINSON, KENNETH D REVOCABLE TRUST  
ROBINSON, KENNETH D, TRUSTEE  
6816 BRAVE CT  
CHEYENNE, WY 82009

RV REAL ESTATE PROPERTIES, LLC, A WY LLC  
928 BRITTANY  
CHEYENNE, WY 82009

TAYLOR, DOUGLAS LYLE, SHERRIE  
1808 ROAD 217  
CHEYENNE, WY 82009

SPRING CREEK INVESTMENTS LLC  
PO BOX 2386  
CHEYENNE, WY 82003

SPRING CREEK STORAGE, LLC, A WY LLC  
ATTN: LOPEZ, RONALD J  
6700 PEACE POINTE  
CHEYENNE, WY 82003

COLLINS, JIM MARONEY, COLLEEN  
902 CLEVELAND AVE  
CHEYENNE, WY 82001

FANELLI, RICHARD; GAIL  
3100 SILVERGATE CT  
CHEYENNE, WY 82001

FINCH PROPERTIES, LLC, A WY LLC  
3418 E PERSHING  
CHEYENNE, WY 82001

WOODS, ROBERT E; REBECCA L  
5160 SYCAMORE RD  
CHEYENNE, WY 82001

GIEHM, NOEL & JANET LIVING TRUST GIEHM,  
NOEL R & JANET K, TRUSTEE  
7045 ROYAL COUNTRY DOWN  
WINDSOR, CO 80550

STOWERS, JON; CONNIE  
PO BOX 435  
MASONVILLE, CO 80541

JONES, DANIEL S & ANDREA K JONES, KELSEY D  
2900 MOFFAT AVE  
LOVELAND, CO 80538

GOPPERT, STEPHEN B & SUSAN J  
5275 LIGHTHOUSE POINT CT  
LOVELAND, CO 80537

JOHNSON, GRANT D; TANA J  
4328 WHIPPENY DR  
FORT COLLINS, CO 80526

ANDERSON, VICTORIA J  
2613 STANFORD RD #29  
FORT COLLINS, CO 80525

OLSON, LOIS M  
1325 LEAWOOD ST  
FORT COLLINS, CO 80525

HOUCK, DANIEL E; JANE H  
614 MATHEWS CR  
ERIE, CO 80516

EDWARDS, CAROL J & JOSEPH E, VII  
PO BOX 905  
WALDEN, CO 80480

TRESCH, PHILLIP CHARTRAND-TRESCH, NICOLE  
104 C MORNINGSTAR CIRCLE  
FRISCO, CO 80443

LARAMIE LODGING LLC, A CO LLC  
ATTN: RAHMANI, BRUCE  
10 E 120TH AVE  
NORTHGLENN, CO 80233

JACOBSON, ERIC D  
10311 KENNETH DR  
PARKER, CO 80134

FALL CREEK PROPERTIES, LLC, A CO LLC  
ATTN: COOLEY, MIKE  
4579 BROADVIEW CT  
CASTLE ROCK, CO 80109

SAGE, KESA LORAINÉ  
8515 CARR CT  
ARVADA, CO 80005

JAS MANAGEMENT, LLC  
ATTN: STRICKLAND, JERE A  
13463 W 62ND PL  
ARVADA, CO 80004

SOBEL, FAMILY REV TRUST SOBEL,  
JORDAN P & MELINDA J TRUSTEES  
5959 S BIRMINGHAM  
TULSA, OK 74105

ROLAND, ALAN J & ASHLEY C  
455 CR 65  
HEMINGFORD, NE 69348

CALLAHAN, STEPHEN A; CYNTHIA B  
241 TALL PINE RD  
CRAWFORD, NE 69339

CULLEN, PAMELA JOELLA; PATRICK  
4609 E NYBLOM RD  
NORTH PLATTE, NE 69101

REISS, CHRISTOPHER J  
568 CANNON DR  
GENEVA, IL 60134

LN REAL ESTATE LLC, A WA LLC  
ATTN: WILDT, JEFF PROP MGR  
PO BOX 5550  
WINONA, MN 55987

YAO, CHAOQUN ZENG, LI  
10120 HICKORY LN  
URBANDALE, IA 50322

GRUVER, JACOB P  
317 N VICTORIA PARK RD  
FORT LAUDERDALE, FL 33301

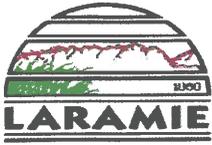
BATTLE, VINCENT M REV TRUST BATTLE,  
VINCENT M, TRUSTEE  
2227 CORAL VALLEY ROAD  
CHARLOTTE, NC 28214

KEEFAUVER, LINDA  
22081 PARKS MILL RD  
ABINGDON, VA 24211

KENNEDY, CHRIS J  
1361 F ST NE  
WASHINGTON, DC 20002

PUEBLITZ, GEORGE  
2416 MENOHER BLVD  
JOHNSTOWN, PA 15905

SEDAR, WARREN THOMAS & CHARLENE D  
PO BOX 997  
CHRISTIANSTED, VI 821



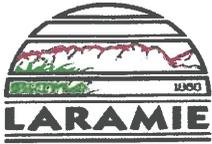
# Bill Nye Avenue Corridor Study

PUBLIC MEETING NO. 1 October 21, 2015 from 5:00 p.m. to 7:00 p.m.,

Presentation at 5:15 p.m. Albany County Library 310 S 8th St, RM# Laramie, WY 82070

## LIST OF ATTENDEES

NAME	ADDRESS	E-MAIL	PHONE
Jeff Purdy	2617 E Lincoln Wy Cheyenne	Jeffrey.Purdy@dot.gov	
Kayne Willis	174 Cortrell Rd.	Knbob@me.com	
Gary Espeland	102 So 5 <sup>th</sup>	Espeland Realty @ aol.com	
Rouciano Villaseca	513 Boswell Dr.	—	(307) 721-0167
Margaret Brown	1055 Bonita	margaretbrown@brennan.net	
Nick & Crystal Graf	1913 River Creek Ct.	n.c.graf@outlook.com	(307) 785-2501
Sam Shuler	1305 Bill Nye		
NATHAN EWERT	1907 AUTUMN CIRCLE	newert@trihydro.com	480-309-1400



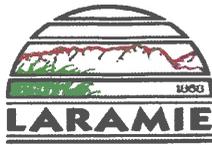
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## LIST OF ATTENDEES

NAME	ADDRESS	E-MAIL	PHONE
<del>Jeanie Flynn</del>	1117 S. 5th St	jeanie@laramie@aol.com	
Jim Stephen (Spring Creek Rd)	234 Palm Springs		
JASON GREEN	1434 Symons St	jr0898@yahoo.com	
BOB SOUTHARD	501 BARFIELD		
JOEL FUNK	316 S 15 <sup>th</sup>	joelf@laramieboomerang.com	7553320
Lindy Miller	1020 So. 5 <sup>th</sup> N	lindy.miller@live.com	745-4719
Debi O'Donnell	PDR 1692	vollgtsmom@aol.com	721-2043
Klaus Huesche	710 Gerald Rd	klaus@huesche.com	745-4982
X DIANA SCHWEDE	1011 S. 5TH ST	DIANA.SCHWEDE@GMAIL.COM	408-3280
Steve Roberts	1302 Bill Nye		742-0345



# Bill Nye Avenue Corridor Study

PUBLIC MEETING NO. 1 October 21, 2015 from 5:00 p.m. to 7:00 p.m.,

Presentation at 5:15 p.m. Albany County Library 310 S 8th St, RM# Laramie, WY 82070

## LIST OF ATTENDEES

NAME	ADDRESS	E-MAIL	PHONE
Don + Dorothy Bird	1715 Person PO Box 1363	Don Dot Bird	955-7028
Nick Swartz	1011 S. 5th	N4swartz@gmail.com	465-3280
Wade Roberts	P.O. Box 657	W Roberts 67 @ Gmail.com	307-760-1743
Doug Keinath	1320 Ord St	dghnth@yahoo.com	307-760-4201
John Kirkpatrick	1301 Spring Creek Dr		307-761-0053



# Agenda

- Introductions
- Study Area
- Goals and Objectives
- Project Schedule
- Identified Constraints
- Proposed Roadway Typical Section
- Proposed Conceptual Alternatives
- Adjourn to Workshop Areas



# Introductions



Tom Cobb, P.E.  
Project Manager

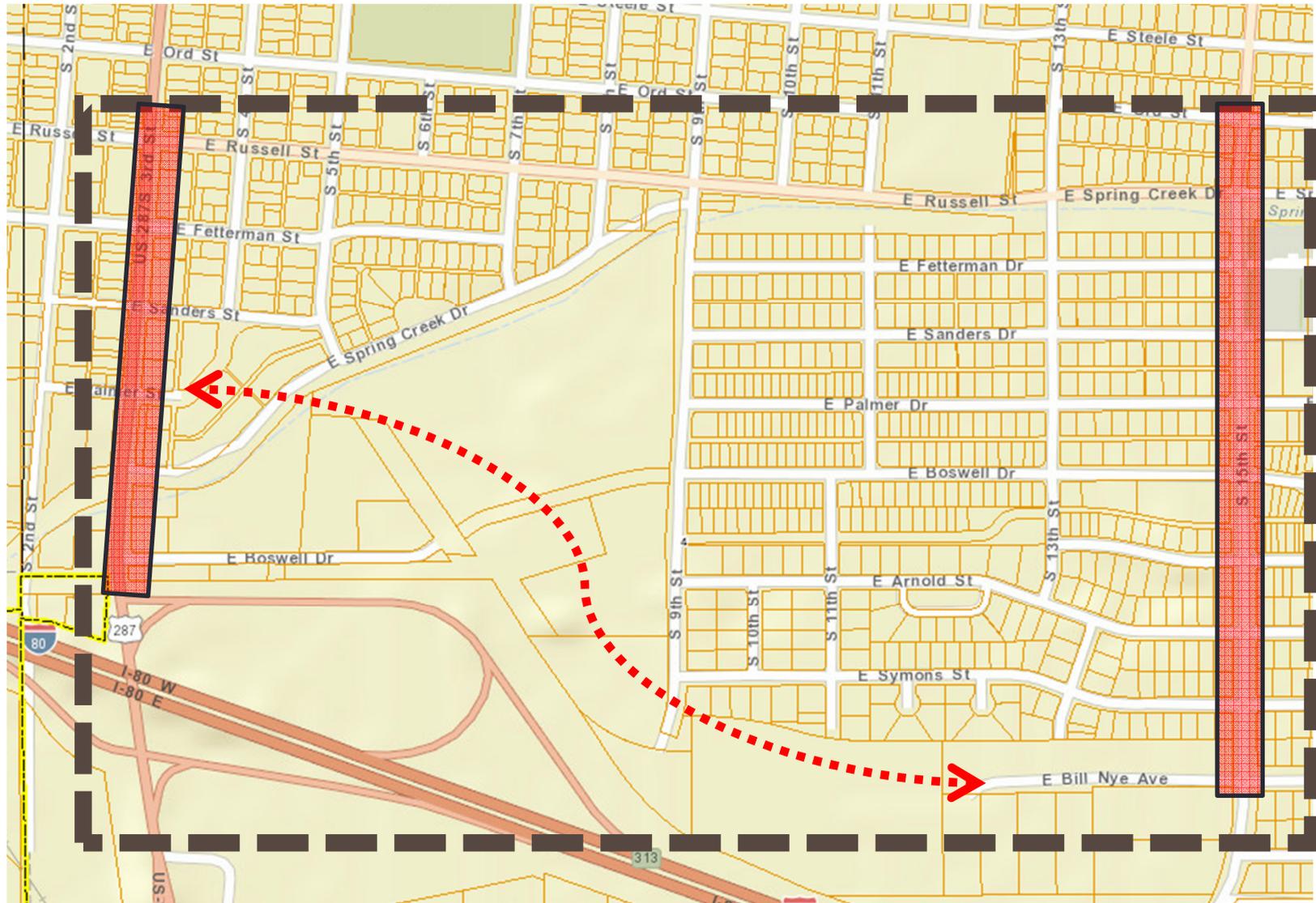


Brad Emmons,  
A.I.C.P.  
Principal-in-charge  
Planning



Jake Wilson, E.I.T.  
Engineer

# Study Area



# Purpose, Objective, and Goals

- **Purpose**
  - Create a comprehensive and practical planning document that guides and promotes future development of the corridor and surrounding area.
- **Objective**
  - Develop a realistic preferred alignment for Bill Nye Avenue between 3rd Street and 15th Street.
- **Goals**
  - Promotes safety
  - Minimizes long term maintenance
  - Sensitive to current function and property owners
  - Serves all transportation users (bicycles, pedestrians, freight, passenger cars, buses, etc.)
  - Facilitates inner City connectivity
  - Encourages economic development



# Project Schedule

Activity	Tentative Schedule
Notice to proceed and Kick-off Meeting	Begin Project, June 9, 2015
Adjacent Stakeholder Meeting(s)	July 2, 2015
Meeting w/ FHWA	July 9, 2015
Develop Preliminary Alternatives	July – August, 2015
Steering Committee Meetings	August 24; September 22; and October 19, 2015; <b>November, 2015; January, 2016.</b>
<b>First Public Meeting</b>	<b>October 21, 2015</b>
Refine Alternatives	November, 2015
Complete Draft Plan	<b>December, 2015</b>
<b>Submit Draft Plan City of Laramie</b>	<b>January, 2016</b>
<b>Revise Draft Plan</b>	<b>February, 2016</b>
<b>Presentation to Governing Body</b>	<b>March, 2016</b>

# Identified Constraints

- **Physical Constraints**
  - Existing Utilities
  - Structures
  - Spring Creek
- **Adjacent Developments**
- **Corridor Safety**

## Existing Utilities - Palmer Street West of 3<sup>rd</sup> (looking west)



## Structures – Bridge at 9<sup>th</sup> and Russell (looking south)



## Structures – Bridge at 3<sup>rd</sup> and Spring Creek (looking south)



## Spring Creek - East of 3<sup>rd</sup> (looking east)



## Adjacent Development – 5<sup>th</sup> Street at Sanders (looking north)



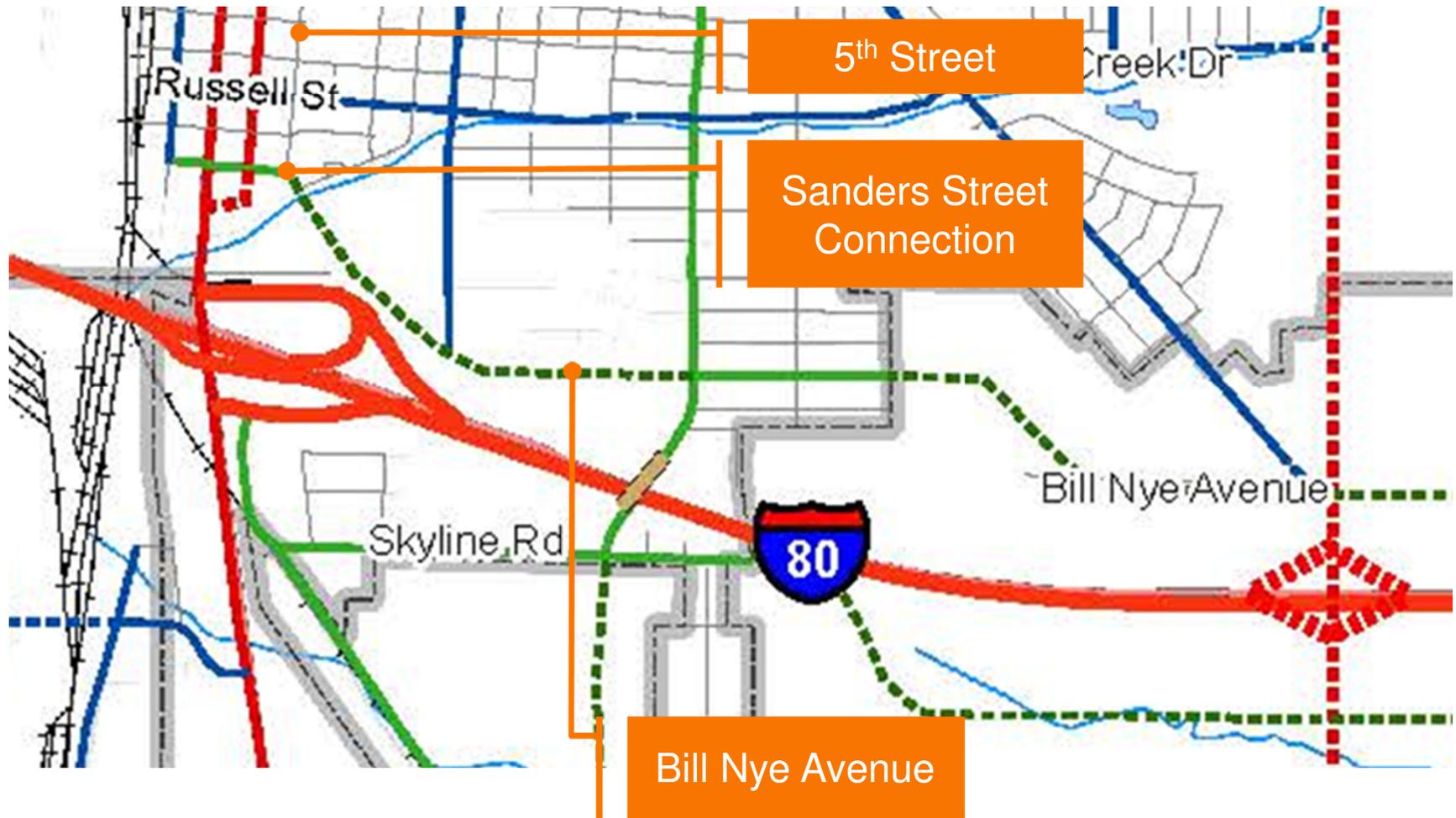
## Corridor Safety - 3<sup>rd</sup> and Boswell (Proximity of Access to Intersection)



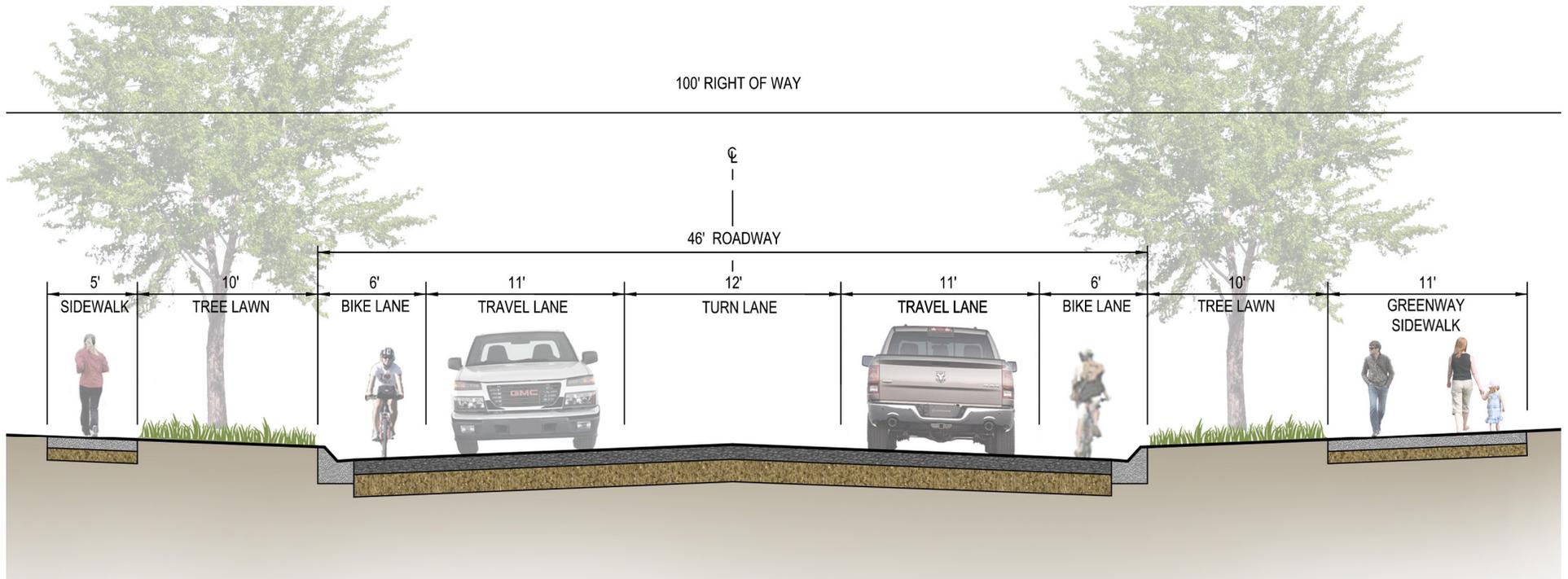
## Corridor Safety - 3<sup>rd</sup> and Boswell, I-80 On/Off Ramps – Confusion created by spacing of ramps and Boswell Drive



# Laramie Comprehensive Plan



# Conceptual Typical Section



# Do Nothing – Utilize 15<sup>th</sup> Street



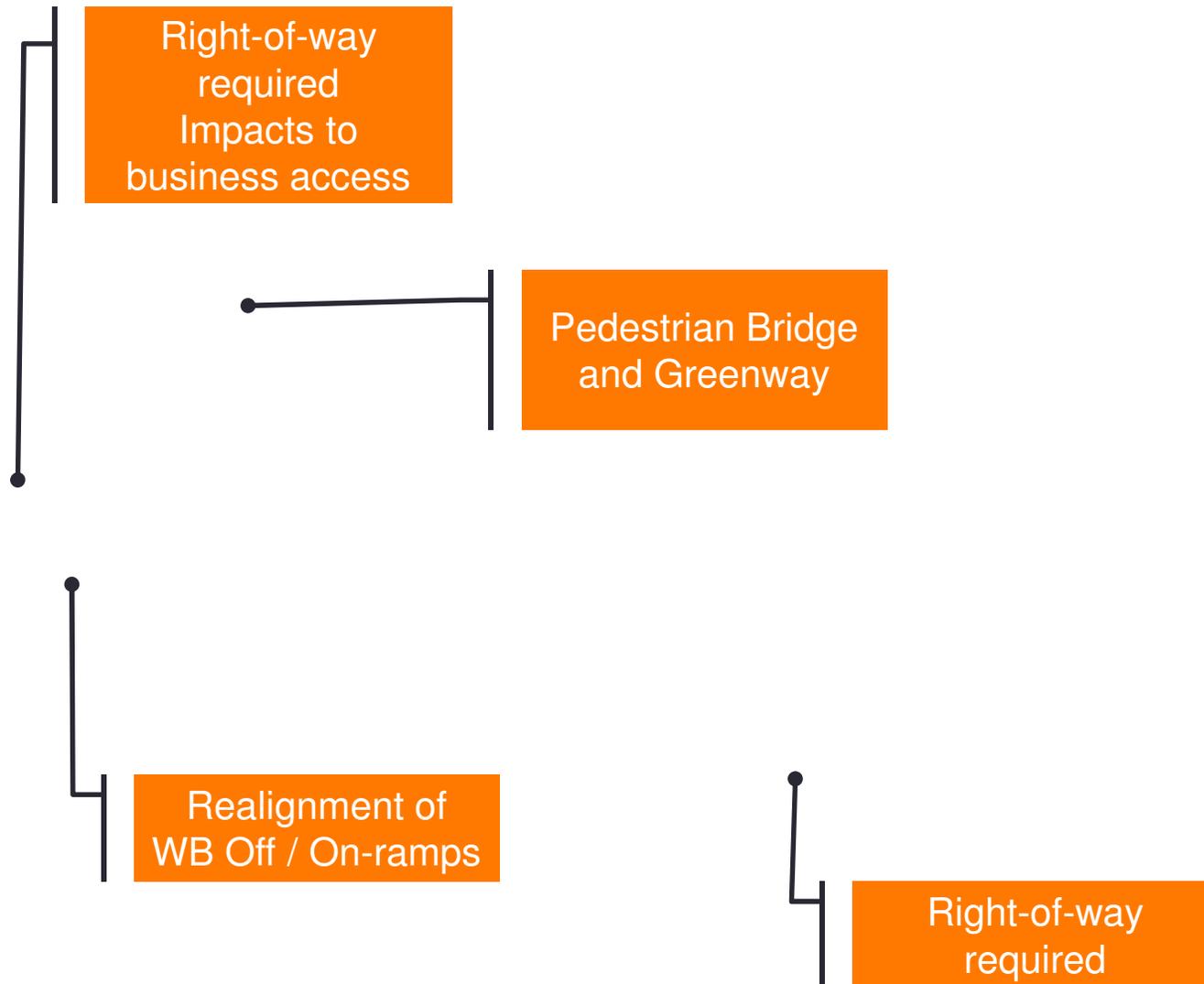
# Revised Bill Nye Realignment



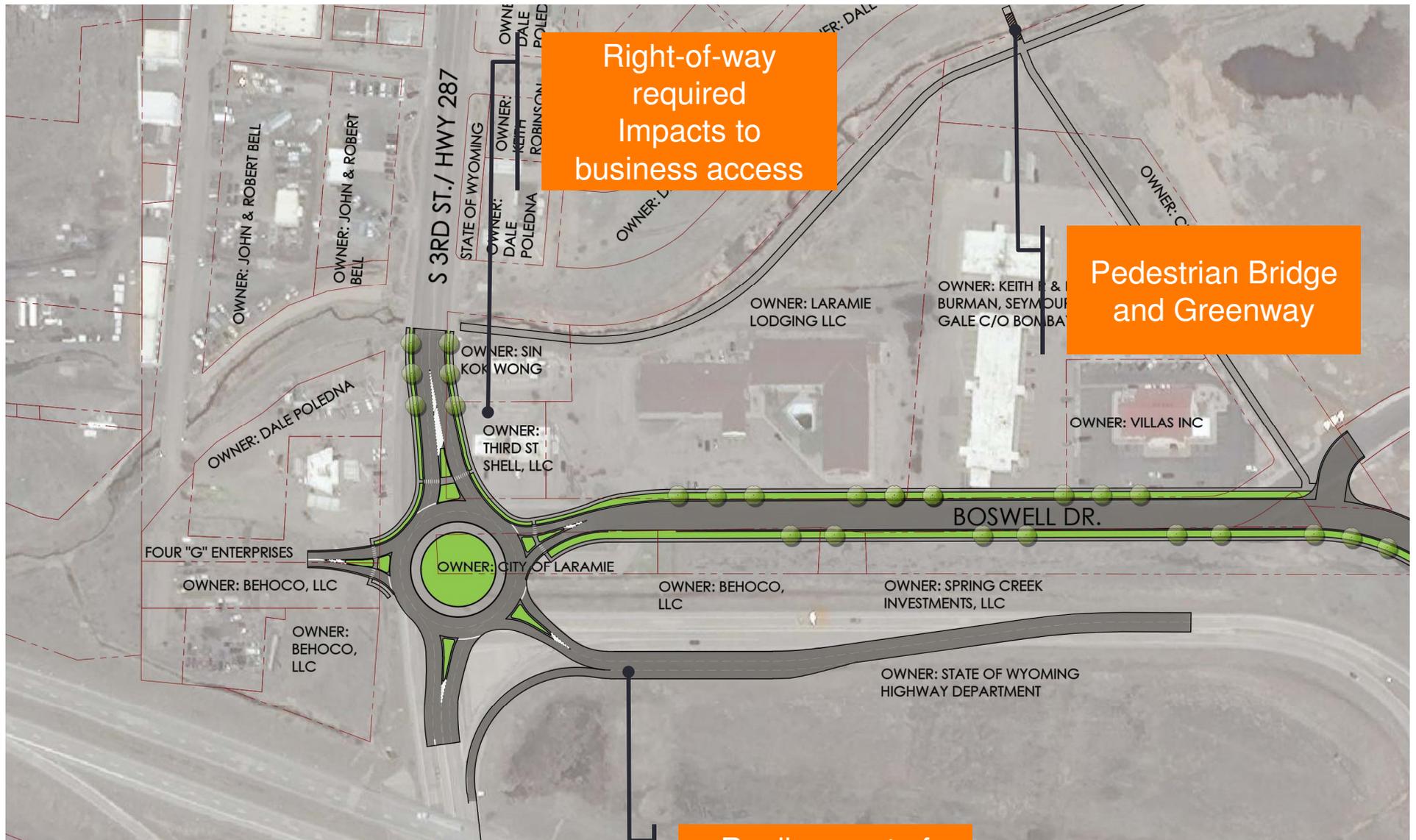
# E. Palmer Drive w/ Cul-de-sac Boswell



# RAB at 3<sup>rd</sup>/ Boswell/ I-80 WB Ramps



# RAB at 3<sup>rd</sup>/ Boswell/ I-80 WB Ramps



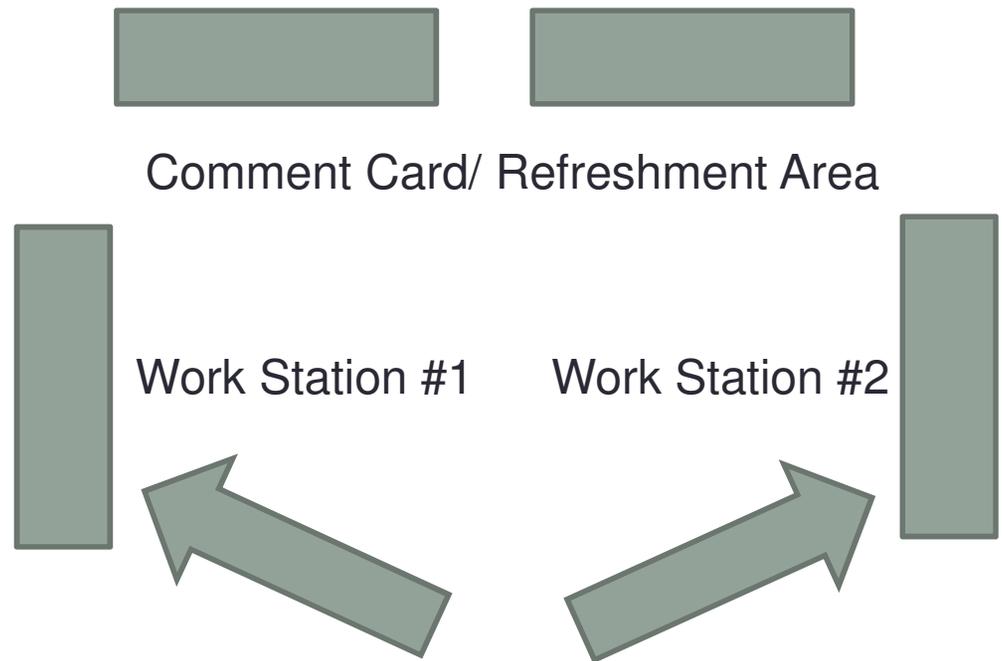
Right-of-way  
required  
Impacts to  
business access

Pedestrian Bridge  
and Greenway

Right-of-Way

# Work Station Areas

- Two Identical Work Stations
  - **Tables**
    - Aerial photo with street views
- Comment Card/ Refreshment Area



# Bill Nye Avenue Corridor Study Comment Sheet

Which of the following best describes you (Please check all that apply)?

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Home owner in the area | <input type="checkbox"/> Employee in the area            |
| <input type="checkbox"/> Renter in the area                | <input type="checkbox"/> Potential Route user            |
| <input type="checkbox"/> Business owner in the area        | <input type="checkbox"/> Other _____<br>(Please specify) |
| <input type="checkbox"/> Commercial property owner         |  |

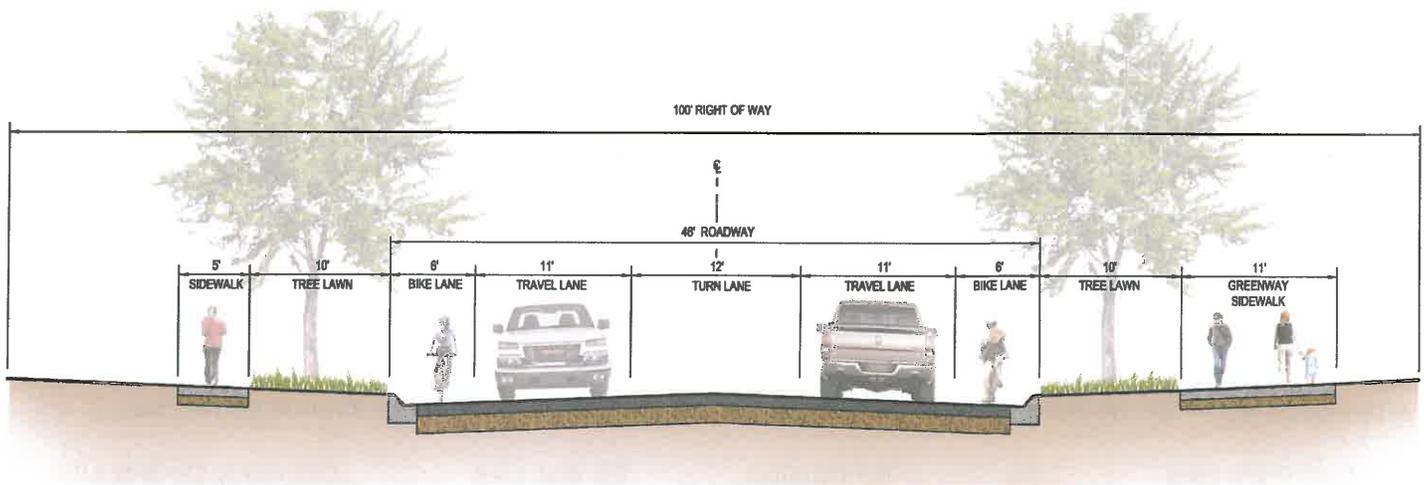
Please give your contact information in order to keep you informed (Optional)?

Name: Crystal Graf

Address: 1913 River Creek Ct.

Phone: 785-250-6500

Email: n.c.graf@outlook.com



Bill Nye Avenue Looking West

Proposed Typical Section on Bill Nye Avenue looking west.

- |  |                                  |  |   |  |
|--|----------------------------------|--|---|--|
| Definitely Like<br><input checked="" type="checkbox"/> | Like<br><input type="checkbox"/> | No Opinion<br><input type="checkbox"/> | Do Not Like<br><input type="checkbox"/> | Definitely Do Not Like<br><input type="checkbox"/> |
|--|----------------------------------|--|---|--|

Any additional comments?

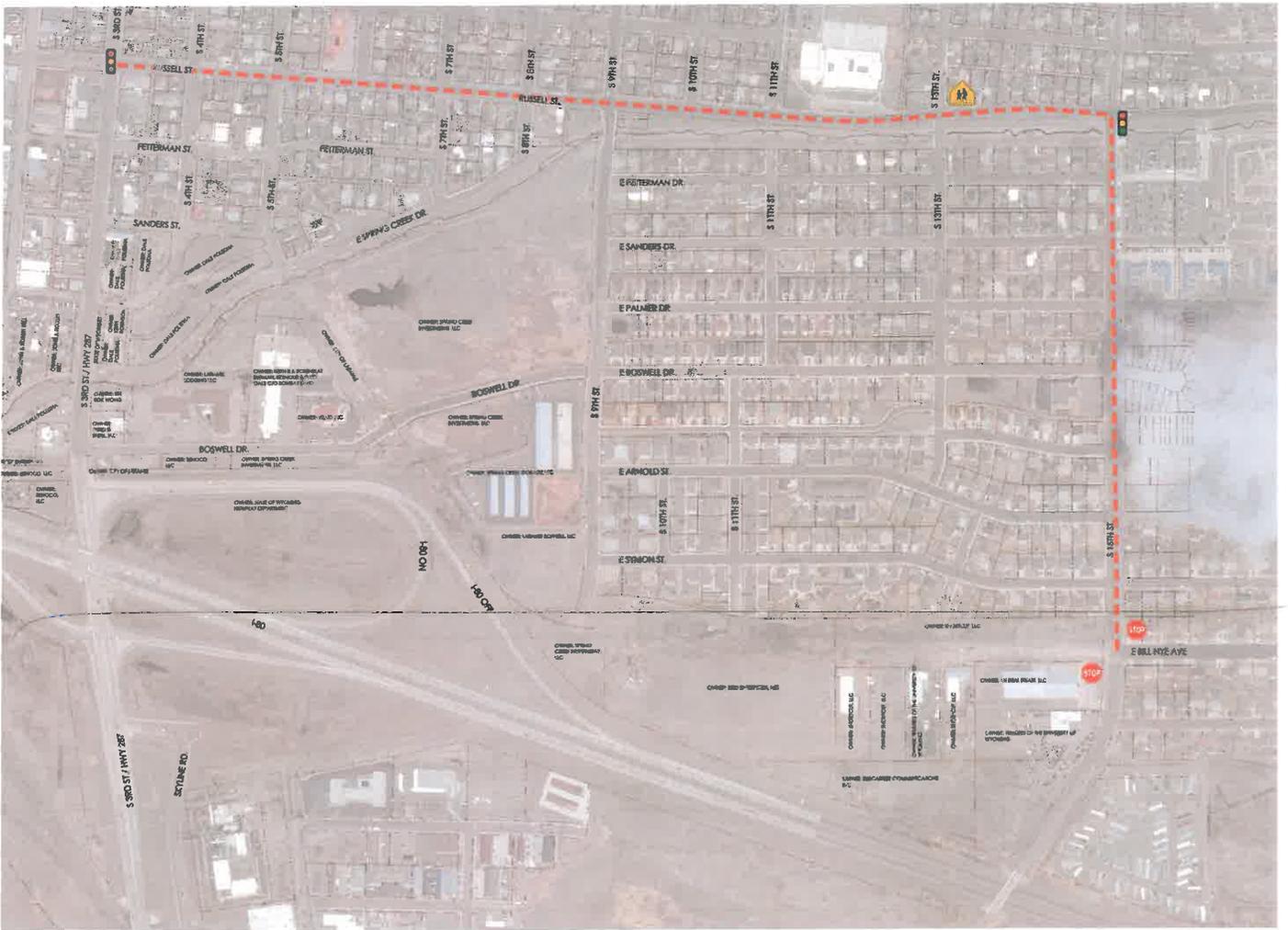
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"Do Nothing" Utilize 15<sup>th</sup> Street to Russell Street/ E. Spring Creek Drive

Alternative #1 – "Do nothing" (Utilize 15<sup>th</sup> Street to Russell Street for Bill Nye Avenue connection.)

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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Boswell Drive Realignment at 3rd Street.

Alternative #2 – Boswell Drive Realignment at 3<sup>rd</sup> Street.

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

- Gives access to all business
- Helps the ~~flow~~ flow of traffic





Roundabout at 3rd Street, Boswell Drive, and Westbound Off and On Ramps

Alternative #4 – Roundabout at 3<sup>rd</sup> Street, Boswell Drive, and Westbound Off and On Ramps

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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# Bill Nye Avenue Corridor Study Comment Sheet

Which of the following best describes you (Please check all that apply)?

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Home owner in the area | <input type="checkbox"/> Employee in the area |
| <input type="checkbox"/> Renter in the area                | <input type="checkbox"/> Potential Route user |
| <input type="checkbox"/> Business owner in the area        | <input type="checkbox"/> Other _____          |
| <input type="checkbox"/> Commercial property owner         | (Please specify)                              |

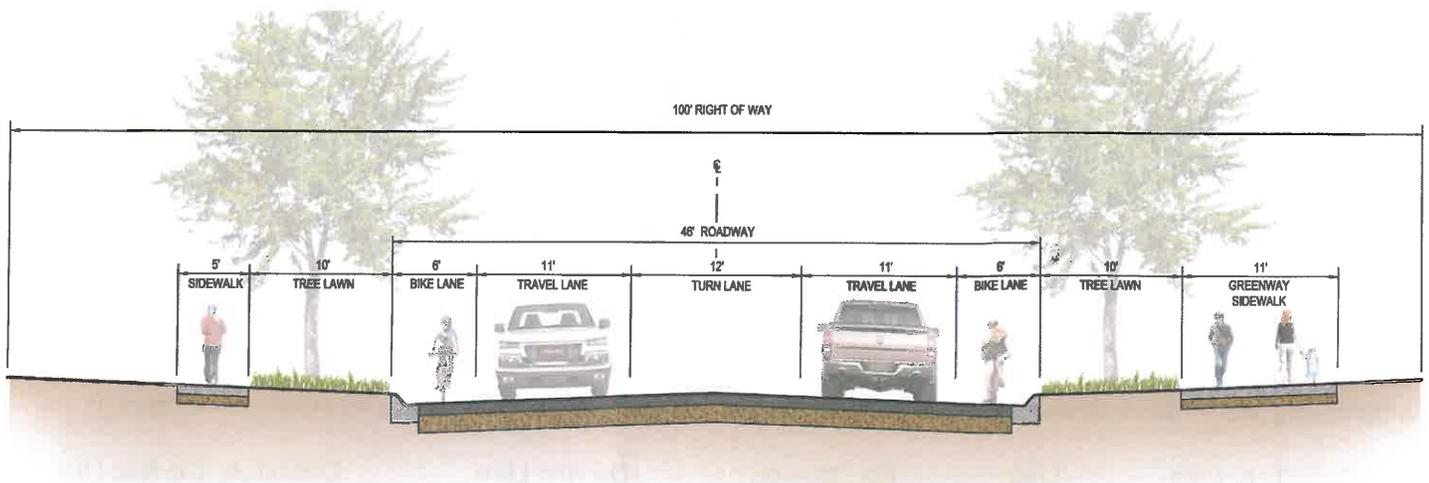
Please give your contact information in order to keep you informed (Optional)?

Name: NATHAN EWERT

Address: 1907 AUTUMN CIRCLE

Phone: \_\_\_\_\_

Email: \_\_\_\_\_



Bill Nye Avenue Looking West

Proposed Typical Section on Bill Nye Avenue looking west.

- |   |   |  |   |   |
|---|---|--|---|---|
| Definitely Like<br><input type="checkbox"/> | Like<br><input checked="" type="checkbox"/> | No Opinion<br><input type="checkbox"/> | Do Not Like<br><input type="checkbox"/> | Definitely Do Not Like<br><input checked="" type="checkbox"/> |
|---|---|--|---|---|

Any additional comments?

Why left hand turn lane? doesn't seem to  
be alot of ~~say~~ left hand turns on the street.  
maybe use the left hand turn space on either  
side for extra green space.



"Do Nothing" Utilize 15<sup>th</sup> Street to Russell Street/ E. Spring Creek Drive

Alternative #1 – "Do nothing" (Utilize 15<sup>th</sup> Street to Russell Street for Bill Nye Avenue connection.)

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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Boswell Drive Realignment at 3rd Street.

Alternative #2 – Boswell Drive Realignment at 3<sup>rd</sup> Street.

Definitely Like



Like



No Opinion



Do Not Like



Definitely Do Not Like



Any additional comments?

LOGISTICALLY BEST OPTION I THINK.



Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Alternative #3 – Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

*Will be crazy to consider this*



Roundabout at 3rd Street, Boswell Drive, and Westbound Off and On Ramps

Alternative #4 – Roundabout at 3<sup>rd</sup> Street, Boswell Drive, and Westbound Off and On Ramps

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

I like this option but Roundabout in Wyoming = good luck.



# Bill Nye Avenue Corridor Study Comment Sheet

Which of the following best describes you (Please check all that apply)?

- Home owner in the area
- Renter in the area
- Business owner in the area
- Commercial property owner
- Employee in the area
- Potential Route user
- Other \_\_\_\_\_  
(Please specify)

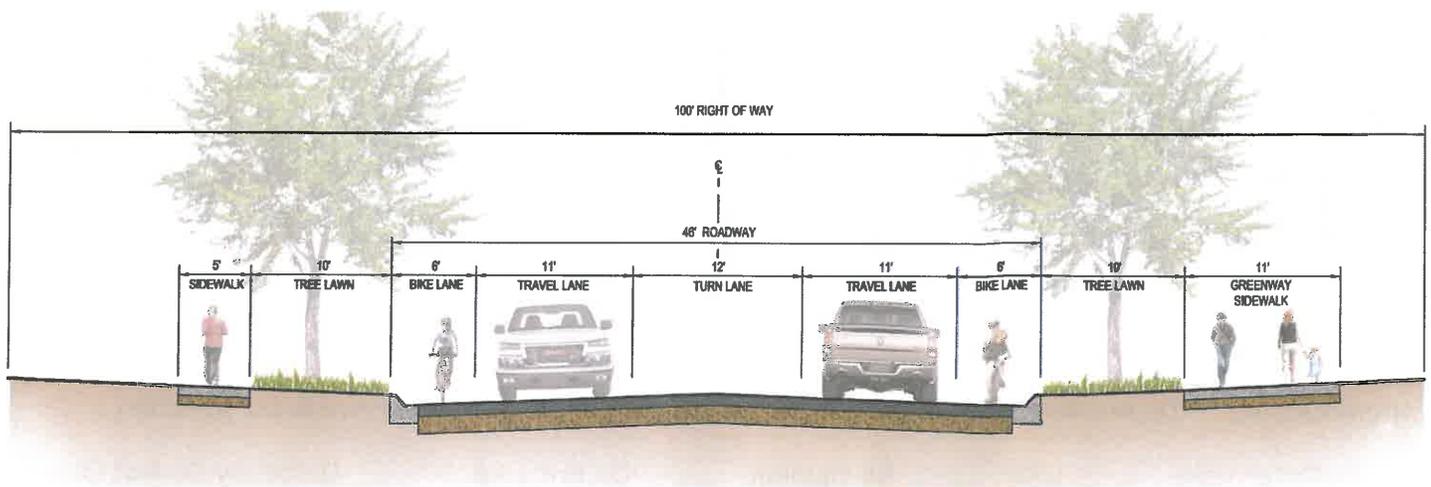
Please give your contact information in order to keep you informed (Optional)?

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_



Bill Nye Avenue Looking West

Proposed Typical Section on Bill Nye Avenue looking west.

- Definitely Like
- Like
- No Opinion
- Do Not Like
- Definitely Do Not Like

Any additional comments?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_





Boswell Drive Realignment at 3rd Street.

Alternative #2 – Boswell Drive Realignment at 3<sup>rd</sup> Street.

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Alternative #3 – Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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Roundabout at 3rd Street, Boswell Drive, and Westbound Off and On Ramps

Alternative #4 – Roundabout at 3<sup>rd</sup> Street, Boswell Drive, and Westbound Off and On Ramps

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like



Any additional comments?

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Rate the importance of the following transportation modes (circle the most appropriate for each issue) based on what you consider to be the most important design consideration for Bill Nye Avenue?

Description	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinion
Volume of Traffic	5	4	3	2	1	0
Higher Traffic Speeds	5	4	3	2	1	0
Lower Traffic Speeds	5	4	3	2	1	0
Pedestrians	5	4	3	2	1	0
Bicycles	5	4	3	2	1	0
Other	5	4	3	2	1	0

If Other (please specify)

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Additional Comments

Do you have any additional ideas, information, or other comments that you would like to provide at this time?

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**Thank you for providing input for this important project.**  
**Please return your comment sheet to the check-in table before you leave.**  
**If you prefer to mail or email your comments, please do so by November 6, 2015.**  
**Mail them to: AVI, P.C. 1103 Old Town Lane, Cheyenne, Wyoming 82009.**  
**Email: [AVI@avipc.com](mailto:AVI@avipc.com)**

# Bill Nye Avenue Corridor Study Comment Sheet

Which of the following best describes you (Please check all that apply)?

- Home owner in the area
- Renter in the area
- Business owner in the area
- Commercial property owner
- Employee in the area
- Potential Route user
- Other LAND OWNER  
(Please specify)

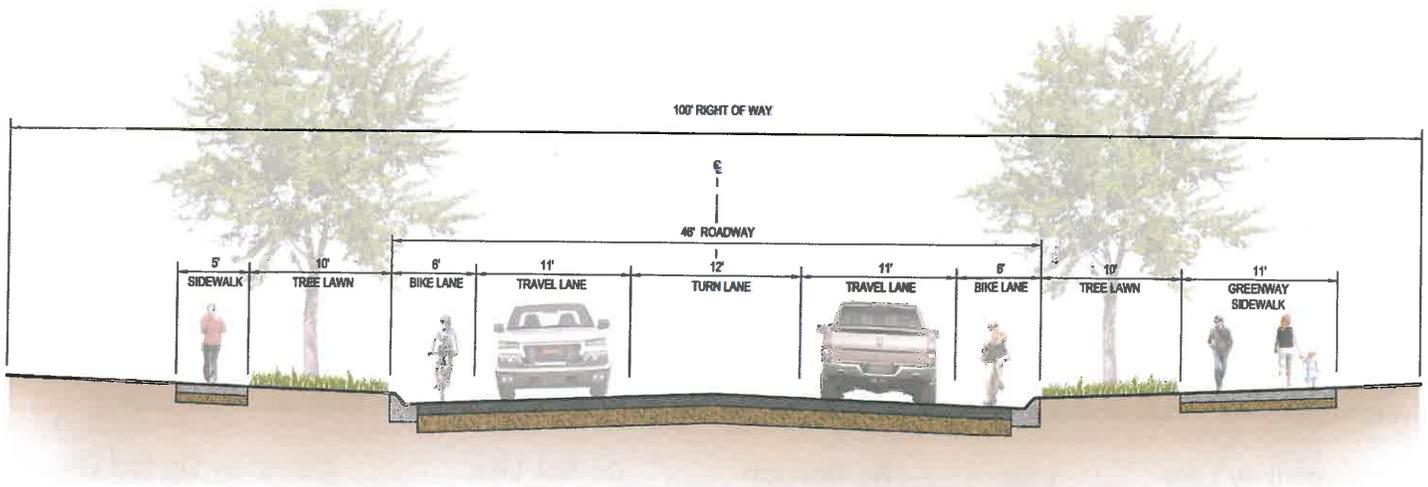
Please give your contact information in order to keep you informed (Optional)?

Name: DON BIRD

Address: 1719 PERSON ST.

Phone: 745-7078

Email: DON DOT BIRD @ AOL . COM



Bill Nye Avenue Looking West

Proposed Typical Section on Bill Nye Avenue looking west.

- Definitely Like
- Like
- No Opinion
- Do Not Like
- Definitely Do Not Like

Any additional comments?

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"Do Nothing" Utilize 15<sup>th</sup> Street to Russell Street/ E. Spring Creek Drive

Alternative #1 – "Do nothing" (Utilize 15<sup>th</sup> Street to Russell Street for Bill Nye Avenue connection.)

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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Boswell Drive Realignment at 3rd Street.

Alternative #2 – Boswell Drive Realignment at 3<sup>rd</sup> Street.

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Alternative #3 – Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Definitely Like



Like



No Opinion



Do Not Like



Definitely Do Not Like



Any additional comments?

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Roundabout at 3rd Street, Boswell Drive, and Westbound Off and On Ramps

Alternative #4 – Roundabout at 3<sup>rd</sup> Street, Boswell Drive, and Westbound Off and On Ramps

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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Rate the importance of the following transportation modes (circle the most appropriate for each issue) based on what you consider to be the most important design consideration for Bill Nye Avenue?

Description	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinion
Volume of Traffic	5	4	3	2	1	0
Higher Traffic Speeds	5	4	3	2	1	0
Lower Traffic Speeds	5	4	3	2	1	0
Pedestrians	5	4	3	2	1	0
Bicycles	5	4	3	2	1	0
Other	5	4	3	2	1	0

If Other (please specify)

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Additional Comments

Do you have any additional ideas, information, or other comments that you would like to provide at this time?

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# Bill Nye Avenue Corridor Study Comment Sheet

Which of the following best describes you (Please check all that apply)?

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Home owner in the area | <input type="checkbox"/> Employee in the area            |
| <input type="checkbox"/> Renter in the area                | <input checked="" type="checkbox"/> Potential Route user |
| <input type="checkbox"/> Business owner in the area        | <input type="checkbox"/> Other _____                     |
| <input type="checkbox"/> Commercial property owner         | (Please specify)   |

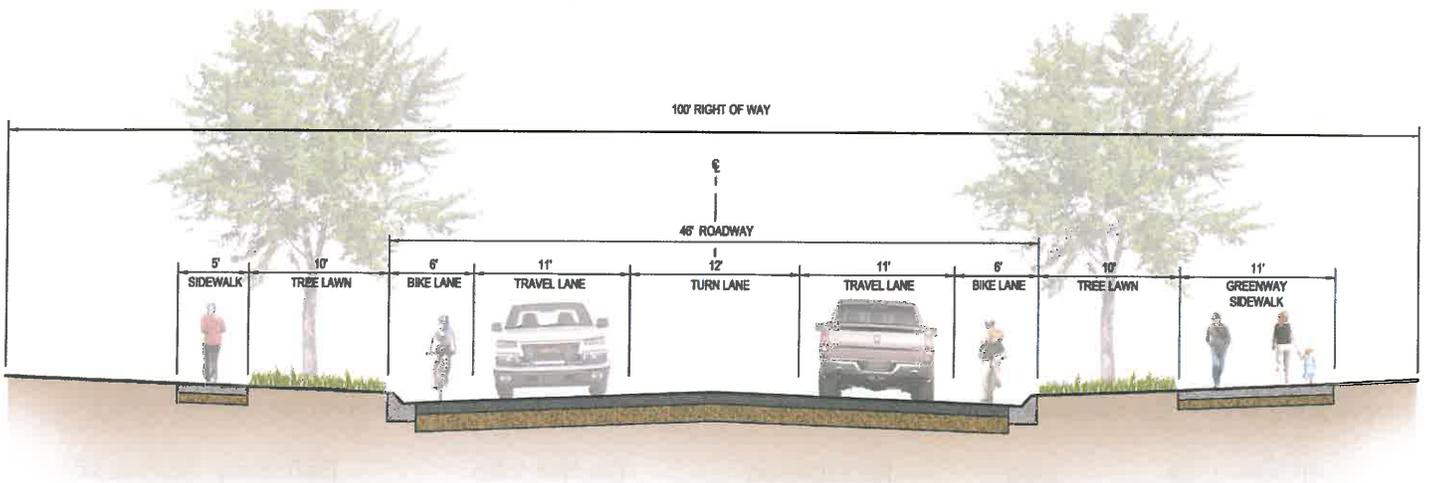
Please give your contact information in order to keep you informed (Optional)?

Name: Nicole Swartz

Address: 1011 S. 5th

Phone: 307-460-3280

Email: n4swartz@gmail.com



Bill Nye Avenue Looking West

Proposed Typical Section on Bill Nye Avenue looking west.

- |  |                                  |  |   |  |
|--|----------------------------------|--|---|--|
| Definitely Like<br><input checked="" type="checkbox"/> | Like<br><input type="checkbox"/> | No Opinion<br><input type="checkbox"/> | Do Not Like<br><input type="checkbox"/> | Definitely Do Not Like<br><input type="checkbox"/> |
|--|----------------------------------|--|---|--|

Any additional comments?

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"Do Nothing" Utilize 15<sup>th</sup> Street to Russell Street/ E. Spring Creek Drive

Alternative #1 – "Do nothing" (Utilize 15<sup>th</sup> Street to Russell Street for Bill Nye Avenue connection.)

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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Boswell Drive Realignment at 3rd Street.

Alternative #2 - Boswell Drive Realignment at 3<sup>rd</sup> Street.

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

*Ambivalent - but more stoplights would not be desirable.*

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Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Alternative #3 – Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

*stoplights too close to each other, cul de sac is not desirable on Boswell*



Roundabout at 3rd Street, Boswell Drive, and Westbound Off and On Ramps

Alternative #4 – Roundabout at 3<sup>rd</sup> Street, Boswell Drive, and Westbound Off and On Ramps

Definitely  Like     
 Like      
 No Opinion      
 Do Not Like      
 Definitely Do Not Like

Any additional comments?

Roundabouts would make a much-needed  
 aesthetically-pleasing entrance into Lasarria.

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Rate the importance of the following transportation modes (circle the most appropriate for each issue) based on what you consider to be the most important design consideration for Bill Nye Avenue?

Description	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinion
Volume of Traffic	5	4	3	2	1	0
Higher Traffic Speeds	5	4	3	2	1	0
Lower Traffic Speeds	5	4	3	2	1	0
Pedestrians	5	4	3	2	1	0
Bicycles	5	4	3	2	1	0
Other	5	4	3	2	1	0

If Other (please specify)

Additional Comments

Do you have any additional ideas, information, or other comments that you would like to provide at this time?

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# Bill Nye Avenue Corridor Study Comment Sheet

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- Business owner in the area
- Commercial property owner
- Employee in the area
- Potential Route user
- Other \_\_\_\_\_  
(Please specify)

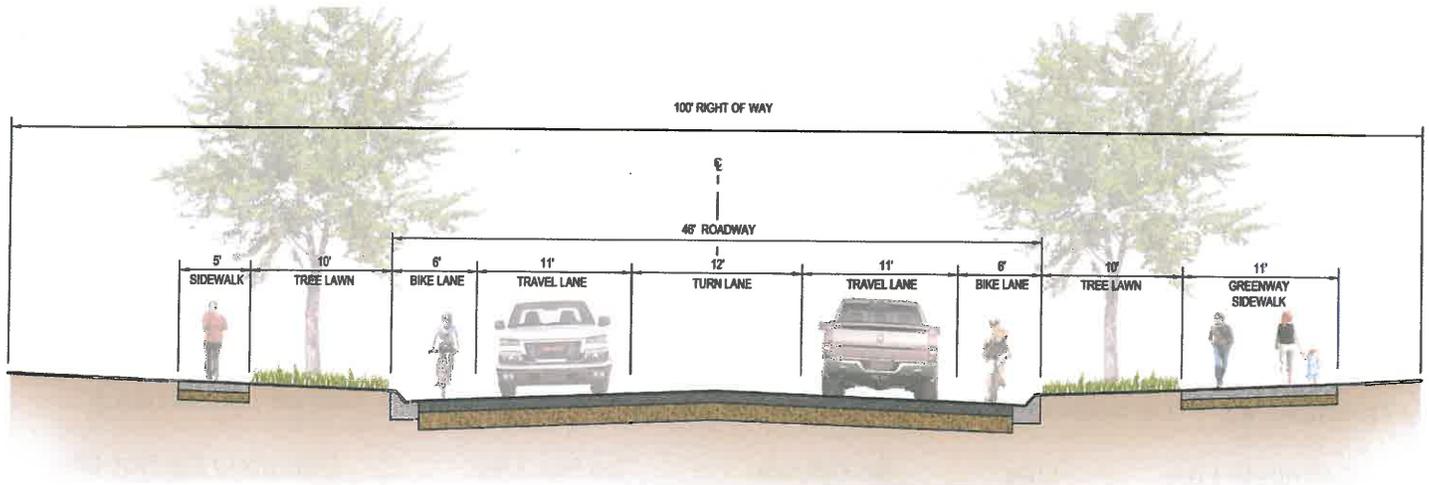
Please give your contact information in order to keep you informed (Optional)?

Name: DIANA SCHWEDE

Address: 1011 S. 5TH STREET

Phone: (307) 460-3280

Email: DIANA.SCHWEDE@GMAIL.COM



Bill Nye Avenue Looking West

Proposed Typical Section on Bill Nye Avenue looking west.

- Definitely Like
- Like
- No Opinion
- Do Not Like
- Definitely Do Not Like

Any additional comments?

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"Do Nothing" Utilize 15<sup>th</sup> Street to Russell Street/ E. Spring Creek Drive

Alternative #1 – "Do nothing" (Utilize 15<sup>th</sup> Street to Russell Street for Bill Nye Avenue connection.)

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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Boswell Drive Realignment at 3rd Street.

Alternative #2 – Boswell Drive Realignment at 3<sup>rd</sup> Street.

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Alternative #3 – Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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Roundabout at 3rd Street, Boswell Drive, and Westbound Off and On Ramps

Alternative #4 – Roundabout at 3<sup>rd</sup> Street, Boswell Drive, and Westbound Off and On Ramps

Definitely Like



Like



No Opinion



Do Not Like



Definitely Do Not Like



Any additional comments?

I ESPECIALLY APPRECIATE THE POTENTIAL ~~FOR IMPROVED~~ <sup>AN</sup> FOR IMPROVED  
 experience when ENTERING LARAMIE FROM THE SOUTH WITH THIS OPTION  
 WITH REGARD TO TRAFFIC FLOW, & AESTHETICS.

GREAT WORK, TEAM! THANK YOU!



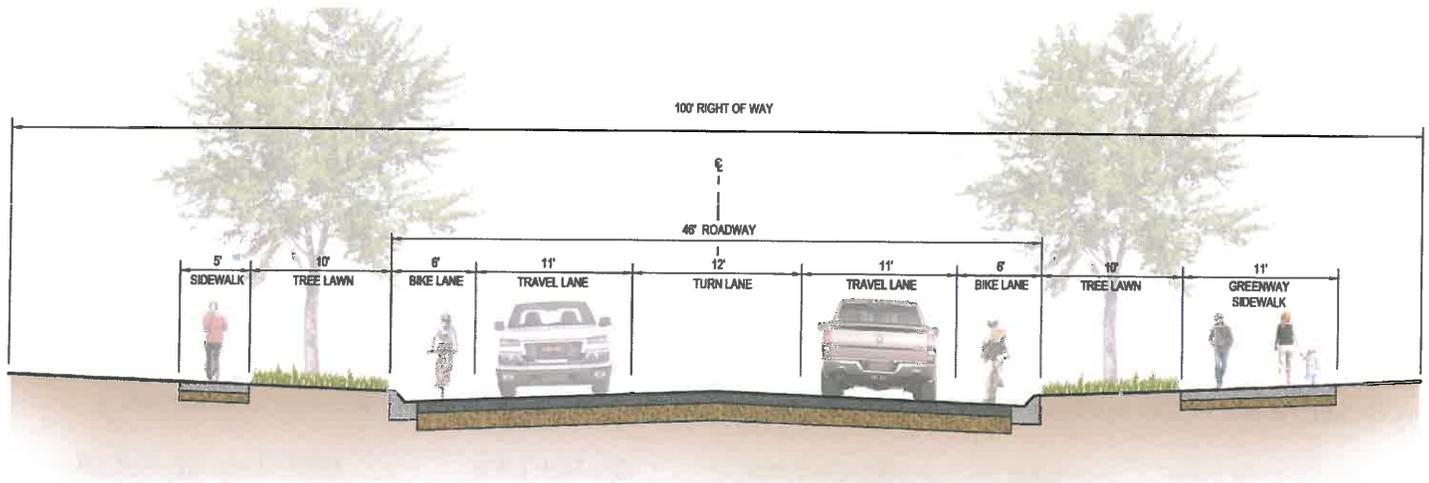
# Bill Nye Avenue Corridor Study Comment Sheet

Which of the following best describes you (Please check all that apply)?

- Home owner in the area
- Renter in the area
- Business owner in the area
- Commercial property owner
- Employee in the area
- Potential Route user
- Other \_\_\_\_\_  
(Please specify)

Please give your contact information in order to keep you informed (Optional)?

Name: JOHN KIRKALDIE  
 Address: 1231 SPRING CREEK DRIVE  
 Phone: 357-761-0053  
 Email: merlinjn29@outlook.com



Bill Nye Avenue Looking West

Proposed Typical Section on Bill Nye Avenue looking west.

- Definitely Like
- Like
- No Opinion
- Do Not Like
- Definitely Do Not Like

Any additional comments?

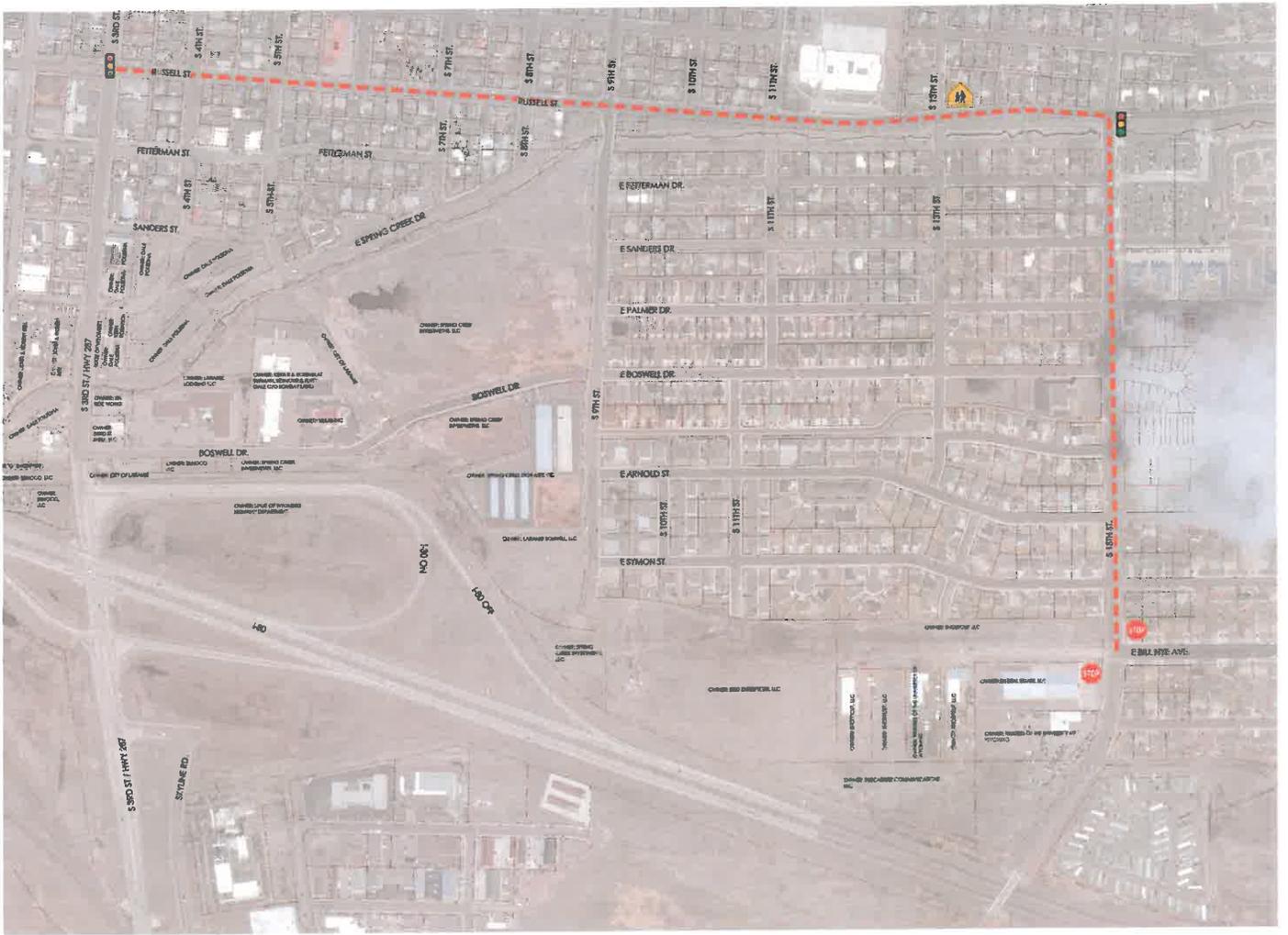
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"Do Nothing" Utilize 15<sup>th</sup> Street to Russell Street/ E. Spring Creek Drive

Alternative #1 – "Do nothing" (Utilize 15<sup>th</sup> Street to Russell Street for Bill Nye Avenue connection.)

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

*Too much congestion. A lot of safety concerns. Russell and Spring Creek Drive have a lot of traffic today. With this addition it would be almost bumper to bumper.*



Boswell Drive Realignment at 3rd Street.

Alternative #2 – Boswell Drive Realignment at 3<sup>rd</sup> Street.

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Alternative #3 – Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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Roundabout at 3rd Street, Boswell Drive, and Westbound Off and On Ramps

Alternative #4 – Roundabout at 3<sup>rd</sup> Street, Boswell Drive, and Westbound Off and On Ramps

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

*Too complicated for on and off ramp traffic.*

Rate the importance of the following transportation modes (circle the most appropriate for each issue) based on what you consider to be the most important design consideration for Bill Nye Avenue?

Description	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinion
Volume of Traffic	5	4	3	2	1	0
Higher Traffic Speeds	5	4	3	2	1	0
Lower Traffic Speeds	5	4	3	2	1	0
Pedestrians	5	4	3	2	1	0
Bicycles	5	4	3	2	1	0
Other	5	4	3	2	1	0

If Other (please specify)

Additional Comments

Do you have any additional ideas, information, or other comments that you would like to provide at this time?

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# Bill Nye Avenue Corridor Study Comment Sheet

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- Home owner in the area
- Renter in the area
- Business owner in the area
- Commercial property owner
- Employee in the area
- Potential Route user
- Other \_\_\_\_\_  
(Please specify)

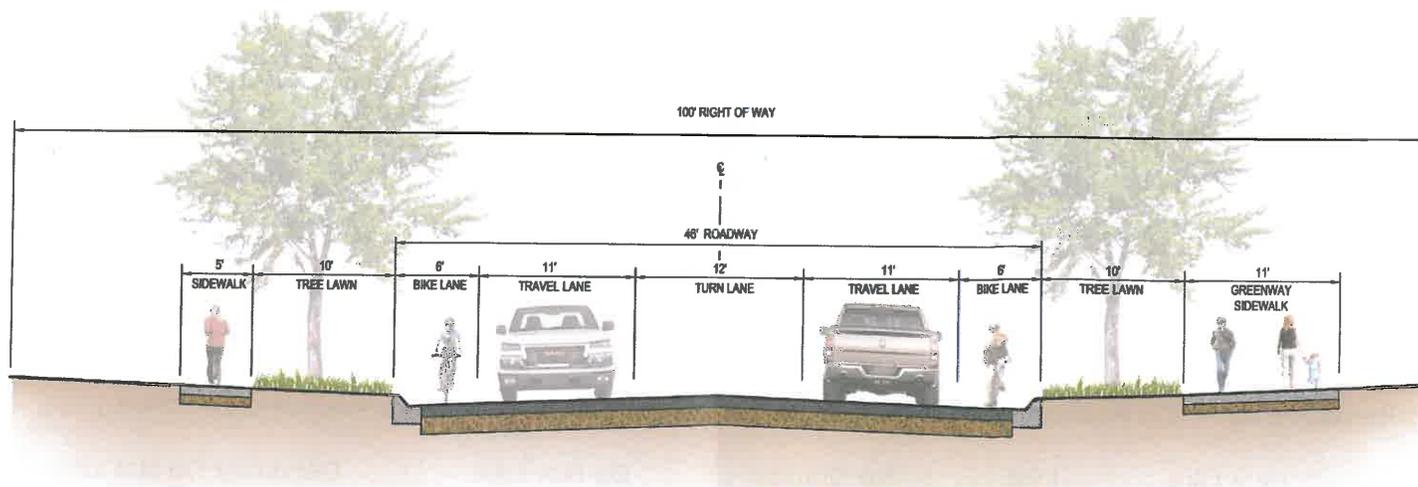
Please give your contact information in order to keep you informed (Optional)?

Name: JASON GREEN

Address: 1434 SYMONS

Phone: (303) 681-8909

Email: jr0898@yahoo.com



Bill Nye Avenue Looking West

Proposed Typical Section on Bill Nye Avenue looking west.

- Definitely Like
- Like
- No Opinion
- Do Not Like
- Definitely Do Not Like

Any additional comments?

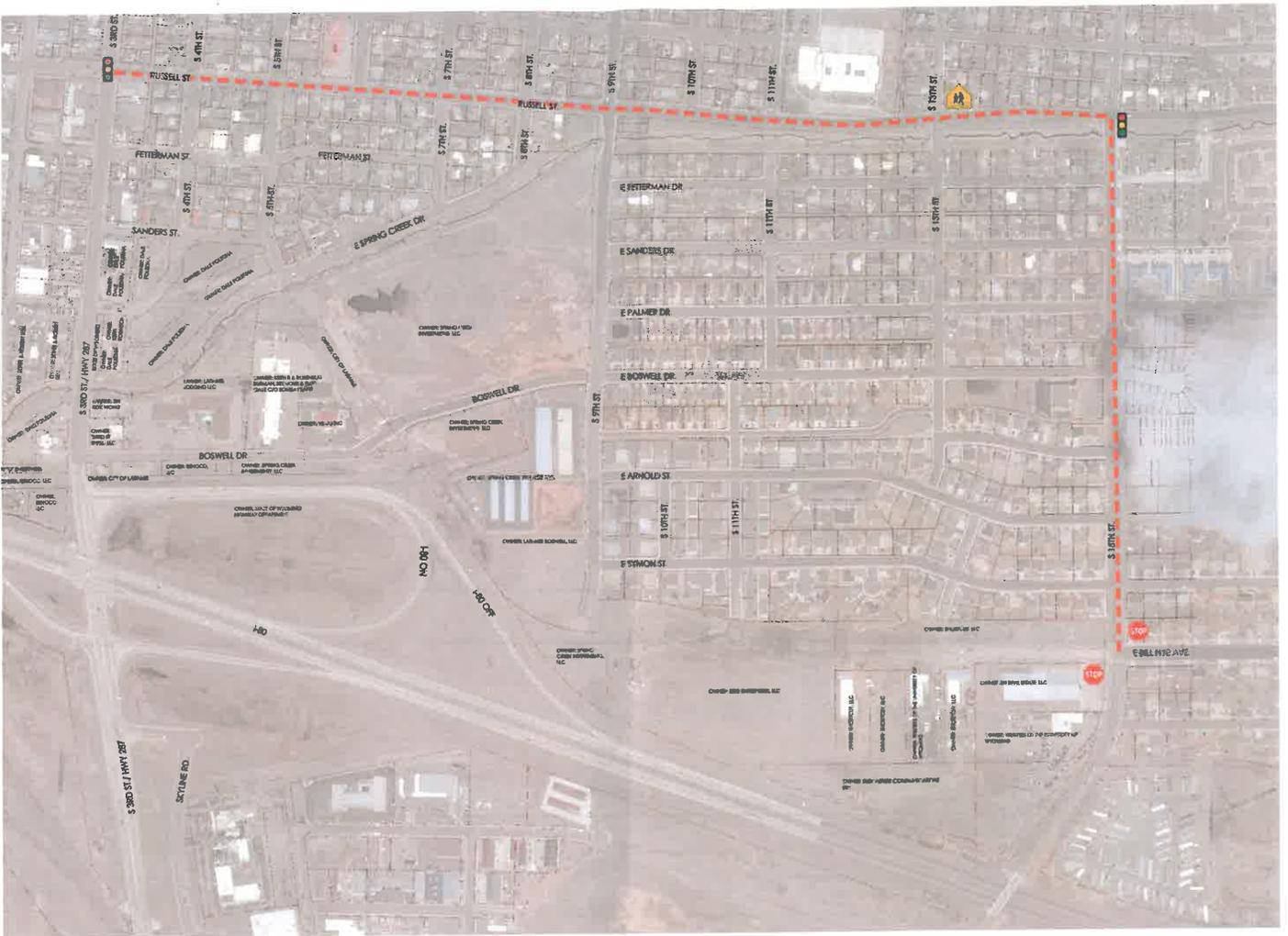
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"Do Nothing" Utilize 15<sup>th</sup> Street to Russell Street/ E. Spring Creek Drive

Alternative #1 – "Do nothing" (Utilize 15<sup>th</sup> Street to Russell Street for Bill Nye Avenue connection.)

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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Boswell Drive Realignment at 3rd Street.

Alternative #2 – Boswell Drive Realignment at 3<sup>rd</sup> Street.

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Alternative #3 – Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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Roundabout at 3rd Street, Boswell Drive, and Westbound Off and On Ramps

Alternative #4 – Roundabout at 3<sup>rd</sup> Street, Boswell Drive, and Westbound Off and On Ramps

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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# Bill Nye Avenue Corridor Study Comment Sheet

Which of the following best describes you? (Please check all that apply)?

- |  |  |
|--|--|
| <input type="checkbox"/> Home owner in the area                | <input type="checkbox"/> Employee in the area            |
| <input type="checkbox"/> Renter in the area                    | <input type="checkbox"/> Potential Route user            |
| <input checked="" type="checkbox"/> Business owner in the area | <input type="checkbox"/> Other _____<br>(Please specify) |
| <input type="checkbox"/> Commercial property owner             |  |

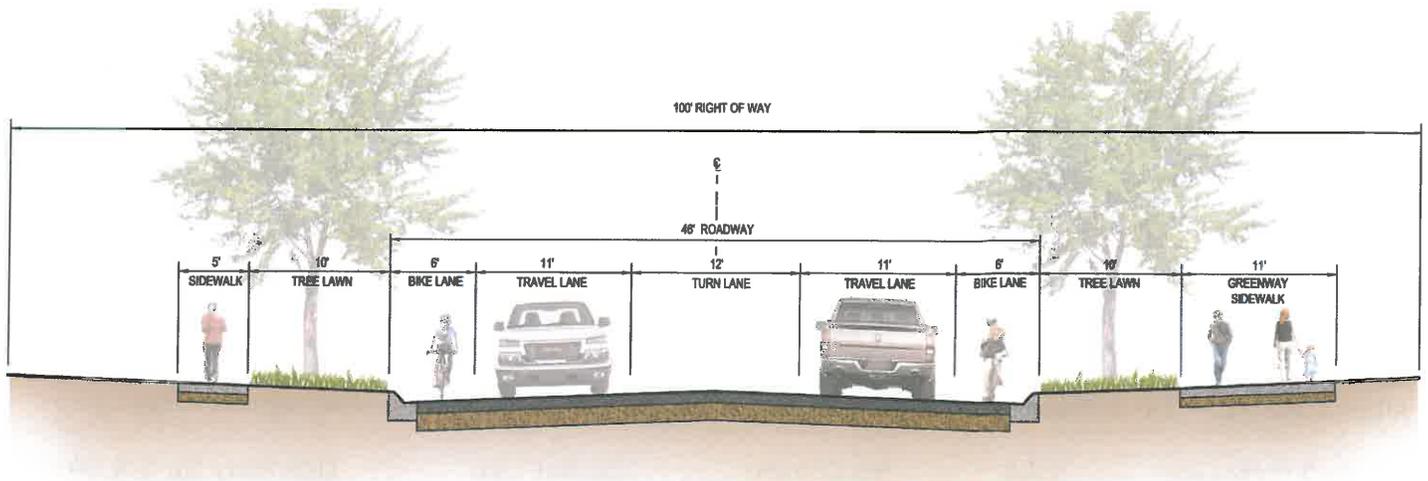
Please give your contact information in order to keep you informed (Optional)?

Name: Corona Village

Address: 513 Boswell Dr.

Phone: 307) 721-0167

Email: N/A



Bill Nye Avenue Looking West

Proposed Typical Section on Bill Nye Avenue looking west.

- |   |                                  |   |   |  |
|---|----------------------------------|---|---|--|
| Definitely Like<br><input type="checkbox"/> | Like<br><input type="checkbox"/> | No Opinion<br><input checked="" type="checkbox"/> | Do Not Like<br><input type="checkbox"/> | Definitely Do Not Like<br><input type="checkbox"/> |
|---|----------------------------------|---|---|--|

Any additional comments?

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"Do Nothing" Utilize 15<sup>th</sup> Street to Russell Street/ E. Spring Creek Drive

Alternative #1 – "Do nothing" (Utilize 15<sup>th</sup> Street to Russell Street for Bill Nye Avenue connection.)

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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Boswell Drive Realignment at 3rd Street.

Alternative #2 – Boswell Drive Realignment at 3<sup>rd</sup> Street.

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Alternative #3 – Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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Roundabout at 3rd Street, Boswell Drive, and Westbound Off and On Ramps

Alternative #4 – Roundabout at 3<sup>rd</sup> Street, Boswell Drive, and Westbound Off and On Ramps

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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Rate the importance of the following transportation modes (circle the most appropriate for each issue) based on what you consider to be the most important design consideration for Bill Nye Avenue?

Description	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinion
Volume of Traffic	5	4	3	2	1	0
Higher Traffic Speeds	5	4	3	2	1	0
Lower Traffic Speeds	5	4	3	2	1	0
Pedestrians	5	4	3	2	1	0
Bicycles	5	4	3	2	1	0
Other	5	4	3	2	1	0

If Other (please specify)

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Additional Comments

Do you have any additional ideas, information, or other comments that you would like to provide at this time?

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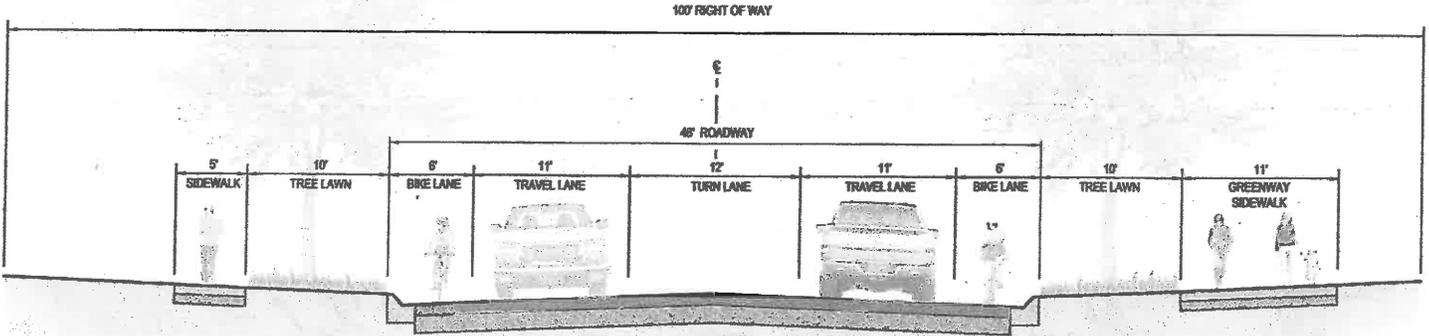
# Bill Nye Avenue Corridor Study Comment Sheet

Which of the following best describes you (Please check all that apply)?

- Home owner in the area
- Renter in the area
- Business owner in the area
- Commercial property owner
- Employee in the area
- Potential Route user
- Other *own 12 Rental units*  
(Please specify)  
*in the area.*

Please give your contact information in order to keep you informed (Optional)?

Name: JEANIE ~~LARAMIE~~ SCHUMP  
 Address: 1117 S. 5th St  
 Phone: \_\_\_\_\_  
 Email: jeanielaramie@aol.com



Bill Nye Avenue Looking West

Proposed Typical Section on Bill Nye Avenue looking west.

- Definitely Like
- Like
- No Opinion
- Do Not Like
- Definitely Do Not Like

Any additional comments?

*is a turn lane needed - or can it be just @ 3rd Street intersect to keep size (if hopefully speeds) down?*  
*Like to see trees along the roadway.*

Rate the importance of the following transportation modes (circle the most appropriate for each issue) based on what you consider to be the most important design consideration for Bill Nye Avenue?

Description	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinion
Volume of Traffic	5	4	3	2	1	0
Higher Traffic Speeds	5	4	3	2	1	0
Lower Traffic Speeds	5	4	3	2	1	0
Pedestrians	5 <i>if greenbelt</i>	4	3	2	1	0
Bicycles	5	4	3	2	1	0
Other	5	4	3	2	1	0

If Other (please specify)

Additional Comments

Do you have any additional ideas, information, or other comments that you would like to provide at this time?

*I am concerned about the rate of speed on such a long roadway - perhaps speed bumps @ pedestrian intersections?*

*Bicycles are very seasonal in Laramie. Not sure how many bikes I would use this roadway as far as it is from UW & downtown.*

*It is very hard to walk on this gypsum - retains water, slippery - not sure the diagonal strip along Corona Village would be used. If sidewalk along Spring Creek is green belt, then ok - otherwise, there is already a sidewalk on the N side of Spring Creek from 5th to 9th.*

**Thank you for providing input for this important project.**

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Email: [AVI@avipc.com](mailto:AVI@avipc.com)



"Do Nothing" Utilize 15<sup>th</sup> Street to Russell Street/ E. Spring Creek Drive

Alternative #1 - "Do nothing" (Utilize 15<sup>th</sup> Street to Russell Street for Bill Nye Avenue connection.)

Definitely Like

Like

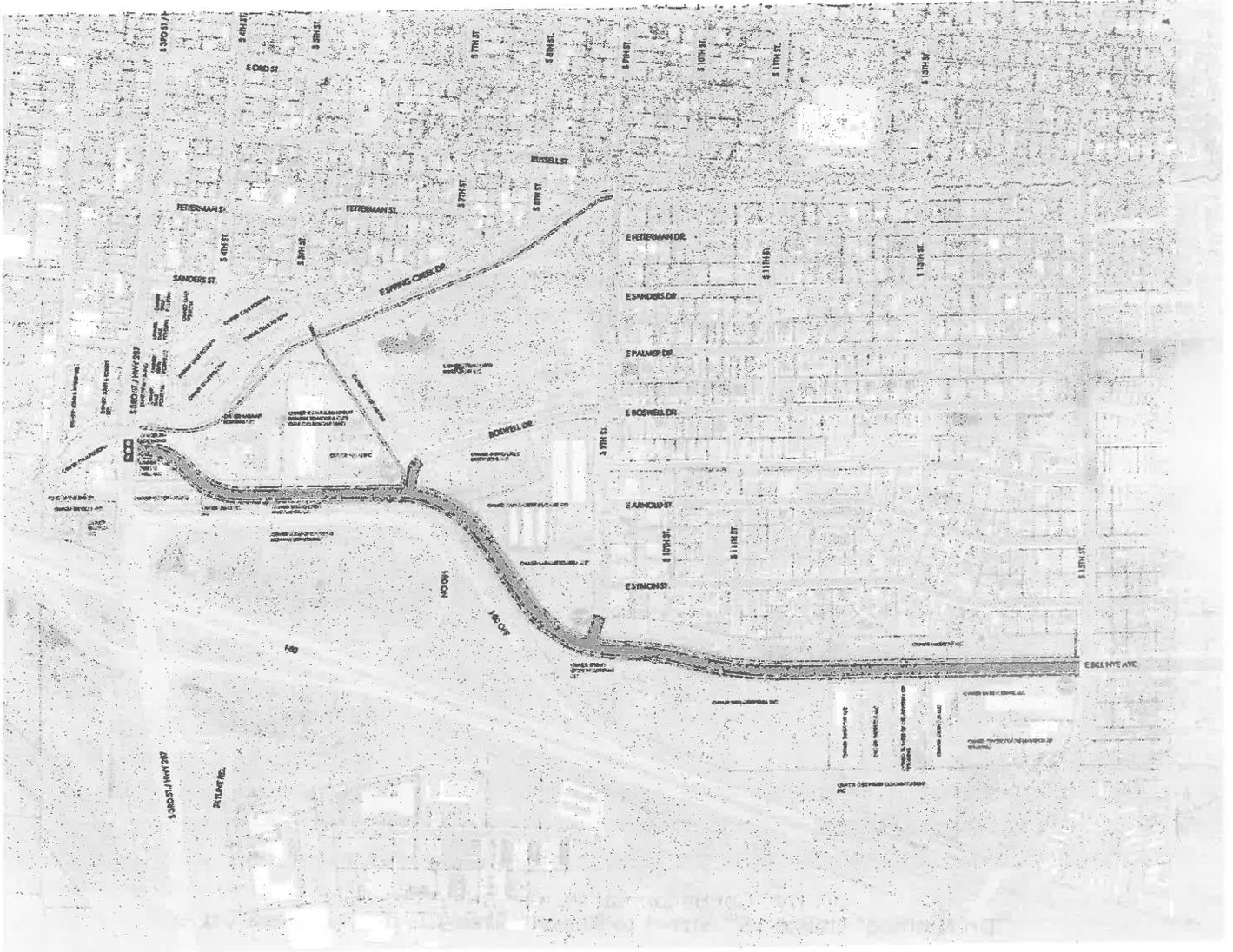
No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

Russell/Spring Creek is already a school bus route.  
 Neighborhoods (existing) are not affected.  
 This area is gypsum - not conducive for  
 development.  
 I have lived on S. 5th since 1972 & know  
 this area very well.



Boswell Drive Realignment at 3rd Street.

Alternative #2 - Boswell Drive Realignment at 3<sup>rd</sup> Street.

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

BNI Nye would not affect existing neighborhoods.  
No need to build a bridge over Spring Creek.  
Chinese restaurant has been closed for YEARS.  
9th Street bridge is somewhat narrow, but that is  
good due to proximity to elementary school.



Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Alternative #3 – Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

Needs a large bridge to cross Spring Creek.  
Traverses an area where locals walk their dogs (poled up lots). Don't like thoroughfare coming so close to residences on S. 4th, S. 5th, & Spring Creek Dr. I do see, however, where this roadway is less intrusive to businesses. There is already a large space between the "modular" & the old Texaco (now a Jack? Shop) on E. 3rd & good access to Sushi, Motel 8, & Corona Village.



Roundabout at 3rd Street, Boswell Drive, and Westbound Off and On Ramps

Alternative #4 – Roundabout at 3<sup>rd</sup> Street, Boswell Drive, and Westbound Off and On Ramps

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

Too complex within close proximity of I-80 off/on. Worried about semis (Southbound) needing to <sup>enter</sup> ~~exit~~ off I-80 & cross car lanes due to wide turns semis need. Cheyenne roundabout ~~was~~ pushing by VA hospital is MISERABLE. Vandehai exit (for less traffic) is fine. I do not think this will be a wise decision here (pushing in Cheyenne = accidents up; degree of damage per wreck down.)

# Bill Nye Avenue Corridor Study Comment Sheet

Which of the following best describes you (Please check all that apply)?

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Home owner in the area | <input type="checkbox"/> Employee in the area            |
| <input type="checkbox"/> Renter in the area                | <input checked="" type="checkbox"/> Potential Route user |
| <input type="checkbox"/> Business owner in the area        | <input type="checkbox"/> Other _____<br>(Please specify) |
| <input type="checkbox"/> Commercial property owner         |  |

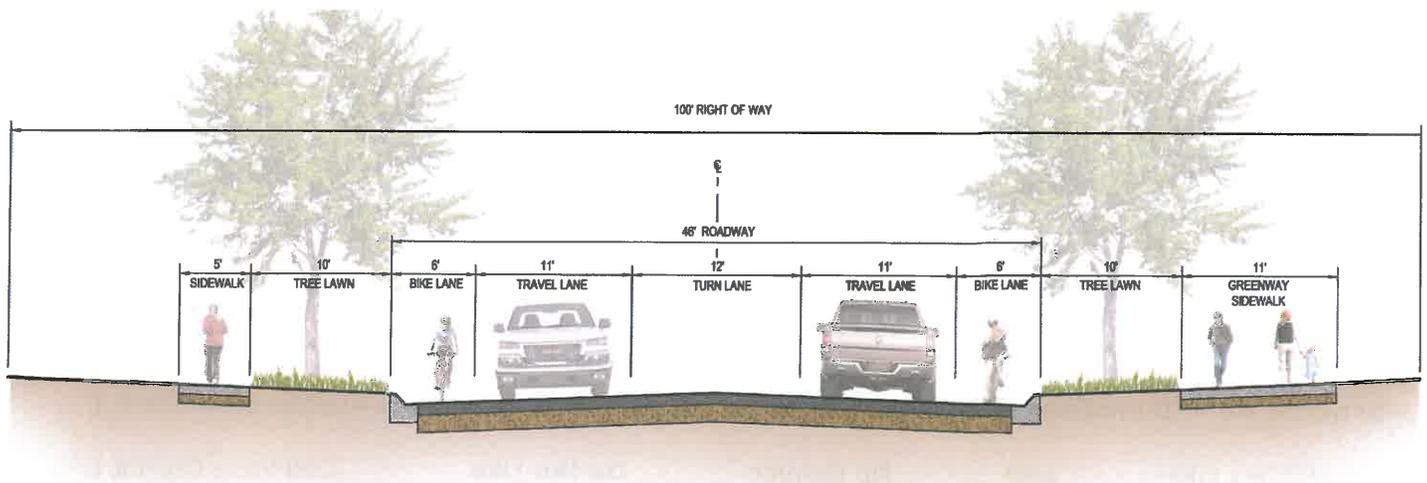
Please give your contact information in order to keep you informed (Optional)?

Name: Nick Guad

Address: 1913 River-Creek Ct

Phone: 785 250 6601

Email: Nicholas.e.guad@gmail.com



Bill Nye Avenue Looking West

Proposed Typical Section on Bill Nye Avenue looking west.

- |   |   |  |   |  |
|---|---|--|---|--|
| Definitely Like<br><input type="checkbox"/> | Like<br><input checked="" type="checkbox"/> | No Opinion<br><input type="checkbox"/> | Do Not Like<br><input type="checkbox"/> | Definitely Do Not Like<br><input type="checkbox"/> |
|---|---|--|---|--|

Any additional comments?

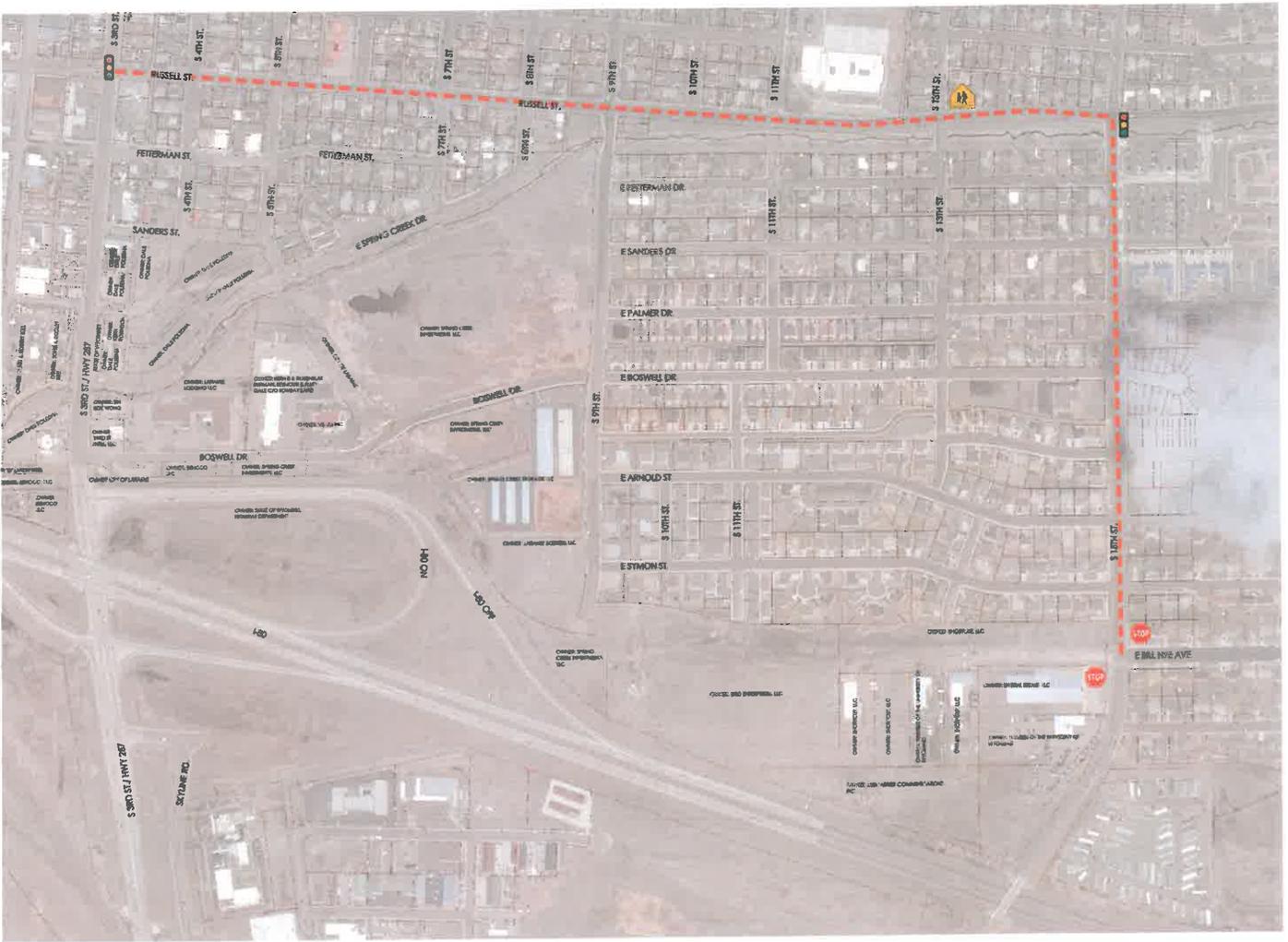
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"Do Nothing" Utilize 15<sup>th</sup> Street to Russell Street/ E. Spring Creek Drive

Alternative #1 – "Do nothing" (Utilize 15<sup>th</sup> Street to Russell Street for Bill Nye Avenue connection.)

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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Boswell Drive Realignment at 3rd Street.

Alternative #2 - Boswell Drive Realignment at 3<sup>rd</sup> Street.

Definitely Like 
 Like 
 No Opinion 
 Do Not Like 
 Definitely Do Not Like

Any additional comments?

*I Really don't want another light rail town.*

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Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Alternative #3 – Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

*I am*

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Roundabout at 3rd Street, Boswell Drive, and Westbound Off and On Ramps

Alternative #4 – Roundabout at 3<sup>rd</sup> Street, Boswell Drive, and Westbound Off and On Ramps

Definitely Like



Like



No Opinion



Do Not Like



Definitely Do Not Like



Any additional comments?

Do this

No New bus stops till year

add a bus stop and an attendance welcome to Laramie  
in road area.

Rate the importance of the following transportation modes (circle the most appropriate for each issue) based on what you consider to be the most important design consideration for Bill Nye Avenue?

Description	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinion
Volume of Traffic	5	4	3	2	1	0
Higher Traffic Speeds	5	4	3	2	1	0
Lower Traffic Speeds	5	4	3	2	1	0
Pedestrians	5	4	3	2	1	0
Bicycles	5	4	3	2	1	0
Other	5	4	3	2	1	0

If Other (please specify)

No new lights

Additional Comments

Do you have any additional ideas, information, or other comments that you would like to provide at this time?

I really like the idea of the round about!

**Thank you for providing input for this important project.**

**Please return your comment sheet to the check-in table before you leave.**

**If you prefer to mail or email your comments, please do so by November 6, 2015.**

**Mail them to: AVI, P.C. 1103 Old Town Lane, Cheyenne, Wyoming 82009.**

**Email: [AVI@avipc.com](mailto:AVI@avipc.com)**

# Bill Nye Avenue Corridor Study Comment Sheet

Which of the following best describes you (Please check all that apply)?

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Home owner in the area | <input type="checkbox"/> Employee in the area |
| <input type="checkbox"/> Renter in the area                | <input type="checkbox"/> Potential Route user |
| <input type="checkbox"/> Business owner in the area        | <input type="checkbox"/> Other _____          |
| <input type="checkbox"/> Commercial property owner         | (Please specify)                              |

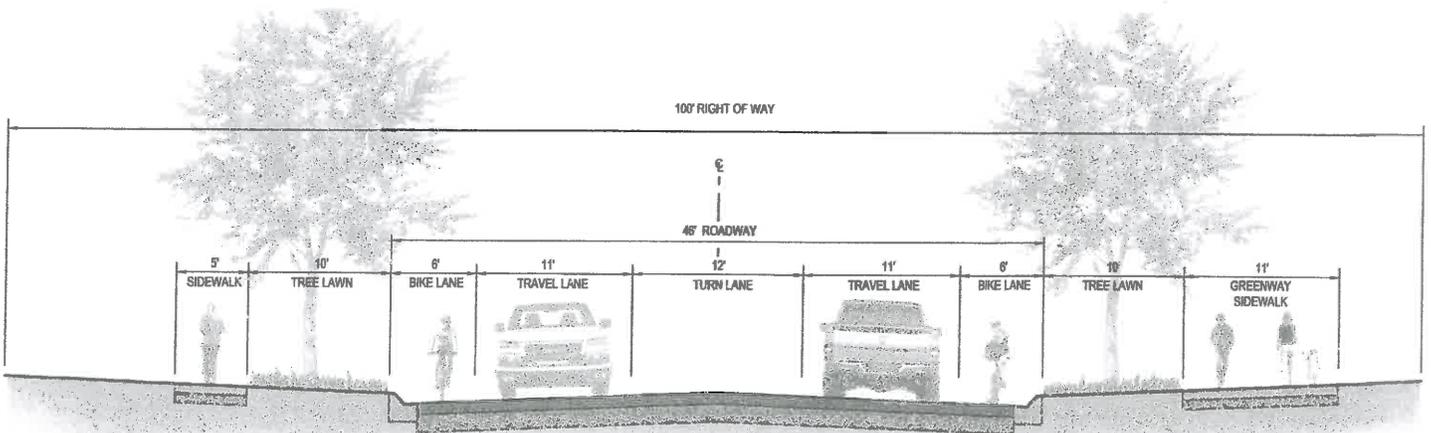
Please give your contact information in order to keep you informed (Optional)?

Name: DAVE NELSON

Address: 1215 S. 5<sup>TH</sup> ST, LARAMIE NOV 9 2015

Phone: \_\_\_\_\_

Email: NELSONASSE@AOL.COM



Bill Nye Avenue Looking West

Proposed Typical Section on Bill Nye Avenue looking west.

- |   |   |  |   |  |
|---|---|--|---|--|
| Definitely Like<br><input type="checkbox"/> | Like<br><input checked="" type="checkbox"/> | No Opinion<br><input type="checkbox"/> | Do Not Like<br><input type="checkbox"/> | Definitely Do Not Like<br><input type="checkbox"/> |
|---|---|--|---|--|

Any additional comments?

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"Do Nothing" Utilize 15<sup>th</sup> Street to Russell Street/ E. Spring Creek Drive

Alternative #1 - "Do nothing" (Utilize 15<sup>th</sup> Street to Russell Street for Bill Nye Avenue connection.)

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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Boswell Drive Realignment at 3rd Street.

Alternative #2 - Boswell Drive Realignment at 3<sup>rd</sup> Street.

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Alternative #3 – Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Definitely Like 
 Like 
 No Opinion 
 Do Not Like 
 Definitely Do Not Like

Any additional comments?

*TOO CLOSE TO RESIDENTIAL AREA*

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Roundabout at 3rd Street, Boswell Drive, and Westbound Off and On Ramps

Alternative #4 – Roundabout at 3<sup>rd</sup> Street, Boswell Drive, and Westbound Off and On Ramps

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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# Bill Nye Avenue Corridor Study Comment Sheet

Which of the following best describes you (Please check all that apply)?

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Home owner in the area | <input type="checkbox"/> Employee in the area |
| <input type="checkbox"/> Renter in the area                | <input type="checkbox"/> Potential Route user |
| <input type="checkbox"/> Business owner in the area        | <input type="checkbox"/> Other _____          |
| <input type="checkbox"/> Commercial property owner         | (Please specify)                              |

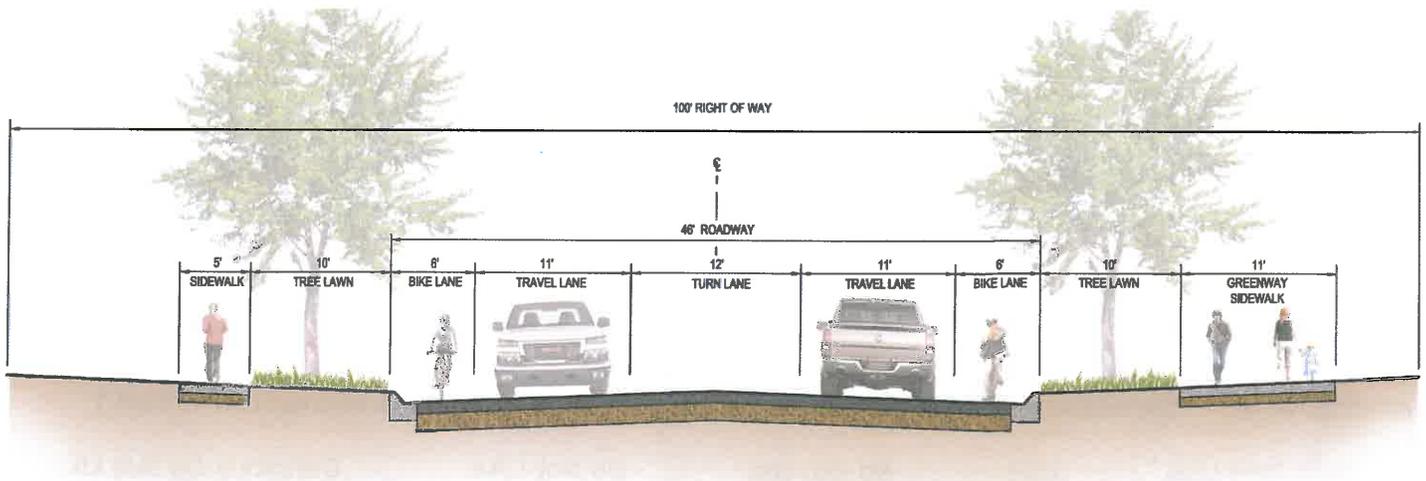
Please give your contact information in order to keep you informed (Optional)?

Name: Annie Nelson

Address: 1215 South 5<sup>th</sup> St NOV 9 2015

Phone: <sup>cell:</sup> 307-761-3145

Email: anniegowyo@aol.com



Bill Nye Avenue Looking West

Proposed Typical Section on Bill Nye Avenue looking west.

- |  |                                  |  |   |  |
|--|----------------------------------|--|---|--|
| Definitely Like<br><input checked="" type="checkbox"/> | Like<br><input type="checkbox"/> | No Opinion<br><input type="checkbox"/> | Do Not Like<br><input type="checkbox"/> | Definitely Do Not Like<br><input type="checkbox"/> |
|--|----------------------------------|--|---|--|

Any additional comments?

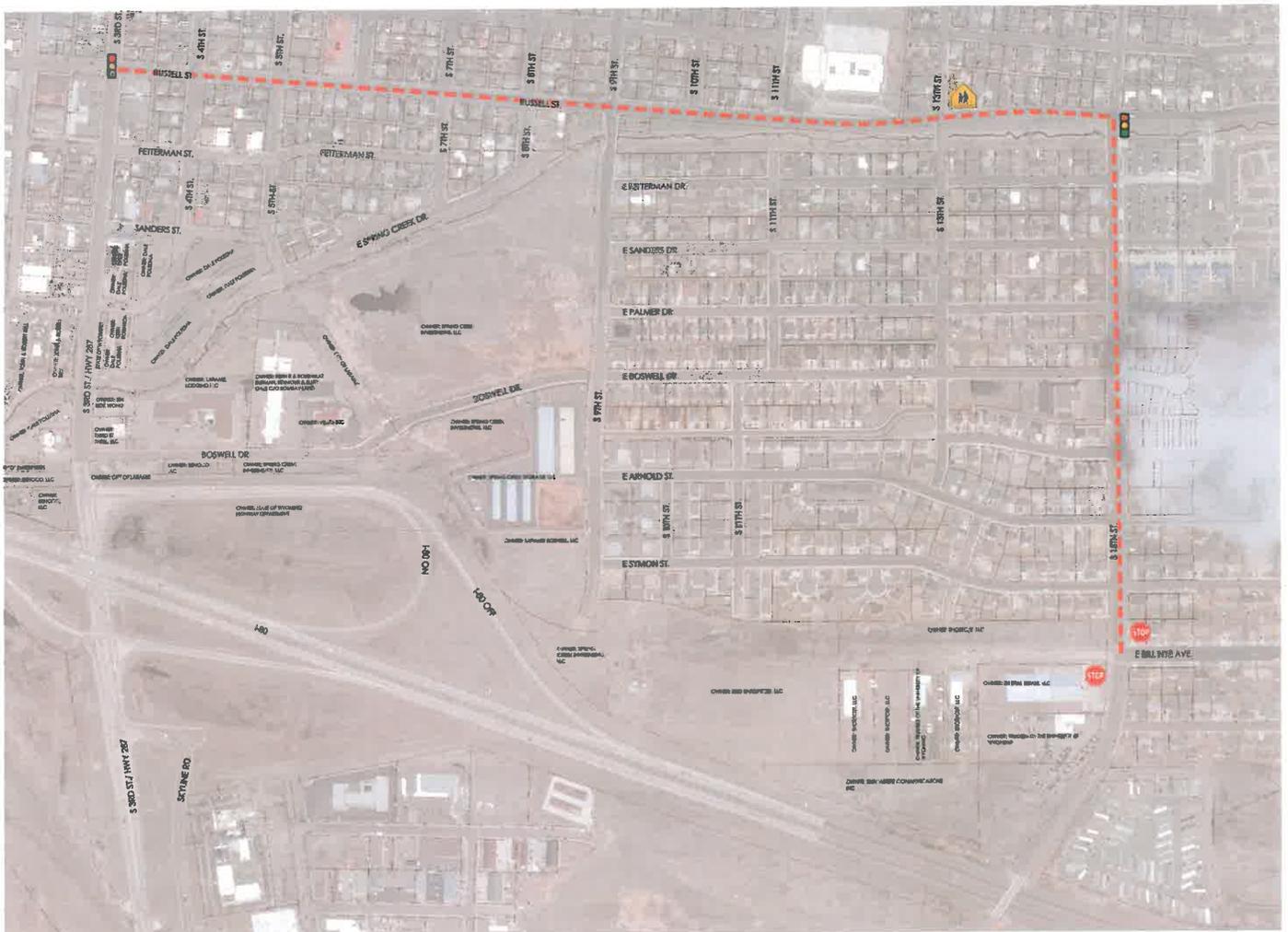
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"Do Nothing" Utilize 15<sup>th</sup> Street to Russell Street/ E. Spring Creek Drive

Alternative #1 – "Do nothing" (Utilize 15<sup>th</sup> Street to Russell Street for Bill Nye Avenue connection.)

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

As a homeowner I like this option but I know folks will use Boswell Drive & it could become congested so we, as a county/city should plan for traffic increases now.



Boswell Drive Realignment at 3rd Street.

Alternative #2 –Boswell Drive Realignment at 3<sup>rd</sup> Street.

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

*Ok - not great*



Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Alternative #3 – Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

Expensive!!! Both road & foot bridge to cross Spring Creek  
 & disruptive to my neighborhood.



Roundabout at 3rd Street, Boswell Drive, and Westbound Off and On Ramps

Alternative #4 – Roundabout at 3<sup>rd</sup> Street, Boswell Drive, and Westbound Off and On Ramps

Definitely Like     
  Like     
  No Opinion     
  Do Not Like     
  Definitely Do Not Like

Any additional comments?

This seems the best option to control traffic &  
 most cost effective. Also, least disruptive to 5<sup>th</sup> St.  
 neighborhoods & businesses.

Rate the importance of the following transportation modes (circle the most appropriate for each issue) based on what you consider to be the most important design consideration for Bill Nye Avenue?

Description	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinion
Volume of Traffic	5	4	3	2	1	0
Higher Traffic Speeds	5	4	3	2	1	0
Lower Traffic Speeds	5	4	3	2	1	0
Pedestrians	5	4	3	2	1	0
Bicycles	5	4	3	2	1	0
Other	5	4	3	2	1	0

If Other (please specify)

Additional Comments

Do you have any additional ideas, information, or other comments that you would like to provide at this time?

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**Thank you for providing input for this important project.**

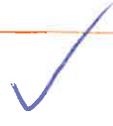
**Please return your comment sheet to the check-in table before you leave.**

**If you prefer to mail or email your comments, please do so by November 6, 2015.**

**Mail them to: AVI, P.C. 1103 Old Town Lane, Cheyenne, Wyoming 82009.**

**Email: [AVI@avipc.com](mailto:AVI@avipc.com)**

# Bill Nye Avenue Corridor Study Comment Sheet

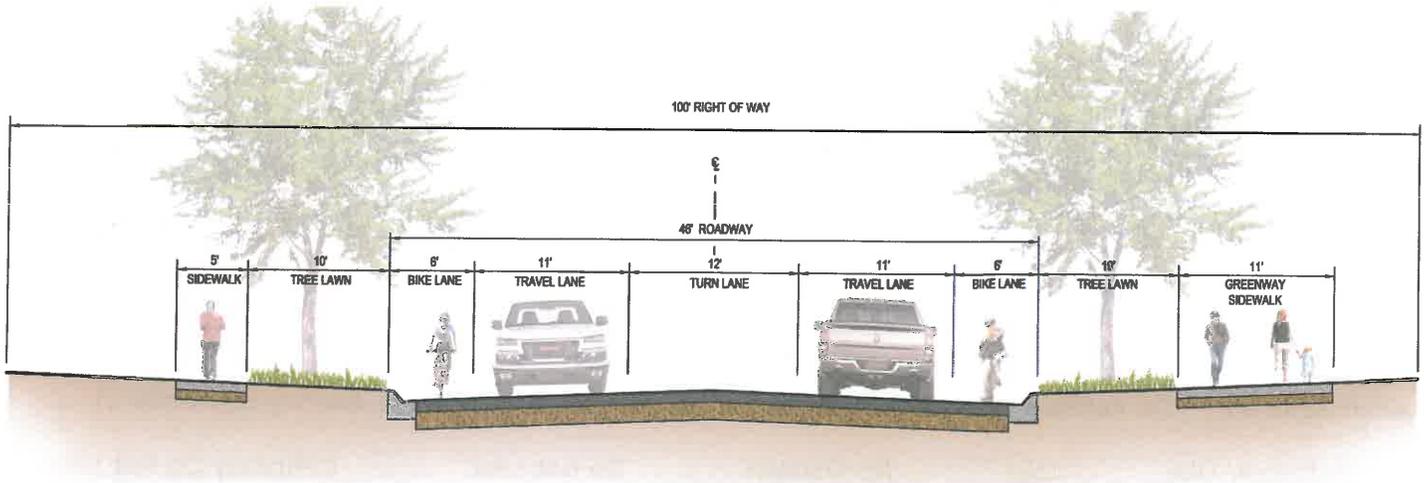


Which of the following best describes you (Please check all that apply)?

- Home owner in the area
- Renter in the area
- Business owner in the area
- Commercial property owner
- Employee in the area
- Potential Route user
- Other \_\_\_\_\_  
(Please specify)

Please give your contact information in order to keep you informed (Optional)?

Name: EVELYN HILL & James Tutthill  
 Address: 652 N Pierce St 82070  
 Phone: 307 399 0932  
 Email: hillevelyn@gmail.com



Bill Nye Avenue Looking West

Proposed Typical Section on Bill Nye Avenue looking west.

- Definitely Like
- Like
- No Opinion
- Do Not Like
- Definitely Do Not Like

Any additional comments?

Please keep bike lanes completely separated from vehicular traffic



"Do Nothing" Utilize 15<sup>th</sup> Street to Russell Street/ E. Spring Creek Drive

Alternative #1 – "Do nothing" (Utilize 15<sup>th</sup> Street to Russell Street for Bill Nye Avenue connection.)

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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Boswell Drive Realignment at 3rd Street.

Alternative #2 – Boswell Drive Realignment at 3<sup>rd</sup> Street.

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Alternative #3 – Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

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Roundabout at 3rd Street, Boswell Drive, and Westbound Off and On Ramps

Alternative #4 – Roundabout at 3<sup>rd</sup> Street, Boswell Drive, and Westbound Off and On Ramps

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

As much greenery, planted areas, xtra trees  
 seating by creeks, ponds, native species for  
 habitat, blah, blah, blah. Protection from noise  
 in housing areas & play areas.



Return to City by Nov 6

### Bill Nye Avenue Corridor Study Comment Sheet

Which of the following best describes you (Please check all that apply)?

COLTCMO  
NOV 03 2015  
1:40 PM

- Home owner in the area
- Renter in the area
- Business owner in the area
- Commercial property owner
- Employee in the area
- Potential Route user
- Other \_\_\_\_\_  
(Please specify)

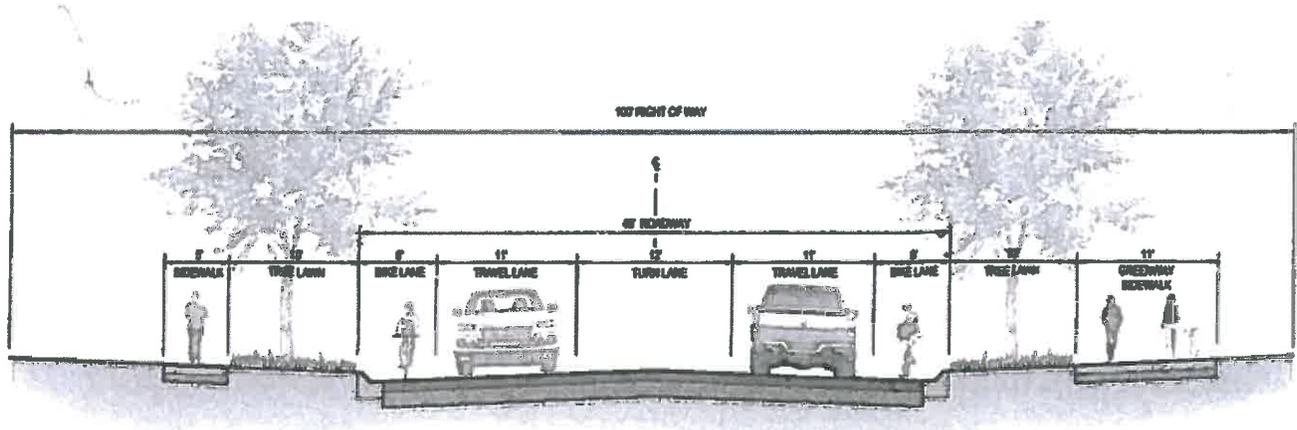
Please give your contact information in order to keep you informed (Optional)?

Name: Ed + Amy Bouse

Address: 1219 South 4th Street

Phone: 307-742-7850

Email: \_\_\_\_\_



Bill Nye Avenue Looking West

Proposed Typical Section on Bill Nye Avenue looking west.

- Definitely Like
- Like
- No Opinion
- Do Not Like
- Definitely Do Not Like

Any additional comments?

All in all people are going to find the best route for themselves. Let the public start to think for themselves for a change.



"Do Nothing" Utilize 15<sup>th</sup> Street to Russell Street/ E. Spring Creek Drive

Alternative #1 - "Do nothing" (Utilize 15<sup>th</sup> Street to Russell Street for Bill Nye Avenue connection.)

Definitely Like

Like

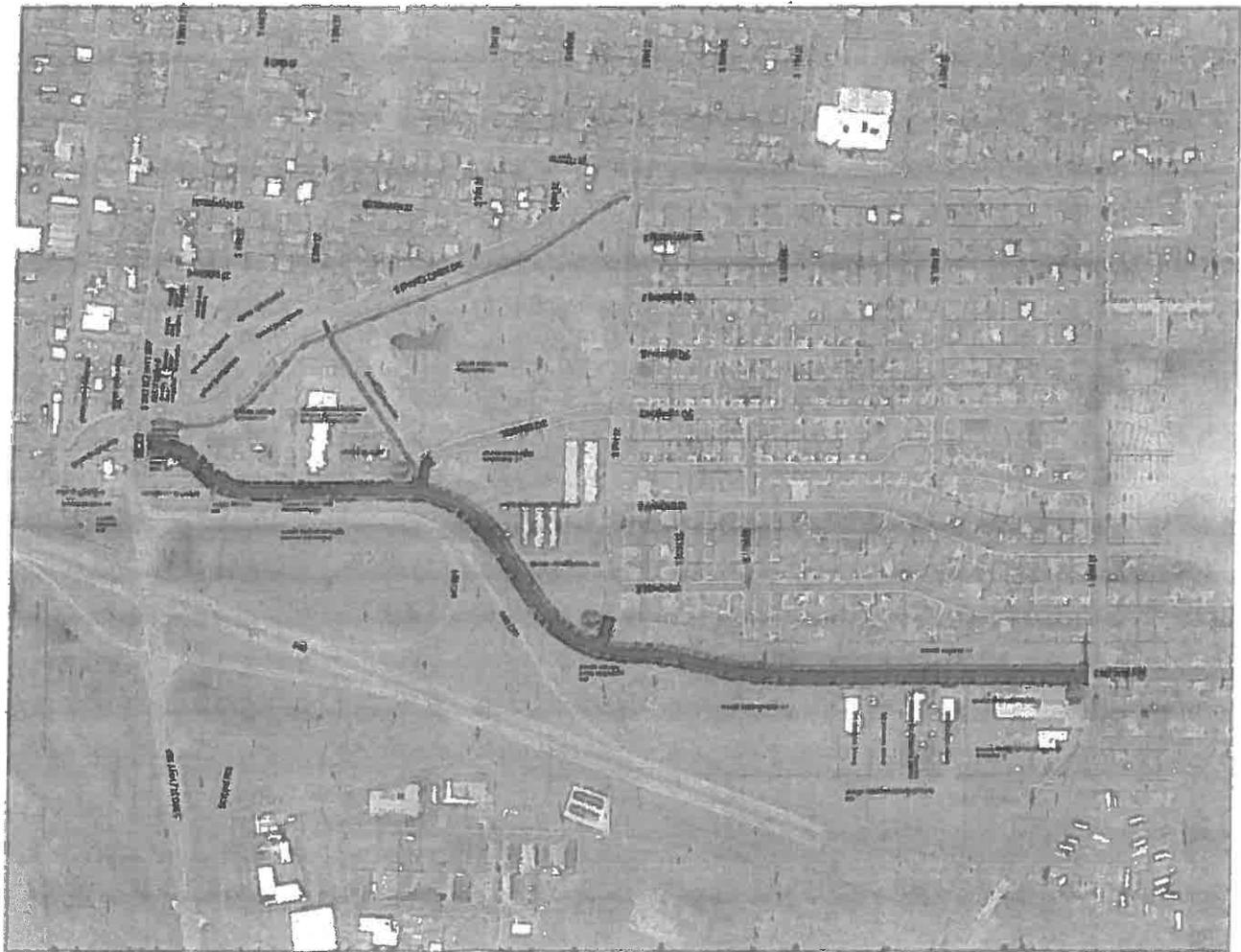
No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

*Wise use of tax payer monies. With Wyo. tech. going down the tubes, its time to conserve.*



Boswell Drive Realignment at 3rd Street.

Alternative #2 - Boswell Drive Realignment at 3<sup>rd</sup> Street.

Definitely Like

Like

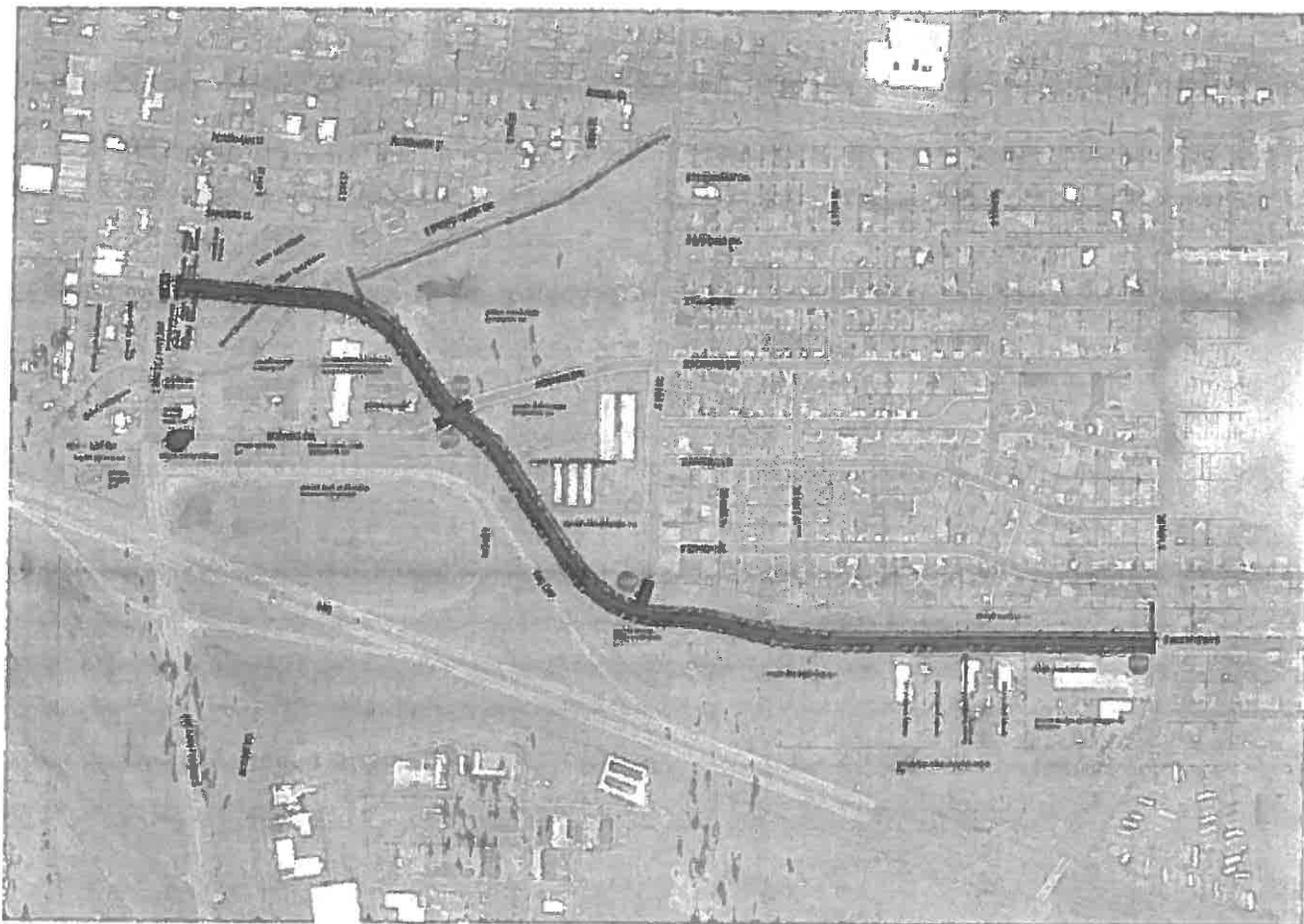
No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

*The stop light could also slow down the late night drag races.*



Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Alternative #3 - Bill Nye Connection at Palmer Drive 3<sup>rd</sup> Street

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

*Lots of toxic waste in the ground, around this area.  
Old gas stations (gas, oil + battery's) also a spill of chromium  
(2-3 hundred gallons) cleaned up twice, but still some  
left. Plus this area is where the city dumps snow (no  
telling what tearing this area up is going to disturb.*



Roundabout at 3rd Street, Boswell Drive, and Westbound Off and On Ramps

Alternative #4 - Roundabout at 3<sup>rd</sup> Street, Boswell Drive, and Westbound Off and On Ramps

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?

*Works well in Cheyenne.*

(Please Turn Over)

Rate the importance of the following transportation modes (circle the most appropriate for each issue) based on what you consider to be the most important design consideration for Bill Nye Avenue?

Description	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinion
Volume of Traffic	5	4	3	2	1	0
Higher Traffic Speeds	5	4	3	2	1	0
Lower Traffic Speeds	5	4	3	2	1	0
Pedestrians	5	4	3	2	1	0
Bicycles	5	4	3	2	1	0
Other	5	4	3	2	1	0

If Other (please specify)

**Additional Comments**

Do you have any additional ideas, information, or other comments that you would like to provide at this time?

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**Thank you for providing input for this important project.**

Please return your comment sheet to the check-in table before you leave.

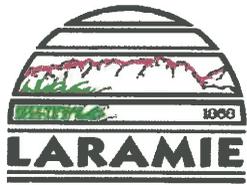
**If you prefer to mail or email your comments, please do so by November 6, 2015.**

Mail them to: AVI, P.C. 1103 Old Town Lane, Cheyenne, Wyoming 82009.

Email: [AVI@avipc.com](mailto:AVI@avipc.com)

# **APPENDIX C**

# **Presentations**



# Bill Nye Avenue Corridor Study

Steering Committee Meeting #1

August 25, 2015



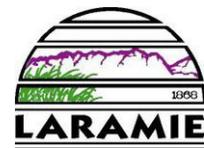
## •LIST OF ATTENDEES •

NAME	COMPANY	EMAIL	CELL
Brad Emmons	AVI	emmons@avipc.com	631-6861
MARK WINGATE	WYDOT	mark.wingate@wyo.gov	777-4180
EARL SMITH	LARAMIE	ESMITH@CITYOFLARAMIE.ORG	721-5241
Jeff Purdy	FHWA	Jeffrey.Purdy@dot.gov	771-2942
Eric Jaap	COL	ejaap@cityoflaramie.org	343-3346
RANDY GRIESBACH	WYDOT	randy.griesbach@wyo.gov	745-2116 c 760-4108
Randy Hunt	City of Laramie	rhunt@cityoflaramie.org	307-343-3308
Charles Bloom	City of Laramie	cbloom@cityoflaramie.org	721-5232
TOM COBB	AVI, P.C.	cobba@avipc.com	970.214.6542

# BILL NYE AVENUE CORRIDOR STUDY

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Steering Committee Meeting  
August 24, 2015



# Agenda

- Administrative
  - Data Needs
  - Goals of Meeting
- Stakeholder Ideas
  - Primary Connections
    - Sanders Street (Comprehensive Plan)
    - 4<sup>th</sup> Street
    - Boswell Drive
    - 9<sup>th</sup> Street
    - Realign Boswell
    - RAB Boswell
    - RAB 3<sup>rd</sup> Street
    - Dual RAB (RAB 3<sup>rd</sup> Street and RAB EB Off Ramp/ EB On Ramp)
    - Other Ideas
- Possible Alternatives for Public Meeting
  - Pro's and Con's
- Conceptual Typical Section
- Additional Brainstorm Ideas
- Where to we go from here?

# Administrative

- Data Needs
  - Larger Land Use Plan Area
- Goals of Meeting
  - Review and Evaluate Stakeholder and Consultant Options
  - Establish Options to Developed for Public Meeting
  - Set Tentative Date for Steering Committee Meeting #2
  - Set Tentative Date for Public Meeting

# Original Sanders Street Connection



# 4th Street Connection



# Boswell Drive Connection



# 9th Street Connection



# Other Alternates Realign Boswell at 3<sup>rd</sup> St.



# Other Alternates Realign Boswell



# RAB Boswell Drive



# RAB 3<sup>rd</sup> Street



# Dual RAB 3<sup>rd</sup> Street at Boswell/ EBL I-80

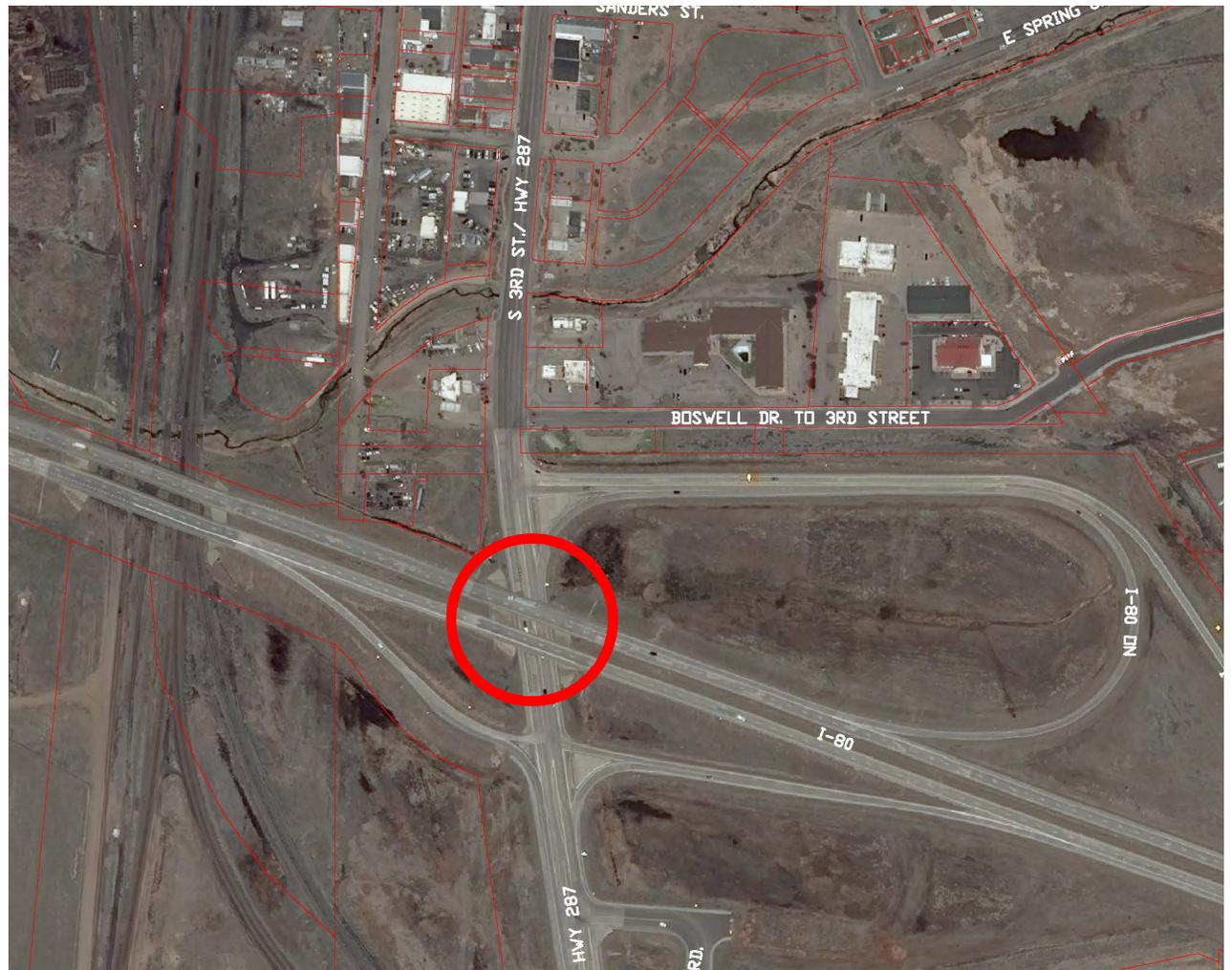


# RT Turn In and Out at Boswell Drive



# Other Ideas

- Indirect Left Turn parkway 3<sup>rd</sup> Street
- Grade Separated Interchange for WBL On-ramp
- Large Roundabout under Overpass Structure/ reconfigure ramps



# Possible Alternatives for Public Meeting

- 9<sup>th</sup> Street Connection
  - Bill Nye Avenue to 9<sup>th</sup> Street to Russell Street
- 5<sup>th</sup> Street Connection
  - Bill Nye Avenue to 5<sup>th</sup> Street to Russell Street
- Bill Nye Realignment
  - Bill Nye Avenue to 3<sup>rd</sup> Street
- RAB Bill Nye Avenue at Boswell
  - RAB Bill Nye Avenue at Boswell Avenue

# 9<sup>th</sup> Street Connection



# 5<sup>th</sup> Street Connection



# Bill Nye Realignment



Pro's

- Provides Direct Connection to 3<sup>rd</sup> Street
- Provides Separation between I-80 EB On-ramp
- Construction Cost \$\$\$?



Con's

- Property impacts/ acquisition required
- Boswell Drive at 3<sup>rd</sup> Connection and Interchange Ramp issues remain
- ?

# RAB Boswell Combined w/ WBL Off Ramp and EBL On Ramp



**Pro's**

- Segregates Commercial and Residential Traffic
- Eliminates Boswell Drive and EBL On/Ramp confusion
- Provides redevelopment Potential
- Possible pedestrian connection



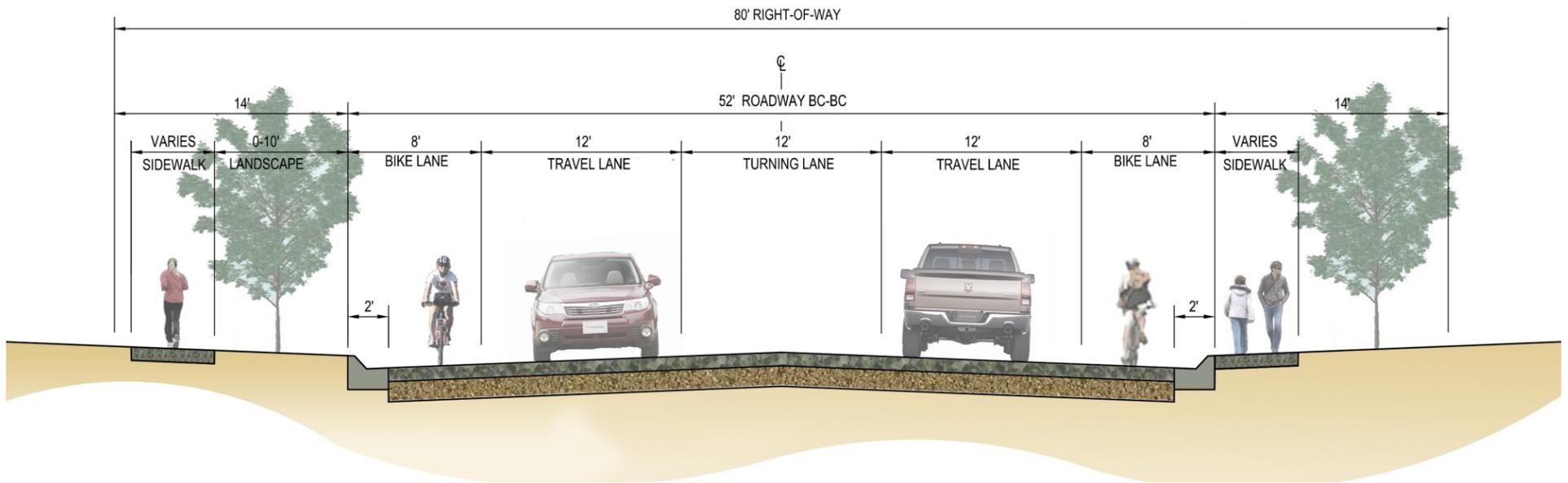
**Con's**

- Construction Alternative \$\*\*\*\*
- Partial Reconstruction of Boswell Drive
- ?

# Other Brainstorm Ideas



# Conceptual Typical Section?





# BILL NYE AVENUE CORRIDOR STUDY KICK OFF MEETING

SEPTEMBER 22, 2015 @10:00 A.M.

## •LIST OF ATTENDEES •

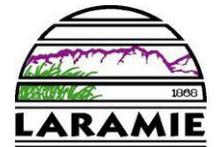


NAME	COMPANY	EMAIL	PHONE/ CELL
Tom Cobb	AVI	<a href="mailto:cobb@avipc.com">cobb@avipc.com</a>	970-214-6542
Jake Wilson	AVI	<a href="mailto:jwilson@avipc.com">jwilson@avipc.com</a>	719-684-5139
MARK WINGATE	WYDOT	<a href="mailto:mark.wingate@wyo.gov">mark.wingate@wyo.gov</a>	777-4180
Eric Jaap	COL	<a href="mailto:cjaap@cityoflaramie.org">cjaap@cityoflaramie.org</a>	721-5345
PHIL PRATT	FHWA	<a href="mailto:philip.pratt@dot.gov">philip.pratt@dot.gov</a>	721-2951
RANDY GRIESBACH	WYDOT	<a href="mailto:randy.griesbach@wyo.gov">randy.griesbach@wyo.gov</a>	745-2116 760-4103
EARL SMITH	COL	<a href="mailto:ESMITH@CITYOF LARAMIE. OR">ESMITH@CITYOF LARAMIE. OR</a>	721-5241
JEFF PURDY	FHWA	<a href="mailto:Jeffrey.Purdy@dot.gov">Jeffrey.Purdy@dot.gov</a>	771-2942
Charles Blum	COL.	<a href="mailto:cbluma@">cbluma@</a>	
Jake Wilson	AVI	<a href="mailto:jwilson@avipc.com">jwilson@avipc.com</a>	

# BILL NYE AVENUE CORRIDOR STUDY

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Steering Committee Meeting  
September 22, 2015



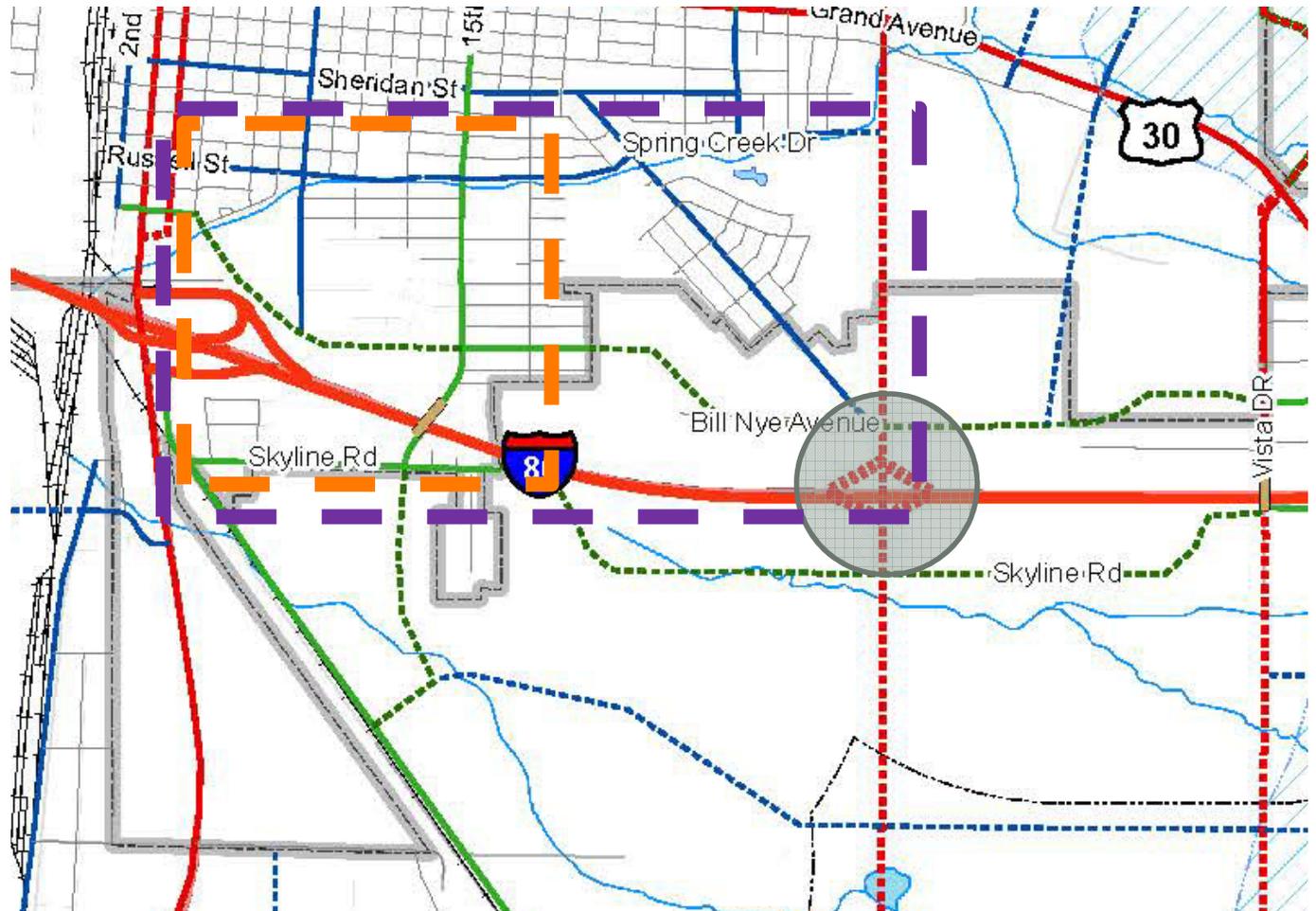
# Agenda

- Administrative
  - Data Needs
- Previous Alternatives
- Revised Proposed Alternatives
- Conceptual Typical Section
- Public Meeting
  - Logistics and Action Items
- Other
  - Set Next Steering Committee Meeting Date

# Administrative

- Data Needs

- Land Use Map in DXF Boundaries
  - **North:** Russell
  - **South:** I-80
  - **West:** 3<sup>rd</sup> Street
  - **East:**
    - If 30<sup>th</sup> Street Interchange
      - < 20 years: 15<sup>th</sup> Street or,
      - > 20 years: 30<sup>th</sup> Street



# 9<sup>th</sup> Street Connection



# 5<sup>th</sup> Street Connection



# Bill Nye Realignment



Pro's

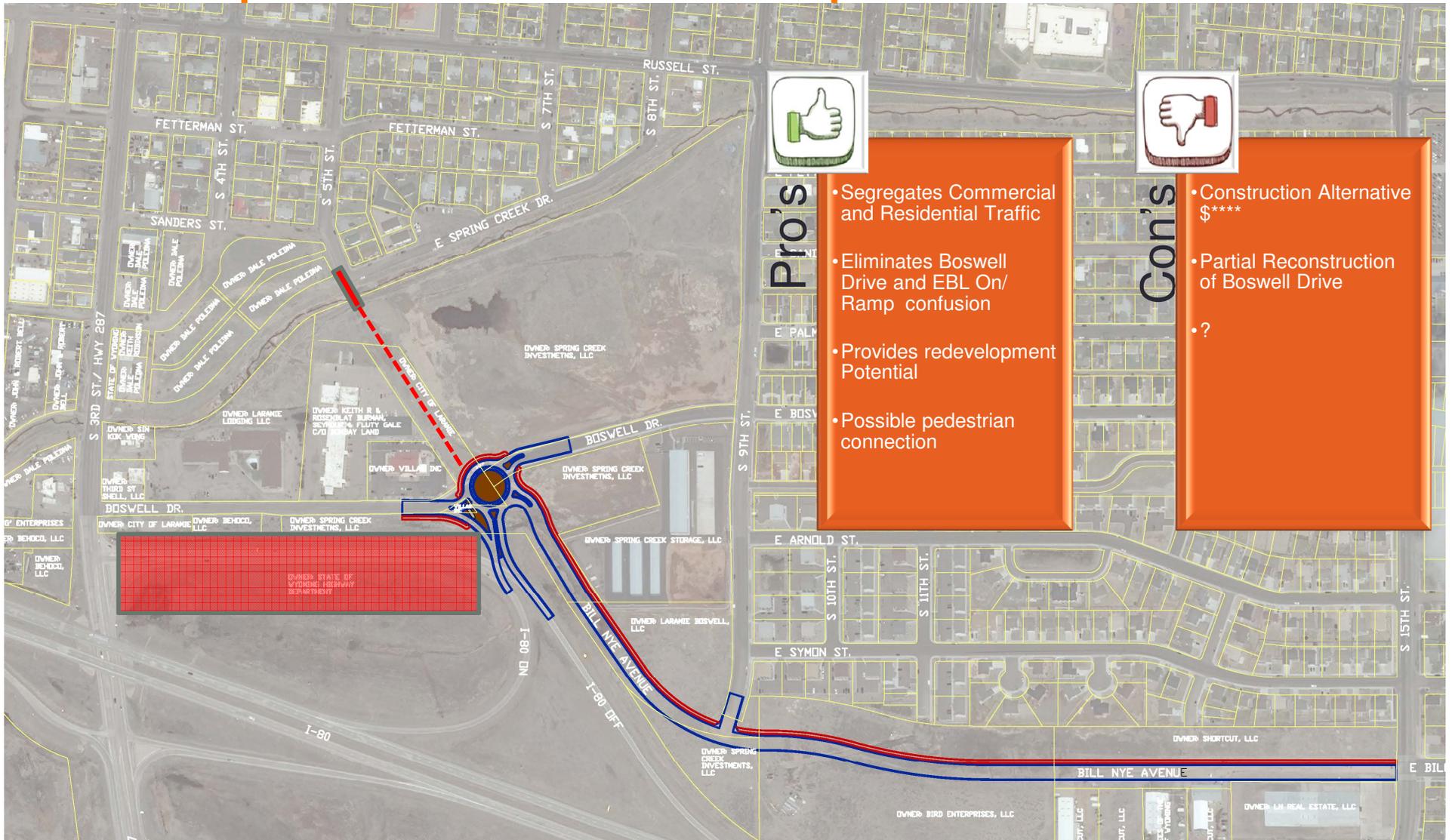
- Provides Direct Connection to 3<sup>rd</sup> Street
- Provides Separation between I-80 EB On-ramp
- Construction Cost \$\*\*?



Con's

- Property impacts/ acquisition required
- Boswell Drive at 3<sup>rd</sup> Connection and Interchange Ramp issues remain
- ?

# RAB Boswell Combined w/ WBL Off Ramp and EBL On Ramp



## Pro's

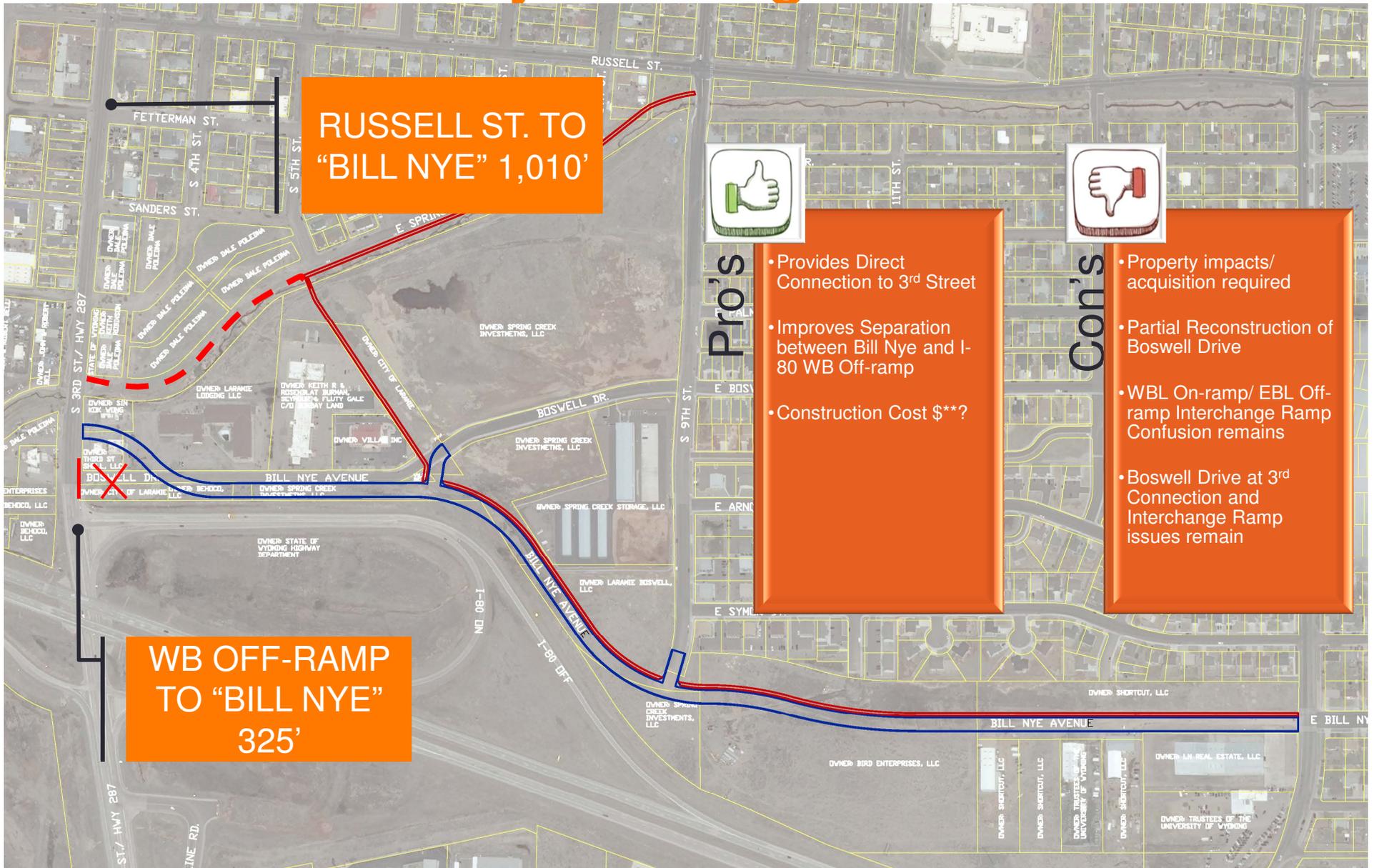
- Segregates Commercial and Residential Traffic
- Eliminates Boswell Drive and EBL On/Ramp confusion
- Provides redevelopment Potential
- Possible pedestrian connection



## Con's

- Construction Alternative \$\*\*\*\*
- Partial Reconstruction of Boswell Drive
- ?

# Revised Bill Nye Realignment



RUSSELL ST. TO  
"BILL NYE" 1,010'

WB OFF-RAMP  
TO "BILL NYE"  
325'



Pro's

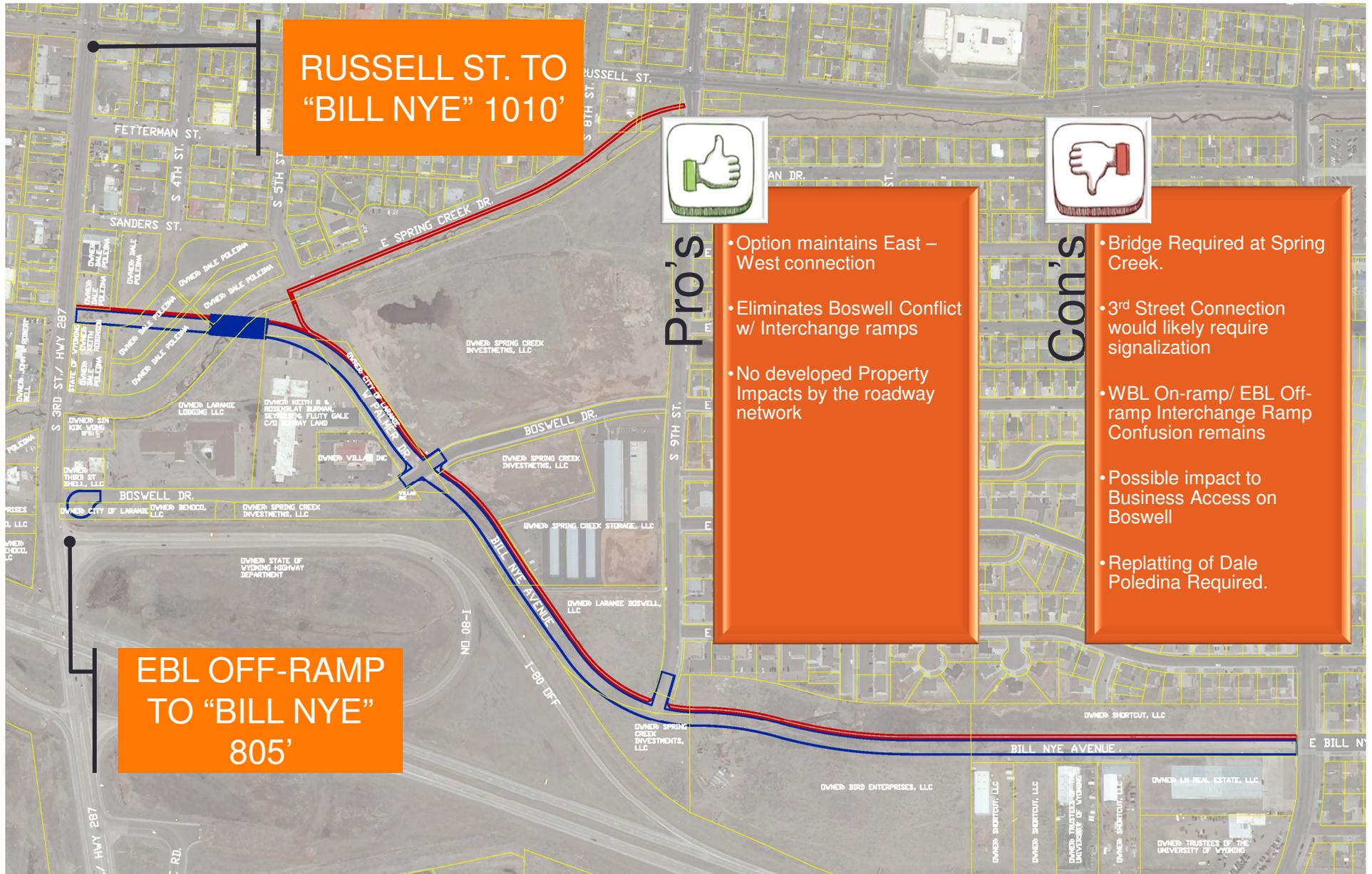
- Provides Direct Connection to 3<sup>rd</sup> Street
- Improves Separation between Bill Nye and I-80 WB Off-ramp
- Construction Cost \$\*\*?



Con's

- Property impacts/ acquisition required
- Partial Reconstruction of Boswell Drive
- WBL On-ramp/ EBL Off-ramp Interchange Ramp Confusion remains
- Boswell Drive at 3<sup>rd</sup> Connection and Interchange Ramp issues remain

# E. Palmer Drive w/ Cul-de-sac Boswell



RUSSELL ST. TO  
"BILL NYE" 1010'

EBL OFF-RAMP  
TO "BILL NYE"  
805'



Pro's

- Option maintains East – West connection
- Eliminates Boswell Conflict w/ Interchange ramps
- No developed Property Impacts by the roadway network



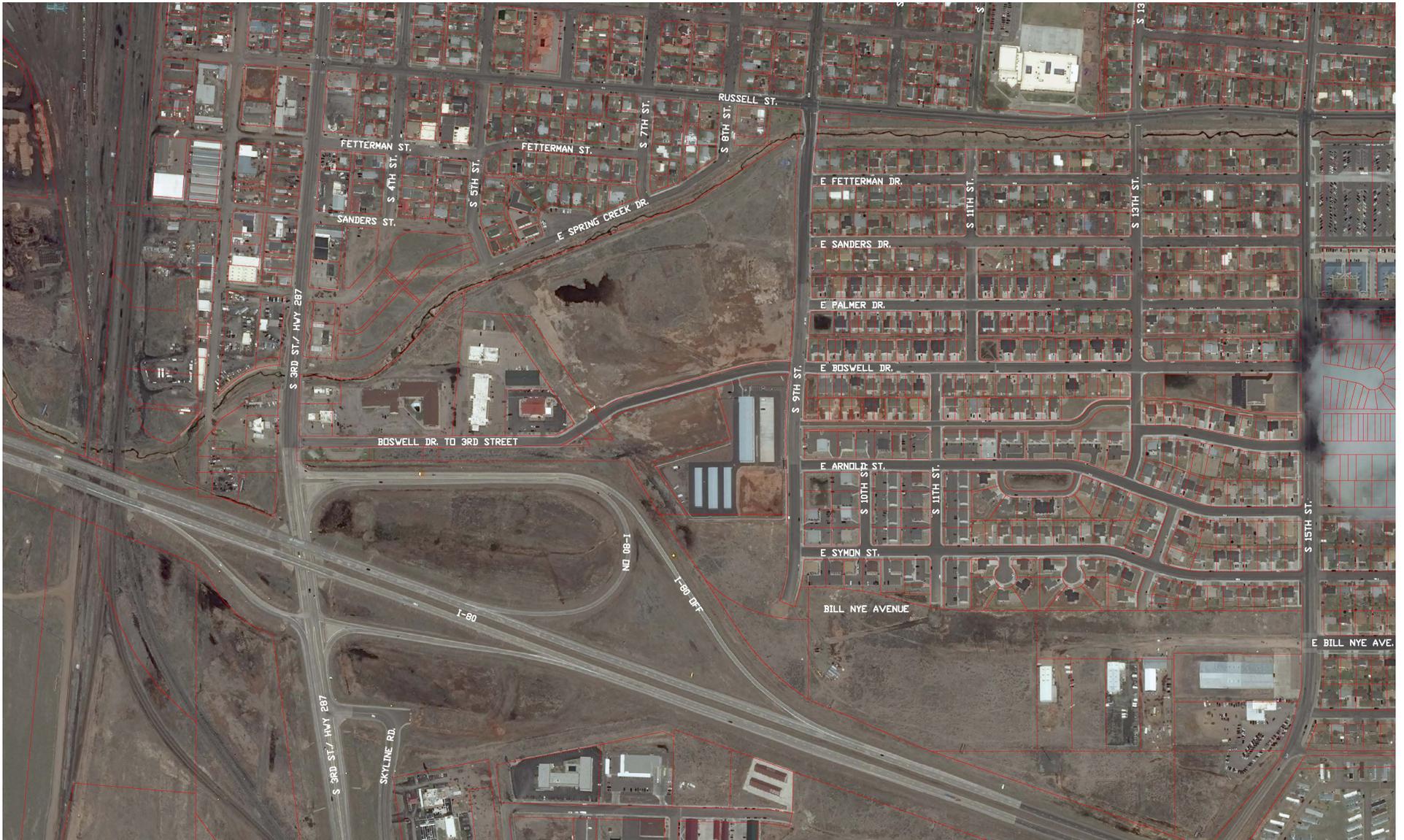
Con's

- Bridge Required at Spring Creek.
- 3rd Street Connection would likely require signalization
- WBL On-ramp/ EBL Off-ramp Interchange Ramp Confusion remains
- Possible impact to Business Access on Boswell
- Replatting of Dale Poledina Required.

# RAB Boswell Combined w/ WBL Off Ramp and EBL On Ramp

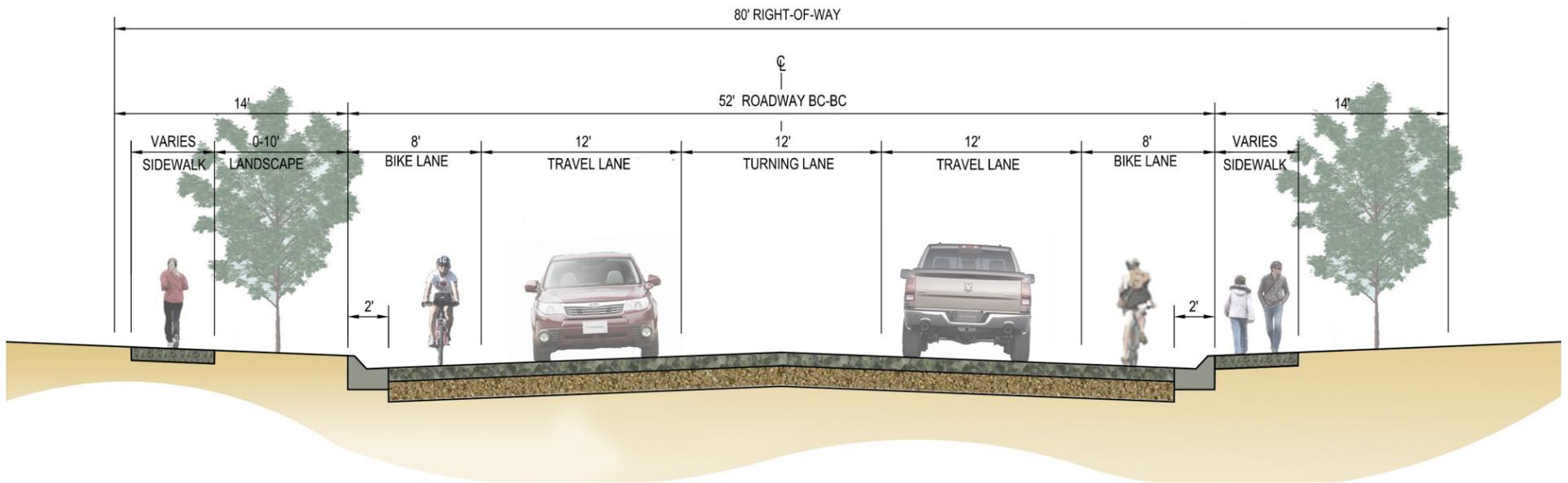


# Other Ideas?



Description	City of Laramie	Other
	Arterial	Principal Arterial
Number of Lanes (Width)	2(12')	4-6 ( 12')
Design Speed		50 mph
Design Vehicle	-	WB-67
Parking	none	none
Roadway Width (BC-BC)	68' – 9"	76'
Sidewalk/ Pedestrian Area	5'	6'
Parkway/ Tree Lawn	10'-71/2"	8'
Shoulder		6'
Daily Traffic Volume (VPD)		15,000 – 32,000 4-Lane

# Conceptual Typical Section?



# Public Meeting

- October 22, 2015 at Albany County Library
- 5:00 p.m. to 7:00 p.m. with Presentation at 5:15 p.m.
- Action Items:
  - Reserve Library
  - Advertisement
    - Newspaper
    - Post Card?
    - Other
  - Comment Card

# Other

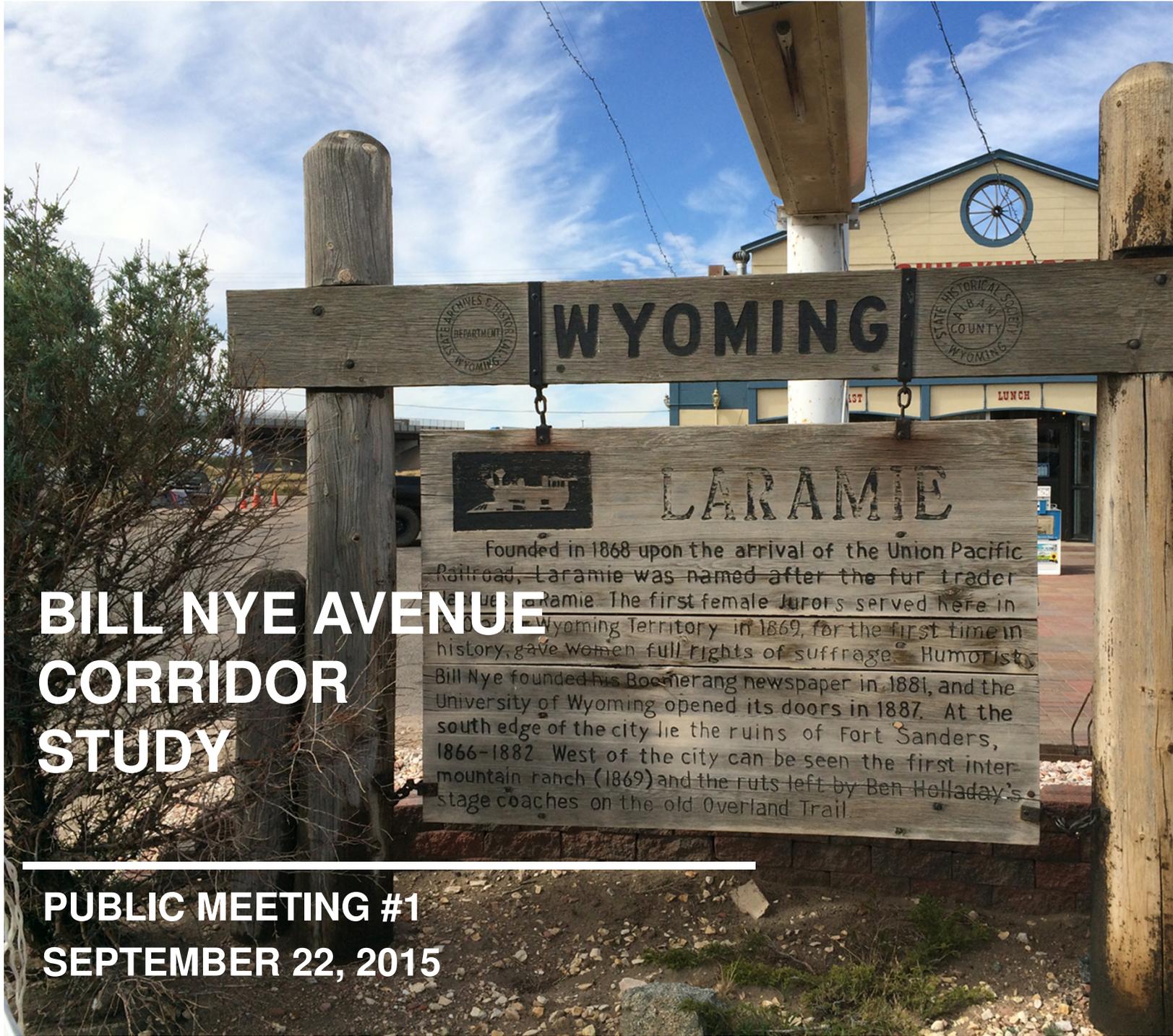
- Next Meeting of Steering Committee?
- Monday, October 19, 2015, 10:00 a.m. ?
  - Presentation for Public Meeting
  - Comment Card
  - Final Exhibits

# BILL NYE AVENUE CORRIDOR STUDY KICK OFF MEETING

October 19, 2015 @10:00 A.M.

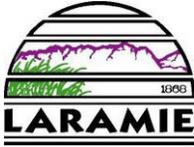
## •LIST OF ATTENDEES •

NAME	COMPANY	EMAIL	PHONE/ CELL
Tom Cobb	AVI	<a href="mailto:cobb@avipc.com">cobb@avipc.com</a>	307.637.6017
Brad Emmons	AVI	Emmons@avip.com	307.637.6017
Jeff Purdy	FHWA	Jeffrey.Purdy@dot.gov	307-771-2942
Earl Smith	COL	ESMITH@CITY OF LARAMIE.ORG	307-721-5241
Pat Persson	WYDOT	pat.persson@wyo.gov	307 745 2100
Eric Jaap	COL	ejaap@cityoflaramie.org	307-721-5345
Kevin McLaughlin	WYDOT	Kevin.McLaughlin@wyo.gov	307-777-4178
Phil Pratt	FHWA	philip.pratt@dot.gov	307-771-2951
Tom DeHoff	WYDOT	tom.dehoff@wyo.gov	745-2100
Randy Hunt	COL	rhunt@cityoflaramie.org	721-5288
Charles R. Olson	COL	"	"



# BILL NYE AVENUE CORRIDOR STUDY

**PUBLIC MEETING #1  
SEPTEMBER 22, 2015**



# Agenda

- Introductions
- Study Area
- Goals and Objectives
- Project Schedule
- Identified Constraints
- Proposed Conceptual Alternatives
- Proposed Roadway Typical Section
- Adjourn to Workshop Areas



# Introductions



Tom Cobb, P.E.  
Project Manager



Brad Emmons,  
A.I.C.P.  
Principal-in-charge  
Planning



Jake Wilson, P.E.  
Engineer

# Study Area



# Purpose, Objective, and Goals

- **Purpose**
  - Create a comprehensive and practical planning document that guides and promotes future development of the corridor and surrounding area.
- **Objective**
  - Develop a realistic preferred alignment for Bill Nye Avenue between 3rd Street and 15th Street.
- **Goals**
  - Promotes safety
  - Minimizes long term maintenance
  - Sensitive to current function and property owners
  - Serves all transportation users
  - Encourages economic development



# Project Schedule

Activity	Tentative Schedule
Notice to proceed and Kick-off Meeting	Begin Project, June 9, 2015
Adjacent Stakeholder Meeting(s)	July 2, 2015
Meeting w/ FHWA	July 9, 2015
Develop Preliminary Alternatives	July – August, 2015
Steering Committee Meetings	August 24, September 22, and October 19, 2015
<b>First Public Meeting</b>	<b>October 20, 2015</b>
Refine Alternatives	November, 2015
Complete Draft Plan	November – December, 2015
<b>Submit Draft Plan City of Laramie</b>	<b>January, 2016</b>
<b>Revise Draft Plan</b>	<b>February, 2016</b>
<b>Presentation to Governing Body</b>	<b>March, 2016</b>

# Identified Constraints

- **Purpose**

- Create a comprehensive and practical planning document that guides and promotes future development of the corridor and surrounding area.

- **Objective**

- Develop a realistic preferred alignment for Bill Nye Avenue between 3rd Street and 15th Street.

- **Goals**

- Promotes safety
- Minimizes long term maintenance
- Sensitive to current function and property owners
- Serves all transportation users
- Encourages economic development

# Do Nothing – Utilize 15<sup>th</sup> Street



# Revised Bill Nye Realignment

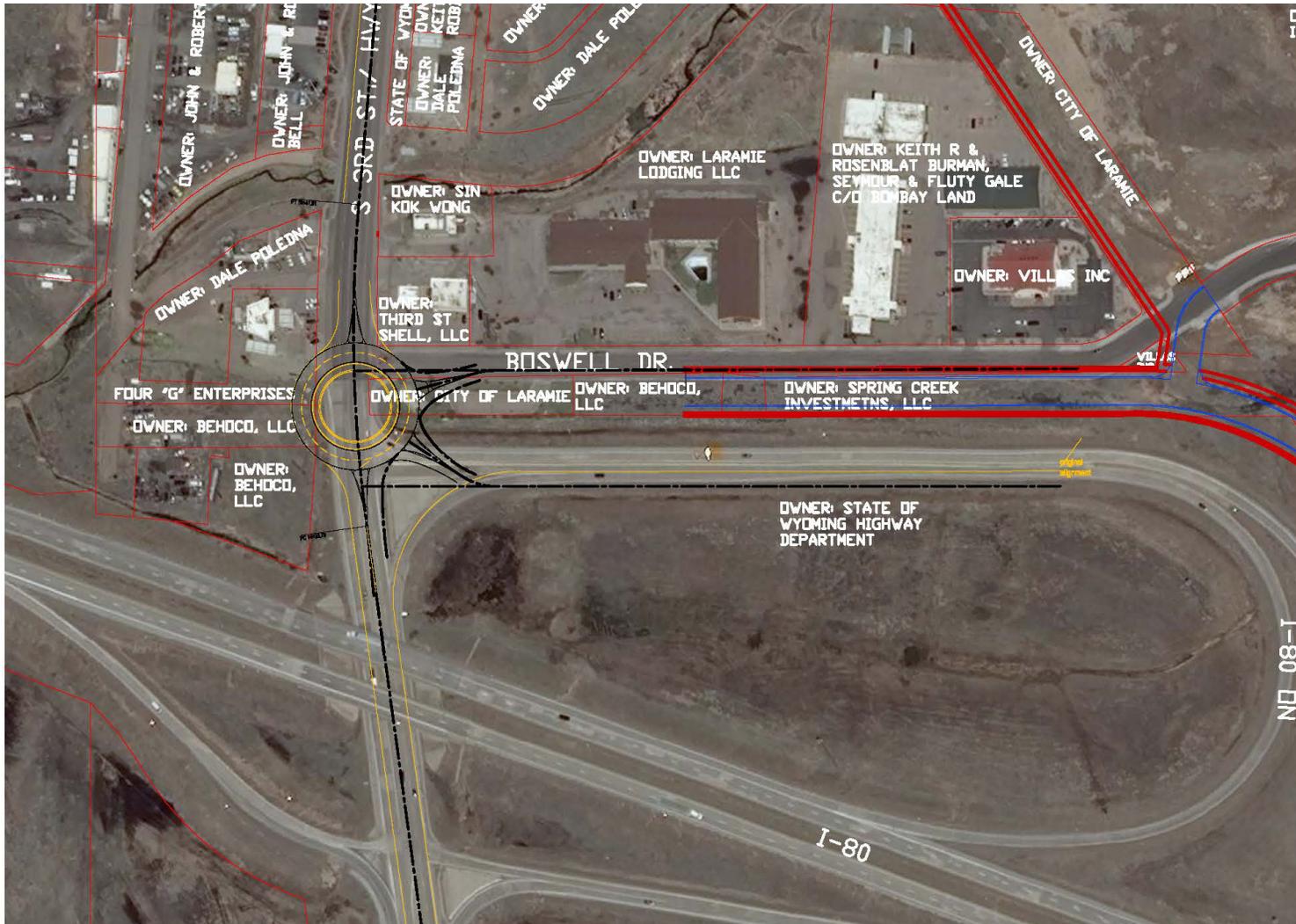




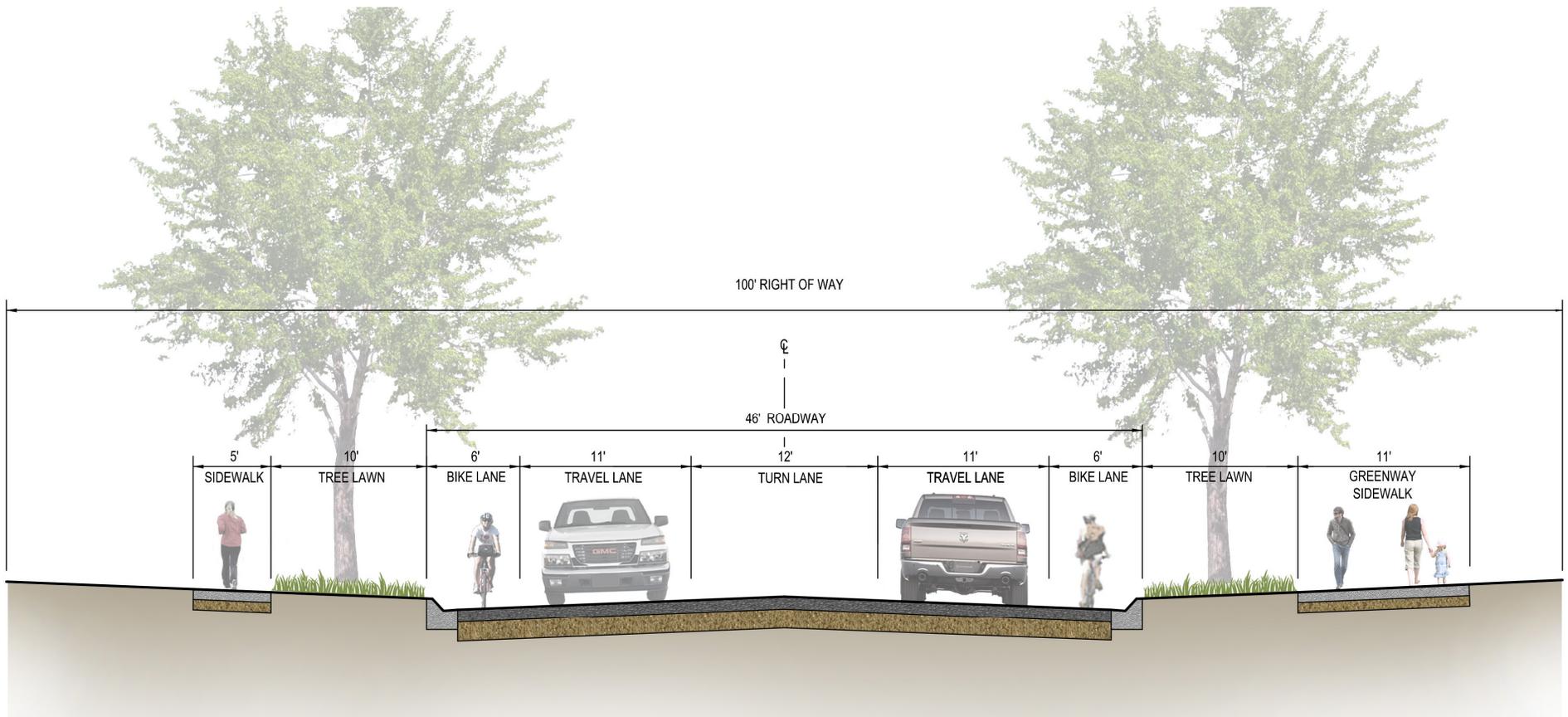
# RAB at 3<sup>rd</sup>/ Boswell/ I-80 WB Ramps



# RAB at 3<sup>rd</sup>/ Boswell/ I-80 WB Ramps

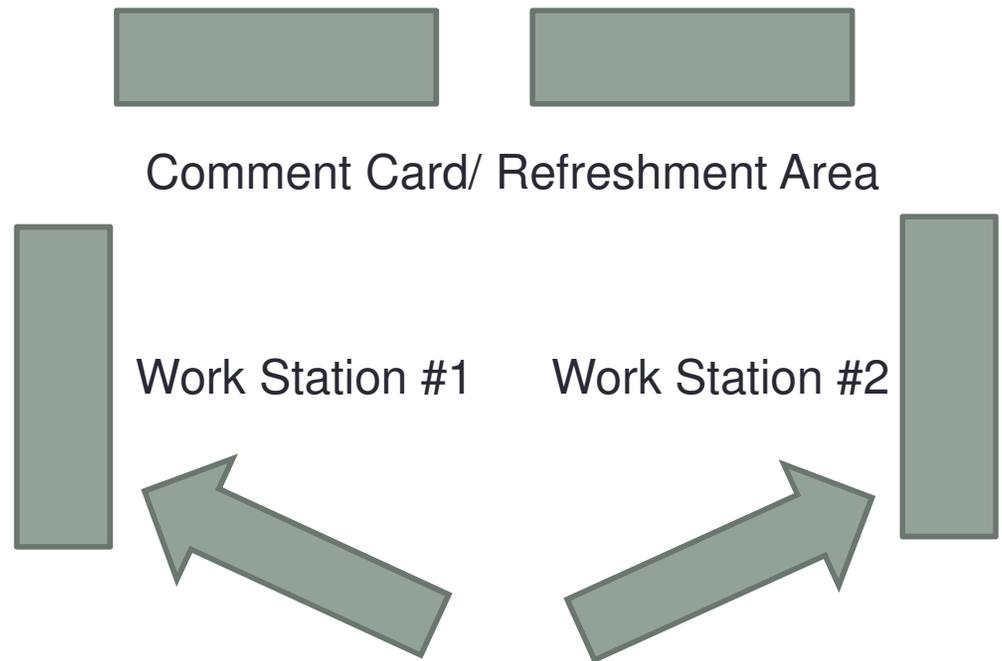


# Conceptual Typical Section



# Work Station Areas

- Two Identical Work Stations
  - **Tables**
    - Aerial photo with street views
- Comment Card/ Refreshment Area



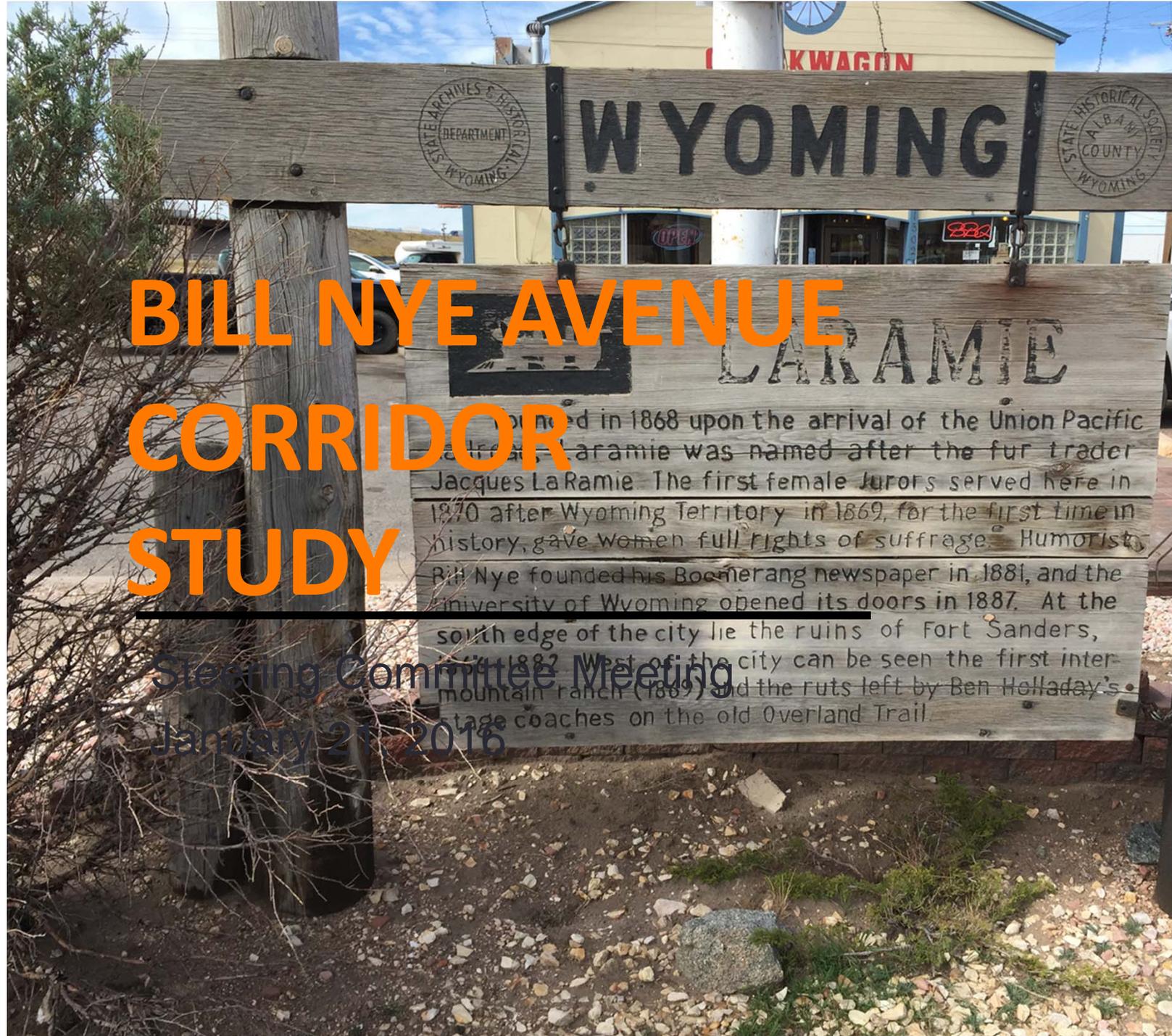
# BILL NYE AVENUE CORRIDOR STUDY KICK OFF MEETING

January 21, 2015 @ 2:00 P.M.

## •LIST OF ATTENDEES •

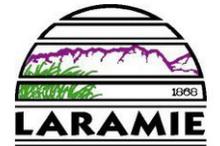


NAME	COMPANY	EMAIL	PHONE/ CELL
Tom Cobb	AVI	<a href="mailto:cobb@avipc.com">cobb@avipc.com</a>	307.637.6017
Brad Emmons	AVI	Emmons@avip.com	307.637.6017
Randy Hunt	City of Laramie	rhunt@cityoflaramie.org	307-721-5288
Charles Bloom	" "	cbloom@ " " "	721-5232
MARK WINGATE	WYDOT	mark.wingate@wyo.gov	307-777-4180
Eric Jaap	COL	ejaap@cityoflaramie.org	307-721-5345
EARL SMITH	COL	ESMITH@CITYOFLARAMIE.ORG	307-721-5241
Brad Emmons			



# BILL NYE AVENUE CORRIDOR STUDY

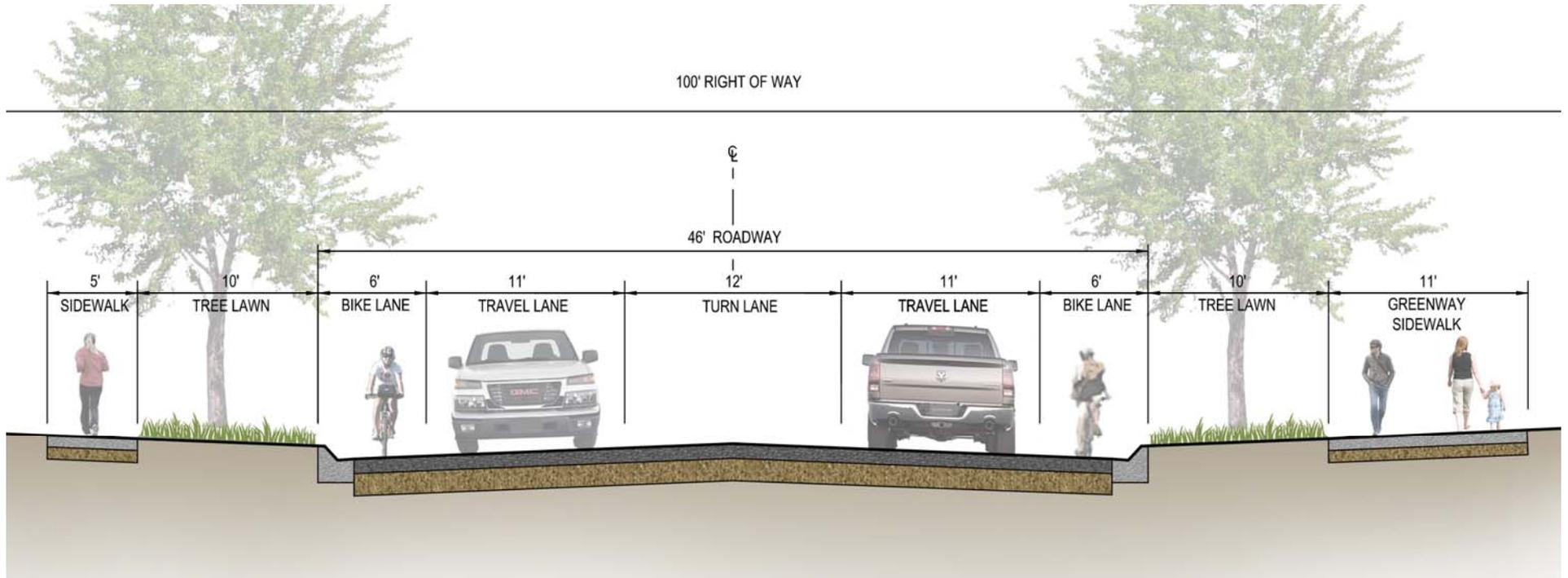
Steering Committee Meeting  
January 27, 2016



# Agenda

- Presentation Exhibits
- What we heard Public Meeting No. 1
- Discussion on recommendations
  - Conceptual Typical Section
  - Alignment Alternatives
- Where do we go from here?
- Other
  - Council Work Session Needs
  - Action Items?

# Conceptual Typical Section



# Do Nothing – Utilize 15<sup>th</sup> Street



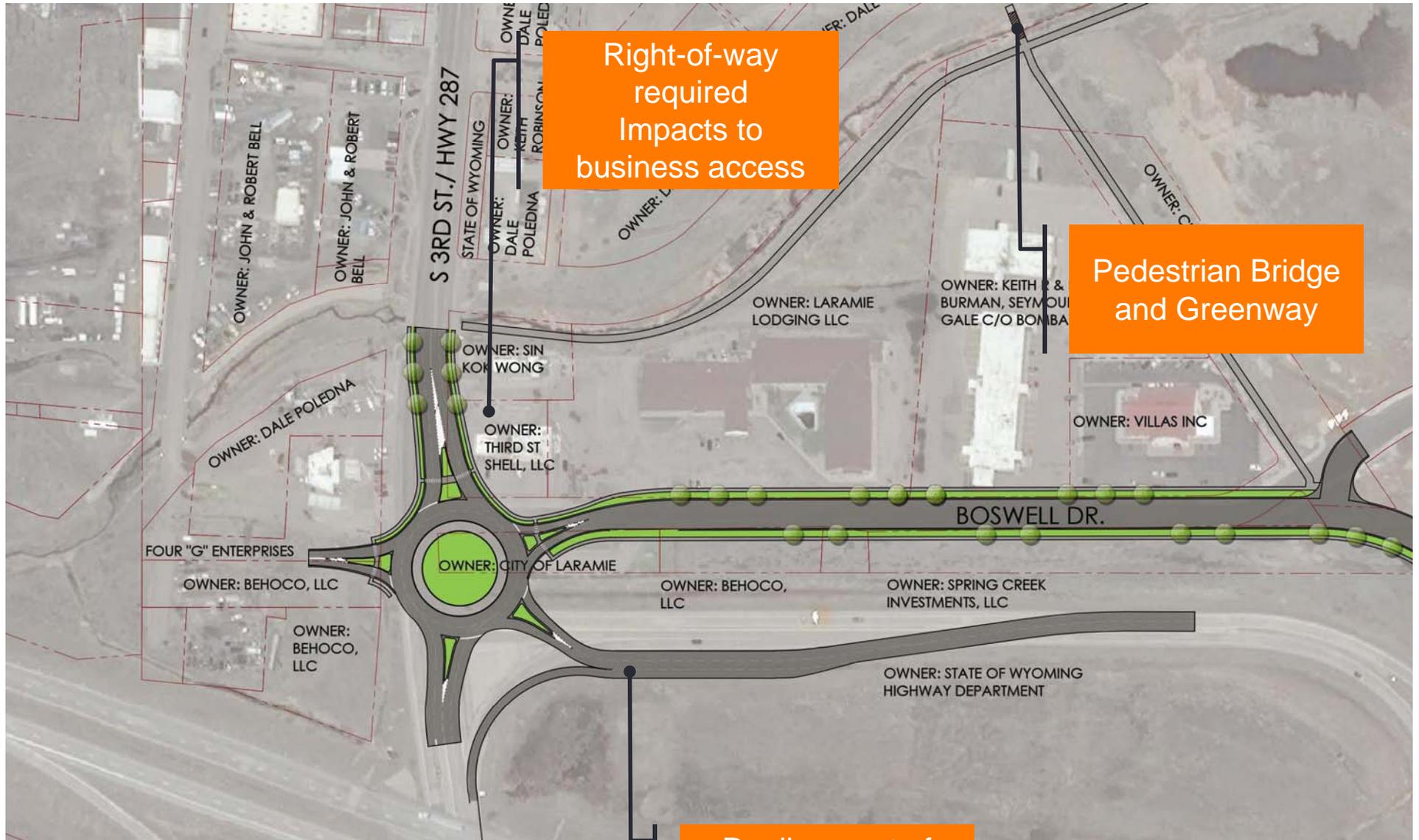
# Revised Bill Nye Realignment





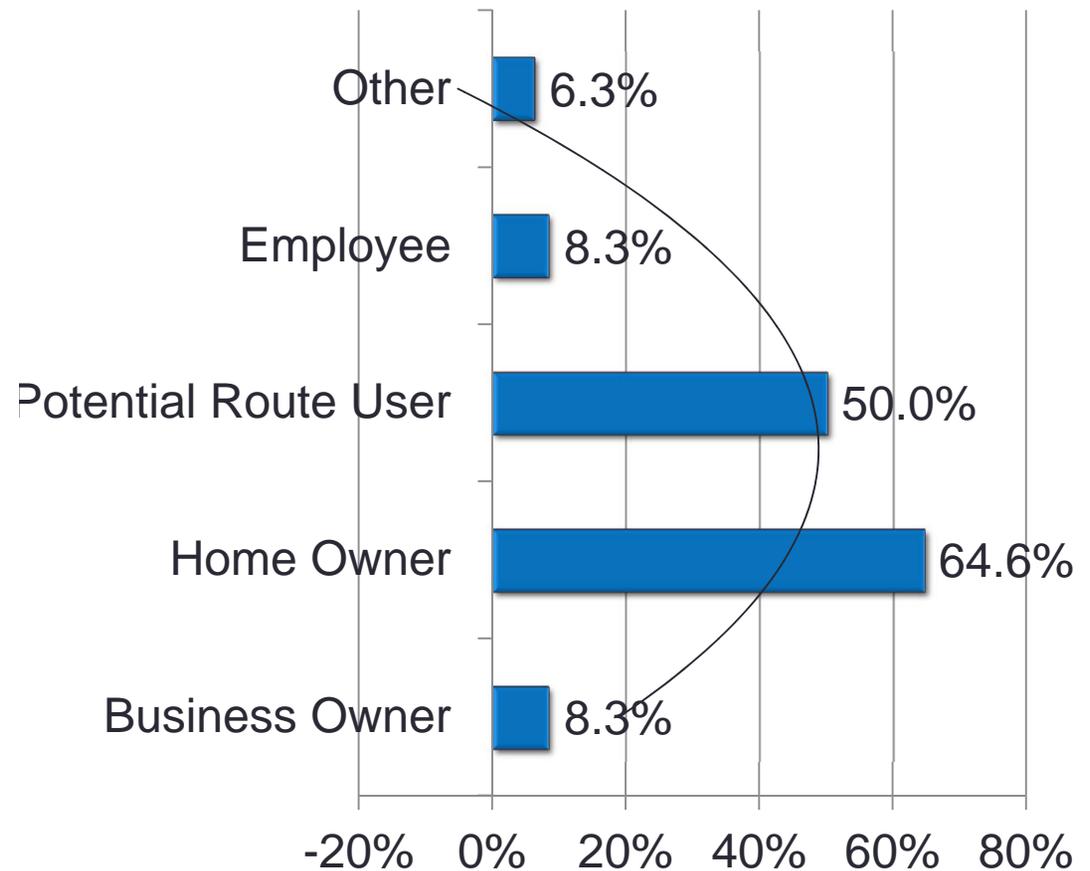


# RAB at 3<sup>rd</sup>/ Boswell/ I-80 WB Ramps



# Public Meeting One: Summary

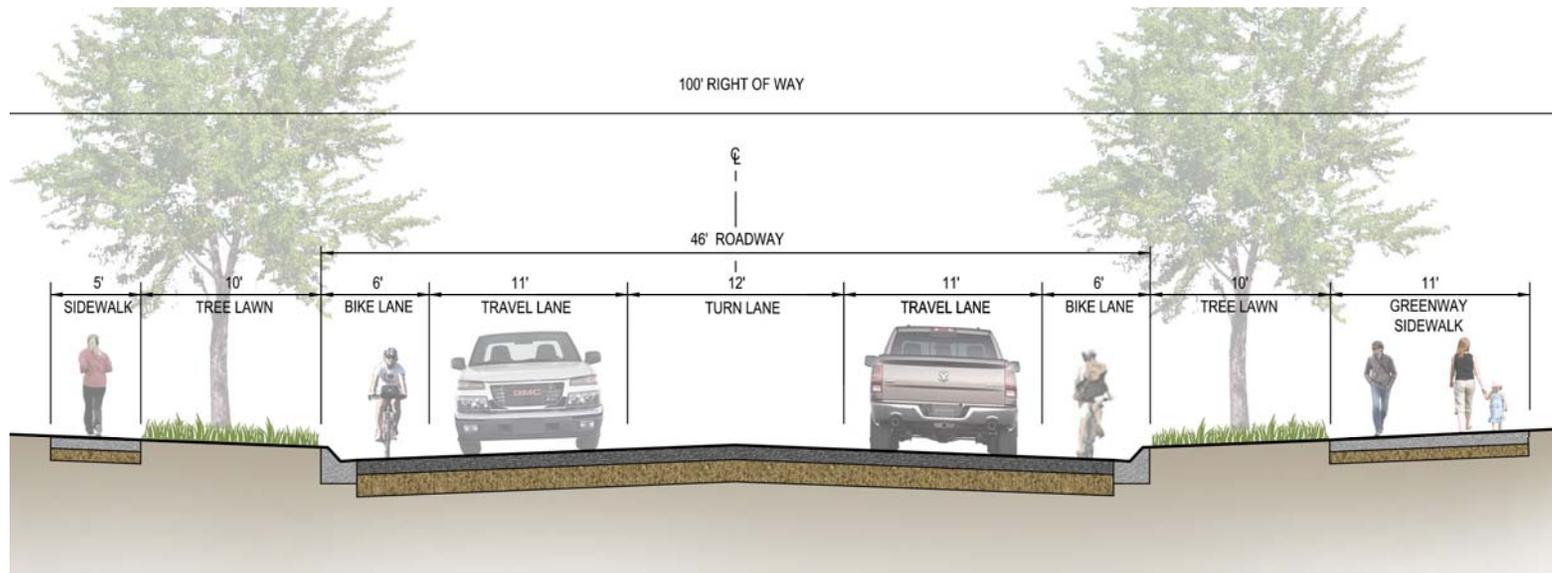
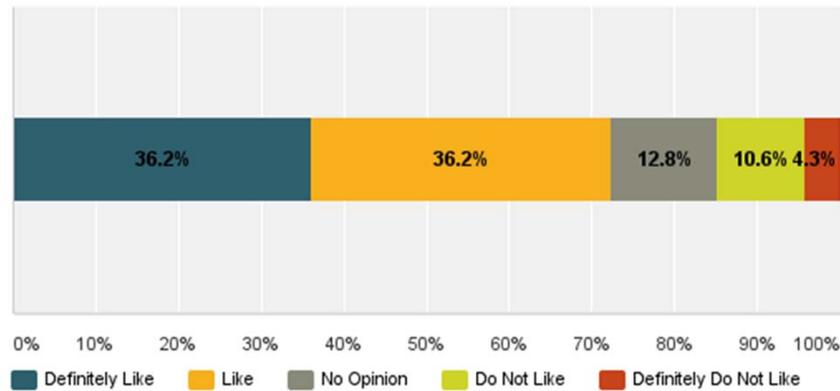
- Conducted October 21, 2015
- Approximately 25 participants
- 48 Comment Card Responses (192.0%)
- Who Attended?



# What we heard?

**Q3 Please rate the Bill Nye Avenue Conceptual Typical Section shown above.**

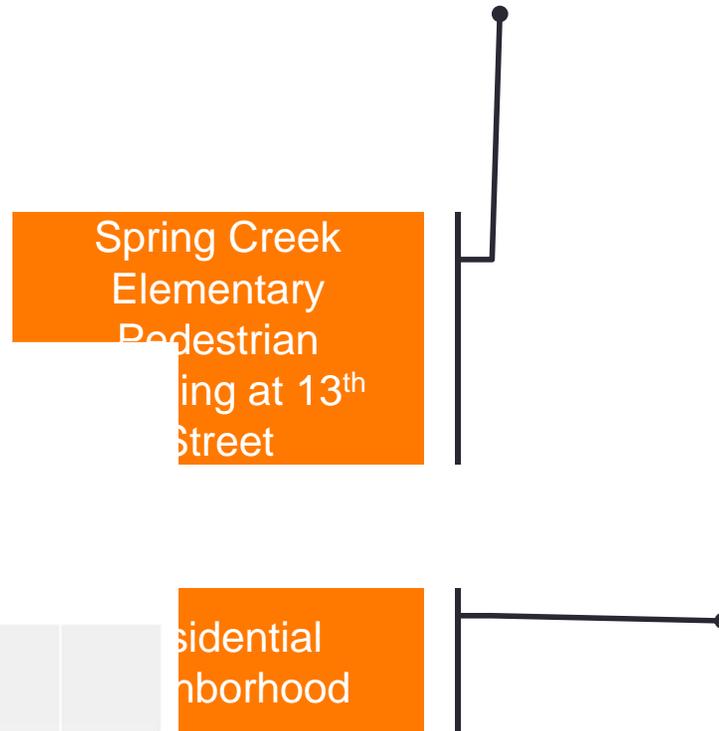
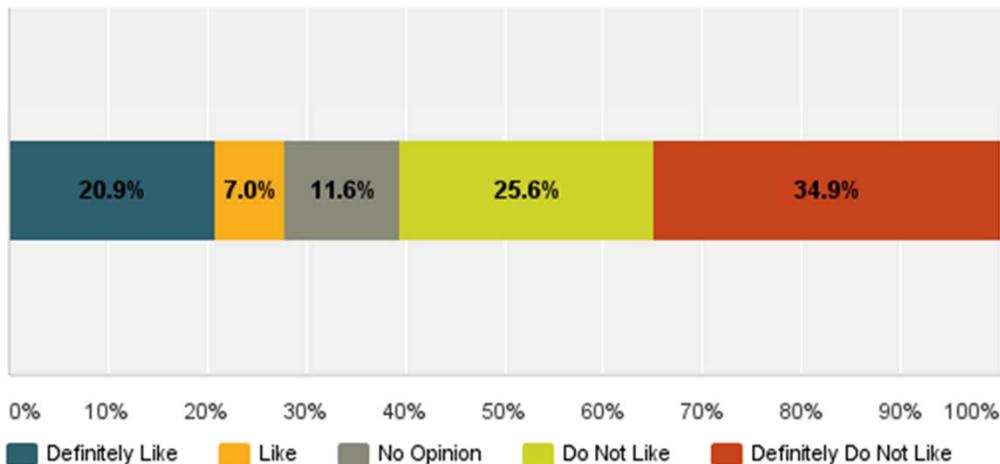
Answered: 47 Skipped: 1



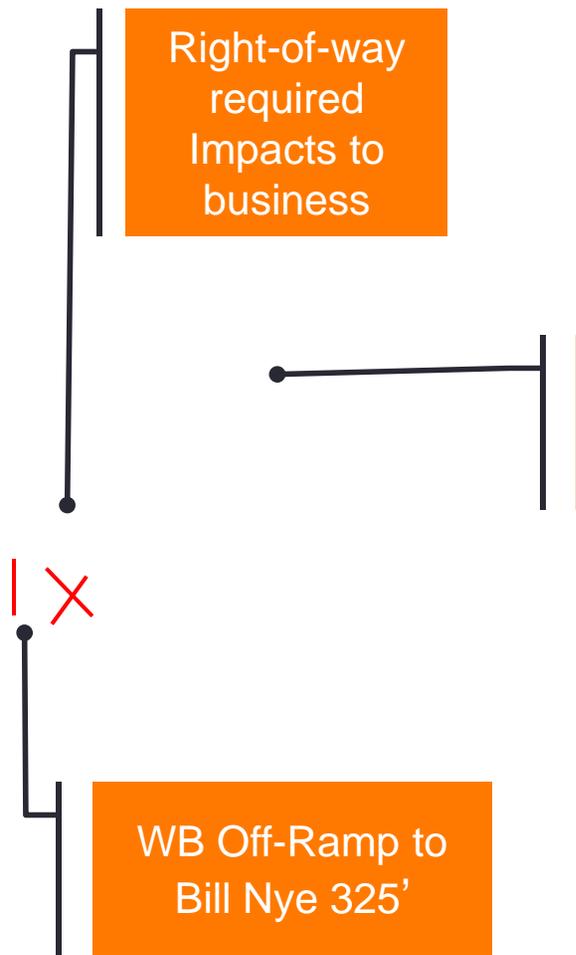
# Do Nothing – Utilize 15<sup>th</sup> Street

**Q4 Please rate the conceptual alignment  
Alternative #1: "Do Nothing" Utilize 15th  
Street to Russell Street/ E. Spring Creek  
Road shown above.**

Answered: 43 Skipped: 5

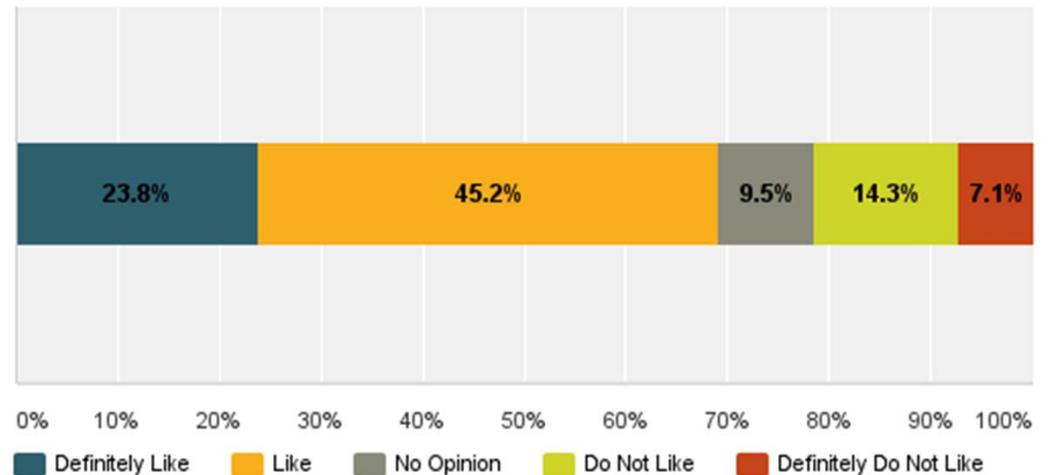


# Revised Boswell Realignment



Q5 Please rate the conceptual alignment  
Alternative #2: Boswell Drive Realignment  
at 3rd Street.

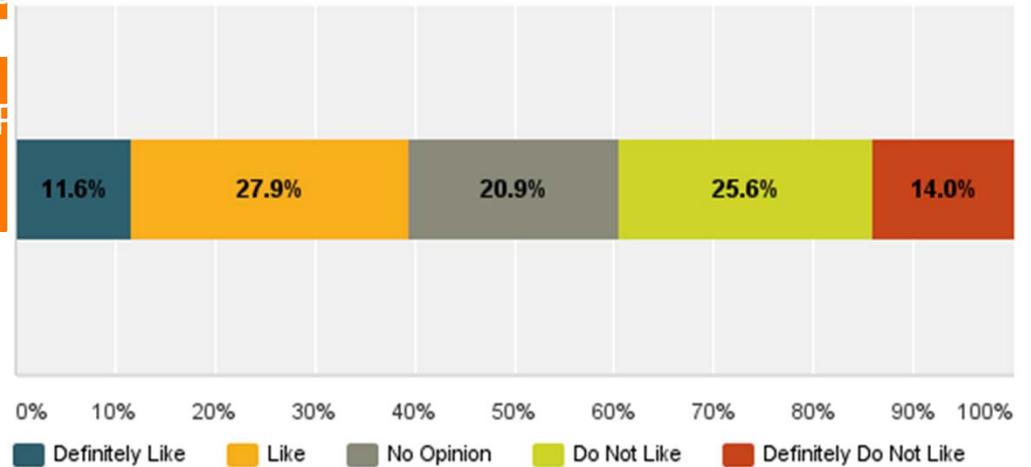
Answered: 42 Skipped: 6



# E. Palmer Drive w/ Cul-de-sac Boswell

Q6 Please rate the conceptual alignment  
Alternative #3: Bill Nye Avenue Connection  
at Palmer Drive/ 3rd Street and Cul-de-sac  
Boswell Drive at 3rd Street.

Answered: 43 Skipped: 5



Right-of-way  
required

RUSSELL S  
"BILL NYE"

Cul-de-sac Bowell  
Drive at 3<sup>rd</sup> Street

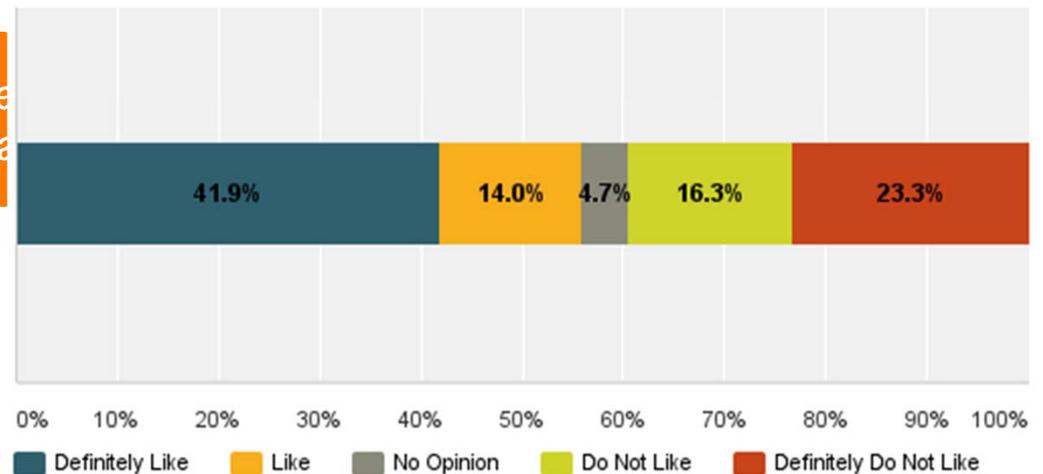
Right-of-way  
required

# RAB at 3<sup>rd</sup>/ Boswell/ I-80 WB Ramps

Right-of-way  
required  
Impacts to  
business access

**Q7 Please rate the conceptual alignment  
Alternative #4: Roundabout at 3rd  
Street, Boswell Drive, and Westbound I-80  
Off and On-ramps.**

Answered: 43 Skipped: 5



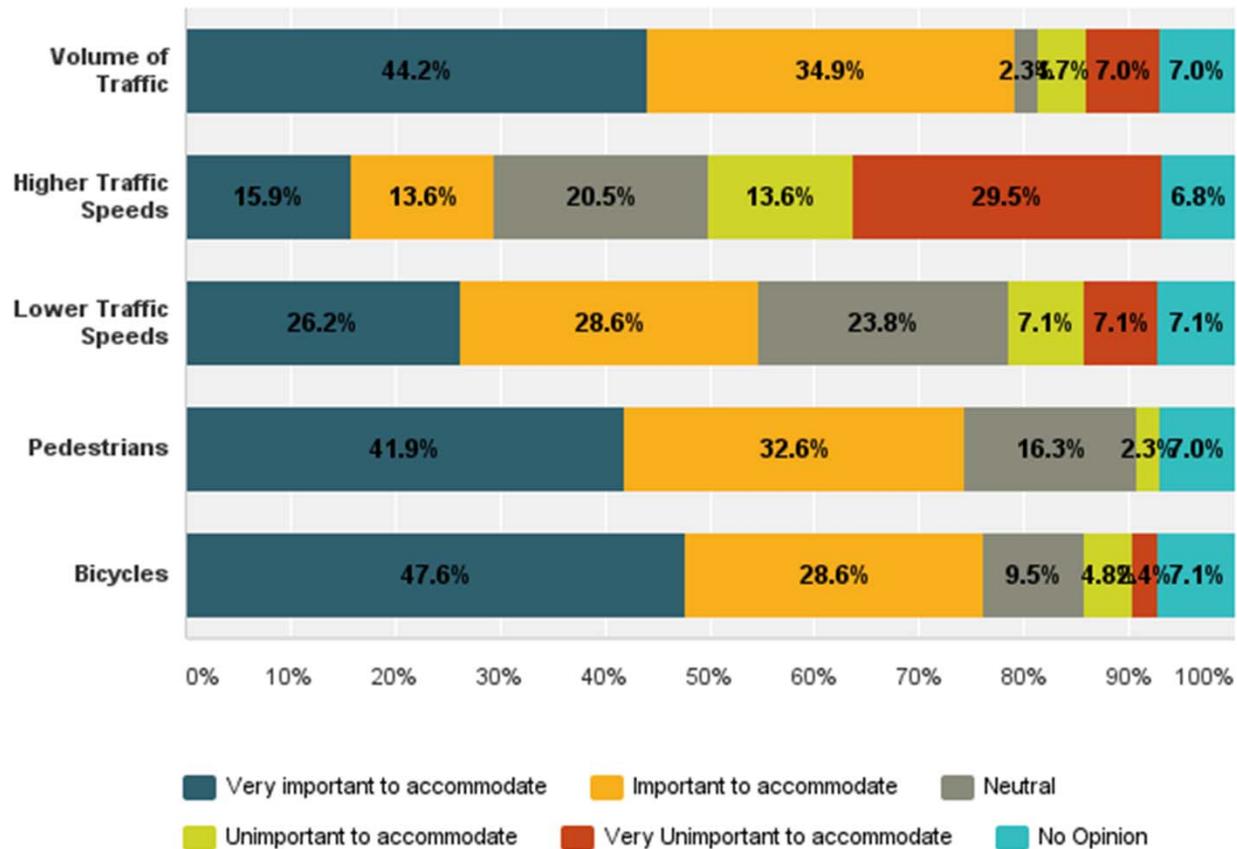
Realignment of  
WB Off / On-ramps

Right-of-way  
required

# What we heard?

**Q8 Please rate the importance of the following transportation modes based on what you consider to be the most important design consideration for Bill Nye Avenue?**

Answered: 44 Skipped: 4



# What we heard?

- ***Do you have additional ideas, information, or other comments that you would like to provide at this time?***
  - “Please incorporate good lighting, beautification, PEDXING Stripes and warning signals at major intersections and include signage to direct travelers downtown as well as 16th street @ both South Street and Swanson Road. How about a bike lane on the west side of 16th and leave parking on the east side?”

# What we heard?

- ***Do you have additional ideas, information, or other comments that you would like to provide at this time.***
  - “The current route for "Turner Drive" may work in 2 dimensions, but not in 3D. The Final Plat of Boulder Addition rubber stamped by all but one member is riddled with very serious errors which can get bulldozer drivers killed when they hit unmarked high pressure gas lines on the west side of the Turner Tract. Frankly, I'm very disappointed in the quality of work that the Urban Streets Advisory Committee has turned out since 1992 when they "rubber stamped" an atrocious, unbuildable "kinked" route for BNA which took out all the front yards on Whitman Street. The 1981 route for BNA was much better and still is. In 1999 two "interested parties" made the eastern extension of Hillside Drive disappear, despite the fact that it would--without requiring any grading--seamlessly go from Corthell Road to Boulder Drive, give Corthell Hill back its 2nd outlet, and give the poor LHS students a real way to get back home at the end of the school day. “

# What we heard?

- ***Do you have additional ideas, information, or other comments that you would like to provide at this time.***
  - “It's important to find a solution so businesses will know the long-term plan for this location. “
  - “I am concerned about the safe of speed on such a long roadway- perhaps speed bumps @ pedestrian intersects? bicycles are very seasonal in Laramie. not sure how many bikes would just this roadway as far as it is from UW & downtown. It is very hard to walked on this gypsum-retains water, slippery - not sure the diagonal strip along Corona Village would be used. if sidewalk along Spring Creek is green belt, then ok-otherwise, there is already a sidewalk on the N side of Spring Creek from 5th to 9th.”

# What we heard?

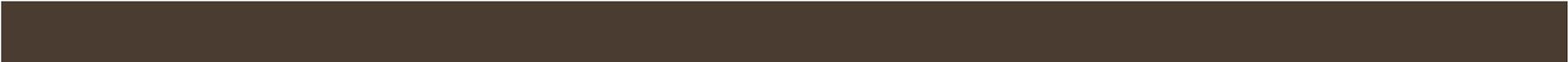
- ***Do you have additional ideas, information, or other comments that you would like to provide at this time.***
  - “As the community grows to the South, the traffic will continue to increase for those desiring to head to the North end of town (Turner Tract, HS, etc.) I highly recommend moving the I-80 entrance to go West, eliminating one of the major traffic confusion points. “
  - “I am not for options # 1 or 4. # 2 i liked the best.”
  - I do go out and run that area sometimes, and when the weather is warmer, i do bike and have a bicycle trailer to carry my child in, so i look at the routes in terms of what i can do riding, running/walking and driving and #2 i would feel better with. ”

# What we heard?

- ***Do you have additional ideas, information, or other comments that you would like to provide at this time.***
  - “A mixture of the roundabout and #3 would be best suited for the area.”
  - “I am not for options # 1 or 4. # 2 i liked the best.”
  - “This corridor should function as an arterial (access management). Separating vehicle and bicycle traffic should be considered.”
  - "I really like the round about.”

# Where do we go from here?

<b>Activity</b>	<b>Tentative Schedule</b>
Council Work Secession	February 9, 2016; 6:00 p.m.
Draft Corridor Plan	February – March, 2016
Submit Draft Plan for Review	March 7, 2016
Final Draft	April, 2016?
Presentation to Governing Body	April, 2016?



# Other Items

- Council Work Secession February 9, 2016
- Action Items

# BILL NYE AVENUE CORRIDOR STUDY KICK OFF MEETING

February 16, 2016 @ 10:00 A.M.

## ●LIST OF ATTENDEES ●

NAME	COMPANY	EMAIL	PHONE/ CELL
Tom Cobb	AVI	<a href="mailto:cobb@avipc.com">cobb@avipc.com</a>	307.637.6017
Brad Emmons	AVI	<a href="mailto:Emmons@avip.com">Emmons@avip.com</a>	307.637.6017
Joe Henderson	STS	<a href="mailto:joe@sustainabletrafficsolutions.com">joe@sustainabletrafficsolutions.com</a>	303.589.6875
<i>EARL SMITH</i>	<i>LARAMIE</i>	<i>ESMITH@CITYOFLARAMIE.ORG</i>	<i>307-721-5241</i>
Eric Jaap	COL	<a href="mailto:ejaap@cityoflaramie.org">ejaap@cityoflaramie.org</a>	721-5345
<i>Randy Hunt</i>	<i>COL</i>	<i>rhunt@cityoflaramie.org</i>	<i>721-5288</i>
Kevin McCoy	WYOT	<a href="mailto:Kevin.McCoy@wyo.gov">Kevin.McCoy@wyo.gov</a>	777-4178
Charles Bloom	COL	<a href="mailto:cbloom">cbloom</a> - . . . .	721-5232
<i>Phil Pratt</i>	<i>FHWA</i>	<i>philip.prett@dot.gov</i>	<i>771-2951</i>

# BILL NYE AVENUE CORRIDOR STUDY

Steering Committee No. 5  
February 16, 2016

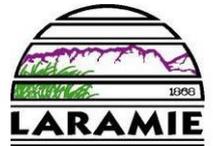


WYOMING



LARAMIE

Founded in 1868 upon the arrival of the Union Pacific Railroad, Laramie was named after the fur trader Jacques LaRame. The first female jurors served here in 1870 after Wyoming Territory in 1869, for the first time in history, gave women full rights of suffrage. Humorist, Bill Nye founded his Boomerang newspaper in 1881, and the University of Wyoming opened its doors in 1887. At the south edge of the city lie the ruins of Fort Sanders, built in 1882. West of the city can be seen the first intermountain ranch (1889) and the ruts left by Ben Holladay's stage coaches on the old Overland Trail.

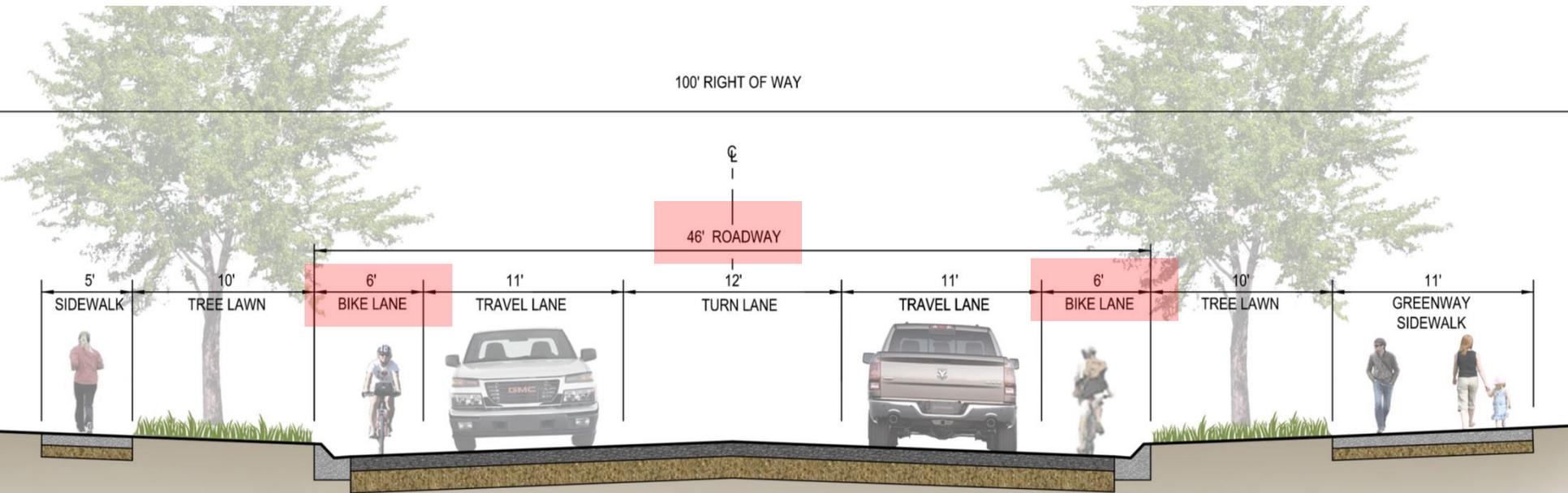


# Agenda

- Proposed Roadway Typical Section
- Proposed Conceptual Alternatives
- Briefly Review What we heard?
- Right-of-way Acquisition
- Level of Service Analysis
- Engineer's Opinion of Costs
- Alternatives Analysis
- Where do we go from here?



# Proposed Conceptual Typical Section



# Do Nothing – Utilize 15<sup>th</sup> Street



Spring Creek  
Elementary  
Pedestrian  
Crossing at 13<sup>th</sup>  
Street

Future Traffic  
Signal 2035

Residential  
Neighborhood

Widen Roadway  
and Box Culvert

# Revised Bill Nye Realignment



Right-of-way required  
Impacts to  
business

Pedestrian Bridge  
and Greenway

WB Off-Ramp to  
Bill Nye 325'

Right-of-way  
Required

# E. Palmer Drive w/ Cul-de-sac Boswell



# RAB at 3<sup>rd</sup>/ Boswell/ I-80 WB Ramps

Right-of-way required  
Impacts to  
business access

Pedestrian Bridge  
and Greenway

Realignment of  
WB Off / On-ramps

Right-of-way  
required



# RAB at 3<sup>rd</sup>/ Boswell/ I-80 WB Ramps



Right-of-way  
required  
Impacts to  
business access

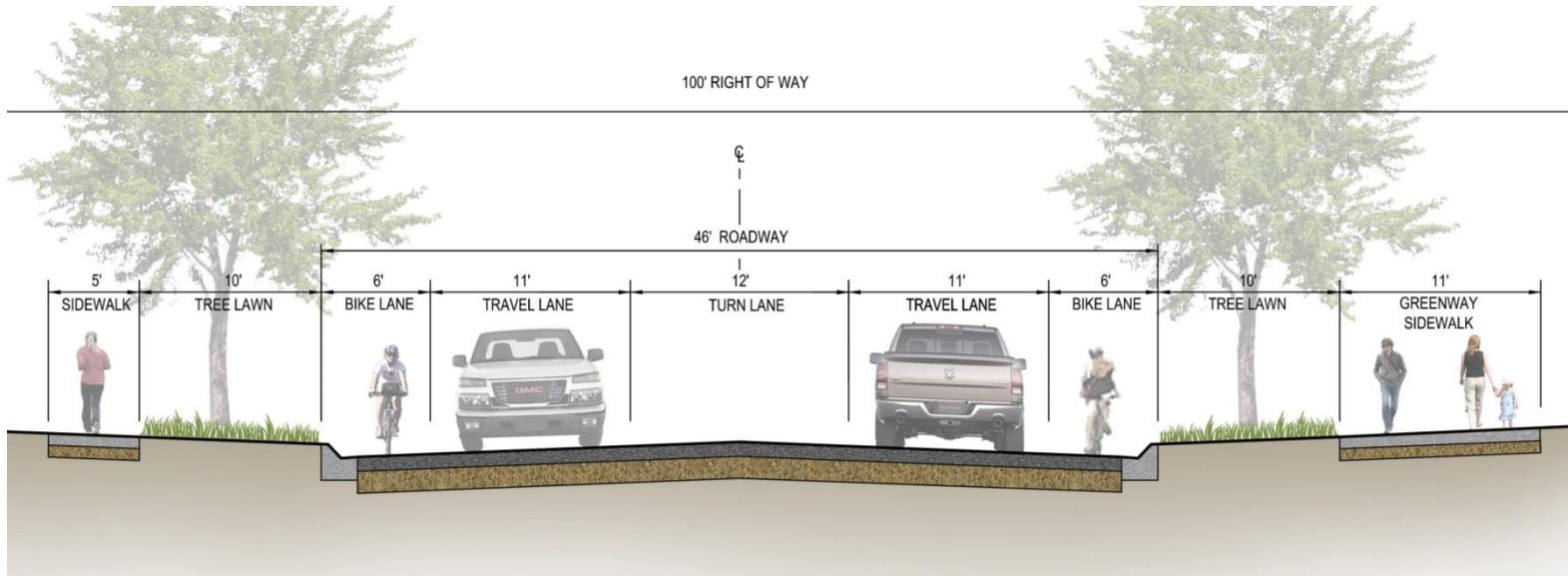
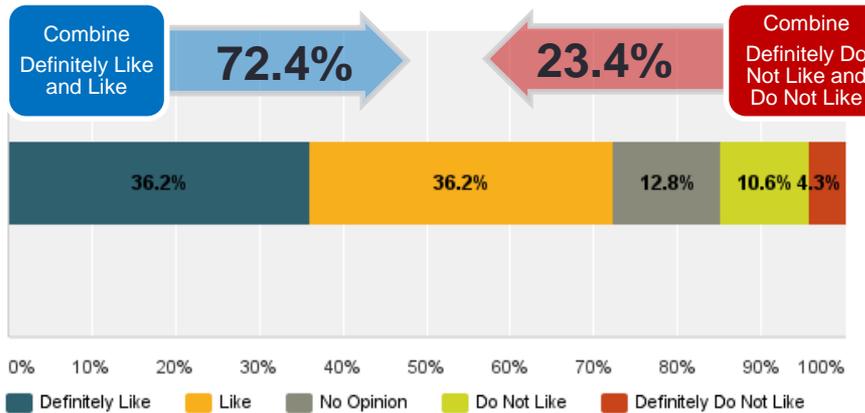
Pedestrian Bridge  
and Greenway

Partial Right-of-Way

# What we heard?

**Q3 Please rate the Bill Nye Avenue Conceptual Typical Section shown above.**

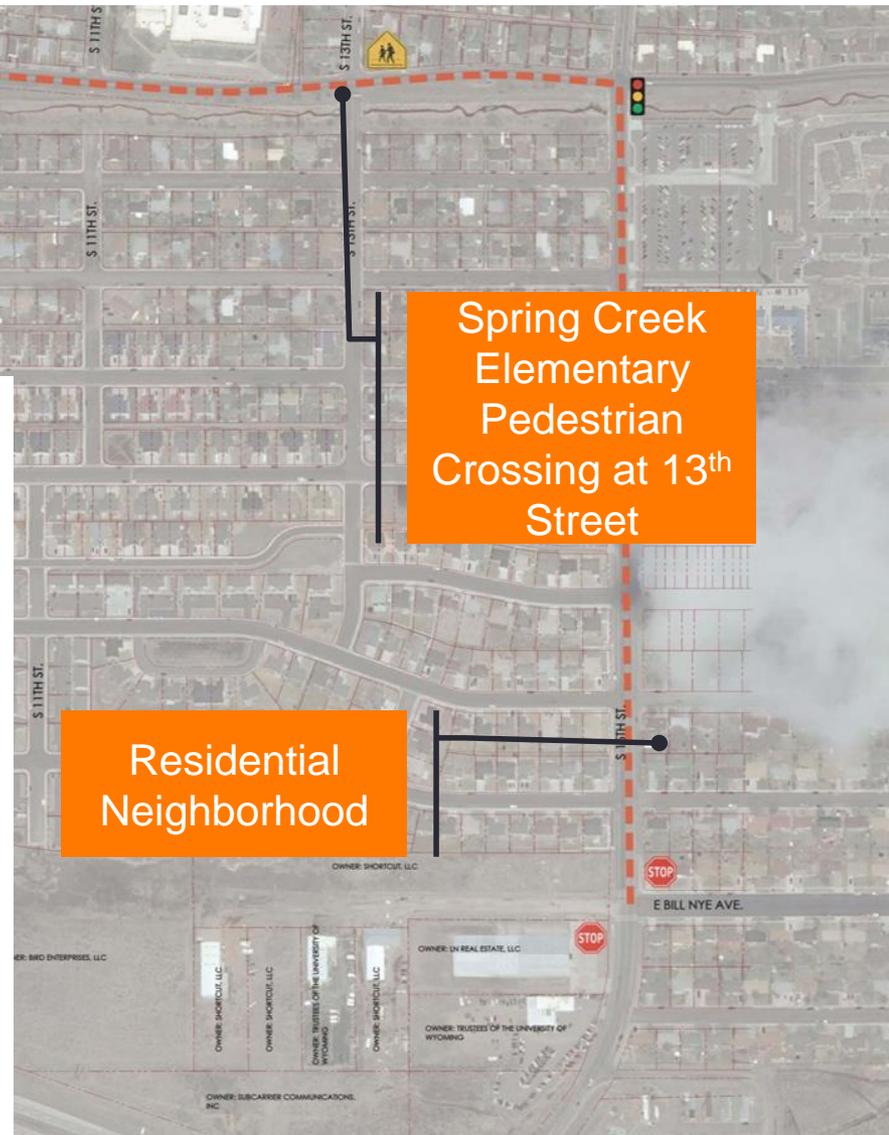
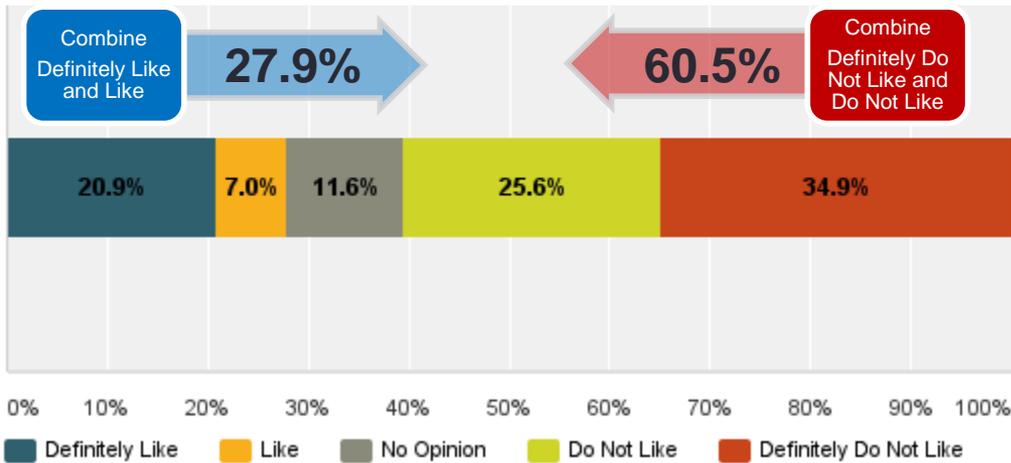
Answered: 47 Skipped: 1





**Q4 Please rate the conceptual alignment Alternative #1: "Do Nothing" Utilize 15th Street to Russell Street/ E. Spring Creek Road shown above.**

Answered: 43 Skipped: 5

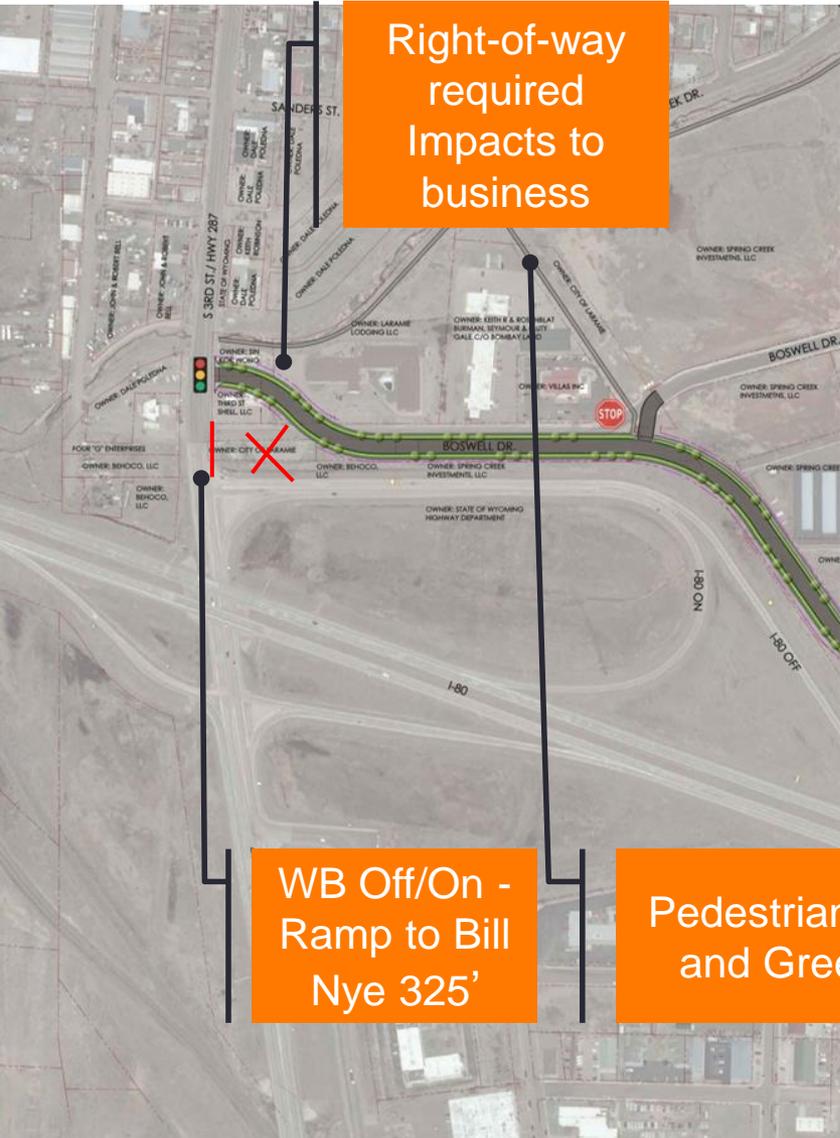


Spring Creek Elementary Pedestrian Crossing at 13th Street

Residential Neighborhood

**Do Nothing – Utilize 15th Street**

# Revised Boswell Realignment



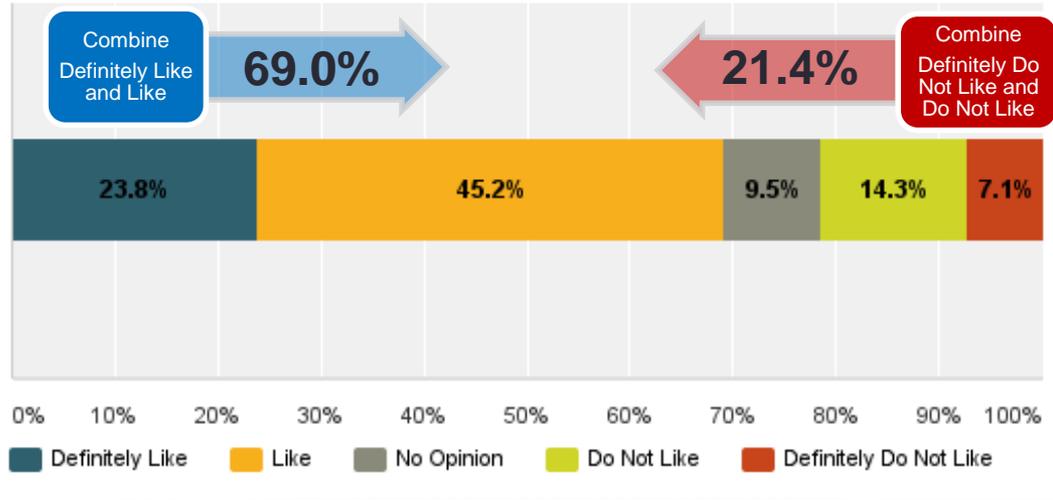
Right-of-way required  
Impacts to business

WB Off/On - Ramp to Bill Nye 325'

Pedestrian Bridge and Greenway

**Q5 Please rate the conceptual alignment Alternative #2: Boswell Drive Realignment at 3rd Street.**

Answered: 42 Skipped: 6



Right-of-way Required

# E. Palmer Drive w/ Cul-de-sac Boswell



Right-of-way required

Bridge or Box Culvert Crossing at Spring Creek

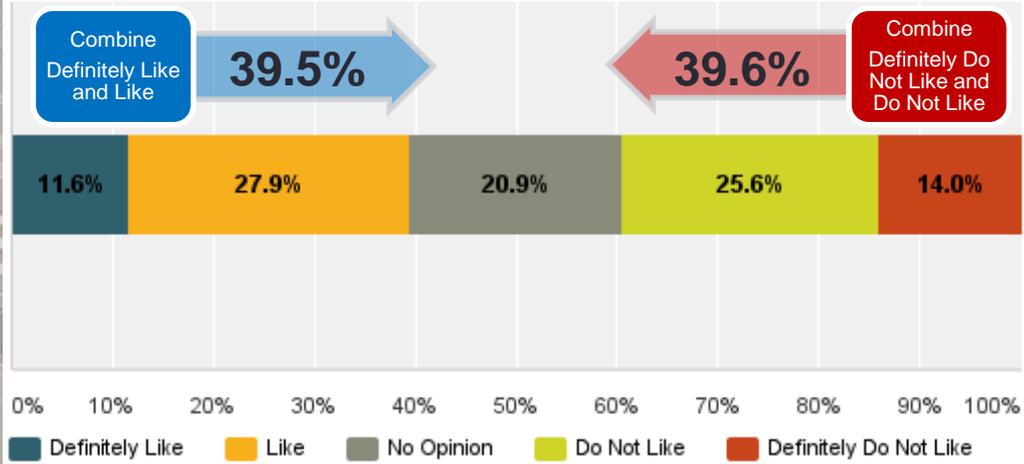
Pedestrian Bridge and Greenway

Cul-de-sac Bowell Drive at 3rd Street

Russell St. to "Bill Nye" 1010'

**Q6 Please rate the conceptual alignment Alternative #3: Bill Nye Avenue Connection at Palmer Drive/ 3rd Street and Cul-de-sac Boswell Drive at 3rd Street.**

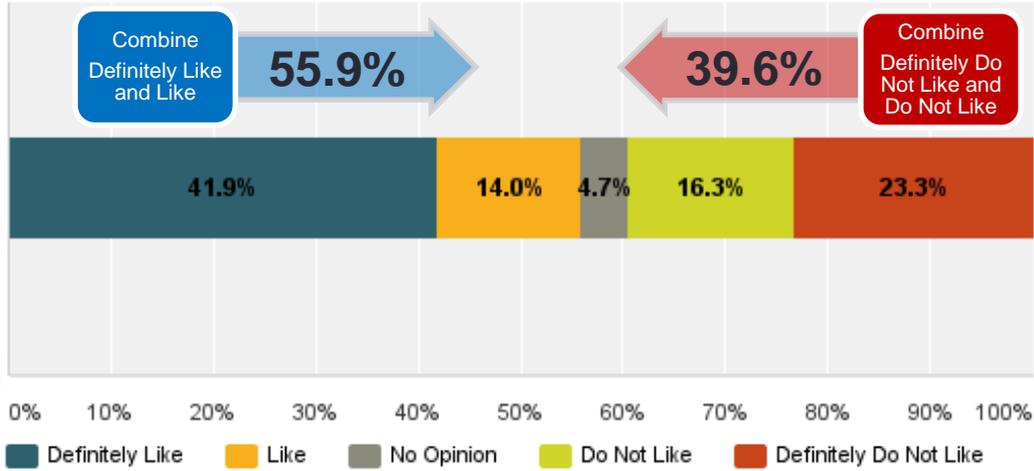
Answered: 43 Skipped: 5



# RAB at 3<sup>rd</sup>/ Boswell/ I-80 WB Ramps

Q7 Please rate the conceptual alignment  
**Alternative #4: Roundabout at 3rd Street, Boswell Drive, and Westbound I-80 Off and On-ramps.**

Answered: 43 Skipped: 5



Right-of-way required  
 Impacts to  
 business access

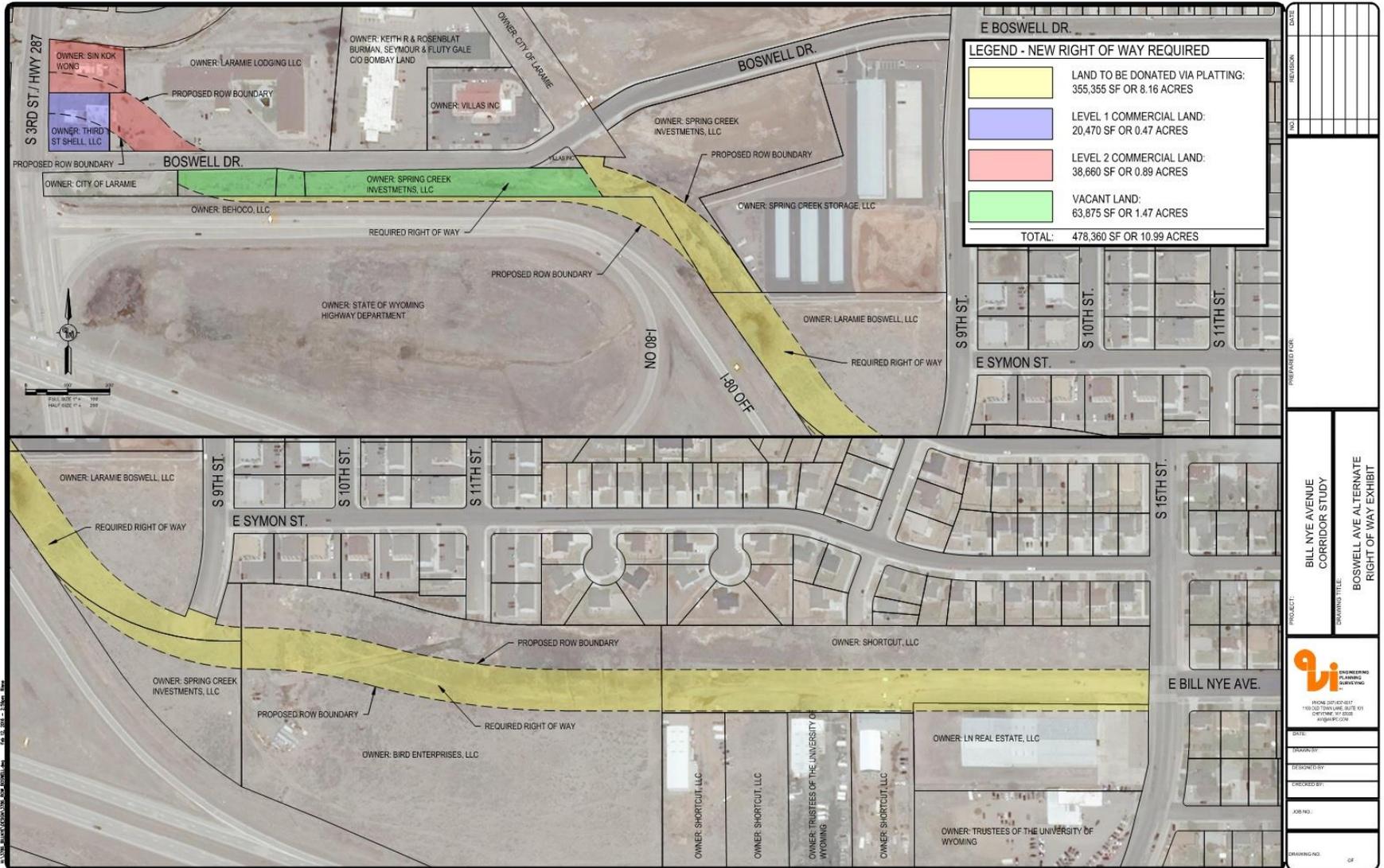
Pedestrian Bridge  
 and Greenway

Realignment of  
 WB Off / On-ramps

Right-of-way  
 required



# Alternative 2: Right-of-way Acquisition

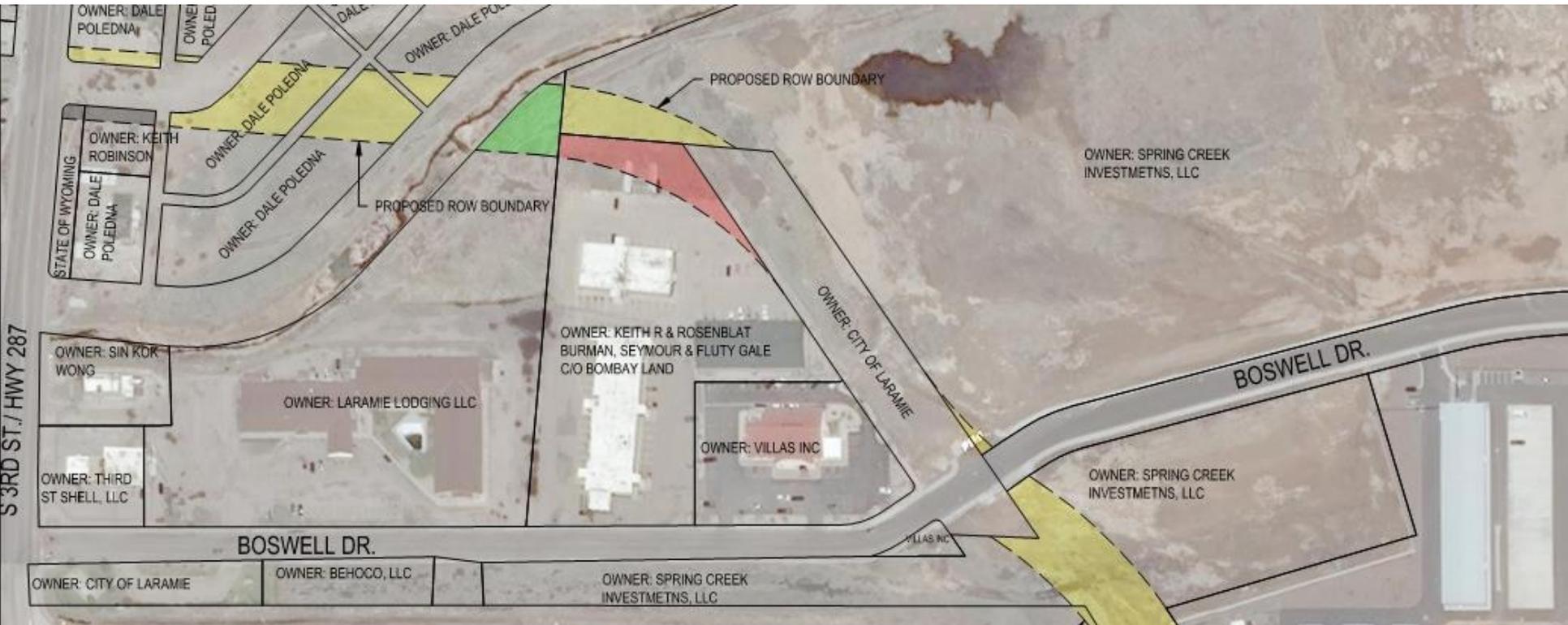


# Alternative 2: Right-of-way Detail

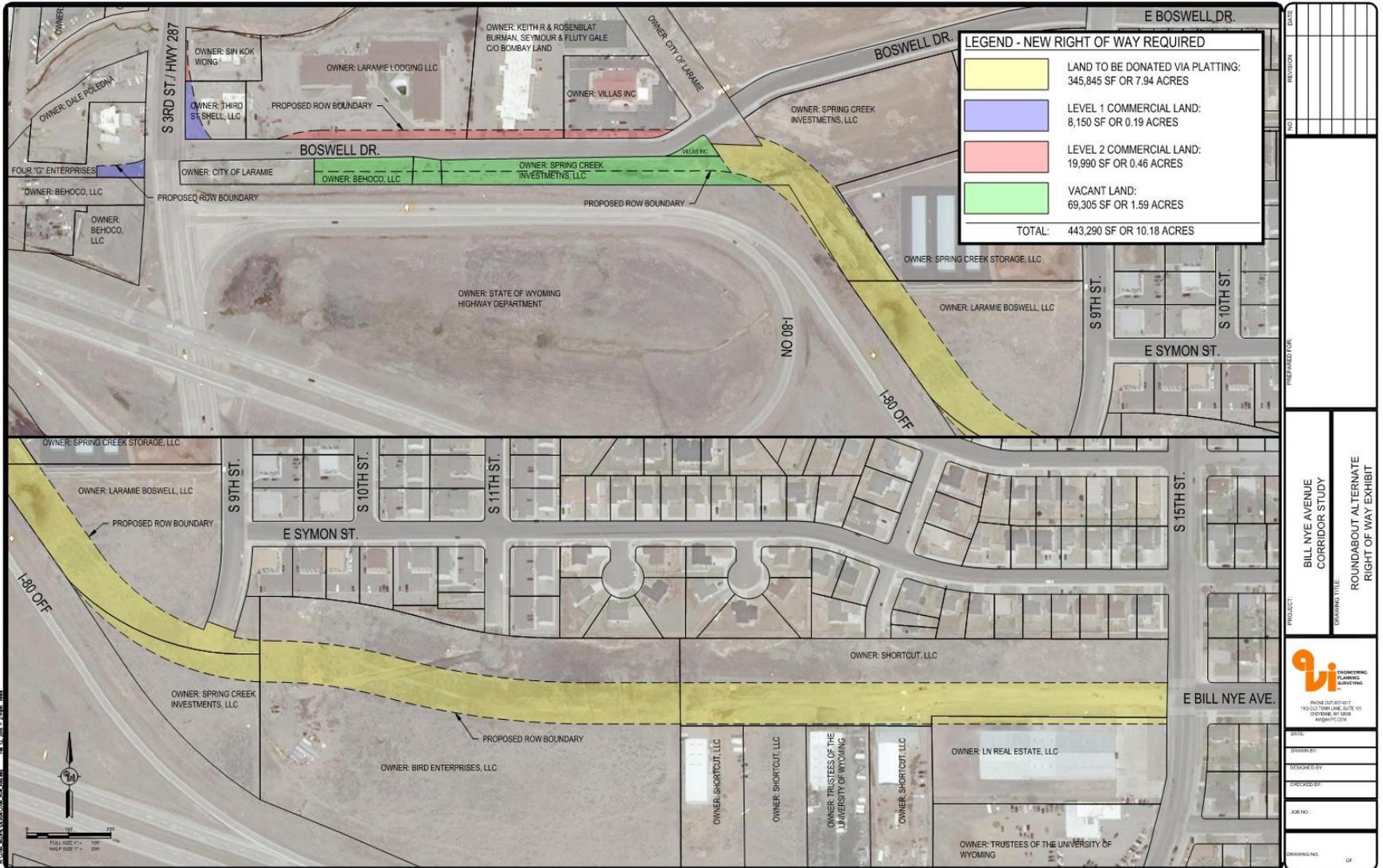




# Alternative 3: Right-of-way Acquisition?



# Alternative 4: Right-of-way Acquisition





# Level of Service Analysis

## Year 2035 Intersection Operational Summary

Option	Intersection LOS											
	3rd / Russell		3rd / Sanders		3rd / Palmer Street		3rd / Boswell		3rd / I-80 Ramps		3rd / I-80 Ramps	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Move 3rd / Boswell North	A	A	C	D	--	--	A	A	D	F	AM	A
	Signalized		Stop Controlled		---		Signalized		Stop Controlled		Signalized	
Bill Nye Intersects 3rd Street at Palmer Street	A	B	C	D	A	A	--	--	D	F	A	A
	Signalized		Stop Controlled		Signalized		--		Stop Controlled		Signalized	
Roundabout at 3rd Street / Boswell Drive / I-80 Ramps	B	B	C	D	--	--	B	C	--	---	--	--
					---		Roundabout		--		---	
No Nothing	B	B	C	D	--	--	B	A	D	F	A	A
	Signalized		Stop Controlled		---		Signalized		Stop Controlled		Signalized	

# Engineers Opinion of Cost (Present Worth)

Description of Area	Construction Cost (1)	Right-of-way Cost (2)	Engineering Design (3)	Total	For Estimate
Alternative 1: <b>Do Nothing</b>	\$ 283,376.10	\$ -	\$ 24,641.40	\$ 308,017.50	\$ <b>310,000</b>
Alternative 2: <b>Revised Bill Nye Avenue</b>	\$ 4,375,468.25	\$ 1,589,020.00	\$ 190,237.75	\$ 6,154,726.00	\$ <b>6,160,000</b>
Alternative 3: <b>East Palmer Drive</b>	\$ 6,059,914.65	\$ 148,140.00	\$ 263,474.55	\$ 6,471,529.20	\$ <b>6,480,000</b>
Alternative 4: <b>RAB 3<sup>rd</sup> Street</b>	\$ 4,916,573.15	\$ 798,820.00	\$ 427,528.10	\$ 6,142,921.25	\$ <b>6,150,000</b>

**Footnotes:**

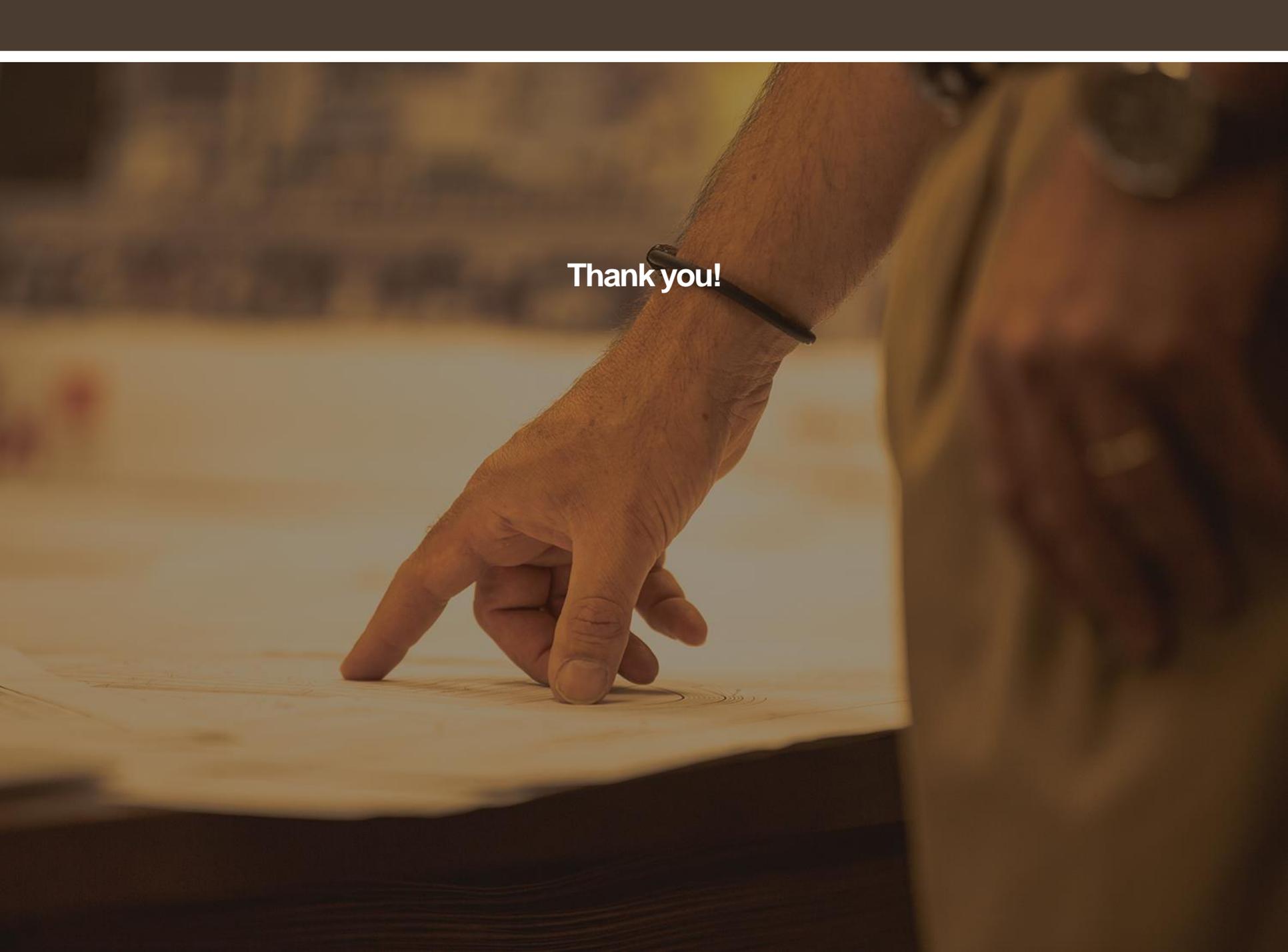
- (1) The Cost Estimates were developed using data from the Colorado Department of Transportation (CDOT) *2014 & 2015 Cost Data Book* compiled by the Engineering Estimates and Marketing Analysis Unit; *2014 & 2015 Weighted Average Bid Prices*, compiled by WYDOT; and Typical Costs from historical AVI project experience database.
- (2) Right-of-way costs are based on listed values of adjacent similar property gathered by City of Laramie Planning Division and AVI, pc (i.e. South 3rd Street, Undeveloped, Commercial Level 1 and Level 2)
- (3) Engineer Design estimated at 5% (2 and 3) and 10% (4) of total construction cost.

# Alternatives Analysis

Criteria	Alternative 1 Do Nothing	Alternative 2 Boswell Realignment	Alternative 3 E. Palmer Extension	Alternative 4 RAB at 3 <sup>rd</sup> Street
Construction Cost	1	4	5	4
Constructability	1	5	5	4
Construction Phasability	1	4	4	2
Maintenance	1	3	3	4
Public Consensus	5	2	4	3
Business Negative Impact	2	5	1	3
Neighborhood Negative Impacts	5	2	2	1
Level of Service 2035	5*	5*	1	1
Meets Goals and Objectives	5	4	2	1
Average	3.1	3.8	3.0	2.6

# Where do we go from here?

Activity	Tentative Schedule*
Council Work Session	February 9, 2016
Draft Corridor Plan	February – March, 2016
Steering Committee	February 16, 2016
Submit Draft Plan for Review	March 18, 2016
Final Draft	April 1, 2016
Presentation to Governing Body	April, 2016



**Thank you!**

# **APPENDIX D**

# **Cost Estimates**



Project #: **2-3786.15 Project Estimate**  
 Project Name: **Bill Nye Avenue Corridor Study**  
 Calculated By: JDW, FTR, TDC  
 Date: Thursday, February 11, 2016

					ESTIMATED COSTS	
<b>Alternative 1: Do Nothing</b>						
Item No.	Item	Total	Unit	Unit Price	Total	
1020.01	BONDS AND INSURANCE	1	LS	\$ 3,100.00	\$	3,100.00
1020.02	CONTRACTOR TESTING	1	LS	\$ 10,000.00	\$	10,000.00
1020.03	POTHOLING UTILITIES (NON-DESTRUCTIVE)	1	LS	\$ 2,000.00	\$	2,000.00
1030.01	MOBILIZATION	1	LS	\$ 51,600.00	\$	51,600.00
1050.01	TRAFFIC CONTROL	1	LS	\$ 15,000.00	\$	15,000.00
1563.01	STORMWATER MANAGEMENT & EROSION CONTROL	1	LS	\$ 5,000.00	\$	5,000.00
2050.01	REMOVAL OF STRUCTURES AND OBSTRUCTIONS (PAVEMENT, CONCRETE, VEGETATION)	1	LS	\$ 10,000.00	\$	10,000.00
2210.01	UNCLASSIFIED EXCAVATION	500	CY	\$ 10.00	\$	5,000.00
2231.01	CRUSHED BASE - 6"	400	SY	\$ 9.00	\$	3,600.00
2231.02	CRUSHED BASE - 4"	13,856	SY	\$ 7.50	\$	103,920.00
2512.01	PLANT MIX BITUMINOUS PAVEMENT (TYPE II) GRADING 'A' - 2"	400	SY	\$ 12.00	\$	4,800.00
2512.02	PLANT MIX BITUMINOUS PAVEMENT (TYPE II) GRADING 'D' - 2"	400	SY	\$ 13.00	\$	5,200.00
2900.01	LANDSCAPING (RESTORE AND RECLAIM)	0.5	AC	\$ 4,000.00	\$	2,000.00
3340.02	CURB AND GUTTER	327	LF	\$ 22.00	\$	7,194.00
3340.03	CONCRETE CURB FILLET	2	EA	\$ 4,000.00	\$	8,000.00
3340.05	CONCRETE SIDEWALK - 4"	180	SY	\$ 50.00	\$	9,000.00
4000.01	PAVEMENT MARKINGS	500	LF	\$ 2.00	\$	1,000.00
7000.01	RC BOX CULVERT EXTENSION	811	SF	\$ 50.00	\$	40,550.00
7000.02	RC BOX CULVERT HEADWALL	2	EA	\$ 5,000.00	\$	10,000.00
7000.03	TRAFFIC SIGNAL SYSTEM (INTERSECTION) COMPLETE IN PLACE	1	EA	\$ 273,000.00	\$	273,000.00
7000.04	TRAFFIC SIGNAL SYSTEM (MODIFICATION)	1	EA	\$ 50,000.00	\$	50,000.00
					<b>SUB-TOTAL</b>	<b>\$ 246,414.00</b>
	CONTINGENCY (15%)	1	LS	\$ 36,962.10	\$	36,962.10
					<b>SUB-TOTAL CONSTRUCTION</b>	<b>\$ 283,376.10</b>
	ENGINEERING DESIGN (10%)	1	LS	\$ 24,641.40	\$	24,641.40
					<b>SUB-TOTAL ENGINEERING</b>	<b>\$ 24,641.40</b>
	RIGHT OF WAY ACQUISITION (VACANT)		FT	\$ 8.00	\$	-
	RIGHT OF WAY ACQUISITION (COMMERCIAL LEVEL 1)		FT	\$ 30.00	\$	-
	RIGHT OF WAY ACQUISITION (COMMERCIAL LEVEL 2)		FT	\$ 12.00	\$	-
					<b>SUB-TOTAL RIGHT-OF-WAY</b>	<b>\$ -</b>
					<b>TOTAL</b>	<b>\$ 308,017.50</b>
					<b>FOR ESTIMATE</b>	<b>\$ 310,000</b>

**Footnotes:**

- (1) The Cost Estimates were developed using data from the Colorado Department of Transportation (CDOT) *2014 & 2015 Cost Data Book* compiled by the Engineering Estimates and Marketing Analysis Unit; 2014 & 2015 Weighted Average Bid Prices, compiled by WYDOT; and Typical Costs from historical AVI project experience database.
- (2) Right-of-way costs are based on listed values of adjacent similar property gathered by City of Laramie Planning Division and AVI, pc (i.e. South 3rd Street, Undeveloped, Commercial Level 1 and Level 2)
- (3) Please note totals and unit prices are calculated based on present worth or present value dollars. Adjustments should be made for years beyond the present year to better estimate required capital dollars for future improvements plan(s).
- (4) Curb and gutter quantity includes Curb and Gutter (Special) in the Roundabout Islands median
- (5) Landscaping quantity includes the area between the curb and gutter and adjacent sidewalk.
- (6) Estimated values of Contract Bond and Insurance and Mobilization were estimated at 0.6% and 10% of total construction cost, respectively.



Project #: **2-3786.15 Project Estimate**  
 Project Name: **Bill Nye Avenue Corridor Study**  
 Calculated By: JDW, FTR, TDC  
 Date: Thursday, February 11, 2016

				ESTIMATED COSTS	
<b>Alternative 2: Bill Nye Realignment</b>					
Item No.	Item	Total	Unit	Unit Price	Total
1020.01	BONDS AND INSURANCE	1	LS	\$ 25,000.00	\$ 25,000.00
1020.02	CONTRACTOR TESTING	1	LS	\$ 30,000.00	\$ 30,000.00
1020.03	POTHOLING UTILITIES (NON-DESTRUCTIVE)	1	LS	\$ 5,000.00	\$ 5,000.00
1030.01	MOBILIZATION	1	LS	\$ 416,200.00	\$ 416,200.00
1050.01	TRAFFIC CONTROL	1	LS	\$ 10,000.00	\$ 10,000.00
1563.01	STORMWATER MANAGEMENT & EROSION CONTROL	1	LS	\$ 10,000.00	\$ 10,000.00
2050.01	REMOVAL OF STRUCTURES AND OBSTRUCTIONS (PAVEMENT, CONCRETE, VEGETATION)	1	LS	\$ 30,000.00	\$ 30,000.00
2210.01	UNCLASSIFIED EXCAVATION	20,000	CY	\$ 4.00	\$ 80,000.00
2231.01	CRUSHED BASE - 6"	24,448	SY	\$ 9.00	\$ 220,032.00
2231.02	CRUSHED BASE - 4"	13,856	SY	\$ 7.50	\$ 103,920.00
2231.03	STRUCTURAL STABILIZATION GRADING #57 - 12"	24,448	SY	\$ 18.00	\$ 440,064.00
2512.01	PLANT MIX BITUMINOUS PAVEMENT (TYPE II) GRADING 'A' - 2"	24,448	SY	\$ 12.00	\$ 293,376.00
2512.02	PLANT MIX BITUMINOUS PAVEMENT (TYPE II) GRADING 'D' - 2"	24,448	SY	\$ 13.00	\$ 317,824.00
2665.01	WATER MAIN/ EXTENSION/ MODIFICATION	5,000	LF	\$ 70.00	\$ 350,000.00
2700.01	SANITARY SEWER MODIFICATION AND ADJUSTMENT	3,500	LS	\$ 60.00	\$ 210,000.00
2725.01	STORM SEWER	3,500	LS	\$ 80.00	\$ 280,000.00
2895.01	GEOTEXTILE MATERIAL STABILIZATION	24,448	SY	\$ 3.50	\$ 85,568.00
2900.01	LANDSCAPING (RESTORE AND RECLAIM)	1.9	AC	\$ 1,500.00	\$ 2,850.00
3340.02	CURB AND GUTTER	9,753	LF	\$ 22.00	\$ 214,566.00
3340.03	CONCRETE CURB FILLET	8	EA	\$ 4,000.00	\$ 32,000.00
3340.04	CONCRETE VALLEY PAN - 8"	233	SY	\$ 75.00	\$ 17,475.00
3340.05	CONCRETE SIDEWALK - 4"	11,689	SY	\$ 50.00	\$ 584,450.00
3340.06	CONCRETE APPROACH - 8"	1	LS	\$ 1,500.00	\$ 1,500.00
4000.01	PAVEMENT MARKINGS	9,505	LF	\$ 2.00	\$ 19,010.00
6000.01	PEDESTRIAN BRIDGE (60 X 12)	720	SF	\$ 36.00	\$ 25,920.00
7000.01	ROADWAY/ MULTI-USE PATH LIGHTING	1	LS	\$ 252,373.40	\$ 252,373.00
7000.02	TRAFFIC SIGNAL SYSTEM (INTERSECTION) COMPLETE IN PLACE	2	EA	\$ 273,000.00	\$ 546,000.00
				<b>SUB-TOTAL</b>	<b>\$ 3,804,755.00</b>
	CONTINGENCY (15%)	1	LS	\$ 570,713.25	\$ 570,713.25
				<b>SUB-TOTAL CONSTRUCTION</b>	<b>\$ 4,375,468.25</b>
	ENGINEERING DESIGN (5%)	1	LS	\$ 190,237.75	\$ 190,237.75
				<b>SUB-TOTAL ENGINEERING</b>	<b>\$ 190,237.75</b>
	RIGHT OF WAY ACQUISITION (VACANT)	63,875	FT	\$ 8.00	\$ 511,000.00
	RIGHT OF WAY ACQUISITION (COMMERCIAL LEVEL 1)	20,470	FT	\$ 30.00	\$ 614,100.00
	RIGHT OF WAY ACQUISITION (COMMERCIAL LEVEL 2)	38,660	FT	\$ 12.00	\$ 463,920.00
				<b>SUB-TOTAL RIGHT-OF-WAY</b>	<b>\$ 1,589,020.00</b>
				<b>TOTAL</b>	<b>\$ 6,154,726.00</b>
				<b>FOR ESTIMATE</b>	<b>\$ 6,160,000</b>

**Footnotes:**

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- (5) Landscaping quantity includes the area between the curb and gutter and adjacent sidewalk.
- (6) Estimated values of Contract Bond and Insurance and Mobilization were estimated at 0.6% and 10% of total construction cost, respectively.



Project #: **2-3786.15 Project Estimate**  
 Project Name: **Bill Nye Avenue Corridor Study**  
 Calculated By: JDW, FTR, TDC  
 Date: Thursday, February 11, 2016

					Engineers Estimate	
<b>Alternative 3: E. Palmer Drive</b>						
Item No.	Item	Total	Unit	Unit Price	Total	
1020.01	BONDS AND INSURANCE	1	LS	\$ 28,600.00	\$	28,600.00
1020.02	CONTRACTOR TESTING	1	LS	\$ 30,000.00	\$	30,000.00
1020.03	POTHOLING UTILITIES (NON-DESTRUCTIVE)	1	LS	\$ 5,000.00	\$	5,000.00
1030.01	MOBILIZATION	1	LS	\$ 476,500.00	\$	476,500.00
1050.01	TRAFFIC CONTROL	1	LS	\$ 10,000.00	\$	10,000.00
1563.01	STORMWATER MANAGEMENT & EROSION CONTROL	1	LS	\$ 10,000.00	\$	10,000.00
2050.01	REMOVAL OF STRUCTURES AND OBSTRUCTIONS (PAVEMENT, CONCRETE, VEGETATION)	1	LS	\$ 20,000.00	\$	20,000.00
2210.01	UNCLASSIFIED EXCAVATION	20,000	CY	\$ 4.00	\$	80,000.00
2231.01	CRUSHED BASE - 6"	26,159	SY	\$ 9.00	\$	235,427.00
2231.02	CRUSHED BASE - 4"	12,598	SY	\$ 7.50	\$	94,488.00
2231.03	STRUCTURAL STABILIZATION GRADING #57 - 12"	26,159	SY	\$ 18.00	\$	470,862.00
2512.01	PLANT MIX BITUMINOUS PAVEMENT (TYPE II) GRADING 'A' - 2"	26,159	SY	\$ 12.00	\$	313,903.00
2512.02	PLANT MIX BITUMINOUS PAVEMENT (TYPE II) GRADING 'D' - 2"	26,159	SY	\$ 13.00	\$	340,061.00
2665.01	WATER MAIN/ EXTENSION/ MODIFICATION	5,000	LF	\$ 70.00	\$	350,000.00
2700.01	SANITARY SEWER MODIFICATION AND ADJUSTMENT	3,500	LF	\$ 60.00	\$	210,000.00
2725.01	STORM SEWER	3,500	LF	\$ 80.00	\$	280,000.00
2895.01	GEOTEXTILE MATERIAL STABILIZATION	26,159	SY	\$ 3.50	\$	91,557.00
2900.01	LANDSCAPING (RESTORE AND RECLAIM)	2.2	AC	\$ 1,500.00	\$	3,300.00
3340.02	CURB AND GUTTER	10,291	LF	\$ 22.00	\$	226,393.00
3340.03	CONCRETE CURB FILLET	10	EA	\$ 4,000.00	\$	40,000.00
3340.04	CONCRETE VALLEY PAN - 8"	285	SY	\$ 75.00	\$	21,348.00
3340.05	CONCRETE SIDEWALK - 4"	10,312	SY	\$ 50.00	\$	515,579.00
3340.06	CONCRETE APPROACH - 8"	1	LS	\$ 1,500.00	\$	1,500.00
4000.01	PAVEMENT MARKINGS	9,907	LF	\$ 2.00	\$	19,813.00
4005.01	DRY UTILITY RELOCATION	1	LS	\$ -	\$	-
6000.01	SPRING CREEK BRIDGE CROSSING (180 X 66)	11,880	SF	\$ 48.00	\$	570,240.00
6000.02	PEDESTRIAN BRIDGE (60 X 12)	720	SF	\$ 36.00	\$	25,920.00
7000.01	ROADWAY/ MULTI-USE PATH LIGHTING	1	LS	\$ 253,000.00	\$	253,000.00
7000.02	TRAFFIC SIGNAL SYSTEM (INTERSECTION) COMPLETE IN PLACE	2	EA	\$ 273,000.00	\$	546,000.00
					<b>SUB-TOTAL</b>	<b>\$ 5,269,491.00</b>
	CONTINGENCY (15%)	1	LS	\$ 790,423.65	\$	790,423.65
					<b>SUB-TOTAL CONSTRUCTION</b>	<b>\$ 6,059,914.65</b>
	ENGINEERING DESIGN (5%)	1	LS	\$ 263,474.55	\$	263,474.55
					<b>SUB-TOTAL ENGINEERING</b>	<b>\$ 263,474.55</b>
	RIGHT OF WAY ACQUISITION (VACANT)		FT	\$ 8.00	\$	-
	RIGHT OF WAY ACQUISITION (COMMERCIAL LEVEL 1)		FT	\$ 30.00	\$	-
	RIGHT OF WAY ACQUISITION (COMMERCIAL LEVEL 2)	12,345	FT	\$ 12.00	\$	148,140.00
					<b>SUB-TOTAL RIGHT-OF-WAY</b>	<b>\$ 148,140.00</b>
					<b>TOTAL</b>	<b>\$ 6,471,529.20</b>
					<b>FOR ESTIMATE</b>	<b>\$ 6,480,000</b>

**Footnotes:**

- (1) The Cost Estimates were developed using data from the Colorado Department of Transportation (CDOT) *2014 & 2015 Cost Data Book* compiled by the Engineering Estimates and Marketing Analysis Unit; 2014 & 2015 Weighted Average Bid Prices, compiled by WYDOT; and Typical Costs from historical AVI project experience database.
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- (3) Please note totals and unit prices are calculated based on present worth or present value dollars. Adjustments should be made for years beyond the present year to better estimate required capital dollars for future improvements plan(s).
- (4) Curb and gutter quantity includes Curb and Gutter (Special) in the Roundabout Islands median
- (5) Landscaping quantity includes the area between the curb and gutter and adjacent sidewalk.
- (6) Estimated values of Contract Bond and Insurance and Mobilization were estimated at 0.6% and 10% of total construction cost, respectively.



Project #: 2-3786.15 Project Estimate  
 Project Name: Bill Nye Avenue Corridor Study  
 Calculated By: JDW, FTR, TDC  
 Date: Wednesday, February 10, 2016

					Engineers Estimate	
Alternative 4: Roundabout at 3rd Street/ Boswell/ I-80 Westbound Ramps						
Item No.	Item	Total	Unit	Unit Price	Total	
1020.01	BONDS AND INSURANCE	1	LS	\$ 21,900.00	\$ 21,900.00	
1020.02	CONTRACTOR TESTING	1	LS	\$ 30,000.00	\$ 30,000.00	
1020.03	POTHOLING UTILITIES (NON-DESTRUCTIVE)	1	LS	\$ 5,000.00	\$ 5,000.00	
1030.01	MOBILIZATION	1	LS	\$ 363,800.00	\$ 363,800.00	
1050.01	TRAFFIC CONTROL	1	LS	\$ 10,000.00	\$ 10,000.00	
1563.01	STORMWATER MANAGEMENT & EROSION CONTROL	1	LS	\$ 10,000.00	\$ 10,000.00	
2050.01	REMOVAL OF STRUCTURES AND OBSTRUCTIONS (PAVEMENT, CONCRETE, VEGETATION)	1	LS	\$ 20,000.00	\$ 20,000.00	
2210.01	UNCLASSIFIED EXCAVATION	20,000	CY	\$ 4.00	\$ 80,000.00	
2231.01	CRUSHED BASE - 6"	23,130	SY	\$ 9.00	\$ 208,170.00	
2231.02	CRUSHED BASE - 4"	24,093	SY	\$ 7.50	\$ 180,698.00	
2231.03	STRUCTURAL STABILIZATION GRADING #57 - 12"	23,130	SY	\$ 18.00	\$ 416,340.00	
2512.01	PLANT MIX BITUMINOUS PAVEMENT (TYPE II) GRADING 'A' - 2"	23,130	SY	\$ 12.00	\$ 277,560.00	
2512.02	PLANT MIX BITUMINOUS PAVEMENT (TYPE II) GRADING 'D' - 2"	23,130	SY	\$ 13.00	\$ 300,690.00	
2665.01	WATER MAIN/ EXTENSION/ MODIFICATION	5,000	LF	\$ 70.00	\$ 350,000.00	
2700.01	SANITARY SEWER MODIFICATION AND ADJUSTMENT	3,500	LS	\$ 60.00	\$ 210,000.00	
2725.01	STORM SEWER	3,500	LS	\$ 80.00	\$ 280,000.00	
2895.01	GEOTEXTILE MATERIAL STABILIZATION	24,448	SY	\$ 3.50	\$ 85,568.00	
2900.01	LANDSCAPING (RESTORE AND RECLAIM)	2.4	AC	\$ 1,500.00	\$ 3,600.00	
2900.02	LANDSCAPE AND STREETScape ENHANCMENTS	1.0	LS	\$ 100,000.00	\$ 100,000.00	
3340.02	CURB AND GUTTER	11,926	LF	\$ 22.00	\$ 262,372.00	
3340.03	CONCRETE CURB FILLET	6	EA	\$ 4,000.00	\$ 24,000.00	
3340.04	CONCRETE VALLEY PAN - 8"	180	SY	\$ 75.00	\$ 13,500.00	
3340.05	CONCRETE SIDEWALK - 4"	12,514	SY	\$ 50.00	\$ 625,700.00	
3340.06	CONCRETE APPROACH - 8"	1	LS	\$ 1,500.00	\$ 1,500.00	
4000.01	PAVEMENT MARKINGS	11,430	LF	\$ 2.00	\$ 22,860.00	
5000.01	MEDIAN BARRIER 42 IN	910	LF	\$ 103.00	\$ 93,730.00	
6000.01	PEDESTRIAN BRIDGE (60 X 12)	720	SF	\$ 36.00	\$ 25,920.00	
7000.01	ROADWAY/ MULTI-USE PATH LIGHTING	1	LS	\$ 252,373.40	\$ 252,373.00	
					<b>\$ 4,275,281.00</b>	
	CONTINGENCY (15%)	1	LS	\$ 641,292.15	\$ 641,292.15	
					<b>SUB-TOTAL CONSTRUCTION \$ 4,916,573.15</b>	
	ENGINEERING DESIGN (10%)	1	LS	\$ 427,528.10	\$ 427,528.10	
					<b>SUB-TOTAL ENGINEERING \$ 427,528.10</b>	
	RIGHT OF WAY ACQUISITION (VACANT)	39,305	FT	\$ 8.00	\$ 314,440.00	
	RIGHT OF WAY ACQUISITION (COMMERCIAL LEVEL 1)	8,150	FT	\$ 30.00	\$ 244,500.00	
	RIGHT OF WAY ACQUISITION (COMMERCIAL LEVEL 2)	19,990	FT	\$ 12.00	\$ 239,880.00	
					<b>SUB-TOTAL RIGHT-OF-WAY \$ 798,820.00</b>	
					<b>TOTAL \$ 6,142,921.25</b>	
					<b>FOR ESTIMATE \$ 6,150,000</b>	

**Footnotes:**

- (1) The Cost Estimates were developed using data from the Colorado Department of Transportation (CDOT) 2014 & 2015 Cost Data Book compiled by the Engineering Estimates and Marketing Analysis Unit; 2014 & 2015 Weighted Average Bid Prices, compiled by WYDOT; and Typical Costs from historical AVI project experience database.
- (2) Right-of-way costs are based on listed values of adjacent similar property gathered by City of Laramie Planning Division and AVI, pc (i.e. South 3rd Street, Undeveloped, Commercial Level 1 and Level 2)
- (3) Please note totals and unit prices are calculated based on present worth or present value dollars. Adjustments should be made for years beyond the present year to better estimate required capital dollars for future improvements plan(s).
- (4) Curb and gutter quantity includes Curb and Gutter (Special) in the Roundabout Islands median
- (5) Landscaping quantity includes the area between the curb and gutter and adjacent sidewalk.
- (6) Estimated values of Contract Bond and Insurance and Mobilization were estimated at 0.6% and 10% of total construction cost, respectively.

# **APPENDIX E**

# **Traffic Analysis**

## 1.0 Traffic Volume Scenarios

Traffic volume scenarios were developed for each of the alternatives, based on existing traffic counts at key intersections on the 3<sup>rd</sup> Street corridor and projected volumes for the undeveloped areas on the Bill Nye Avenue corridor.

Peak hour turning movement count data were collected on Tuesday May 12, 2015 at Sanders Street, Boswell Drive, and the I-80 Ramps. WYDOT provided peak hour count data for Russel Street that were collected on Thursday September 27, 2012. The existing volumes are summarized in Figure 1 and the counts are contained in Appendix A.

The projected traffic volumes for the analysis were developed through a three step process. First, the existing traffic volumes along the 3<sup>rd</sup> Street corridor were inflated by 1% annually to Year 2035 levels. These volumes are referred to as the background traffic volumes. Second, projected volumes for undeveloped areas along the corridor and areas that are expected to redevelop were estimated using trip generation rates from Trip Generation, 9<sup>th</sup> Edition<sup>1</sup>. The projected volumes and assumptions used to develop the volumes are contained in Table 1. The planning areas referenced in Table 1 were defined based on the City's Future Land Use Map (see Figure 2). Third, the projected volumes were distributed based on future traffic patterns. Finally, the background traffic volumes and the projected traffic volumes were combined to create the total traffic volumes. The volume scenarios for the four alternatives are contained in Figures 3 through 6.

The differences between the volume scenarios is based on the access to 3<sup>rd</sup> Street from the planning areas shown in Figure 2. The Do Nothing alternative assumes that Bill Nye Avenue is not constructed and the existing streets including Sanders Street and Boswell Drive will provide access to the planning areas east of 3<sup>rd</sup> Street. As a result, most of the traffic from the planning areas will utilize the existing streets in the Do Nothing alternative. The impact to the existing streets can be seen if the Do Nothing alternative volumes at Russell Street are compared with the volumes for the other alternatives. Volumes on Russell Street and the turning movements from 3<sup>rd</sup> Street onto Russell Street are expected to be higher in the Do Nothing Alternative. In addition, volumes in the Do Nothing Alternative will be higher on 9<sup>th</sup> Street, 15<sup>th</sup> Street, Spring Creek Drive, Corthell Road, and Grand Avenue.

## 2.0 Traffic Signal Warrant Studies

STS evaluated the peak hour warrant for all four traffic volume scenarios. The following warrants were evaluated based on criteria

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<sup>1</sup> Trip Generation, 9<sup>th</sup> Edition: An ITE Informational Report. Institute of Transportation Engineers. 2012.

contained in the Manual on Uniform Traffic Control Devices (MUTCD)<sup>2</sup>:

- Boswell Drive in the Do Nothing Alternative;
- Bill Nye Avenue in Alternatives 1 and 2; and
- I-80 Ramps in all of the alternatives.

The signal warrant studies are contained in Appendix B.

Results of the signal warrant analysis include:

- **Boswell Drive in the Do Nothing Alternative.** A traffic signal is not expected to be warranted at 3<sup>rd</sup> Street / Boswell Drive in the Do Nothing Alternative.
- **Bill Nye Avenue in Alternatives 1 and 2.** A traffic signal is expected to be warranted at this intersection by the Year 2030 assuming a straight line increase in traffic volumes.
- **I-80 Ramps.** A traffic signal is expected to be warranted at this intersection by the Year 2035 assuming a straight line increase in traffic volumes.

### 3.0 Review of Crash Data

Crash data were provided by WYDOT for each of the key intersections along the corridor for the time period beginning on January 1, 2010 and ending on August 31, 2015. The number of crashes ranged from a total of seven at Russell Street to two at Sanders Street (see Table 2). Crash rates range from 0.10 crashes per million entering vehicles at the Sanders Street intersection to 0.28 at the Russell Street intersection. Given the low number of crashes and crash rates, STS concludes that there are no crash problems on the corridor. The crash data are contained in Appendix C.

### 4.0 Intersection Analysis

To evaluate the performance of the intersections on the corridor, the Level of Service (LOS) was calculated using Synchro software. This software package utilizes criteria described in the Highway Capacity Manual<sup>3</sup>. LOS is a measure used to describe operational conditions at an intersection. LOS categories ranging from A to F are assigned based on the predicted delay in seconds per vehicle for the intersection as a whole, as well as for individual turning movements. LOS A indicates very good operations, and LOS F indicates poor, congested operations. Acceptable intersection operation in urban areas is typically considered LOS D or better.

Assumptions used in the analysis include:

- **Saturation Flow Rate.** The saturation flow rate was assumed to be 1,600 passenger cars / hour / lane. This rate has been verified by STS and WYDOT in both Casper and Cheyenne. It reflects the driving habits of motorists in those two

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<sup>2</sup> Manual on Uniform Traffic Control Devices. Federal Highway Administration. 2009.

<sup>3</sup> Highway Capacity Manual. Transportation Research Board. National Research Council. 2010.

communities and is likely reflective of the driving habits of Laramie residents.

- **Peak Hour Factor.** The peak hour factor for the analysis was assumed to be 0.85 for the existing traffic volumes and 0.92 for the future traffic volume scenarios.
- **Truck Percentage.** The percentage of trucks was assumed to be 2%.
- **Signal Timing.** The signal timing for Russell Street was obtained from WYDOT.

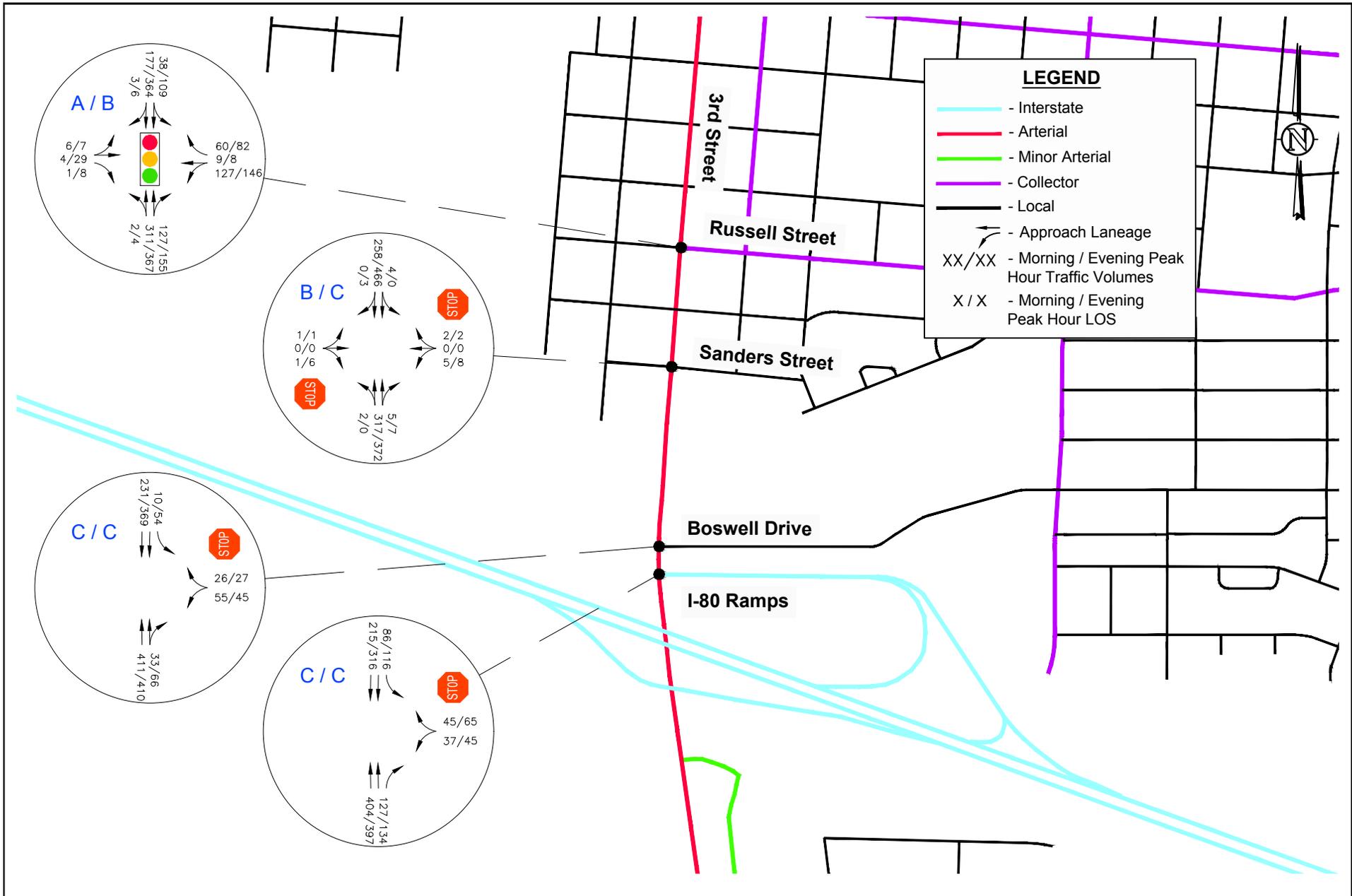
The level of service analysis results are summarized in Table 3, contained in Appendix D, and are described below.

- **Existing Traffic Volumes.** All four of the intersections are operating at acceptable levels of service during both peak hours.
- **Year 2035 Do Nothing Alternative.** The signalized intersections at Russell Street and the I-80 Ramps are expected to operate at LOS A and LOS B. However, the stop controlled intersections at Sanders Street and Boswell Drive are expected to operate at LOS D during the morning peak hour and LOS F during the evening peak hour. The level of service for stop controlled intersections is based on the lowest letter grade for a side street movement. On an arterial street, it isn't unusual for the side street approaches at a stop controlled intersection to perform poorly.
- **Year 2035 Alternatives 1, and 2.** The signalized intersections at Russell Street, Bill Nye Avenue, and the I-80 Ramps are expected to operate at LOS A and LOS B. The stop controlled intersection at Sanders Street is expected to operate at LOS C during the morning peak hour and LOS E during the evening peak hour. The difference in the operation at Sanders Street as compared to the Do Nothing Alternative is the presence of the signal at Bill Nye Avenue in Alternatives 1 and 2. This signal combined with the signal at Russell Street will create gaps in 3<sup>rd</sup> Street traffic that the side street traffic at Sanders Street can turn into.
- **Year 2035 Alternative 3.** Like Alternatives 1 and 2, Russell Street is expected to operate at LOS A and LOS B, and Sanders Street is expected to operate at LOS C and E. The roundabout at Bill Nye Avenue and the I-80 Ramps is expected to operate at LOS B and C.

## 5.0 Recommendations

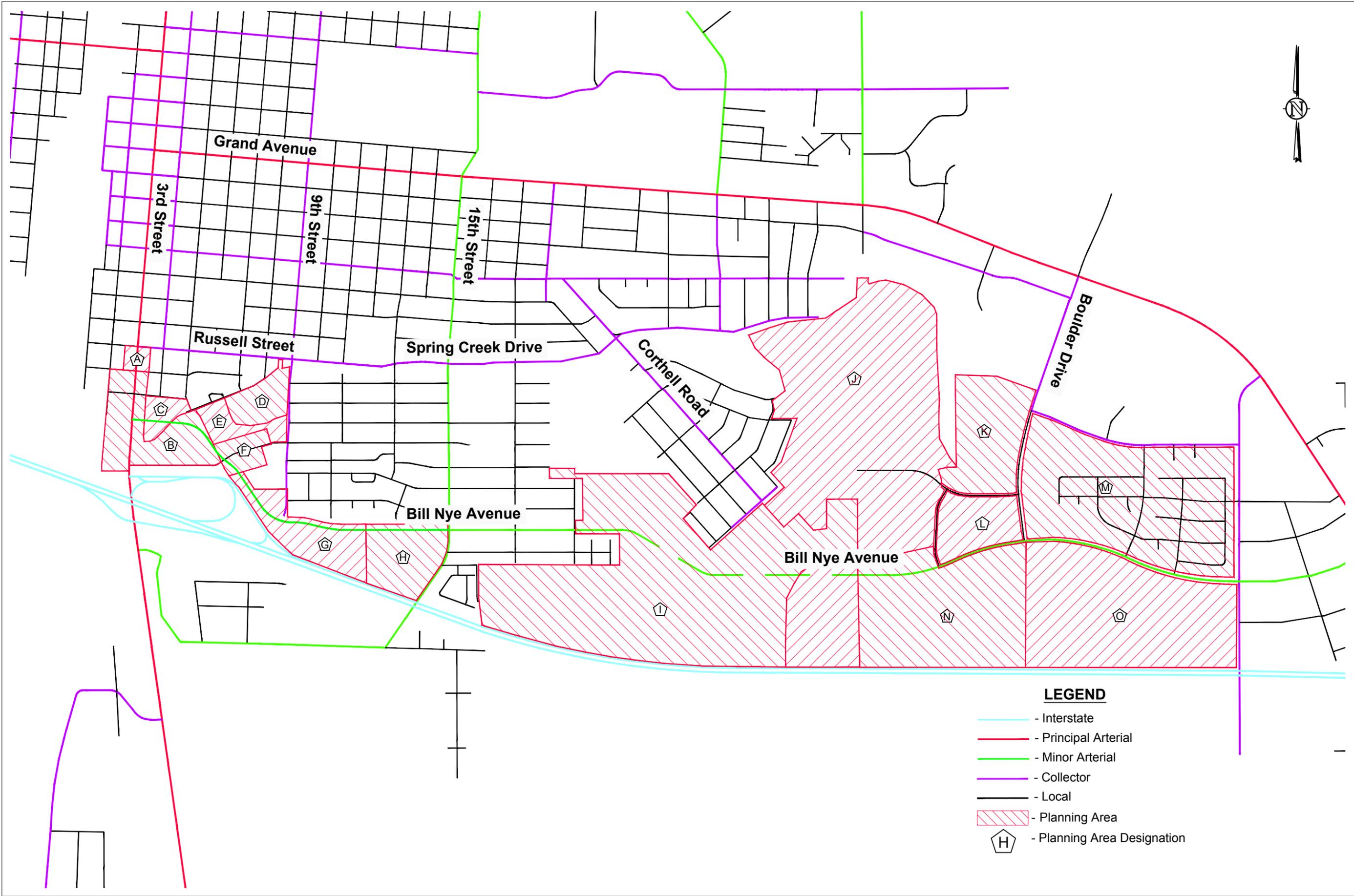
The following long term recommendations are made based on the analysis performed for this project.

- **Left Turn Lane on 3<sup>rd</sup> Street.** The City and WYDOT should create a left turn lane on 3<sup>rd</sup> Street at Russell Street and Sanders Street.
- **Sanders Street and Palmer Street.** The City should improve the approaches to 3<sup>rd</sup> Street at Sanders Street and Palmer Street to allow for two lanes on each approach.



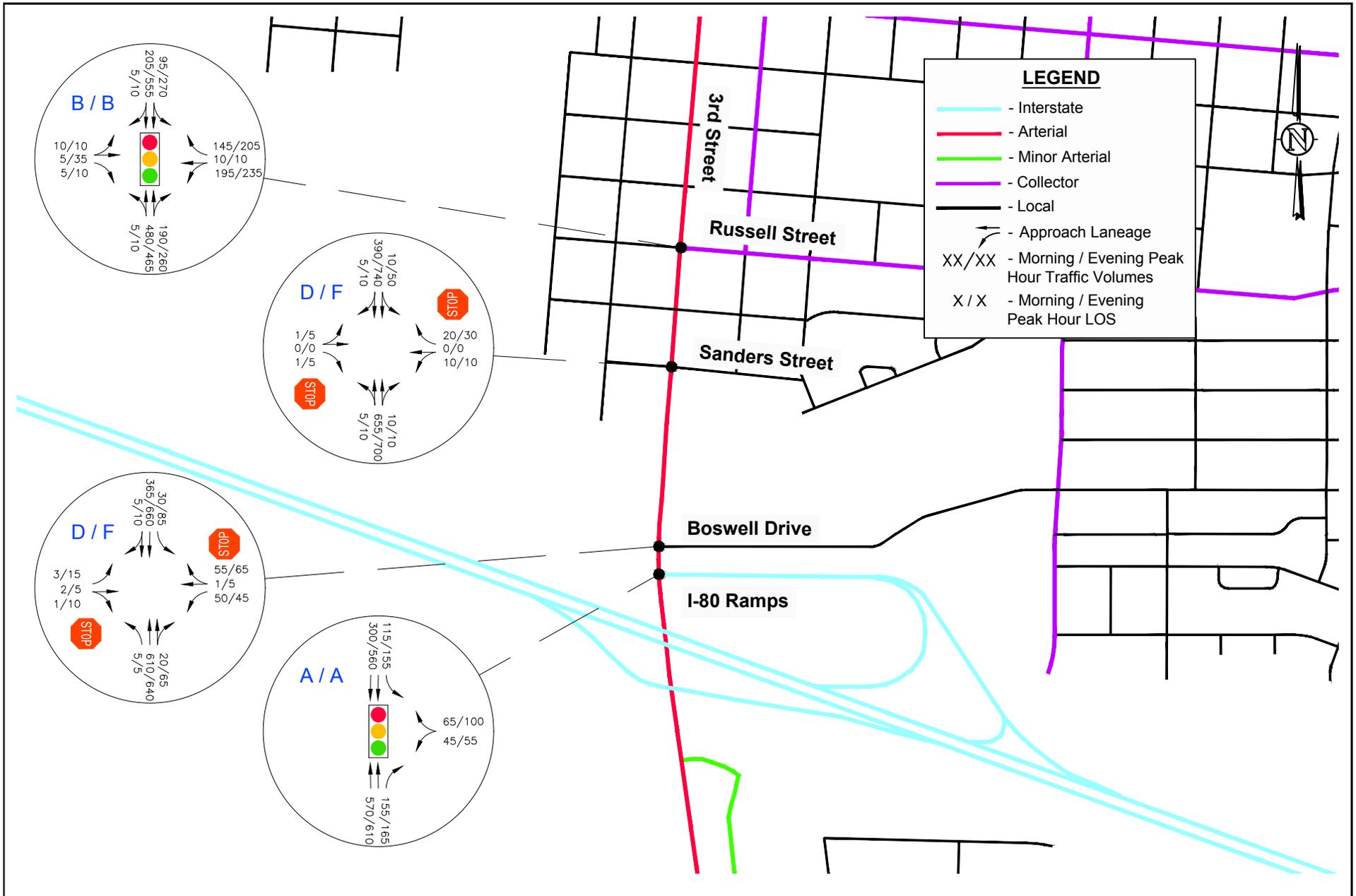
Bill Nye Avenue Corridor Study  
EXISTING TRAFFIC VOLUMES

Scale	1" = 750'	Date	March 8, 2016	Drawn by	JBH	Job #	AVI, p.c.	Figure	1
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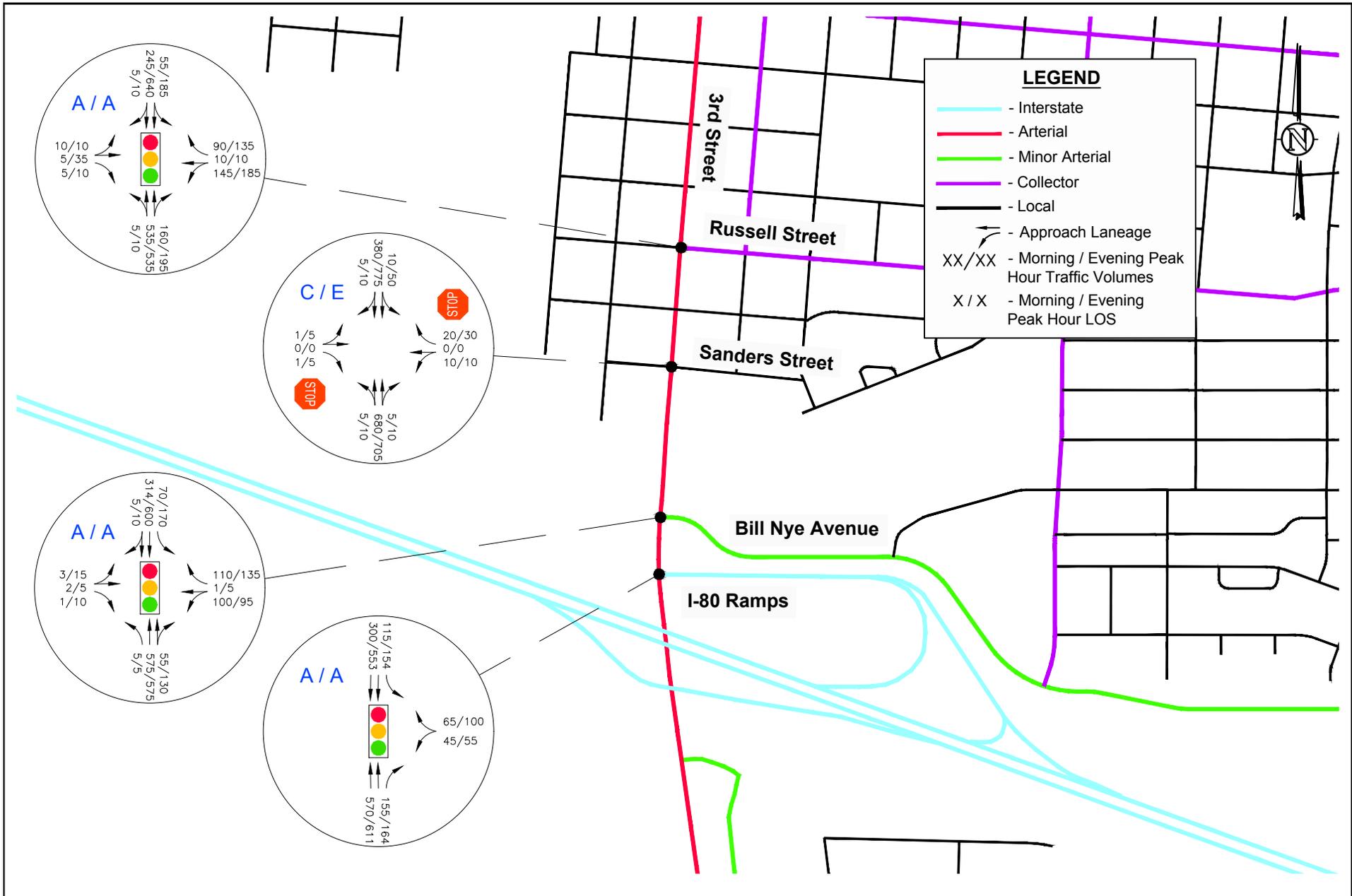
- LEGEND**
- - Interstate
  - - Principal Arterial
  - - Minor Arterial
  - - Collector
  - - Local
  - Planning Area
  - H - Planning Area Designation





Bill Nye Avenue Corridor Study  
 YEAR 2035 DO NOTHING ALTERNATIVE

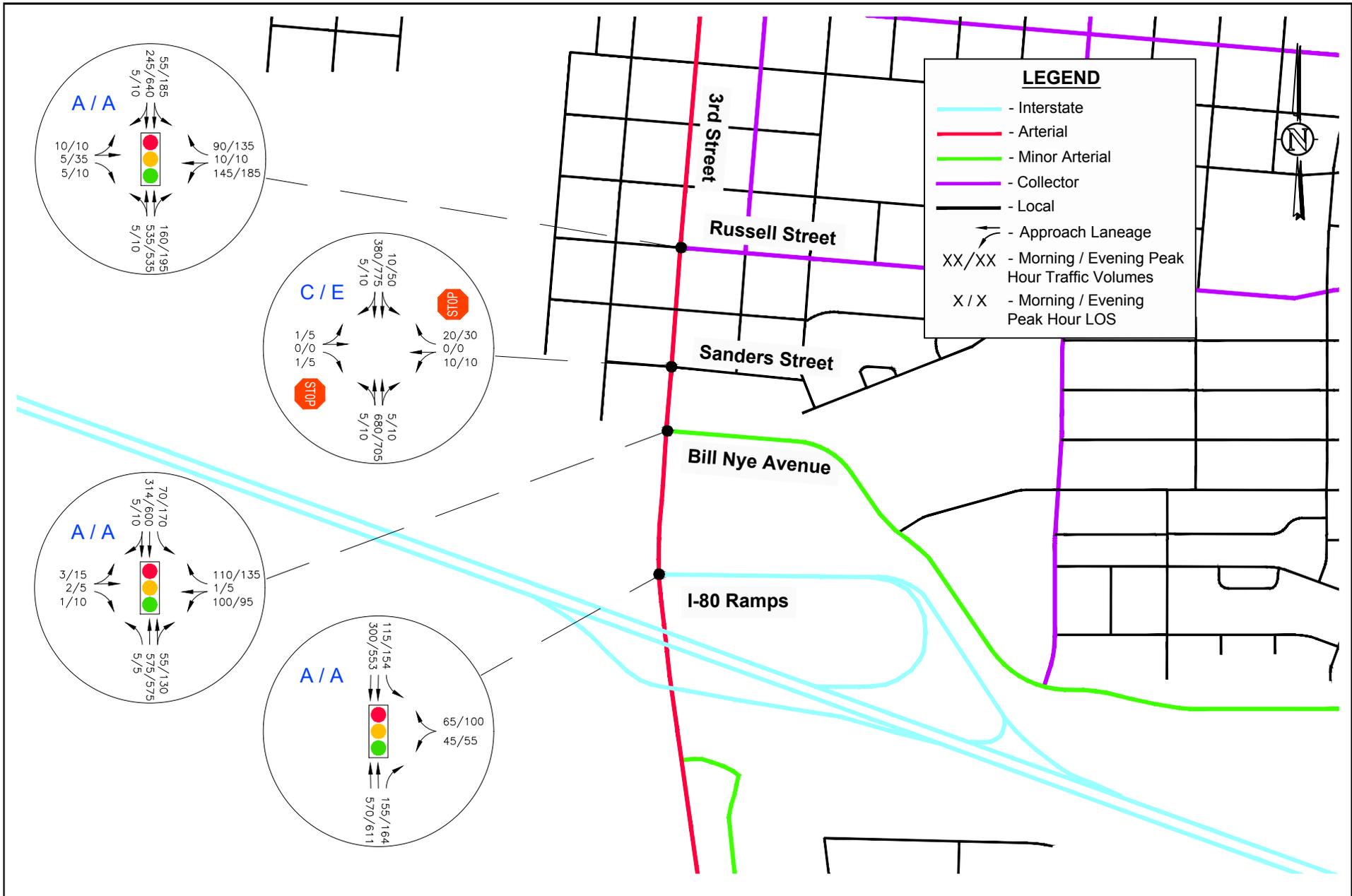
Scale	1" = 750'	Date	March 8, 2016	Drawn by	JBH	Job #	AVI, p.c.	Figure	3
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Bill Nye Avenue Corridor Study  
YEAR 2035 ALTERNATIVE 1



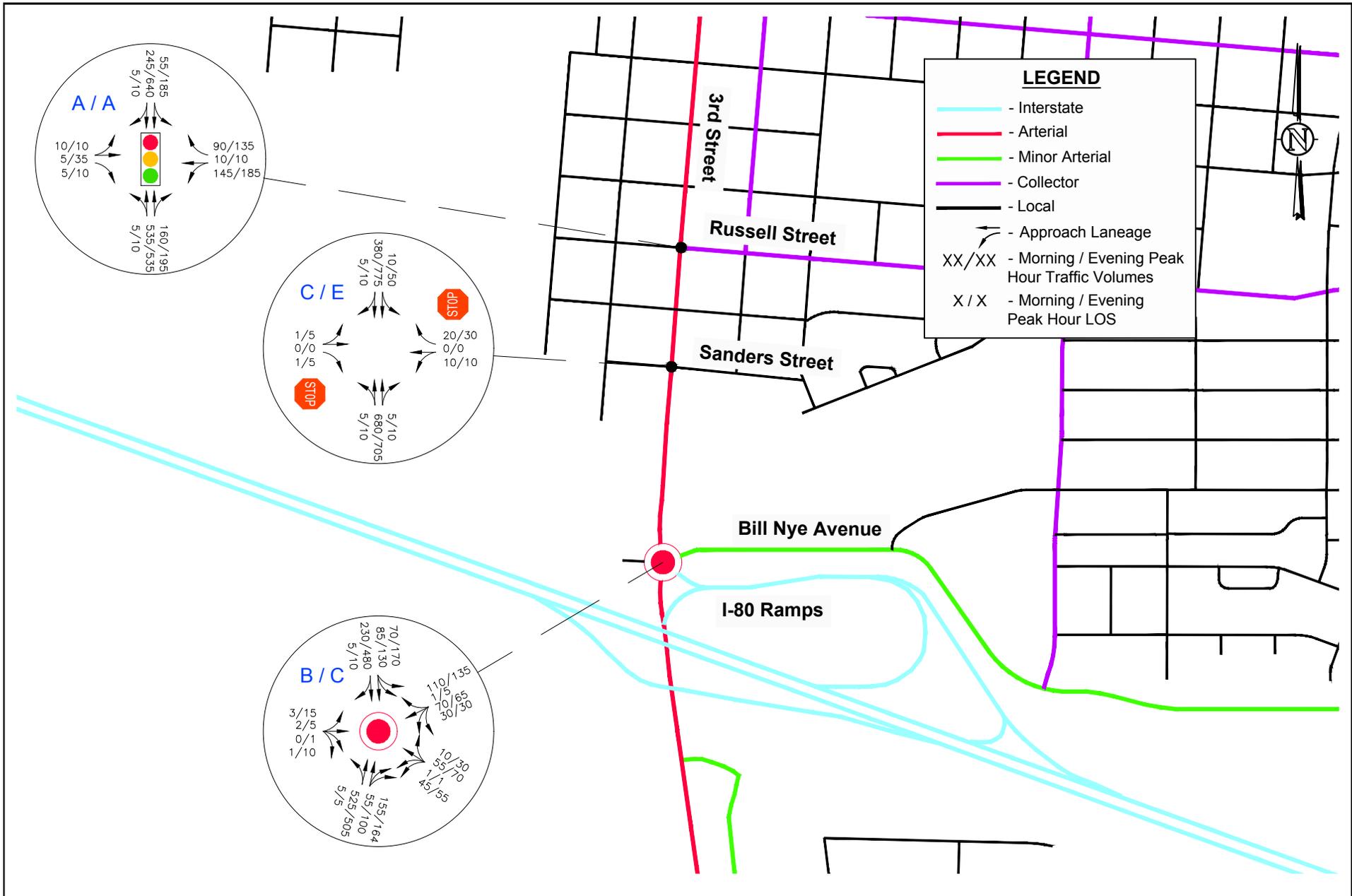
Scale	1" = 750'	Date	March 8, 2016	Drawn by	JBH	Job #	AVI, p.c.	Figure	4
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Bill Nye Avenue Corridor Study  
YEAR 2035 ALTERNATIVE 2



Scale	1" = 750'	Date	March 8, 2016	Drawn by	JBH	Job #	AVI, p.c.	Figure	5
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Bill Nye Avenue Corridor Study  
YEAR 2035 ALTERNATIVE 3

Scale	1" = 750'	Date	March 8, 2016	Drawn by	JBH	Job #	AVI, p.c.	Figure	6
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**Table 1. Planning Area Development Assumptions**

Planning Area	City Land Use	Size (Acres)	Redevelopment Factor	20 Year Development Level <sup>1</sup>	ITE Land Use					Average Daily Trips				Morning Peak Hour Trips				Evening Peak Hour Trips			
					Description	ITE Code	Unit	% of Total	Size	Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
A	AUC Redevelopment	2.8	0.50	90%	Specialty Retail Center	826	1,000 ft <sup>2</sup>	100%	11	44.32	483	242	242	0.45	5	2	3	1.49	16	7	9
B	AUC Redevelopment	29.5	0.90	30%	Specialty Retail Center	826	1,000 ft <sup>2</sup>	100%	69	44.32	3,079	1,539	1,539	0.45	31	15	16	1.49	104	46	58
C	AUC	5.9	1.00	90%	Specialty Retail Center	826	1,000 ft <sup>2</sup>	100%	47	44.32	2,065	1,032	1,032	0.45	21	10	11	1.49	69	31	39
D	AUR	11.5	1.00	80%	Apartment	220	DU	100%	83	6.65	554	277	277	0.51	42	8	34	1.49	124	81	43
E	AUR	8.4	1.00	80%	Apartment	220	DU	100%	61	6.65	404	202	202	0.51	31	6	25	1.49	90	59	32
F	AUC	7.4	1.00	100%	Specialty Retail Center	826	1,000 ft <sup>2</sup>	100%	64	44.32	2,841	1,421	1,421	0.45	29	14	15	1.49	96	42	53
G	AUC	25.2	1.00	30%	Specialty Retail Center	826	1,000 ft <sup>2</sup>	100%	66	44.32	2,924	1,462	1,462	0.45	29	14	15	1.49	98	43	55
H	SC	23.9	1.00	20%	Specialty Retail Center	826	1,000 ft <sup>2</sup>	50%	21	44.32	922	461	461	0.45	9	4	5	1.49	31	14	17
					Office	710	1,000 ft <sup>2</sup>	50%	21	11.03	229	115	115	1.56	32	29	4	1.49	31	5	26
I	SR	196.8	1.00	40%	Single Family Detached Housing	210	DU	100%	490	9.52	4,664	2,332	2,332	0.75	367	92	276	1	490	309	181
J	SR	208.9	1.00	50%	Single Family Detached Housing	210	DU	100%	650	9.52	6,188	3,094	3,094	0.75	488	122	366	1	650	410	241
K	Laramie High School	36.5	1.00	100%	High School	530	Students	100%	1,200	1.71	2,052	1,026	1,026	0.43	516	351	165	0.13	156	73	83
L	Elementary School	20.0	1.00	100%	Elementary School	520	Students	100%	500	1.29	645	323	323	0.45	225	124	101	0.15	75	37	38
M	SR	110.4	1.00	100%	Single Family Detached Housing	210	DU	100%	687	9.52	6,540	3,270	3,270	0.75	515	129	386	1	687	433	254
N	AUC	86.0	1.00	50%	Specialty Retail Center	826	1,000 ft <sup>2</sup>	100%	375	44.32	16,610	8,305	8,305	0.45	168	80	87	1.49	558	246	313
O	SR	99.3	1.00	30%	Single Family Detached Housing	210	DU	100%	185	9.52	1,765	883	883	0.75	139	35	104	1	185	117	69

**Note**

1. Assumptions for the amount of development that is expected to occur in each planning area was provided by City staff.

**Assumptions**

**Residential**

Apartment - 1 Unit / 4,800 ft<sup>2</sup>

Single Family Detached Housing - 1 Unit / 7,000 ft<sup>2</sup>

**Business**

Specialty Retail Center and Office - 20% FAR

Specialty Retail Center - Morning peak hour rate is 30% of evening peak hour rate

**Table 2. Crash Summary for Key Intersections**

3rd Street / Russell Street		3rd Street / Sanders Street	
Type	Number	Type	Number
Rear End	5	Sideswipe	2
Approach Turn	1		
Vehicle vs. Bicycle	1		
<b>Total</b>	<b>7</b>	<b>Total</b>	<b>2</b>
<b>Rate</b>	<b>0.28</b>	<b>Rate</b>	<b>0.10</b>
PDO	6	PDO	1
Injury	1	Injury	1

3rd Street / Boswell Drive		3rd Street / I-80 Ramps	
Type	Number	Type	Number
Rear End	1	Rear End	3
Sideswipe	1	Sideswipe	1
Angle	1	Angle	2
<b>Total</b>	<b>3</b>	<b>Total</b>	<b>6</b>
<b>Rate</b>	<b>0.14</b>	<b>Rate</b>	<b>0.23</b>
PDO	2	PDO	6
Injury	1	Injury	0

**Table 3. Intersection Operational Summary**

Signalized Intersection	Existing				Do Nothing Alternative				Alternative 1				Alternative 2				Alternative 3			
	Morning		Evening		Morning		Evening		Morning		Evening		Morning		Evening		Morning		Evening	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
<b>3rd Street / Russell Street</b>	9.6	A	10.1	B	18.0	B	14.0	B	7.7	A	9.5	A	7.5	A	9.5	A	9.5	A	12.4	B
Eastbound Left Turn	29.4	C	27.6	C	30.1	C	30.0	C	29.8	C	28.5	C	29.8	C	28.5	C	29.8	C	28.5	C
Eastbound Thru plus Right Turn	26	C	24.3	C	22.4	C	20.3	C	25.2	C	22.9	C	25.2	C	22.9	C	25.2	C	22.9	C
Westbound Left Turn	30.4	C	29.7	C	28.6	C	30.7	C	29.7	C	29.0	C	29.7	C	29.0	C	29.7	C	29.0	C
Westbound Thru plus Right Turn	29	C	26.4	C	29.1	C	32.3	C	29.0	C	26.6	C	29	C	26.6	C	29.0	C	26.6	C
Northbound Left Turn plus Thru plus Right Turn	3.4	A	5.1	A	16.8	B	2.2	A	1.5	A	1.5	A	1.1	A	1.5	A	4.7	A	6.8	A
Southbound Left Turn plus Thru plus Right Turn	2.9	A	6.1	A	13.3	B	17.2	B	3.4	A	8.6	A	3.4	A	8.6	A	3.6	A	13.9	B
<b>3rd Street / Bill Nye Avenue</b>	The intersection does not exist.				The intersection will not exist in this scenario.				8.8	A	5.5	A	6.1	A	10.8	B	This intersection is included in the roundabout.			
Eastbound Left Turn									32.2	C	32.1	C	32.2	C	32.1	C				
Eastbound Thru plus Right Turn									26.7	C	25.2	C	26.7	C	25.2	C				
Westbound Left Turn									29.8	C	28.0	C	29.8	C	28.0	C				
Westbound Thru plus Right Turn									34.4	C	32.3	C	34.4	C	32.3	C				
Northbound Left Turn									0.4	A	0.0	A	0.0	A	1.6	A				
Northbound Thru plus Right Turn									0.7	A	0.9	A	0.7	A	0.9	A				
Southbound Left Turn									9.0	A	1.7	A	0.3	A	14.6	B				
Southbound Thru plus Right Turn									9.2	A	1.1	A	3.0	A	12.9	B				
<b>3rd Street / I-80 Ramps</b>	The intersection is stop controlled.				4.9	A	5.2	A	4.9	A	5.1	A	4.9	A	5.1	A	This intersection is included in the roundabout.			
Westbound Left Turn					33.2	C	30.0	C	33.5	C	30.4	C	33.5	C	30.4	C				
Westbound Right Turn					39.7	D	37.7	D	40.1	D	38.1	D	40.1	D	38.2	D				
Northbound Thru					2.1	A	2.9	A	2.0	A	2.7	A	2.0	A	2.7	A				
Southbound Left Turn					0.9	A	1.6	A	0.7	A	1.2	A	0.7	A	1.2	A				
Southbound Thru					0.1	A	0.3	A	0.1	A	0.3	A	0.1	A	0.3	A				
<b>Stop Controlled Intersections</b>	Existing				Do Nothing Alternative				Alternative 1				Alternative 2				Alternative 3			
3rd Street / Sanders Street	Morning		Evening		Morning		Evening		Morning		Evening		Morning		Evening		Morning		Evening	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Northbound Left Turn	7.9	A	0	A	8.3	A	9.8	A	8.2	A	9.7	A	8.2	A	9.7	A	8.2	A	9.7	A
Northbound Thru	---	---	---	---	0.0	A	0.1	A	0.0	A	0.1	A	0.0	A	0.1	A	0.0	A	0.1	A
Eastbound Left Turn plus Thru plus Right Turn	11.1	B	11.1	B	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Eastbound Left Turn	---	---	---	---	20.9	C	54.9	F	19.2	C	47.6	E	19.2	C	47.6	E	19.2	C	47.6	E
Eastbound Thru plus Right Turn	---	---	---	---	9.7	A	11.5	B	9.5	A	11.3	B	9.5	A	11.3	B	9.5	A	11.3	B
Westbound Left Turn plus Thru plus Right Turn	12.5	B	15.4	C	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Westbound Left Turn	---	---	---	---	26.4	D	54.0	F	24.0	C	45.3	E	24.0	C	45.3	E	24.0	C	45.3	E
Westbound Thru plus Right Turn	---	---	---	---	11.2	B	11.6	B	11.0	B	11.2	B	11.0	B	11.2	B	11.0	B	11.2	B
Southbound Left Turn	8.1	A	0.0	A	9.4	A	9.9	A	9.2	A	9.6	A	9.2	A	9.6	A	9.2	A	9.6	A
Southbound Thru	0.0	A	0.0	A	0.1	A	0.6	A	0.1	A	0.5	A	0.1	A	0.5	A	0.1	A	0.5	A
<b>3rd Street / Boswell Drive</b>	---				8.2	A	9.4	A	This intersection is signaled in this scenario.				This intersection is signaled in this scenario.				This intersection is signaled in this scenario.			
Northbound Left Turn					22.4	C	65.1	F												
Eastbound Left Turn					21.6	C	29.8	D												
Eastbound Thru plus Right Turn					34.4	D	105.1	F												
Westbound Left Turn					---	---	---	---												
Westbound Right Turn					10.1	B	10.3	B												
Westbound Thru plus Right Turn					---	---	---	---												
Southbound Left Turn	8.5	A	8.8	A	9.4	A	10.2	B												
<b>3rd Street / I-80 Ramps</b>	15.4				18.3				This intersection is signaled in this scenario.				This intersection is signaled in this scenario.				This intersection is signaled in this scenario.			
Westbound Left Turn plus Right Turn																				
Southbound Left Turn	8.7				A				8.8				A							
<b>Roundabout</b>	Existing				Do Nothing Alternative				Alternative 1				Alternative 2				Alternative 3			
3rd Street / Bill Nye Avenue / I-80 Ramps	Morning		Evening		Morning		Evening		Morning		Evening		Morning		Evening		Morning		Evening	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Eastbound Bill Nye Avenue	This intersection does not exist.				This intersection does not exist.				This intersection does not exist in this scenario.				This intersection does not exist in this scenario.				11.7	B	23.9	C
Westbound Bill Nye Avenue																	5.9	A	10.2	B
Northbound 3rd Street																	13.3	B	14.9	B
Southbound 3rd Street																	13.2	B	18.3	C
I-80 Ramps																	9.1	A	33.2	D
																	9.8	A	14.4	B

# Wyoming Department of Transportation

## Traffic Program

### Safety & Studies Section

Intersection: 3rd & Russell  
 Counted By: Miovision  
 Weather: Rainy/ Clear  
 Comments:

File Name : 3rd & Russell  
 Site Code : 00000000  
 Start Date : 9/27/2012  
 Page No : 1

Groups Printed- All Vehicles

Start Time	3rd Northbound					3rd Southbound					Russell Eastbound					Russell Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	41	9	0	50	4	45	0	0	49	0	1	0	0	1	10	0	11	0	21	121
07:15 AM	1	69	29	0	99	9	34	0	0	43	1	1	1	0	3	21	1	12	0	34	179
07:30 AM	0	84	29	0	113	11	30	2	0	43	0	0	0	0	0	22	4	16	0	42	198
07:45 AM	1	85	44	0	130	6	51	1	0	58	4	1	0	0	5	38	2	20	0	60	253
Total	2	279	111	0	392	30	160	3	0	193	5	3	1	0	9	91	7	59	0	157	751
08:00 AM	0	73	25	0	98	12	62	0	0	74	1	2	0	0	3	46	2	12	0	60	235
08:15 AM	0	65	15	0	80	13	41	1	0	55	1	1	0	0	2	20	1	12	0	33	170
08:30 AM	1	55	13	0	69	7	58	1	0	66	0	2	0	0	2	14	1	15	0	30	167
08:45 AM	2	65	20	0	87	6	52	3	0	61	1	5	2	0	8	18	3	11	0	32	188
Total	3	258	73	0	334	38	213	5	0	256	3	10	2	0	15	98	7	50	0	155	760
11:00 AM	0	58	21	0	79	11	57	0	0	68	2	6	3	0	11	14	1	9	0	24	182
11:15 AM	1	71	16	0	88	17	66	2	0	85	0	1	1	0	2	18	3	9	0	30	205
11:30 AM	0	61	29	0	90	11	76	4	0	91	2	1	2	0	5	25	3	13	0	41	227
11:45 AM	0	75	17	0	92	19	77	1	0	97	0	4	0	0	4	26	3	19	0	48	241
Total	1	265	83	0	349	58	276	7	0	341	4	12	6	0	22	83	10	50	0	143	855
12:00 PM	0	63	21	0	84	30	88	2	0	120	2	10	2	0	14	40	3	13	0	56	274
12:15 PM	0	60	21	0	81	11	93	2	0	106	0	1	1	0	2	26	3	18	0	47	236
12:30 PM	0	57	20	0	77	16	62	0	0	78	1	0	0	0	1	24	0	23	0	47	203
12:45 PM	1	83	23	0	107	20	72	2	0	94	3	1	1	0	5	20	4	24	0	48	254
Total	1	263	85	0	349	77	315	6	0	398	6	12	4	0	22	110	10	78	0	198	967
03:30 PM	1	91	15	0	107	17	81	2	0	100	2	5	2	0	9	25	6	17	0	48	264
03:45 PM	1	66	22	0	89	13	78	0	0	91	2	3	2	0	7	24	2	19	0	45	232
Total	2	157	37	0	196	30	159	2	0	191	4	8	4	0	16	49	8	36	0	93	496
04:00 PM	1	72	41	0	114	19	77	3	0	99	0	1	0	0	1	23	1	14	0	38	252
04:15 PM	0	73	33	0	106	27	67	4	0	98	1	1	1	0	3	28	3	16	0	47	254
04:30 PM	0	109	44	0	153	31	77	1	0	109	1	8	3	0	12	27	2	27	0	56	330
04:45 PM	1	82	37	0	120	20	86	2	0	108	3	6	3	0	12	32	4	28	0	64	304
Total	2	336	155	0	493	97	307	10	0	414	5	16	7	0	28	110	10	85	0	205	1140
05:00 PM	2	104	46	0	152	32	111	3	0	146	2	8	2	0	12	41	1	15	0	57	367
05:15 PM	1	72	28	0	101	26	90	0	0	116	1	7	0	0	8	46	1	12	0	59	284
Grand Total	14	1734	618	0	2366	388	1631	36	0	2055	30	76	26	0	132	628	54	385	0	1067	5620
Apprch %	0.6	73.3	26.1	0		18.9	79.4	1.8	0		22.7	57.6	19.7	0		58.9	5.1	36.1	0		
Total %	0.2	30.9	11	0	42.1	6.9	29	0.6	0	36.6	0.5	1.4	0.5	0	2.3	11.2	1	6.9	0	19	

# Wyoming Department of Transportation

## Traffic Program

### Safety & Studies Section

Intersection: 3rd & Russell  
 Counted By: Miovision  
 Weather: Rainy/ Clear  
 Comments:

File Name : 3rd & Russell  
 Site Code : 00000000  
 Start Date : 9/27/2012  
 Page No : 2

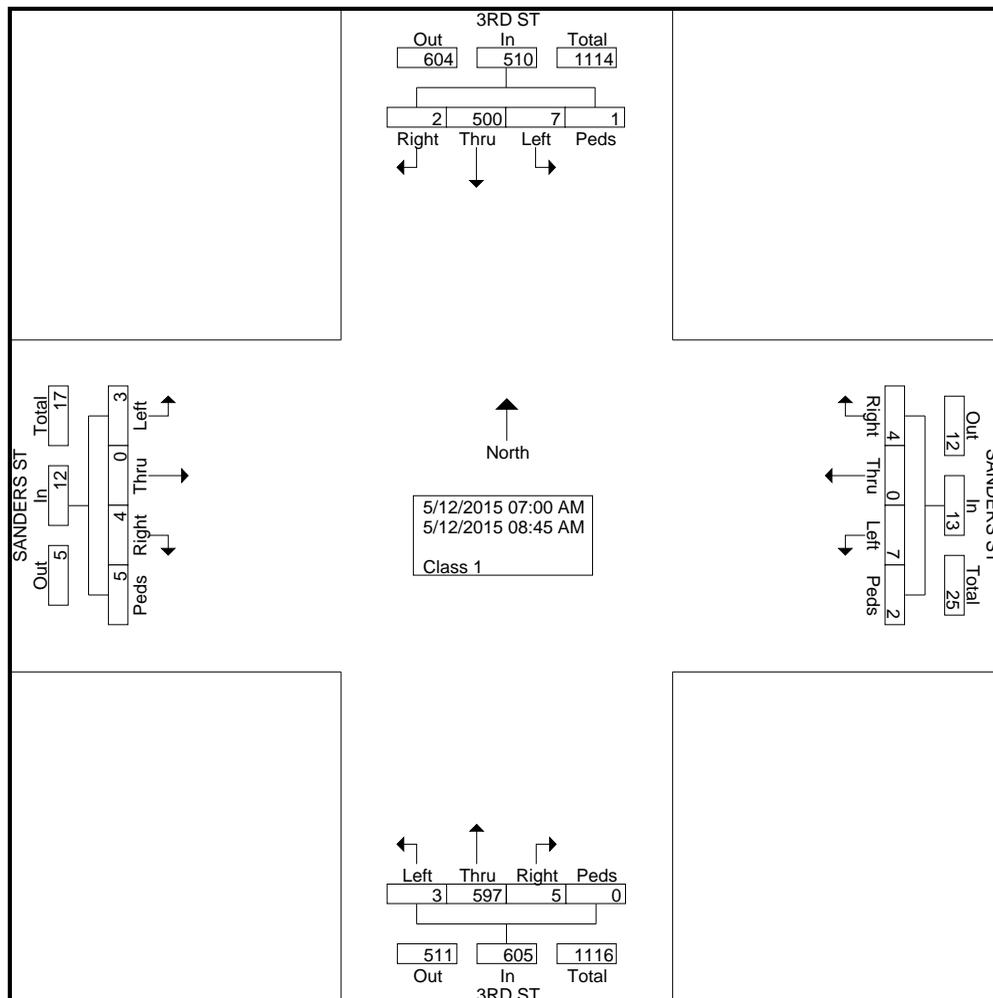
Start Time	3rd Northbound					3rd Southbound					Russell Eastbound					Russell Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	69	29	0	99	9	34	0	0	43	1	1	1	0	3	21	1	12	0	34	179
07:30 AM	0	84	29	0	113	11	30	2	0	43	0	0	0	0	0	22	4	16	0	42	198
07:45 AM	1	<b>85</b>	<b>44</b>	0	<b>130</b>	6	51	1	0	58	4	1	0	0	5	38	2	<b>20</b>	0	<b>60</b>	<b>253</b>
08:00 AM	0	73	25	0	98	<b>12</b>	<b>62</b>	0	0	<b>74</b>	1	<b>2</b>	0	0	3	<b>46</b>	2	12	0	60	235
Total Volume	2	311	127	0	440	38	177	3	0	218	6	4	1	0	11	127	9	60	0	196	865
% App. Total	0.5	70.7	28.9	0		17.4	81.2	1.4	0		54.5	36.4	9.1	0		64.8	4.6	30.6	0		
PHF	.500	.915	.722	.000	.846	.792	.714	.375	.000	.736	.375	.500	.250	.000	.550	.690	.563	.750	.000	.817	.855

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	61	<b>29</b>					<b>4</b>			<b>2</b>		<b>2</b>					<b>3</b>			
11:45 AM	0	<b>75</b>	17	0	<b>92</b>	19	77	1	0	97	0	4	0	0	4	26	3	<b>19</b>	0	48	241
12:00 PM	0	63	21	0	84	<b>30</b>	88	2	0	<b>120</b>	2	<b>10</b>	2	0	<b>14</b>	<b>40</b>	3	13	0	<b>56</b>	<b>274</b>
12:15 PM	0	60	21	0	81	11	<b>93</b>	2	0	106	0	1	1	0	2	26	3	18	0	47	236
Total Volume	0	259	88	0	347	71	334	9	0	414	4	16	5	0	25	117	12	63	0	192	978
% App. Total	0	74.6	25.4	0		17.1	80.7	2.2	0		16	64	20	0		60.9	6.2	32.8	0		
PHF	.000	.863	.759	.000	.943	.592	.898	.563	.000	.863	.500	.400	.625	.000	.446	.731	1.00	.829	.000	.857	.892

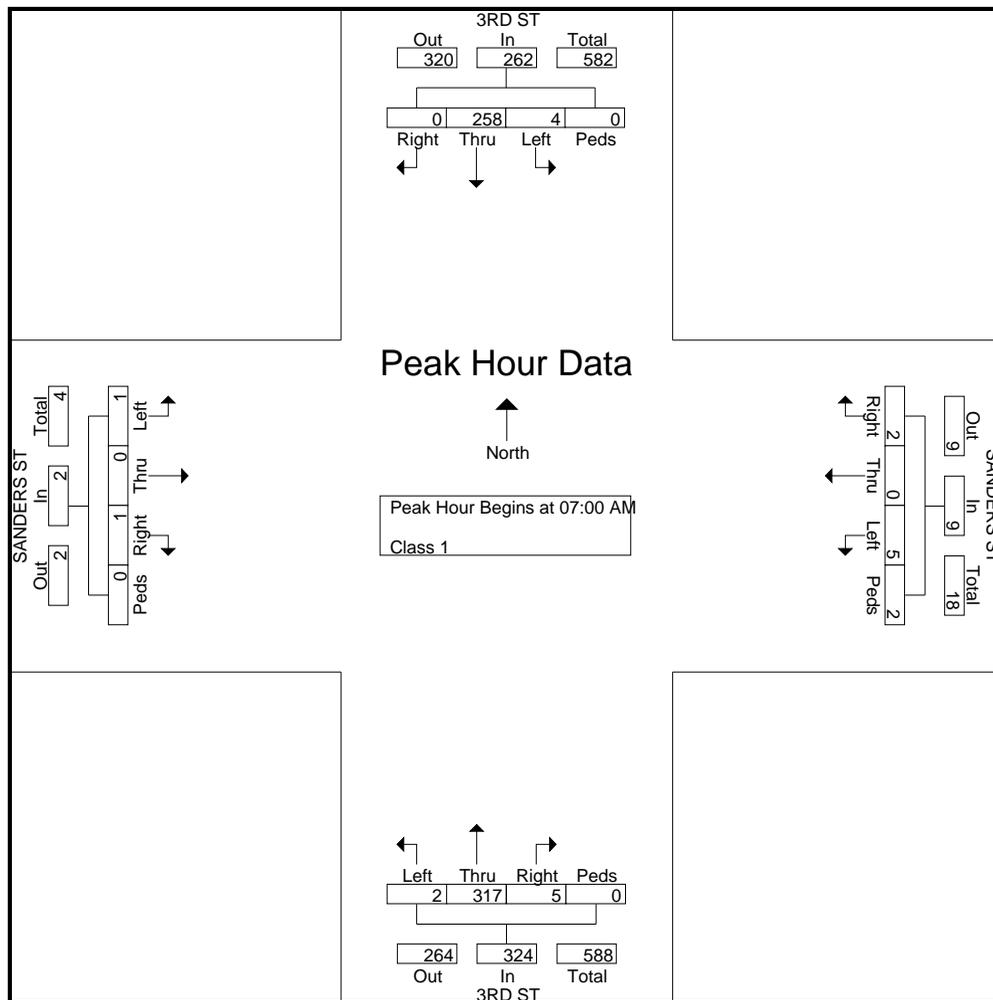
Peak Hour Analysis From 02:00 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	<b>109</b>			<b>153</b>							<b>8</b>	<b>3</b>		<b>12</b>						
04:45 PM	1	82	37	0	120	20	86	2	0	108	<b>3</b>	6	3	0	12	32	<b>4</b>	<b>28</b>	0	<b>64</b>	304
05:00 PM	<b>2</b>	104	<b>46</b>	0	152	<b>32</b>	<b>111</b>	<b>3</b>	0	<b>146</b>	2	8	2	0	12	41	1	15	0	57	<b>367</b>
05:15 PM	1	72	28	0	101	26	90	0	0	116	1	7	0	0	8	<b>46</b>	1	12	0	59	284
Total Volume	4	367	155	0	526	109	364	6	0	479	7	29	8	0	44	146	8	82	0	236	1285
% App. Total	0.8	69.8	29.5	0		22.8	76	1.3	0		15.9	65.9	18.2	0		61.9	3.4	34.7	0		
PHF	.500	.842	.842	.000	.859	.852	.820	.500	.000	.820	.583	.906	.667	.000	.917	.793	.500	.732	.000	.922	.875

Groups Printed- Class 1

Start Time	3RD ST Southbound				SANDERS ST Westbound				3RD ST Northbound				SANDERS ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	61	0	0	2	0	1	0	1	98	1	0	1	0	0	0	165
07:15 AM	0	65	1	0	0	0	0	0	2	72	0	0	0	0	1	0	141
07:30 AM	0	67	3	0	0	0	2	0	1	71	0	0	0	0	0	0	144
07:45 AM	0	65	0	0	0	0	2	2	1	76	1	0	0	0	0	0	147
Total	0	258	4	0	2	0	5	2	5	317	2	0	1	0	1	0	597
08:00 AM	1	61	0	0	1	0	2	0	0	59	0	0	1	0	1	0	126
08:15 AM	0	59	0	1	0	0	0	0	0	71	0	0	0	0	0	3	134
08:30 AM	0	59	0	0	1	0	0	0	0	79	0	0	1	0	0	2	142
08:45 AM	1	63	3	0	0	0	0	0	0	71	1	0	1	0	1	0	141
Total	2	242	3	1	2	0	2	0	0	280	1	0	3	0	2	5	543
Grand Total	2	500	7	1	4	0	7	2	5	597	3	0	4	0	3	5	1140
Apprch %	0.4	98	1.4	0.2	30.8	0	53.8	15.4	0.8	98.7	0.5	0	33.3	0	25	41.7	
Total %	0.2	43.9	0.6	0.1	0.4	0	0.6	0.2	0.4	52.4	0.3	0	0.4	0	0.3	0.4	

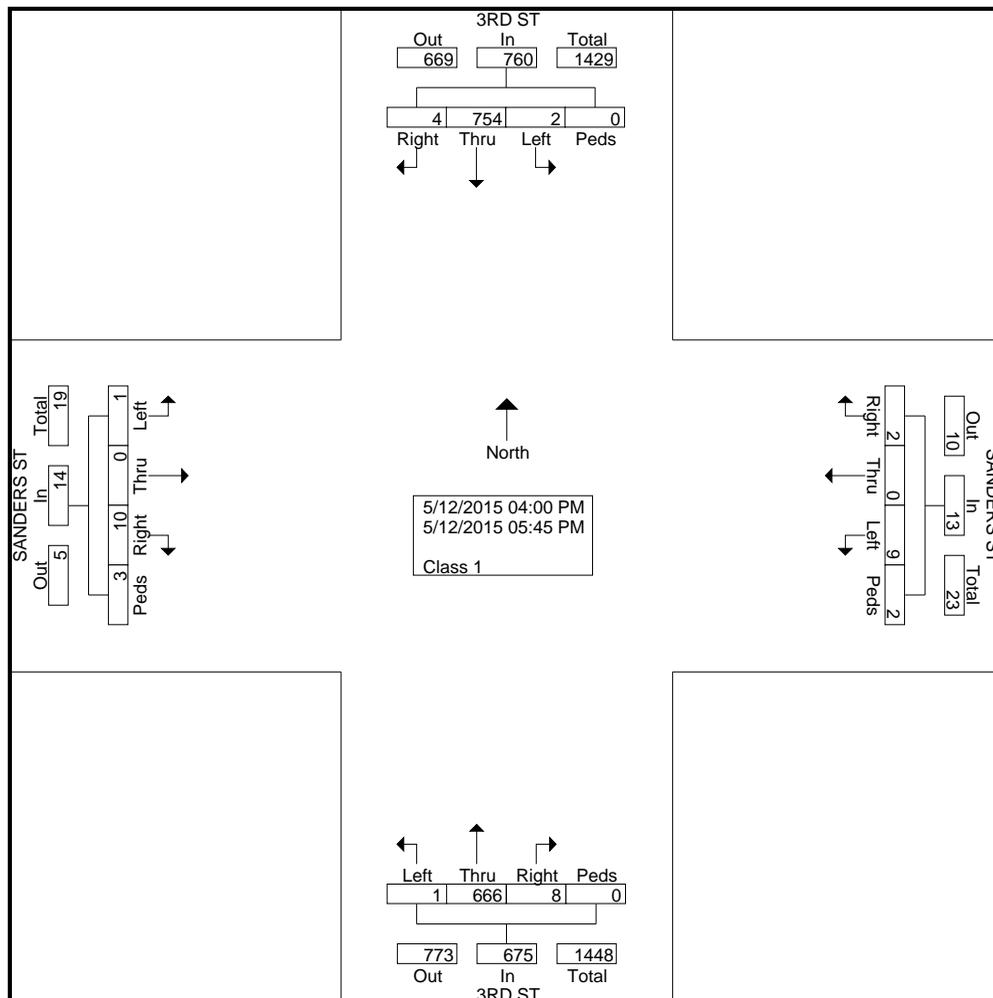


Start Time	3RD ST Southbound					SANDERS ST Westbound					3RD ST Northbound					SANDERS ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	61	0	0	61	2	0	1	0	3	1	98	1	0	100	1	0	0	0	1	165
07:15 AM	0	65	1	0	66	0	0	0	0	0	2	72	0	0	74	0	0	1	0	1	141
07:30 AM	0	67	3	0	70	0	0	2	0	2	1	71	0	0	72	0	0	0	0	0	144
07:45 AM	0	65	0	0	65	0	0	2	2	4	1	76	1	0	78	0	0	0	0	0	147
Total Volume	0	258	4	0	262	2	0	5	2	9	5	317	2	0	324	1	0	1	0	2	597
% App. Total	0	98.5	1.5	0		22.2	0	55.6	22.2		1.5	97.8	0.6	0		50	0	50	0		
PHF	.000	.963	.333	.000	.936	.250	.000	.625	.250	.563	.625	.809	.500	.000	.810	.250	.000	.250	.000	.500	.905

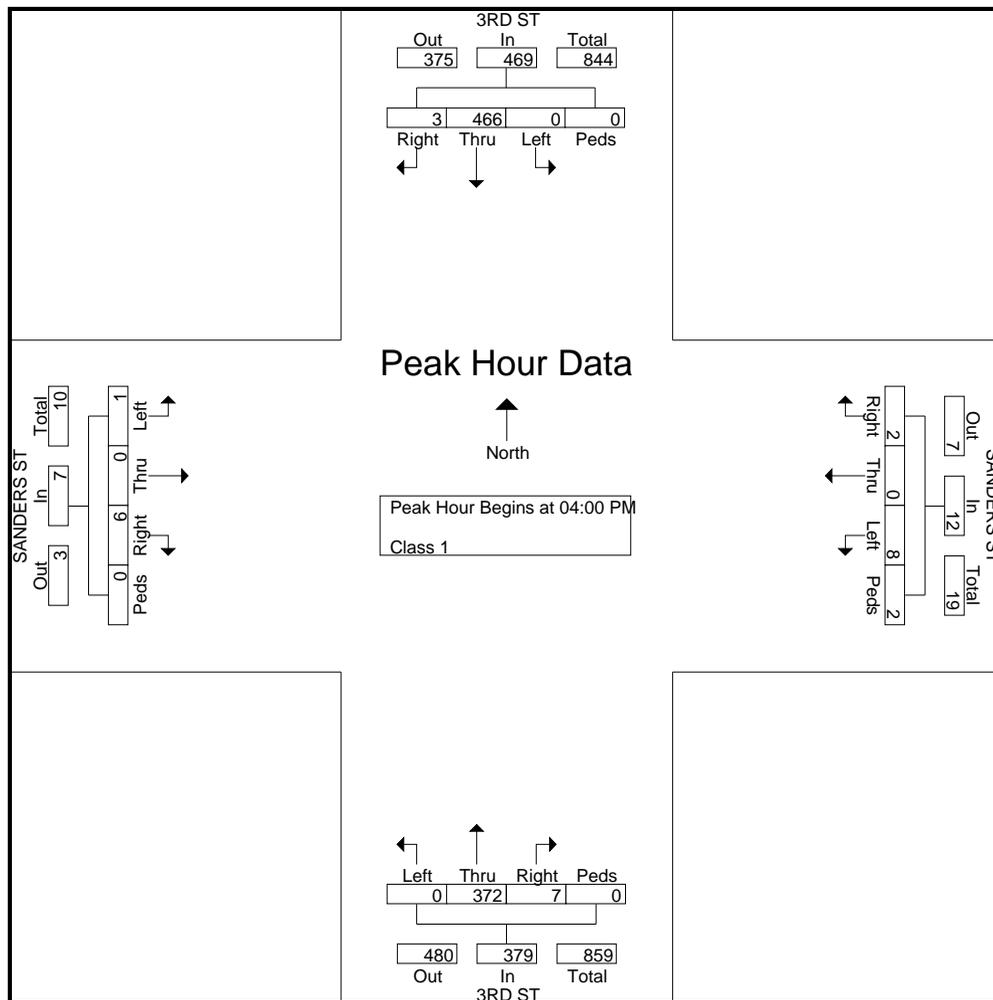


Groups Printed- Class 1

Start Time	3RD ST Southbound				SANDERS ST Westbound				3RD ST Northbound				SANDERS ST Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	1	134	0	0	0	0	1	0	1	97	0	0	1	0	0	0	235
04:15 PM	0	128	0	0	1	0	2	0	1	110	0	0	1	0	1	0	244
04:30 PM	1	108	0	0	0	0	2	0	1	83	0	0	4	0	0	0	199
04:45 PM	1	96	0	0	1	0	3	2	4	82	0	0	0	0	0	0	189
Total	3	466	0	0	2	0	8	2	7	372	0	0	6	0	1	0	867
05:00 PM	0	76	1	0	0	0	0	0	0	87	0	0	2	0	0	0	166
05:15 PM	1	72	1	0	0	0	0	0	0	78	0	0	2	0	0	0	154
05:30 PM	0	72	0	0	0	0	0	0	0	61	0	0	0	0	0	0	133
05:45 PM	0	68	0	0	0	0	1	0	1	68	1	0	0	0	0	3	142
Total	1	288	2	0	0	0	1	0	1	294	1	0	4	0	0	3	595
Grand Total	4	754	2	0	2	0	9	2	8	666	1	0	10	0	1	3	1462
Apprch %	0.5	99.2	0.3	0	15.4	0	69.2	15.4	1.2	98.7	0.1	0	71.4	0	7.1	21.4	
Total %	0.3	51.6	0.1	0	0.1	0	0.6	0.1	0.5	45.6	0.1	0	0.7	0	0.1	0.2	

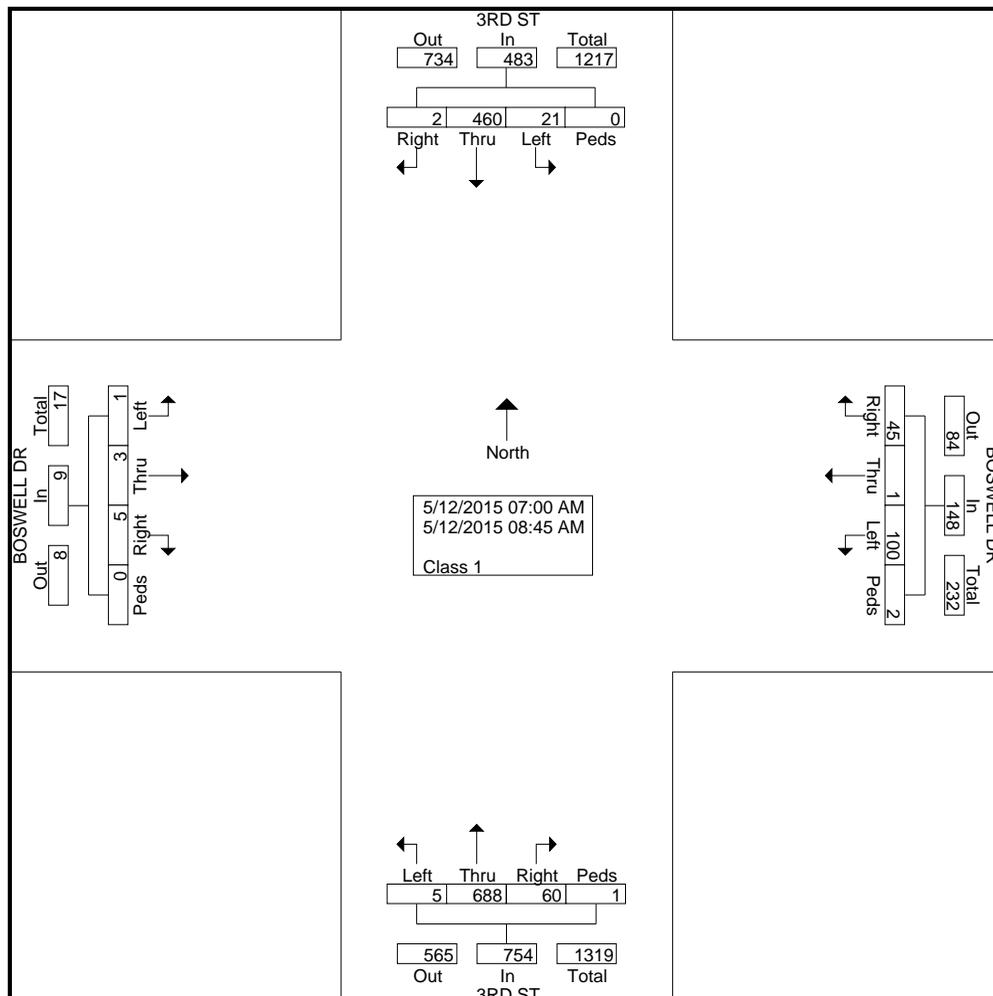


Start Time	3RD ST Southbound					SANDERS ST Westbound					3RD ST Northbound					SANDERS ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	1	134	0	0	135	0	0	1	0	1	1	97	0	0	98	1	0	0	0	1	235
04:15 PM	0	128	0	0	128	1	0	2	0	3	1	110	0	0	111	1	0	1	0	2	244
04:30 PM	1	108	0	0	109	0	0	2	0	2	1	83	0	0	84	4	0	0	0	4	199
04:45 PM	1	96	0	0	97	1	0	3	2	6	4	82	0	0	86	0	0	0	0	0	189
Total Volume	3	466	0	0	469	2	0	8	2	12	7	372	0	0	379	6	0	1	0	7	867
% App. Total	0.6	99.4	0	0		16.7	0	66.7	16.7		1.8	98.2	0	0		85.7	0	14.3	0		
PHF	.750	.869	.000	.000	.869	.500	.000	.667	.250	.500	.438	.845	.000	.000	.854	.375	.000	.250	.000	.438	.888

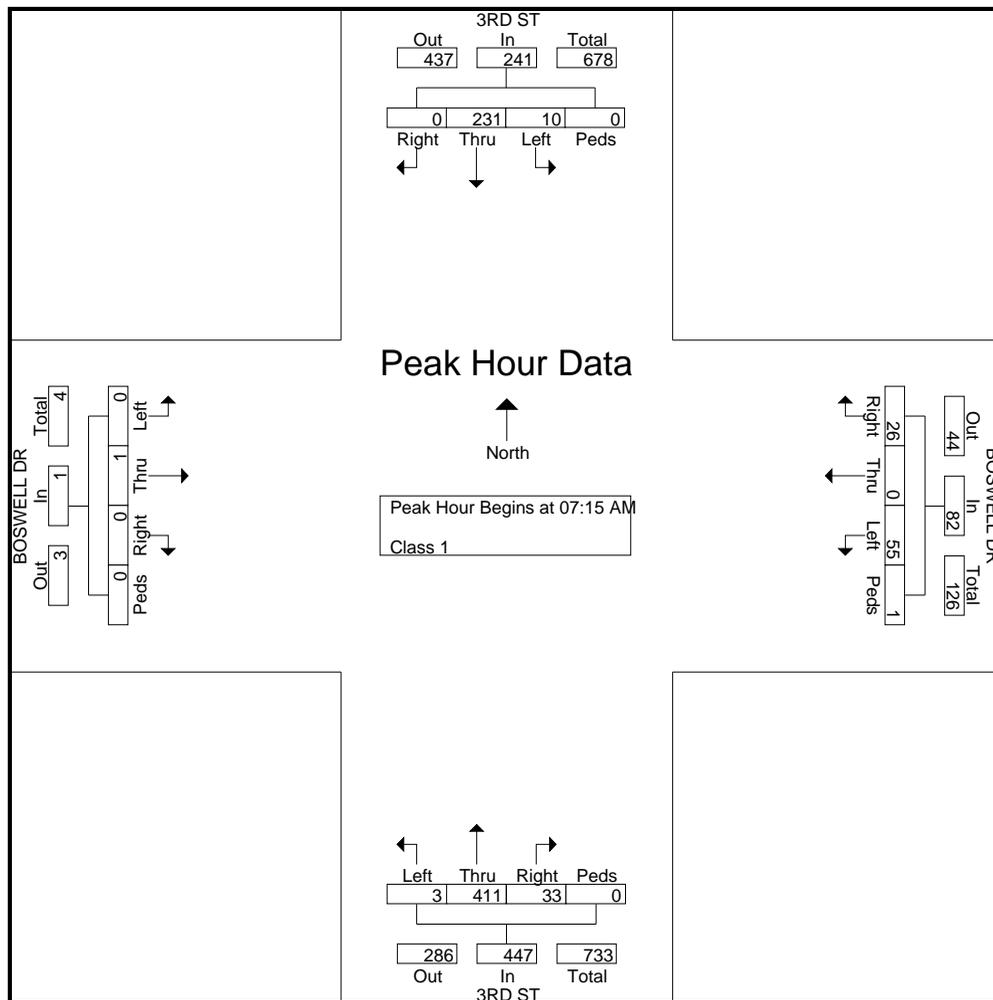


Groups Printed- Class 1

Start Time	3RD ST Southbound				BOSWELL DR Westbound				3RD ST Northbound				BOSWELL DR Eastbound				Int. Total	
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds		
07:00 AM	0	44	0	0	5	0	20	1	8	57	0	0	0	0	0	0	0	135
07:15 AM	0	44	4	0	8	0	17	1	8	81	0	0	0	0	0	0	0	163
07:30 AM	0	40	1	0	5	0	19	0	8	117	0	0	0	1	0	0	0	191
07:45 AM	0	82	4	0	7	0	9	0	5	114	3	0	0	0	0	0	0	224
Total	0	210	9	0	25	0	65	2	29	369	3	0	0	1	0	0	0	713
08:00 AM	0	65	1	0	6	0	10	0	12	99	0	0	0	0	0	0	0	193
08:15 AM	1	58	3	0	4	0	13	0	3	72	0	0	2	0	1	0	0	157
08:30 AM	0	72	3	0	4	1	5	0	7	68	1	0	0	1	0	0	0	162
08:45 AM	1	55	5	0	6	0	7	0	9	80	1	1	3	1	0	0	0	169
Total	2	250	12	0	20	1	35	0	31	319	2	1	5	2	1	0	0	681
Grand Total	2	460	21	0	45	1	100	2	60	688	5	1	5	3	1	0	0	1394
Apprch %	0.4	95.2	4.3	0	30.4	0.7	67.6	1.4	8	91.2	0.7	0.1	55.6	33.3	11.1	0	0	
Total %	0.1	33	1.5	0	3.2	0.1	7.2	0.1	4.3	49.4	0.4	0.1	0.4	0.2	0.1	0	0	

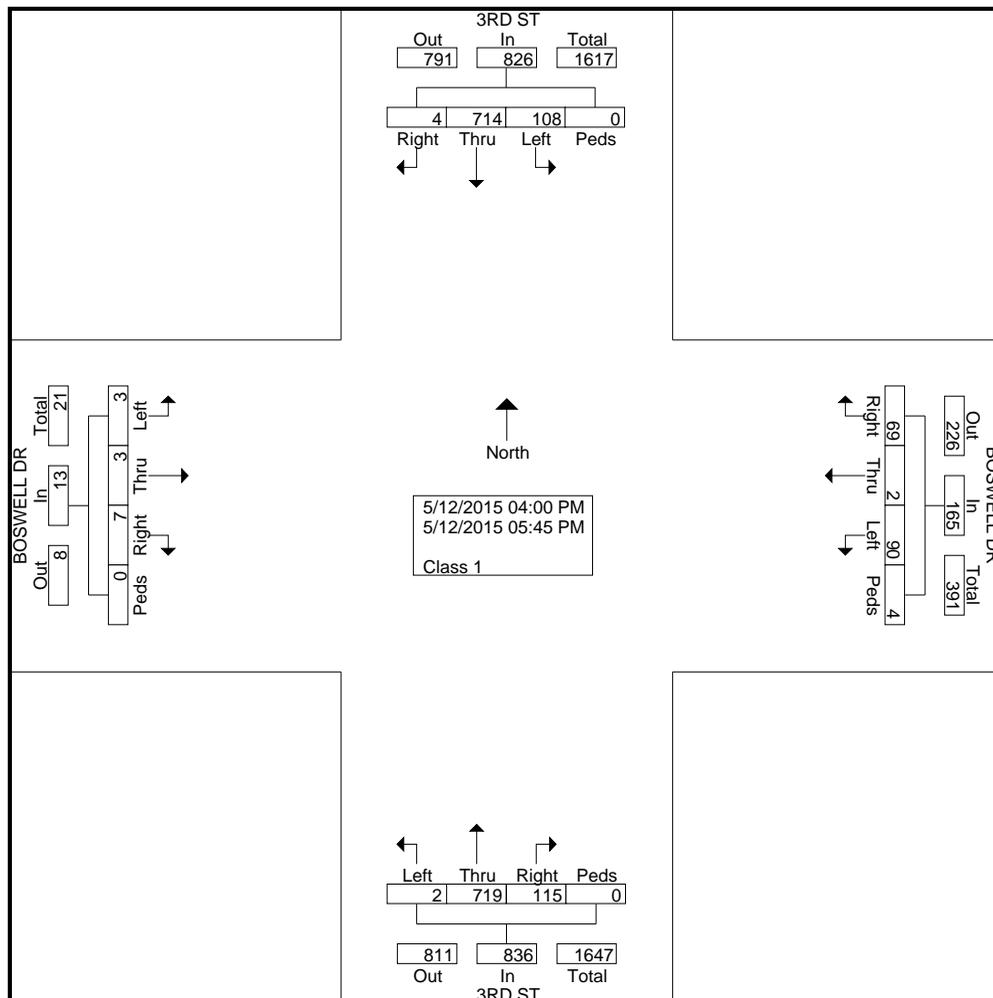


Start Time	3RD ST Southbound					BOSWELL DR Westbound					3RD ST Northbound					BOSWELL DR Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																						
Peak Hour for Entire Intersection Begins at 07:15 AM																						
07:15 AM	0	44	4	0	48	8	0	17	1	26	8	81	0	0	89	0	0	0	0	0	0	163
07:30 AM	0	40	1	0	41	5	0	19	0	24	8	117	0	0	125	0	1	0	0	0	1	191
07:45 AM	0	82	4	0	86	7	0	9	0	16	5	114	3	0	122	0	0	0	0	0	0	224
08:00 AM	0	65	1	0	66	6	0	10	0	16	12	99	0	0	111	0	0	0	0	0	0	193
Total Volume	0	231	10	0	241	26	0	55	1	82	33	411	3	0	447	0	1	0	0	0	1	771
% App. Total	0	95.9	4.1	0		31.7	0	67.1	1.2		7.4	91.9	0.7	0		0	100	0	0			
PHF	.000	.704	.625	.000	.701	.813	.000	.724	.250	.788	.688	.878	.250	.000	.894	.000	.250	.000	.000	.250	.860	

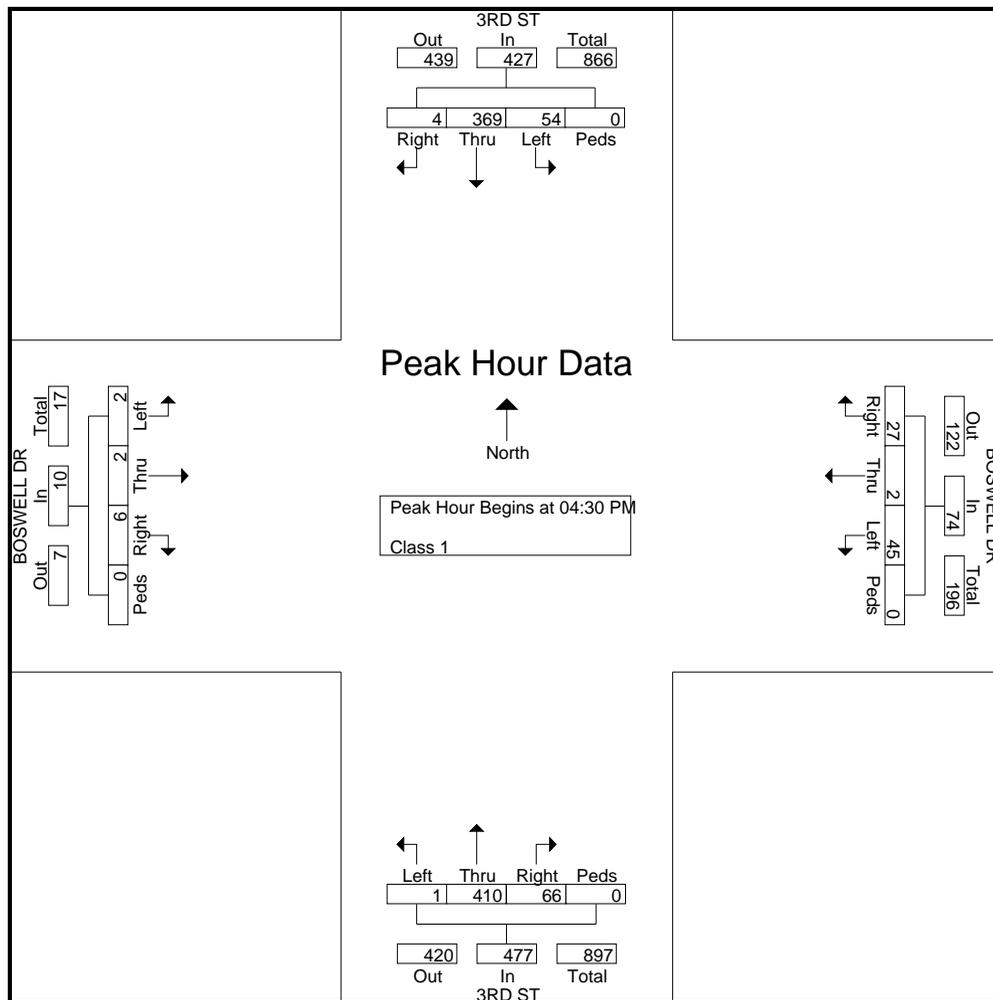


Groups Printed- Class 1

Start Time	3RD ST Southbound				BOSWELL DR Westbound				3RD ST Northbound				BOSWELL DR Eastbound				Int. Total	
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds		
04:00 PM	0	103	9	0	7	0	7	0	10	87	1	0	0	0	0	0	0	224
04:15 PM	0	76	7	0	6	0	16	0	19	77	0	0	1	0	0	0	0	202
04:30 PM	0	75	9	0	6	1	10	0	16	107	0	0	0	0	0	0	0	224
04:45 PM	3	92	16	0	6	1	13	0	13	104	1	0	3	1	0	0	0	253
Total	3	346	41	0	25	2	46	0	58	375	2	0	4	1	0	0	0	903
05:00 PM	0	104	14	0	8	0	9	0	24	84	0	0	1	0	1	0	0	245
05:15 PM	1	98	15	0	7	0	13	0	13	115	0	0	2	1	1	0	0	266
05:30 PM	0	82	20	0	18	0	12	4	11	67	0	0	0	0	0	0	0	214
05:45 PM	0	84	18	0	11	0	10	0	9	78	0	0	0	1	1	0	0	212
Total	1	368	67	0	44	0	44	4	57	344	0	0	3	2	3	0	0	937
Grand Total	4	714	108	0	69	2	90	4	115	719	2	0	7	3	3	0	0	1840
Apprch %	0.5	86.4	13.1	0	41.8	1.2	54.5	2.4	13.8	86	0.2	0	53.8	23.1	23.1	0	0	
Total %	0.2	38.8	5.9	0	3.8	0.1	4.9	0.2	6.2	39.1	0.1	0	0.4	0.2	0.2	0	0	



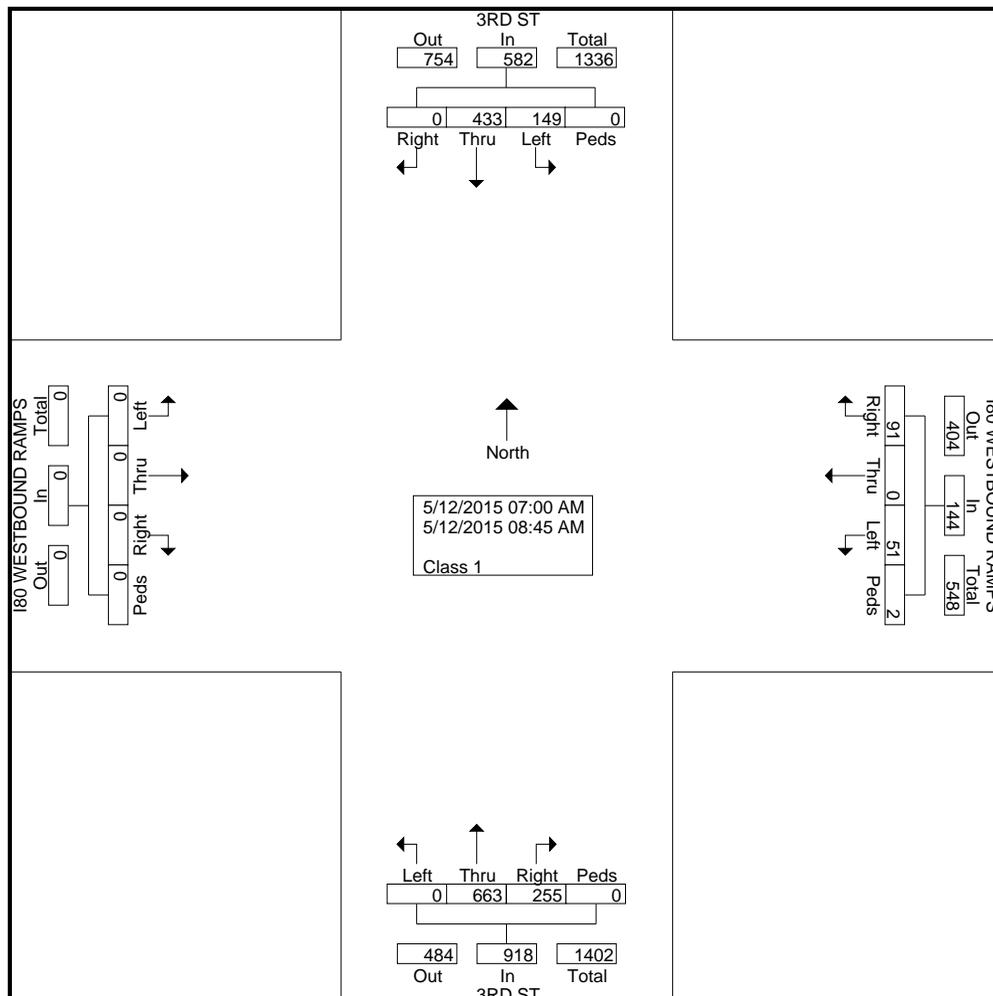
Start Time	3RD ST Southbound					BOSWELL DR Westbound					3RD ST Northbound					BOSWELL DR Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	75	9	0	84	6	1	10	0	17	16	107	0	0	123	0	0	0	0	0	224
04:45 PM	3	92	16	0	111	6	1	13	0	20	13	104	1	0	118	3	1	0	0	4	253
05:00 PM	0	104	14	0	118	8	0	9	0	17	24	84	0	0	108	1	0	1	0	2	245
05:15 PM	1	98	15	0	114	7	0	13	0	20	13	115	0	0	128	2	1	1	0	4	266
Total Volume	4	369	54	0	427	27	2	45	0	74	66	410	1	0	477	6	2	2	0	10	988
% App. Total	0.9	86.4	12.6	0		36.5	2.7	60.8	0		13.8	86	0.2	0		60	20	20	0		
PHF	.333	.887	.844	.000	.905	.844	.500	.865	.000	.925	.688	.891	.250	.000	.932	.500	.500	.500	.000	.625	.929



File Name : #1 3RD&I80WESTBOUND RAMPSAM  
 Site Code : 1  
 Start Date : 5/12/2015  
 Page No : 1

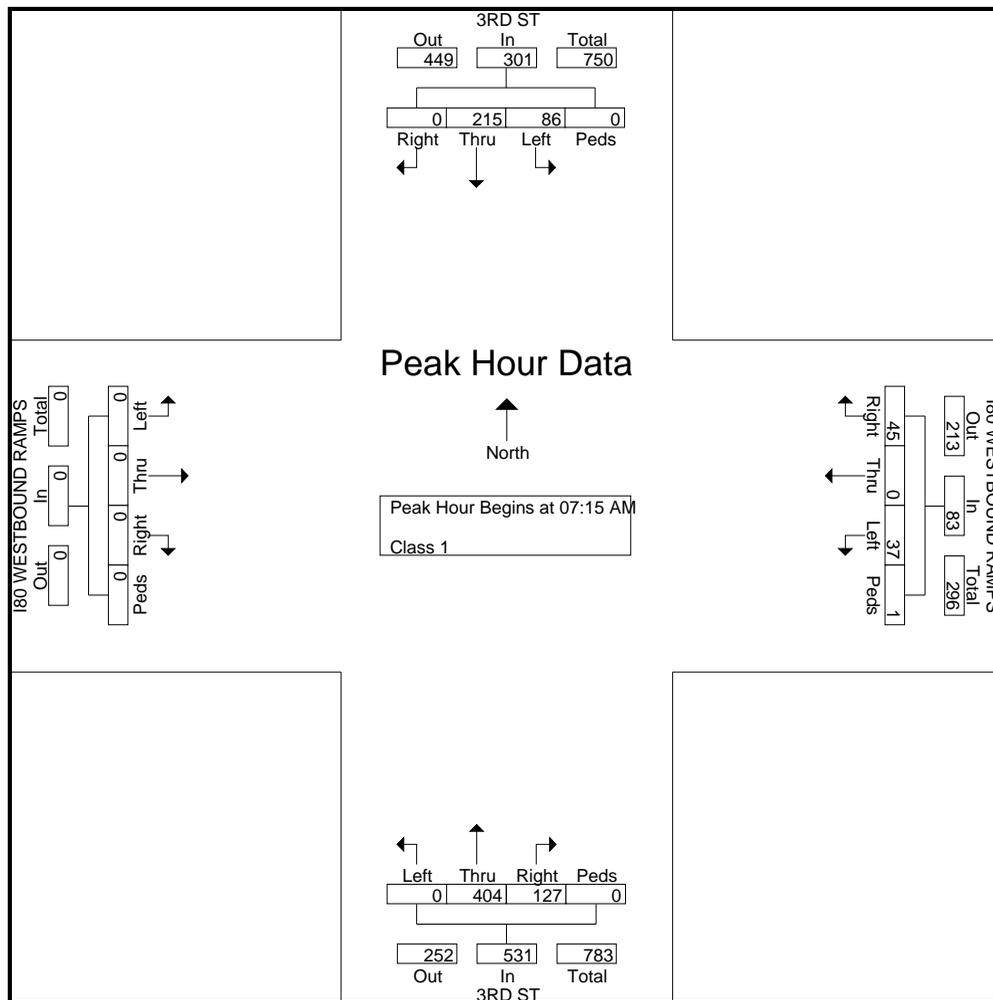
Groups Printed- Class 1

Start Time	3RD ST Southbound				I80 WESTBOUND RAMPS Westbound				3RD ST Northbound				I80 WESTBOUND RAMPS Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	45	15	0	13	0	2	1	40	56	0	0	0	0	0	0	172
07:15 AM	0	44	19	0	11	0	5	1	36	84	0	0	0	0	0	0	200
07:30 AM	0	45	24	0	11	0	6	0	31	117	0	0	0	0	0	0	234
07:45 AM	0	68	21	0	16	0	13	0	36	102	0	0	0	0	0	0	256
Total	0	202	79	0	51	0	26	2	143	359	0	0	0	0	0	0	862
08:00 AM	0	58	22	0	7	0	13	0	24	101	0	0	0	0	0	0	225
08:15 AM	0	57	16	0	9	0	3	0	26	62	0	0	0	0	0	0	173
08:30 AM	0	60	19	0	12	0	6	0	24	65	0	0	0	0	0	0	186
08:45 AM	0	56	13	0	12	0	3	0	38	76	0	0	0	0	0	0	198
Total	0	231	70	0	40	0	25	0	112	304	0	0	0	0	0	0	782
Grand Total	0	433	149	0	91	0	51	2	255	663	0	0	0	0	0	0	1644
Apprch %	0	74.4	25.6	0	63.2	0	35.4	1.4	27.8	72.2	0	0	0	0	0	0	
Total %	0	26.3	9.1	0	5.5	0	3.1	0.1	15.5	40.3	0	0	0	0	0	0	



File Name : #1 3RD&I80WESTBOUND RAMPSAM  
 Site Code : 1  
 Start Date : 5/12/2015  
 Page No : 2

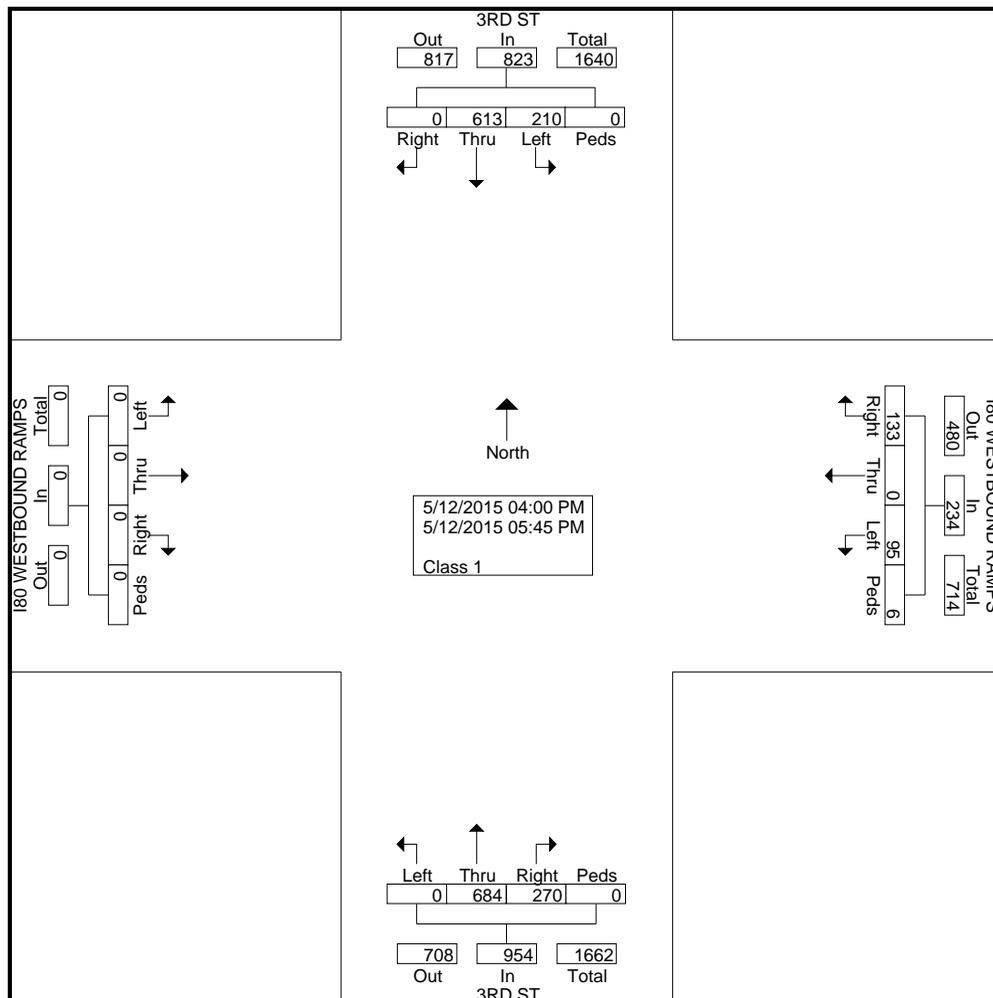
Start Time	3RD ST Southbound					I80 WESTBOUND RAMPS Westbound					3RD ST Northbound					I80 WESTBOUND RAMPS Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	44	19	0	63	11	0	5	1	17	36	84	0	0	120	0	0	0	0	0	200
07:30 AM	0	45	24	0	69	11	0	6	0	17	31	117	0	0	148	0	0	0	0	0	234
07:45 AM	0	68	21	0	89	16	0	13	0	29	36	102	0	0	138	0	0	0	0	0	256
08:00 AM	0	58	22	0	80	7	0	13	0	20	24	101	0	0	125	0	0	0	0	0	225
Total Volume	0	215	86	0	301	45	0	37	1	83	127	404	0	0	531	0	0	0	0	0	915
% App. Total	0	71.4	28.6	0		54.2	0	44.6	1.2		23.9	76.1	0	0		0	0	0	0		
PHF	.000	.790	.896	.000	.846	.703	.000	.712	.250	.716	.882	.863	.000	.000	.897	.000	.000	.000	.000	.000	.894



File Name : #1 3RD&I80WESTBOUND RAMPSPM  
 Site Code : 1  
 Start Date : 5/12/2015  
 Page No : 1

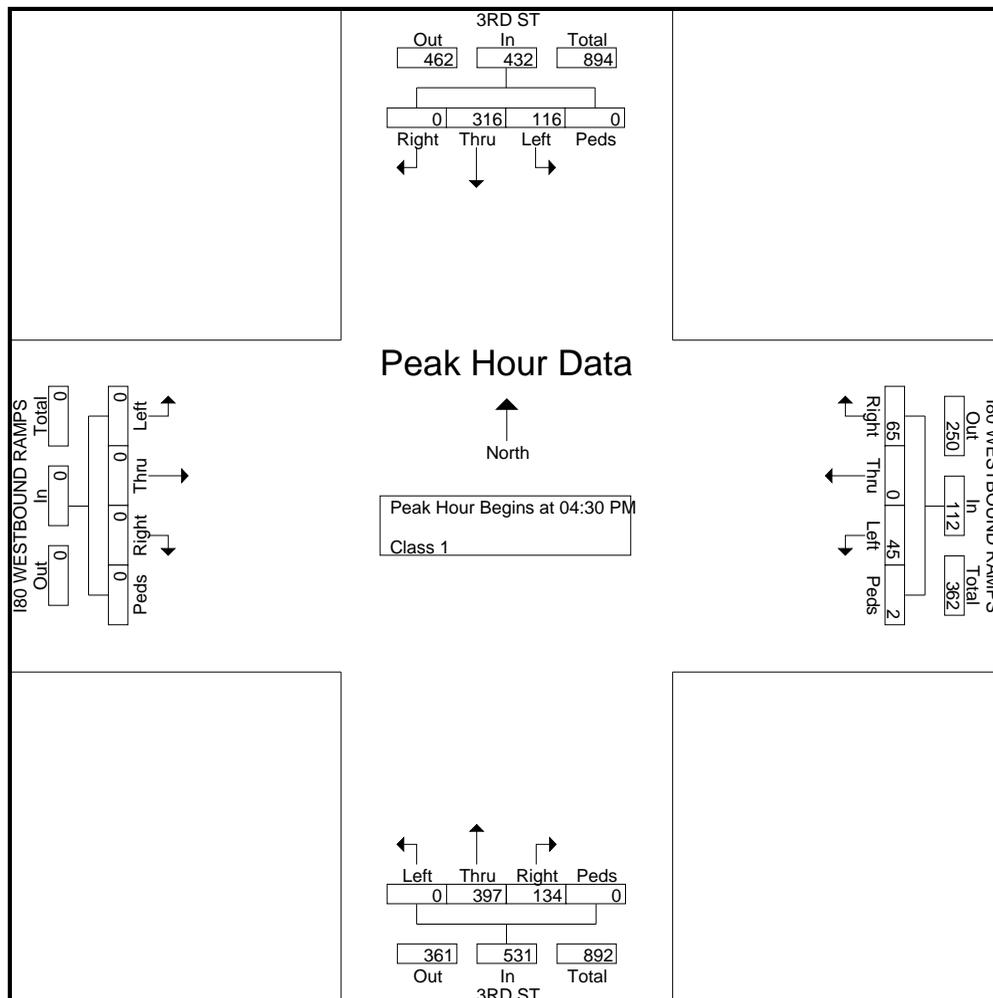
Groups Printed- Class 1

Start Time	3RD ST Southbound				I80 WESTBOUND RAMP Westbound				3RD ST Northbound				I80 WESTBOUND RAMP Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
04:00 PM	0	81	19	0	12	0	17	0	48	88	0	0	0	0	0	0	265
04:15 PM	0	80	20	0	21	0	12	2	48	72	0	0	0	0	0	0	255
04:30 PM	0	52	27	0	15	0	10	0	48	105	0	0	0	0	0	0	257
04:45 PM	0	81	30	0	17	0	11	0	28	94	0	0	0	0	0	0	261
Total	0	294	96	0	65	0	50	2	172	359	0	0	0	0	0	0	1038
05:00 PM	0	98	29	0	16	0	11	2	22	97	0	0	0	0	0	0	275
05:15 PM	0	85	30	0	17	0	13	0	36	101	0	0	0	0	0	0	282
05:30 PM	0	77	22	0	16	0	8	1	13	61	0	0	0	0	0	0	198
05:45 PM	0	59	33	0	19	0	13	1	27	66	0	0	0	0	0	0	218
Total	0	319	114	0	68	0	45	4	98	325	0	0	0	0	0	0	973
Grand Total	0	613	210	0	133	0	95	6	270	684	0	0	0	0	0	0	2011
Apprch %	0	74.5	25.5	0	56.8	0	40.6	2.6	28.3	71.7	0	0	0	0	0	0	
Total %	0	30.5	10.4	0	6.6	0	4.7	0.3	13.4	34	0	0	0	0	0	0	



File Name : #1 3RD&I80WESTBOUND RAMPSPM  
 Site Code : 1  
 Start Date : 5/12/2015  
 Page No : 2

Start Time	3RD ST Southbound					I80 WESTBOUND RAMPS Westbound					3RD ST Northbound					I80 WESTBOUND RAMPS Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	52	27	0	79	15	0	10	0	25	48	105	0	0	153	0	0	0	0	0	257
04:45 PM	0	81	30	0	111	17	0	11	0	28	28	94	0	0	122	0	0	0	0	0	261
05:00 PM	0	98	29	0	127	16	0	11	2	29	22	97	0	0	119	0	0	0	0	0	275
05:15 PM	0	85	30	0	115	17	0	13	0	30	36	101	0	0	137	0	0	0	0	0	282
Total Volume	0	316	116	0	432	65	0	45	2	112	134	397	0	0	531	0	0	0	0	0	1075
% App. Total	0	73.1	26.9	0		58	0	40.2	1.8		25.2	74.8	0	0		0	0	0	0		
PHF	.000	.806	.967	.000	.850	.956	.000	.865	.250	.933	.698	.945	.000	.000	.868	.000	.000	.000	.000	.000	.953





# Traffic Signal Warrant Analysis

<b>Project Name</b>	<b>Bill Nye Corridor Study</b>
<b>Project/File #</b>	<b>City of Laramie</b>
<b>Scenario</b>	<b>Year 2035 Total - Do Nothing</b>

<b>Intersection Information</b>	
Major Street Name	3rd Street
North/South or East/West	N/S
Speed Limit	35 mph or less
# of Approach Lanes	2 or more
% of Right Turn Traffic to Include	100%
Minor Street Name	Boswell Drive
# of Approach Lanes	2 or more
% of Right Turn Traffic to Include	100%
Isolated Community < 10,000 pop	No

<b>What Additional Warrants to Consider?</b>	
Warrant 3, Peak Hour (A - Vol. and Delay)	Yes
Warrant 4, Pedestrian Volume	No
Warrant 5, School Crossing	No
Warrant 6, Coordinated Signal System	No
Warrant 7, Crash Experience	No
Warrant 8, Roadway Network	No
Warrant 9, Intersection Near a Grade Crossing	No
All-Way Stop Warrant	No

*Sustainable Traffic Solutions, Inc.*



# Traffic Signal Warrant Analysis

## 3rd Street (Major Street) Volume

Northbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM				
1 - 2 AM				
2 - 3 AM				
3 - 4 AM				
4 - 5 AM				
5 - 6 AM				
6 - 7 AM				
7 - 8 AM	5	610	20	
8 - 9 AM				
9 - 10 AM				
10 - 11 AM				
11 - 12 PM				
12 - 1 PM				
1 - 2 PM				
2 - 3 PM				
3 - 4 PM				
4 - 5 PM				
5 - 6 PM	5	640	65	
6 - 7 PM				
7 - 8 PM				
8 - 9 PM				
9 - 10 PM				
10 - 11 PM				
11 - 12 AM				
Total Vehicles (unadjusted)			1,345	0

Southbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM				
1 - 2 AM				
2 - 3 AM				
3 - 4 AM				
4 - 5 AM				
5 - 6 AM				
6 - 7 AM				
7 - 8 AM	30	365	5	
8 - 9 AM				
9 - 10 AM				
10 - 11 AM				
11 - 12 PM				
12 - 1 PM				
1 - 2 PM				
2 - 3 PM				
3 - 4 PM				
4 - 5 PM				
5 - 6 PM	85	660	10	
6 - 7 PM				
7 - 8 PM				
8 - 9 PM				
9 - 10 PM				
10 - 11 PM				
11 - 12 AM				
Total Vehicles (unadjusted)			1,155	0

## Boswell Drive (Minor Street) Volume

Eastbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM				
1 - 2 AM				
2 - 3 AM				
3 - 4 AM				
4 - 5 AM				
5 - 6 AM				
6 - 7 AM				
7 - 8 AM	3	2	1	
8 - 9 AM				
9 - 10 AM				
10 - 11 AM				
11 - 12 PM				
12 - 1 PM				
1 - 2 PM				
2 - 3 PM				
3 - 4 PM				
4 - 5 PM				
5 - 6 PM	15	5	10	
6 - 7 PM				
7 - 8 PM				
8 - 9 PM				
9 - 10 PM				
10 - 11 PM				
11 - 12 AM				
Total Vehicles (unadjusted)			36	0

Westbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM				
1 - 2 AM				
2 - 3 AM				
3 - 4 AM				
4 - 5 AM				
5 - 6 AM				
6 - 7 AM				
7 - 8 AM	50	1	55	
8 - 9 AM				
9 - 10 AM				
10 - 11 AM				
11 - 12 PM				
12 - 1 PM				
1 - 2 PM				
2 - 3 PM				
3 - 4 PM				
4 - 5 PM				
5 - 6 PM	45	5	65	
6 - 7 PM				
7 - 8 PM				
8 - 9 PM				
9 - 10 PM				
10 - 11 PM				
11 - 12 AM				
Total Vehicles (unadjusted)			221	0



# Traffic Signal Warrant Analysis

Additional Inputs for Warrants 3 to 9 and the Multi-Way Stop Warrants

Warrant 3: Peak Hour Delay Additional Information	
T-intersection or 4-legged?	4
Peak Hour Reviewed?	PM
3rd Street (Major Street) Data	
Combined Approach Volume	1,610
Boswell Drive (Minor Street) Data	
High Volume Side Volume	115
High Volume Side Average Delay (Sec.)	105.1
High Volume Side # of Approach Lanes	2 or more
Low Volume Side Volume (leave blank if T)	30

Warrant 4: Pedestrian Volume Additional Information	
Include Right Turn Reduction for Vehicular Volume?	Yes
300 feet or more to nearest traffic control signal or STOP sign controlling the street that pedestrians desire to cross?	Yes
If no, will a traffic control signal restrict the progressive movement of traffic?*	N/A
15th-percentile crossing speed of pedestrians less than 3.5 feet per second? **	No
If yes, then percent reduction to apply to crossing volume? (up to 50%)	N/A

\* Include supporting documentation of no progressive movement impact.

\*\* Not common. Include supporting documentation of low crossing speed.

Warrant 5: School Crossing	
Schoolchildren (elementary through high school) crossing the major street (3rd Street)?	Yes
Consideration given to other remedial measures (warning signs/flashers, school speed zones, school crossing guards, or a grade-separated crossing)?	Yes
300 feet or more to nearest traffic control signal or STOP sign controlling the street that pedestrians desire to cross?	Yes
If no, will a traffic control signal restrict the progressive movement of traffic?*	N/A
Minimum of 20 schoolchildren crossing during the highest crossing hour?	Yes
Engineering Study completed showing the number of adequate gaps in the traffic stream during the period when schoolchildren are using the crossing is less than the number of minutes in the same period? **	No

\* Include supporting documentation of no progressive movement impact.

\*\* May need to include supporting documentation of inadequate gaps in traffic.

Warrant 6: Coordinated Signal System	
One-way or Two-way Street?	Two-Way
Adjacent traffic control signals do not provide the necessary degree of platooning, but will collectively provide a progressive operation with the proposed traffic control signal?	No
Resultant spacing of traffic control signals 1,000 feet or more?	Yes

Warrant 7: Crash Experience	
Number of reportable crashes ( <u>types susceptible to correction by a traffic control signal</u> ) within a 12-month period?*	4 or less
Adequate trial of alternatives with satisfactory observance and enforcement failed to reduce crash frequency? **	Yes
Include Right Turn Reduction for Vehicular Volume?	Yes

\* May need to include supporting documentation of crash details.

\*\* May need to include supporting documentation of alternative trail(s) and results.

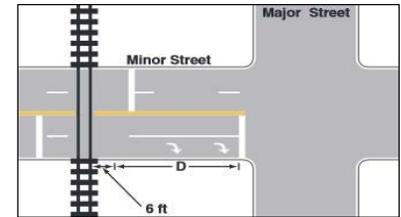
Warrant 9: Intersection Near a Grade Crossing	
Tracks cross which Boswell Drive approach?	Southbound
Consideration given to other alternatives/trial of alternative failed to alleviate the safety concerns?*	Yes
Distance between STOP or YIELD controlled approach and center of track nearest to the intersection within 140 feet?	Yes
Clear storage distance (Distance D) between the tracks and the intersection? (See Below)	70 feet
Number of approach lanes at the crossing?	2 or more
Rail traffic per day?	3-5
Percentage of high-occupancy buses? **	0%
Percentage of Tractor-Trailer Trucks?	7.6%-12.5%

\* Alternatives to consider or try should include:

- Providing additional pavement that would enable vehicles to clear the track or provide space for an evasive maneuver.

- Reassigning the stop controls at the intersection to make the approach across the track non-stopping.

\*\* High-occupancy is defined as a bus occupied by at least 20 people.



Warrant 8: Roadway Network	
Common intersection of two major routes?*	Yes
Projected entering volume of at least 1,000 vehicles per hour during the peak hour of a typical weekday?	Yes
5-Year projected traffic volumes meet one or more of Warrants 1, 2, and 3 during an average weekday?	Yes
Total existing or immediately projected entering volume of at least 1,000 vehicles per hour for each of any 5 hours of a non-normal business day (Saturday or Sunday)?	No

\* Major Route defined as:

- Part of the street or highway system that serves as the principal roadway network for through traffic flow.
- Rural or suburban highways outside, entering, or traversing a city.
- Appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study.

Multi-Way Stop Warrant Additional Information	
Traffic control signal warranted & justified with existing traffic?	Yes
Number of <u>correctable</u> crashes* in 12-month period?	4
Peak Hour high volume approach average delay (Sec.)	105.1

\* Crashes include right-turn and left-turn collisions as well as right-angle collisions.



# Traffic Signal Warrant Analysis

## Warrants 1 - 3 (Volume Warrants)

Project Name	Bill Nye Corridor Study
Project/File #	City of Laramie
Scenario	Year 2035 Total - Do Nothing

Intersection Information			
Major Street (N/S Road)	3rd Street	Minor Street (E/W Road)	Boswell Drive
Analyzed with	2 or more approach lanes	Analyzed with	2 or more approach lanes
Total Approach Volume	2500 vehicles	Total Approach Volume	257 vehicles
Total Ped/Bike Volume	0 crossings	Total Ped/Bike Volume	0 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	0 percent applied

No high speed or isolated community reduction applied to the Volume Warrant thresholds.

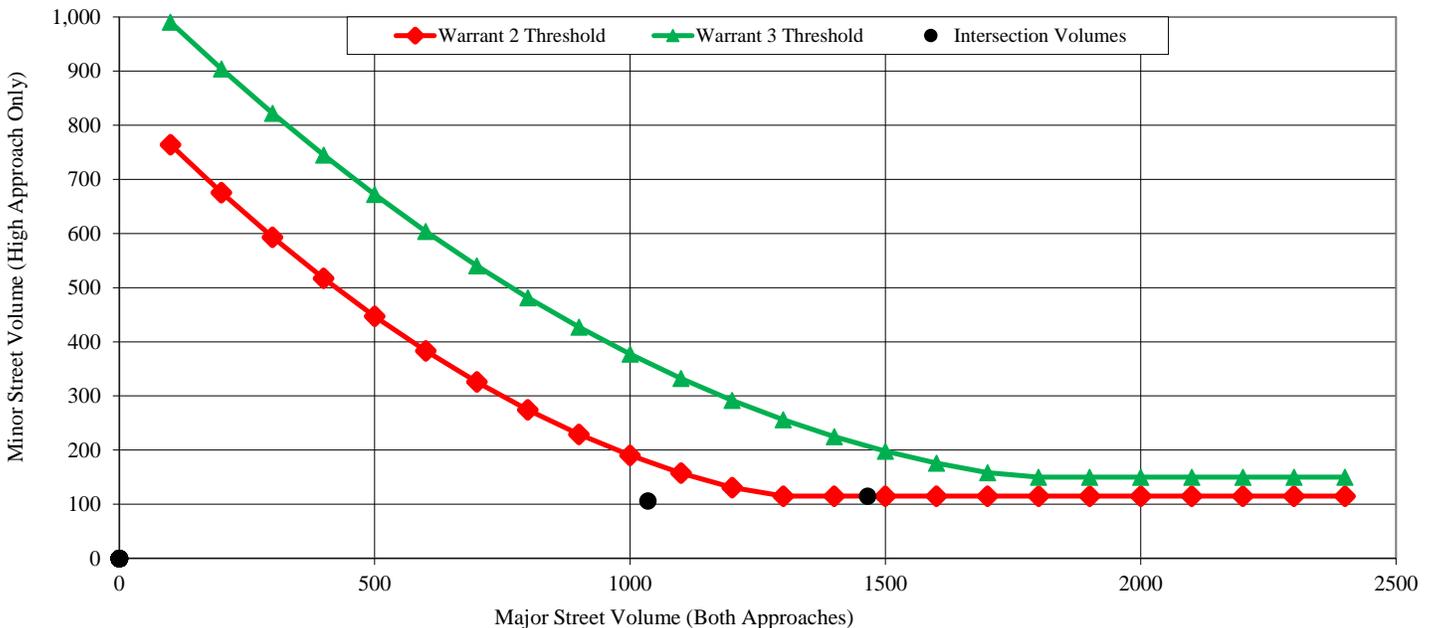
Warrant 1, Eight Hour Vehicular Volume			
	Condition A	Condition B	Condition A+B*
Condition Satisfied?	<b>Not Satisfied</b>	<b>Not Satisfied</b>	<b>Not Satisfied</b>
Required values reached for	0 hours	2 hours	0 (Cond. A) & 2 (Cond. B)
Criteria - Major Street (veh/hr)	600	900	480 (Cond. A) & 720 (Cond. B)
Criteria - Minor Street (veh/hr)	200	100	160 (Cond. A) & 80 (Cond. B)

\* Should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

Warrant 2, Four Hour Vehicular Volume	
Condition Satisfied?	<b>Not Satisfied</b>
Required values reached for	1 hour
Criteria	See Figure Below

Warrant 3, Peak Hour Vehicular Volume		
	Condition A	Condition B
Condition Satisfied?	<b>Not Satisfied</b>	<b>Not Satisfied</b>
Required values reached for	1755 total, 115 minor, 3.4 delay	0 hours
Criteria - Total Approach Volume (veh in one hour)	800	See Figure Below
Criteria - Minor Street High Side Volume (veh in one hour)	150	
Criteria - Minor Street High Side Delay (veh-hrs)	5	

Figure 4C-1 (Warrant 2) & Figure 4C-3 (Warrant 3)





# Traffic Signal Warrant Analysis

<b>Project Name</b>	<b>Bill Nye Corridor Study</b>
<b>Project/File #</b>	<b>City of Laramie</b>
<b>Scenario</b>	<b>Year 2035 Total - Alts 1 &amp; 2</b>

<b>Intersection Information</b>	
Major Street Name	3rd Street
North/South or East/West	N/S
Speed Limit	35 mph or less
# of Approach Lanes	2 or more
% of Right Turn Traffic to Include	100%
Minor Street Name	Bill Nye Avenue
# of Approach Lanes	2 or more
% of Right Turn Traffic to Include	50%
Isolated Community < 10,000 pop	No

<b>What Additional Warrants to Consider?</b>	
Warrant 3, Peak Hour (A - Vol. and Delay)	Yes
Warrant 4, Pedestrian Volume	No
Warrant 5, School Crossing	No
Warrant 6, Coordinated Signal System	No
Warrant 7, Crash Experience	No
Warrant 8, Roadway Network	No
Warrant 9, Intersection Near a Grade Crossing	No
All-Way Stop Warrant	No

*Sustainable Traffic Solutions, Inc.*



# Traffic Signal Warrant Analysis

## 3rd Street (Major Street) Volume

Northbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM				
1 - 2 AM				
2 - 3 AM				
3 - 4 AM				
4 - 5 AM				
5 - 6 AM				
6 - 7 AM				
7 - 8 AM	5	575	55	
8 - 9 AM				
9 - 10 AM				
10 - 11 AM				
11 - 12 PM				
12 - 1 PM				
1 - 2 PM				
2 - 3 PM				
3 - 4 PM				
4 - 5 PM				
5 - 6 PM	5	575	130	
6 - 7 PM				
7 - 8 PM				
8 - 9 PM				
9 - 10 PM				
10 - 11 PM				
11 - 12 AM				
Total Vehicles (unadjusted)			1,345	0

Southbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM				
1 - 2 AM				
2 - 3 AM				
3 - 4 AM				
4 - 5 AM				
5 - 6 AM				
6 - 7 AM				
7 - 8 AM	70	314	5	
8 - 9 AM				
9 - 10 AM				
10 - 11 AM				
11 - 12 PM				
12 - 1 PM				
1 - 2 PM				
2 - 3 PM				
3 - 4 PM				
4 - 5 PM				
5 - 6 PM	170	600	10	
6 - 7 PM				
7 - 8 PM				
8 - 9 PM				
9 - 10 PM				
10 - 11 PM				
11 - 12 AM				
Total Vehicles (unadjusted)			1,169	0

## Bill Nye Avenue (Minor Street) Volume

Eastbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM				
1 - 2 AM				
2 - 3 AM				
3 - 4 AM				
4 - 5 AM				
5 - 6 AM				
6 - 7 AM				
7 - 8 AM	3	2	1	
8 - 9 AM				
9 - 10 AM				
10 - 11 AM				
11 - 12 PM				
12 - 1 PM				
1 - 2 PM				
2 - 3 PM				
3 - 4 PM				
4 - 5 PM				
5 - 6 PM	15	5	10	
6 - 7 PM				
7 - 8 PM				
8 - 9 PM				
9 - 10 PM				
10 - 11 PM				
11 - 12 AM				
Total Vehicles (unadjusted)			36	0

Westbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM				
1 - 2 AM				
2 - 3 AM				
3 - 4 AM				
4 - 5 AM				
5 - 6 AM				
6 - 7 AM				
7 - 8 AM	100	1	110	
8 - 9 AM				
9 - 10 AM				
10 - 11 AM				
11 - 12 PM				
12 - 1 PM				
1 - 2 PM				
2 - 3 PM				
3 - 4 PM				
4 - 5 PM				
5 - 6 PM	95	5	135	
6 - 7 PM				
7 - 8 PM				
8 - 9 PM				
9 - 10 PM				
10 - 11 PM				
11 - 12 AM				
Total Vehicles (unadjusted)			446	0



# Traffic Signal Warrant Analysis

Additional Inputs for Warrants 3 to 9 and the Multi-Way Stop Warrants

Warrant 3: Peak Hour Delay Additional Information	
T-intersection or 4-legged?	4
Peak Hour Reviewed?	PM
3rd Street (Major Street) Data	
Combined Approach Volume	1,755
Bill Nye Avenue (Minor Street) Data	
High Volume Side Volume	235
High Volume Side Average Delay (Sec.)	329.9
High Volume Side # of Approach Lanes	2 or more
Low Volume Side Volume (leave blank if T)	29

Warrant 4: Pedestrian Volume Additional Information	
Include Right Turn Reduction for Vehicular Volume?	Yes
300 feet or more to nearest traffic control signal or STOP sign controlling the street that pedestrians desire to cross?	Yes
If no, will a traffic control signal restrict the progressive movement of traffic?*	N/A
15th-percentile crossing speed of pedestrians less than 3.5 feet per second?***	No
If yes, then percent reduction to apply to crossing volume? (up to 50%)	N/A

\* Include supporting documentation of no progressive movement impact.

\*\* Not common. Include supporting documentation of low crossing speed.

Warrant 5: School Crossing	
Schoolchildren (elementary through high school) crossing the major street (3rd Street)?	Yes
Consideration given to other remedial measures (warning signs/flashers, school speed zones, school crossing guards, or a grade-separated crossing)?	Yes
300 feet or more to nearest traffic control signal or STOP sign controlling the street that pedestrians desire to cross?	Yes
If no, will a traffic control signal restrict the progressive movement of traffic?*	N/A
Minimum of 20 schoolchildren crossing during the highest crossing hour?	Yes
Engineering Study completed showing the number of adequate gaps in the traffic stream during the period when schoolchildren are using the crossing is less than the number of minutes in the same period?***	No

\* Include supporting documentation of no progressive movement impact.

\*\* May need to include supporting documentation of inadequate gaps in traffic.

Warrant 6: Coordinated Signal System	
One-way or Two-way Street?	Two-Way
Adjacent traffic control signals do not provide the necessary degree of platooning, but will collectively provide a progressive operation with the proposed traffic control signal?	No
Resultant spacing of traffic control signals 1,000 feet or more?	Yes

Warrant 7: Crash Experience	
Number of reportable crashes ( <u>types susceptible to correction by a traffic control signal</u> ) within a 12-month period?*	4 or less
Adequate trial of alternatives with satisfactory observance and enforcement failed to reduce crash frequency?***	Yes
Include Right Turn Reduction for Vehicular Volume?	Yes

\* May need to include supporting documentation of crash details.

\*\* May need to include supporting documentation of alternative trail(s) and results.

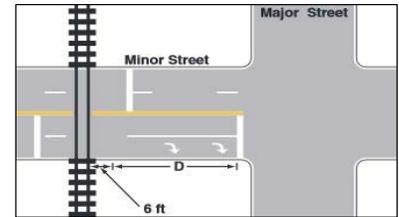
Warrant 9: Intersection Near a Grade Crossing	
Tracks cross which Bill Nye Avenue	Southbound
Consideration given to other alternatives/trial of alternative failed to alleviate the safety concerns?*	Yes
Distance between STOP or YIELD controlled approach and center of track nearest to the intersection within 140 feet?	Yes
Clear storage distance (Distance D) between the tracks and the intersection? (See Below)	70 feet
Number of approach lanes at the crossing?	2 or more
Rail traffic per day?	3-5
Percentage of high-occupancy buses?***	0%
Percentage of Tractor-Trailer Trucks?	7.6%-12.5%

\* Alternatives to consider or try should include:

- Providing additional pavement that would enable vehicles to clear the track or provide space for an evasive maneuver.

- Reassigning the stop controls at the intersection to make the approach across the track non-stopping.

\*\* High-occupancy is defined as a bus occupied by at least 20 people.



Warrant 8: Roadway Network	
Common intersection of two major routes?*	Yes
Projected entering volume of at least 1,000 vehicles per hour during the peak hour of a typical weekday?	Yes
5-Year projected traffic volumes meet one or more of Warrants 1, 2, and 3 during an average weekday?	Yes
Total existing or immediately projected entering volume of at least 1,000 vehicles per hour for each of any 5 hours of a non-normal business day (Saturday or Sunday)?	No

\* Major Route defined as:

- Part of the street or highway system that serves as the principal roadway network for through traffic flow.
- Rural or suburban highways outside, entering, or traversing a city.
- Appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study.

Multi-Way Stop Warrant Additional Information	
Traffic control signal warranted & justified with existing traffic?	Yes
Number of <u>correctable</u> crashes* in 12-month period?	4
Peak Hour high volume approach average delay (Sec.)	329.9

\* Crashes include right-turn and left-turn collisions as well as right-angle collisions.



# Traffic Signal Warrant Analysis

## Warrants 1 - 3 (Volume Warrants)

Project Name	Bill Nye Corridor Study
Project/File #	City of Laramie
Scenario	Year 2035 Total - Alts 1 & 2

Intersection Information			
Major Street (N/S Road)	3rd Street	Minor Street (E/W Road)	Bill Nye Avenue
Analyzed with	2 or more approach lanes	Analyzed with	2 or more approach lanes
Total Approach Volume	2514 vehicles	Total Approach Volume	482 vehicles
Total Ped/Bike Volume	0 crossings	Total Ped/Bike Volume	0 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	50 percent applied

No high speed or isolated community reduction applied to the Volume Warrant thresholds.

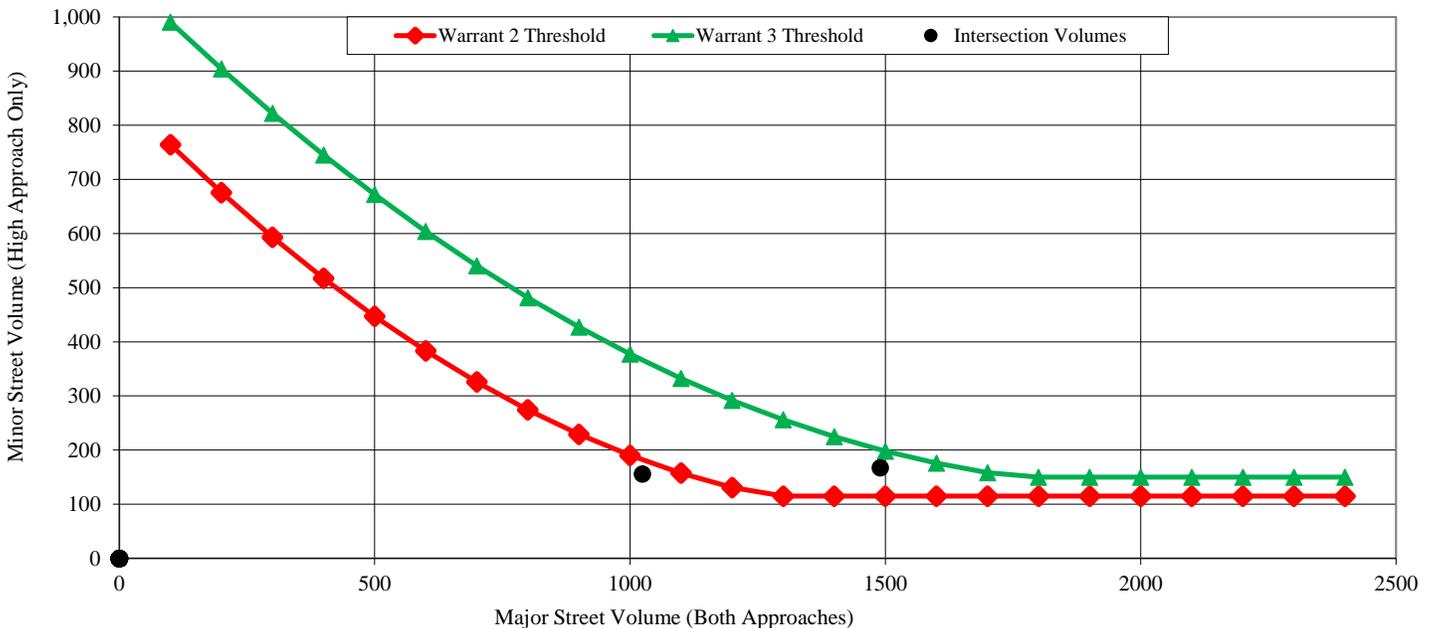
Warrant 1, Eight Hour Vehicular Volume			
	Condition A	Condition B	Condition A+B*
Condition Satisfied?	<b>Not Satisfied</b>	<b>Not Satisfied</b>	<b>Not Satisfied</b>
Required values reached for	0 hours	2 hours	1 (Cond. A) & 2 (Cond. B)
Criteria - Major Street (veh/hr)	600	900	480 (Cond. A) & 720 (Cond. B)
Criteria - Minor Street (veh/hr)	200	100	160 (Cond. A) & 80 (Cond. B)

\* Should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

Warrant 2, Four Hour Vehicular Volume	
Condition Satisfied?	<b>Not Satisfied</b>
Required values reached for	1 hour
Criteria	See Figure Below

Warrant 3, Peak Hour Vehicular Volume		
	Condition A	Condition B
Condition Satisfied?	<b>Satisfied</b>	<b>Not Satisfied</b>
Required values reached for	2019 total, 235 minor, 21.5 delay	0 hours
Criteria - Total Approach Volume (veh in one hour)	800	See Figure Below
Criteria - Minor Street High Side Volume (veh in one hour)	150	
Criteria - Minor Street High Side Delay (veh-hrs)	5	

Figure 4C-1 (Warrant 2) & Figure 4C-3 (Warrant 3)





# Traffic Signal Warrant Analysis

<b>Project Name</b>	Bill Nye Corridor Study
<b>Project/File #</b>	City of Laramie
<b>Scenario</b>	Year 2035 Total - All Alts

Intersection Information	
Major Street Name	3rd Street
North/South or East/West	N/S
Speed Limit	35 mph or less
# of Approach Lanes	2 or more
% of Right Turn Traffic to Include	100%
Minor Street Name	I-80 Ramps
# of Approach Lanes	1
% of Right Turn Traffic to Include	100%
Isolated Community < 10,000 pop	No

What Additional Warrants to Consider?	
Warrant 3, Peak Hour (A - Vol. and Delay)	Yes
Warrant 4, Pedestrian Volume	No
Warrant 5, School Crossing	No
Warrant 6, Coordinated Signal System	No
Warrant 7, Crash Experience	No
Warrant 8, Roadway Network	No
Warrant 9, Intersection Near a Grade Crossing	No
All-Way Stop Warrant	No

*Sustainable Traffic Solutions, Inc.*



# Traffic Signal Warrant Analysis

## 3rd Street (Major Street) Volume

Northbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM				
1 - 2 AM				
2 - 3 AM				
3 - 4 AM				
4 - 5 AM				
5 - 6 AM				
6 - 7 AM				
7 - 8 AM		585	155	
8 - 9 AM				
9 - 10 AM				
10 - 11 AM				
11 - 12 PM				
12 - 1 PM				
1 - 2 PM				
2 - 3 PM				
3 - 4 PM				
4 - 5 PM				
5 - 6 PM		611	164	
6 - 7 PM				
7 - 8 PM				
8 - 9 PM				
9 - 10 PM				
10 - 11 PM				
11 - 12 AM				
Total Vehicles (unadjusted)			1,515	0

Southbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM				
1 - 2 AM				
2 - 3 AM				
3 - 4 AM				
4 - 5 AM				
5 - 6 AM				
6 - 7 AM				
7 - 8 AM	115	287		
8 - 9 AM				
9 - 10 AM				
10 - 11 AM				
11 - 12 PM				
12 - 1 PM				
1 - 2 PM				
2 - 3 PM				
3 - 4 PM				
4 - 5 PM				
5 - 6 PM	154	553		
6 - 7 PM				
7 - 8 PM				
8 - 9 PM				
9 - 10 PM				
10 - 11 PM				
11 - 12 AM				
Total Vehicles (unadjusted)			1,109	0

## I-80 Ramps (Minor Street) Volume

Eastbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM				
1 - 2 AM				
2 - 3 AM				
3 - 4 AM				
4 - 5 AM				
5 - 6 AM				
6 - 7 AM				
7 - 8 AM				
8 - 9 AM				
9 - 10 AM				
10 - 11 AM				
11 - 12 PM				
12 - 1 PM				
1 - 2 PM				
2 - 3 PM				
3 - 4 PM				
4 - 5 PM				
5 - 6 PM				
6 - 7 PM				
7 - 8 PM				
8 - 9 PM				
9 - 10 PM				
10 - 11 PM				
11 - 12 AM				
Total Vehicles (unadjusted)			0	0

Westbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM				
1 - 2 AM				
2 - 3 AM				
3 - 4 AM				
4 - 5 AM				
5 - 6 AM				
6 - 7 AM				
7 - 8 AM	45		65	
8 - 9 AM				
9 - 10 AM				
10 - 11 AM				
11 - 12 PM				
12 - 1 PM				
1 - 2 PM				
2 - 3 PM				
3 - 4 PM				
4 - 5 PM				
5 - 6 PM	55		100	
6 - 7 PM				
7 - 8 PM				
8 - 9 PM				
9 - 10 PM				
10 - 11 PM				
11 - 12 AM				
Total Vehicles (unadjusted)			265	0



# Traffic Signal Warrant Analysis

Additional Inputs for Warrants 3 to 9 and the Multi-Way Stop Warrants

Warrant 3: Peak Hour Delay Additional Information	
T-intersection or 4-legged?	T
Peak Hour Reviewed?	PM
3rd Street (Major Street) Data	
Combined Approach Volume	1,482
I-80 Ramps (Minor Street) Data	
High Volume Side Volume	155
High Volume Side Average Delay (Sec.)	40.5
High Volume Side # of Approach Lanes	1
Low Volume Side Volume (leave blank if T)	0

Warrant 4: Pedestrian Volume Additional Information	
Include Right Turn Reduction for Vehicular Volume?	Yes
300 feet or more to nearest traffic control signal or STOP sign controlling the street that pedestrians desire to cross?	Yes
If no, will a traffic control signal restrict the progressive movement of traffic?*	N/A
15th-percentile crossing speed of pedestrians less than 3.5 feet per second?***	No
If yes, then percent reduction to apply to crossing volume? (up to 50%)	N/A

\* Include supporting documentation of no progressive movement impact.

\*\* Not common. Include supporting documentation of low crossing speed.

Warrant 5: School Crossing	
Schoolchildren (elementary through high school) crossing the major street (3rd Street)?	Yes
Consideration given to other remedial measures (warning signs/flashers, school speed zones, school crossing guards, or a grade-separated crossing)?	Yes
300 feet or more to nearest traffic control signal or STOP sign controlling the street that pedestrians desire to cross?	Yes
If no, will a traffic control signal restrict the progressive movement of traffic?*	N/A
Minimum of 20 schoolchildren crossing during the highest crossing hour?	Yes
Engineering Study completed showing the number of adequate gaps in the traffic stream during the period when schoolchildren are using the crossing is less than the number of minutes in the same period?*	No

\* Include supporting documentation of no progressive movement impact.

\*\* May need to include supporting documentation of inadequate gaps in traffic.

Warrant 6: Coordinated Signal System	
One-way or Two-way Street?	Two-Way
Adjacent traffic control signals do not provide the necessary degree of platooning, but will collectively provide a progressive operation with the proposed traffic control signal?	No
Resultant spacing of traffic control signals 1,000 feet or more?	Yes

Warrant 7: Crash Experience	
Number of reportable crashes ( <u>types susceptible to correction by a traffic control signal</u> ) within a 12-month period?*	4 or less
Adequate trial of alternatives with satisfactory observance and enforcement failed to reduce crash frequency?*	Yes
Include Right Turn Reduction for Vehicular Volume?	Yes

\* May need to include supporting documentation of crash details.

\*\* May need to include supporting documentation of alternative trail(s) and results.

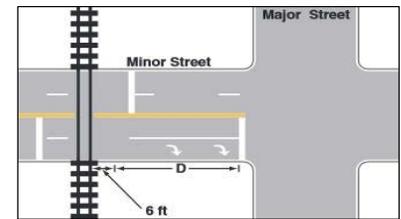
Warrant 9: Intersection Near a Grade Crossing	
Tracks cross which I-80 Ramps approach?	Southbound
Consideration given to other alternatives/trial of alternative failed to alleviate the safety concerns?*	Yes
Distance between STOP or YIELD controlled approach and center of track nearest to the intersection within 140 feet?	Yes
Clear storage distance (Distance D) between the tracks and the intersection? (See Below)	70 feet
Number of approach lanes at the crossing?	2 or more
Rail traffic per day?	3-5
Percentage of high-occupancy buses?***	0%
Percentage of Tractor-Trailer Trucks?	7.6%-12.5%

\* Alternatives to consider or try should include:

- Providing additional pavement that would enable vehicles to clear the track or provide space for an evasive maneuver.

- Reassigning the stop controls at the intersection to make the approach across the track non-stopping.

\*\* High-occupancy is defined as a bus occupied by at least 20 people.



Warrant 8: Roadway Network	
Common intersection of two major routes?*	Yes
Projected entering volume of at least 1,000 vehicles per hour during the peak hour of a typical weekday?	Yes
5-Year projected traffic volumes meet one or more of Warrants 1, 2, and 3 during an average weekday?	Yes
Total existing or immediately projected entering volume of at least 1,000 vehicles per hour for each of any 5 hours of a non-normal business day (Saturday or Sunday)?	No

\* Major Route defined as:

- Part of the street or highway system that serves as the principal roadway network for through traffic flow.
- Rural or suburban highways outside, entering, or traversing a city.
- Appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study.

Multi-Way Stop Warrant Additional Information	
Traffic control signal warranted & justified with existing traffic?	Yes
Number of <u>correctable</u> crashes* in 12-month period?	4
Peak Hour high volume approach average delay (Sec.)	40.5

\* Crashes include right-turn and left-turn collisions as well as right-angle collisions.



# Traffic Signal Warrant Analysis

## Warrants 1 - 3 (Volume Warrants)

Project Name	Bill Nye Corridor Study
Project/File #	City of Laramie
Scenario	Year 2035 Total - All Alts

Intersection Information			
Major Street (N/S Road)	3rd Street	Minor Street (E/W Road)	I-80 Ramps
Analyzed with	2 or more approach lanes	Analyzed with	1 Approach Lane
Total Approach Volume	2624 vehicles	Total Approach Volume	265 vehicles
Total Ped/Bike Volume	0 crossings	Total Ped/Bike Volume	0 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	0 percent applied

No high speed or isolated community reduction applied to the Volume Warrant thresholds.

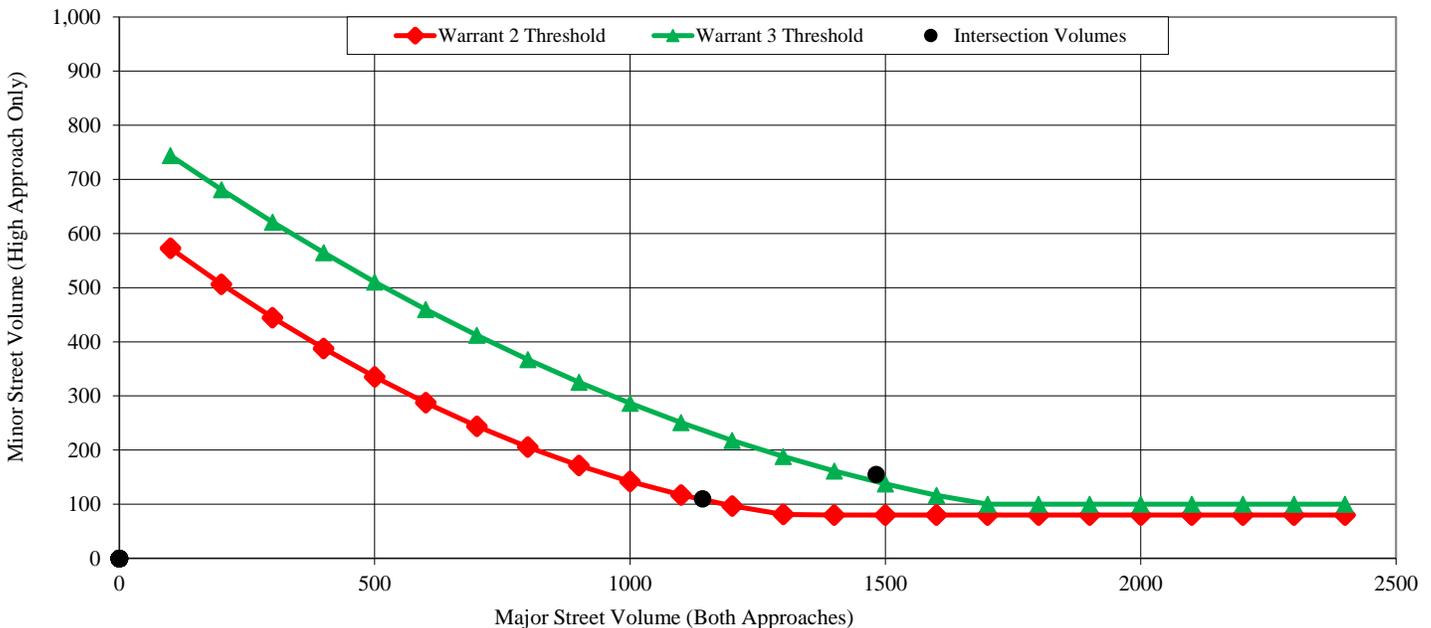
Warrant 1, Eight Hour Vehicular Volume			
	Condition A	Condition B	Condition A+B*
Condition Satisfied?	Not Satisfied	Not Satisfied	Not Satisfied
Required values reached for	1 hour	2 hours	1 (Cond. A) & 2 (Cond. B)
Criteria - Major Street (veh/hr)	600	900	480 (Cond. A) & 720 (Cond. B)
Criteria - Minor Street (veh/hr)	150	75	120 (Cond. A) & 60 (Cond. B)

\* Should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

Warrant 2, Four Hour Vehicular Volume	
Condition Satisfied?	Not Satisfied
Required values reached for	2 hours
Criteria	See Figure Below

Warrant 3, Peak Hour Vehicular Volume		
	Condition A	Condition B
Condition Satisfied?	Not Satisfied	Satisfied
Required values reached for	1637 total, 155 minor, 1.7 delay	1 hour
Criteria - Total Approach Volume (veh in one hour)	650	See Figure Below
Criteria - Minor Street High Side Volume (veh in one hour)	100	
Criteria - Minor Street High Side Delay (veh-hrs)	4	

Figure 4C-1 (Warrant 2) & Figure 4C-3 (Warrant 3)



**CRASH HISTORY IN LARAMIE FOR THE INTERSECTION OF  
S 3RD ST & RUSSELL ST  
FOR THE YEARS 2010 THROUGH APPROXIMATELY AUG 2015**

DATE	TIME	REPORT NUMBER	CRASH LOCATION	MILEPOST	NUM INJ	NUM KIL	JUNCTION RELATION	MANNER_OF COLLISION	DIRECTION	ACTIVITY PRIOR	FIRST HARMFUL EVENT	LIGHT COND	ROAD COND	DRIVER ACTION
<b>2011</b>														
01/26/2011	746	01246	RUSSELL ST S 3RD ST		0	0	Intersection Related	Rear End (Front to Rear)	West West	Slowing Stopped in Traffic	Motor Vehicle in Transport on Roadway	Daylight	Ice/Frost Snow	Drove too Fast for Conditions No Improper Driving
04/05/2011	1150	05045	RUSSELL ST S 3RD ST		0	0	Intersection	Angle (Front to Side), Opposing Direction	East South	Straight Ahead Straight Ahead	Motor Vehicle in Transport on Roadway	Daylight	Dry	Ran Red Light No Improper Driving
<b>2012</b>														
05/02/2012	1703	05366	S 3RD ST RUSSELL ST	400.52	0	0	Intersection Related	Rear End (Front to Rear)	South South	Straight Ahead Turning Left	Motor Vehicle in Transport on Roadway	Daylight	Dry	Following too Close No Improper Driving
08/29/2012	1715	11263	S 3RD ST RUSSELL ST	400.52	0	0	Intersection	Rear End (Front to Rear)	South South	Straight Ahead Stopped in Traffic	Motor Vehicle in Transport on Roadway	Daylight	Dry	Following too Close No Improper Driving
<b>2013</b>														
09/21/2013	1545	12017	S 3RD ST RUSSELL ST	400.52	1	0	Intersection Related	Not a Collision w/2 Vehicles in Transport	South	Turning Left	Pedacycle	Daylight	Dry	No Improper Driving
<b>2014</b>														
02/22/2014	1608	03067	RUSSELL ST S 3RD ST		0	0	Intersection Related	Rear End (Front to Rear)	West West	Straight Ahead Stopped in Traffic	Motor Vehicle in Transport on Roadway	Daylight	Ice/Frost	Drove too Fast for Conditions No Improper Driving
<b>2015</b>														
02/16/2015	1706	02279	S 3RD ST RUSSELL ST	400.52	0	0	Intersection Related	Rear End (Front to Rear)	North North	Stopped in Traffic Straight Ahead	Motor Vehicle in Transport on Roadway	Daylight	Ice/Frost Snow	No Improper Driving Drove too Fast for Conditions

DATE	TIME	REPORT NUMBER	CRASH LOCATION	MILEPOST	NUM INJ	NUM KIL	JUNCTION RELATION	MANNER_OF COLLISION	DIRECTION	ACTIVITY PRIOR	FIRST HARMFUL EVENT	LIGHT COND	ROAD COND	DRIVER ACTION
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TOTAL CRASHES IN THIS REPORT	7
PDO CRASHES	6
INJURY CRASHES	1
FATAL CRASHES	0
TOTAL PERSONS INJURED	1
TOTAL PERSONS KILLED	0

	NUMBER PERSONS INJURED	NUMBER PERSONS KILLED	PDO* CRASHES	INJURY CRASHES	FATAL CRASHES	TOTAL CRASHES
2011	0	0	2	0	0	2
2012	0	0	2	0	0	2
2013	1	0	0	1	0	1
2014	0	0	1	0	0	1
2015	0	0	1	0	0	1
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>

\*PDO = Property Damage Only Crashes; No Injuries, No Fatalities

## CRASH HISTORY IN LARAMIE FOR THE INTERSECTION OF S 3RD ST & SANDERS ST FOR THE YEARS 2010 THROUGH APPROXIMATELY AUG 2015

DATE	TIME	REPORT NUMBER	CRASH LOCATION	MILEPOST	NUM INJ	NUM KIL	JUNCTION RELATION	MANNER_OF COLLISION	DIRECTION	ACTIVITY PRIOR	FIRST HARMFUL EVENT	LIGHT COND	ROAD COND	DRIVER ACTION
<b>2010</b>														
11/13/2010	1242	15630	S 3RD ST SANDERS ST	400.65	0	0	Intersection	Angle Same Direction (Front to Side)	North North	Turning Left Straight Ahead	Motor Vehicle in Transport on Roadway	Daylight	Dry	Improper Turn or No Signal No Improper Driving
<b>2011</b>														
09/27/2011	1345	12989	S 3RD ST SANDERS ST		1	0	Intersection Related	Angle Same Direction (Front to Side)	Northwest North	Changing Lanes Straight Ahead	Motor Vehicle in Transport on Roadway	Daylight	Dry	Improper Turn or No Signal No Improper Driving

TOTAL CRASHES IN THIS REPORT	2
PDO CRASHES	1
INJURY CRASHES	1
FATAL CRASHES	0
TOTAL PERSONS INJURED	1
TOTAL PERSONS KILLED	0

	NUMBER PERSONS INJURED	NUMBER PERSONS KILLED	PDO* CRASHES	INJURY CRASHES	FATAL CRASHES	TOTAL CRASHES
2010	0	0	1	0	0	1
2011	1	0	0	1	0	1
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>

\*PDO = Property Damage Only Crashes; No Injuries, No Fatalities

**CRASH HISTORY IN LARAMIE FOR THE INTERSECTION OF  
S 3RD ST & PALMER DR/ S 4TH ST  
FOR THE YEARS 2010 THROUGH APPROXIMATELY AUG 2015**

DATE	TIME	REPORT NUMBER	CRASH LOCATION	MILEPOST	NUM INJ	NUM KIL	JUNCTION RELATION	MANNER_OF COLLISION	DIRECTION	ACTIVITY PRIOR	FIRST HARMFUL EVENT	LIGHT COND	ROAD COND	DRIVER ACTION
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TOTAL CRASHES IN THIS REPORT	0
PDO CRASHES	0
INJURY CRASHES	0
FATAL CRASHES	0
TOTAL PERSONS INJURED	0
TOTAL PERSONS KILLED	0

	NUMBER PERSONS INJURED	NUMBER PERSONS KILLED	PDO* CRASHES	INJURY CRASHES	FATAL CRASHES	TOTAL CRASHES
	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

\*PDO = Property Damage Only Crashes; No Injuries, No Fatalities

**CRASH HISTORY IN LARAMIE FOR THE INTERSECTION OF  
S 3RD ST & ~~PALMER DR~~ Boswell Drive  
FOR THE YEARS 2010 THROUGH APPROXIMATELY AUG 2015**

DATE	TIME	REPORT NUMBER	CRASH LOCATION	MILEPOST	NUM INJ	NUM KIL	JUNCTION RELATION	MANNER_OF COLLISION	DIRECTION	ACTIVITY PRIOR	FIRST HARMFUL EVENT	LIGHT COND	ROAD COND	DRIVER ACTION
<b>2011</b>														
08/03/2011	1324	10298	S 3RD ST BOSWELL DR	400.82	2	0	Intersection	Angle Right (Front to Side, includes Broadside	South North West	Turning Left Straight Ahead Stopped in Traffic	Motor Vehicle in Transport on Roadway	Daylight	Dry	Failed to Yield ROW No Improper Driving No Improper Driving
<b>2014</b>														
09/19/2014	1724	12513	S 3RD ST BOSWELL DR	400.82	0	0	Intersection Related	Sideswipe Same Direction (Passing)	South South	Straight Ahead Straight Ahead	Motor Vehicle in Transport on Roadway	Daylight	Dry	Failed to Yield ROW No Improper Driving
<b>2015</b>														
05/24/2015	1434	05911	BOSWELL DR S 3RD ST		0	0	Intersection Related	Rear End (Front to Rear)	West West	Stopped in Traffic Straight Ahead	Motor Vehicle in Transport on Roadway	Daylight	Dry	No Improper Driving Following too Close

TOTAL CRASHES IN THIS REPORT	3
PDO CRASHES	2
INJURY CRASHES	1
FATAL CRASHES	0
TOTAL PERSONS INJURED	2
TOTAL PERSONS KILLED	0

DATE	TIME	REPORT NUMBER	CRASH LOCATION	MILEPOST	NUM INJ	NUM KIL	JUNCTION RELATION	MANNER_OF COLLISION	DIRECTION	ACTIVITY PRIOR	FIRST HARMFUL EVENT	LIGHT COND	ROAD COND	DRIVER ACTION
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	NUMBER PERSONS INJURED	NUMBER PERSONS KILLED	PDO* CRASHES	INJURY CRASHES	FATAL CRASHES	TOTAL CRASHES
2011	2	0	0	1	0	1
2014	0	0	1	0	0	1
2015	0	0	1	0	0	1
<b>TOTAL</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>

\*PDO = Property Damage Only Crashes; No Injuries, No Fatalities

**CRASH HISTORY IN LARAMIE FOR THE INTERSECTION OF  
S 3RD ST & I 80 EXIT 313 WB OFF/ON RAMP  
FOR THE YEARS 2010 THROUGH APPROXIMATELY AUG 2015**

DATE	TIME	REPORT NUMBER	CRASH LOCATION	MILEPOST	NUM INJ	NUM KIL	JUNCTION RELATION	MANNER_OF COLLISION	DIRECTION	ACTIVITY PRIOR	FIRST HARMFUL EVENT	LIGHT COND	ROAD COND	DRIVER ACTION
<b>2010</b>														
08/06/2010	1829	10333	I 80 RAMP S 3RD ST		0	0	Interchange Area Intersection	Rear End (Front to Rear)	West West	Stopped in Traffic Straight Ahead	Motor Vehicle in Transport on Roadway	Daylight	Dry	No Improper Driving Failed to Yield ROW
<b>2012</b>														
10/14/2012	857	13640	S 3RD ST I 80 RAMP	401.01	0	0	Intersection	Angle (Front to Side), Opposing Direction	East North	Turning Left Straight Ahead	Motor Vehicle in Transport on Roadway	Daylight	Dry	Failed to Yield ROW No Improper Driving
<b>2014</b>														
06/16/2014	1100	08801	I 80 RAMP EXIT 313 WB OFF S 3RD ST		0	0	Interchange Area Intersection	Rear End (Front to Rear)	West West	Slowing Stopped in Traffic	Motor Vehicle in Transport on Roadway	Daylight	Dry	No Improper Driving Disregarded Other Road Mar
10/24/2014	1550	14016	S 3RD ST I 80 RAMP EXIT 313 WB OFF	401.01	0	0	Intersection	Angle Right (Front to Side, includes Broadside)	West South	Turning Left Turning Left	Motor Vehicle in Transport on Roadway	Daylight	Dry	Failed to Yield ROW No Improper Driving
12/05/2014	1710	16352	S 3RD ST I 80 RAMP EXIT 313 WB ON	401.01	0	0	Intersection	Angle Same Direction (Front to Side)	South South	Turning Left Straight Ahead	Motor Vehicle in Transport on Roadway	Dusk	Dry	Improper Turn or No Signal Erratic/Reckless/Careless/Ag No Improper Driving
<b>2015</b>														
02/20/2015	1505	02916	I 80 RAMP EXIT 313 WB OFF S 3RD ST		0	0	Interchange Area Intersection	Rear End (Front to Rear)	West West	Slowing Stopped in Traffic	Motor Vehicle in Transport on Roadway	Daylight	Wet	Following too Close No Improper Driving

DATE	TIME	REPORT NUMBER	CRASH LOCATION	MILEPOST	NUM INJ	NUM KIL	JUNCTION RELATION	MANNER_OF COLLISION	DIRECTION	ACTIVITY PRIOR	FIRST HARMFUL EVENT	LIGHT COND	ROAD COND	DRIVER ACTION
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TOTAL CRASHES IN THIS REPORT	6
PDO CRASHES	6
INJURY CRASHES	0
FATAL CRASHES	0
TOTAL PERSONS INJURED	0
TOTAL PERSONS KILLED	0

	NUMBER PERSONS INJURED	NUMBER PERSONS KILLED	PDO* CRASHES	INJURY CRASHES	FATAL CRASHES	TOTAL CRASHES
2010	0	0	1	0	0	1
2012	0	0	1	0	0	1
2014	0	0	3	0	0	3
2015	0	0	1	0	0	1
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>

\*PDO = Property Damage Only Crashes; No Injuries, No Fatalities

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	5	5	195	10	145	5	480	190	95	205	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1600	1569	1569	1600	1600	1569	1600	1600	1569	1600
Adj Flow Rate, veh/h	12	6	6	229	12	171	6	565	224	112	241	6
Adj No. of Lanes	1	1	0	1	1	0	0	2	0	0	2	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	147	147	379	18	257	55	1382	542	357	1023	27
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.22	0.22	0.22	0.68	0.68	0.68
Sat Flow, veh/h	1196	721	721	1397	88	1258	5	2045	803	393	1513	40
Grp Volume(v), veh/h	12	0	12	229	0	183	436	0	359	144	0	215
Grp Sat Flow(s),veh/h/ln	1196	0	1441	1397	0	1347	1567	0	1286	525	0	1420
Q Serve(g_s), s	0.7	0.0	0.5	11.0	0.0	8.8	0.0	0.0	16.7	7.5	0.0	4.0
Cycle Q Clear(g_c), s	9.4	0.0	0.5	11.5	0.0	8.8	16.7	0.0	16.7	24.2	0.0	4.0
Prop In Lane	1.00		0.50	1.00		0.93	0.01		0.62	0.78		0.03
Lane Grp Cap(c), veh/h	197	0	294	379	0	275	1111	0	869	446	0	960
V/C Ratio(X)	0.06	0.00	0.04	0.60	0.00	0.67	0.39	0.00	0.41	0.32	0.00	0.22
Avail Cap(c_a), veh/h	257	0	367	449	0	342	1111	0	869	446	0	960
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.0	0.0	22.4	27.0	0.0	25.7	15.3	0.0	15.3	11.4	0.0	4.3
Incr Delay (d2), s/veh	0.1	0.0	0.1	1.7	0.0	3.4	1.0	0.0	1.4	1.9	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	4.4	0.0	3.5	7.6	0.0	6.3	2.1	0.0	1.7
LnGrp Delay(d),s/veh	30.1	0.0	22.4	28.6	0.0	29.1	16.3	0.0	16.8	13.3	0.0	4.9
LnGrp LOS	C		C	C		C	B		B	B		A
Approach Vol, veh/h		24			412			795			359	
Approach Delay, s/veh		26.3			28.8			16.5			8.3	
Approach LOS		C			C			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.5		18.5		51.5		18.5				
Change Period (Y+Rc), s		* 4.2		* 4.2		* 4.2		* 4.2				
Max Green Setting (Gmax), s		* 44		* 18		* 44		* 18				
Max Q Clear Time (g_c+I1), s		18.7		11.4		26.2		13.5				
Green Ext Time (p_c), s		9.0		1.1		7.7		0.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			18.0									
HCM 2010 LOS			B									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

**Intersection**

Int Delay, s/veh 0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	0	1	10	0	20	5	655	10	10	390	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	12	0	24	6	771	12	12	459	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	882	1279	232	1041	1276	391	465	0	0	782	0	0
Stage 1	485	485	-	788	788	-	-	-	-	-	-	-
Stage 2	397	794	-	253	488	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	241	165	770	184	165	608	1093	-	-	832	-	-
Stage 1	532	550	-	350	400	-	-	-	-	-	-	-
Stage 2	600	398	-	729	548	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	227	160	770	180	160	608	1093	-	-	832	-	-
Mov Cap-2 Maneuver	227	160	-	180	160	-	-	-	-	-	-	-
Stage 1	527	540	-	347	396	-	-	-	-	-	-	-
Stage 2	571	394	-	714	538	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.3	16.3	0.1	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1093	-	-	227	770	180	608	832	-	-
HCM Lane V/C Ratio	0.005	-	-	0.005	0.002	0.065	0.039	0.014	-	-
HCM Control Delay (s)	8.3	0	-	20.9	9.7	26.4	11.2	9.4	0.1	-
HCM Lane LOS	A	A	-	C	A	D	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.2	0.1	0	-	-

**Intersection**

Int Delay, s/veh 2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	3	2	1	50	1	55	5	610	20	30	365	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	0	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	2	1	59	1	65	6	718	24	35	429	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	874	1256	218	1027	1247	371	435	0	0	741	0	0
Stage 1	503	503	-	741	741	-	-	-	-	-	-	-
Stage 2	371	753	-	286	506	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	244	170	786	189	172	626	1121	-	-	862	-	-
Stage 1	519	540	-	374	421	-	-	-	-	-	-	-
Stage 2	622	416	-	697	538	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	210	162	786	180	164	626	1121	-	-	862	-	-
Mov Cap-2 Maneuver	210	162	-	180	164	-	-	-	-	-	-	-
Stage 1	516	518	-	372	419	-	-	-	-	-	-	-
Stage 2	553	414	-	665	516	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22	22.5	0.1	0.7
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1121	-	-	210	220	180	596	862	-	-
HCM Lane V/C Ratio	0.005	-	-	0.017	0.016	0.327	0.111	0.041	-	-
HCM Control Delay (s)	8.2	-	-	22.4	21.6	34.4	11.8	9.4	-	-
HCM Lane LOS	A	-	-	C	C	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	1.3	0.4	0.1	-	-

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	45	65	570	155	115	300		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1569	1569	1569	1569	1569	1569		
Adj Flow Rate, veh/h	53	76	671	0	135	353		
Adj No. of Lanes	1	1	2	1	1	2		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	120	107	2383	1066	669	2383		
Arrive On Green	0.08	0.08	0.80	0.00	1.00	1.00		
Sat Flow, veh/h	1494	1333	3059	1333	763	3059		
Grp Volume(v), veh/h	53	76	671	0	135	353		
Grp Sat Flow(s),veh/h/ln	1494	1333	1490	1333	763	1490		
Q Serve(g_s), s	2.4	3.9	4.1	0.0	1.2	0.0		
Cycle Q Clear(g_c), s	2.4	3.9	4.1	0.0	5.2	0.0		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	120	107	2383	1066	669	2383		
V/C Ratio(X)	0.44	0.71	0.28	0.00	0.20	0.15		
Avail Cap(c_a), veh/h	359	320	2383	1066	669	2383		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	30.7	31.4	1.8	0.0	0.2	0.0		
Incr Delay (d2), s/veh	2.5	8.3	0.3	0.0	0.7	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.1	1.7	1.7	0.0	0.4	0.0		
LnGrp Delay(d),s/veh	33.2	39.7	2.1	0.0	0.9	0.1		
LnGrp LOS	C	D	A		A	A		
Approach Vol, veh/h	129		671			488		
Approach Delay, s/veh	37.0		2.1			0.3		
Approach LOS	D		A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		60.2				60.2		9.8
Change Period (Y+Rc), s		* 4.2				* 4.2		4.2
Max Green Setting (Gmax), s		* 45				* 45		16.8
Max Q Clear Time (g_c+I1), s		6.1				7.2		5.9
Green Ext Time (p_c), s		10.2				10.1		0.2
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			4.9					
HCM 2010 LOS			A					
<b>Notes</b>								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

1: 3rd Street & Russell Street  
Bill Nye Corridor Study

Year 2035 - Do Nothing  
Timing Plan: PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	35	10	235	10	205	10	465	260	270	555	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1600	1569	1569	1600	1600	1569	1600	1600	1569	1600
Adj Flow Rate, veh/h	12	41	12	276	12	241	12	547	306	318	653	12
Adj No. of Lanes	1	1	0	1	1	0	0	2	0	0	2	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	297	87	409	16	325	60	1128	622	478	926	17
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	1.00	1.00	1.00	0.63	0.63	0.63
Sat Flow, veh/h	1122	1167	342	1346	64	1279	12	1803	993	609	1480	27
Grp Volume(v), veh/h	12	0	53	276	0	253	479	0	386	362	0	621
Grp Sat Flow(s),veh/h/ln	1122	0	1508	1346	0	1343	1556	0	1252	694	0	1423
Q Serve(g_s), s	0.7	0.0	1.9	14.0	0.0	12.1	0.0	0.0	0.0	28.6	0.0	20.3
Cycle Q Clear(g_c), s	12.8	0.0	1.9	15.9	0.0	12.1	0.0	0.0	0.0	28.6	0.0	20.3
Prop In Lane	1.00		0.23	1.00		0.95	0.03		0.79	0.88		0.02
Lane Grp Cap(c), veh/h	194	0	384	409	0	341	1026	0	783	531	0	890
V/C Ratio(X)	0.06	0.00	0.14	0.68	0.00	0.74	0.47	0.00	0.49	0.68	0.00	0.70
Avail Cap(c_a), veh/h	194	0	384	409	0	341	1026	0	783	531	0	890
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.9	0.0	20.2	26.3	0.0	24.0	0.0	0.0	0.0	10.3	0.0	8.7
Incr Delay (d2), s/veh	0.1	0.0	0.2	4.4	0.0	8.4	1.5	0.0	2.2	6.9	0.0	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.8	5.6	0.0	5.3	0.4	0.0	0.5	6.4	0.0	8.9
LnGrp Delay(d),s/veh	30.0	0.0	20.3	30.7	0.0	32.3	1.5	0.0	2.2	17.2	0.0	13.2
LnGrp LOS	C		C	C		C	A		A	B		B
Approach Vol, veh/h		65			529			865			983	
Approach Delay, s/veh		22.1			31.5			1.8			14.7	
Approach LOS		C			C			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.0		22.0		48.0		22.0				
Change Period (Y+Rc), s		* 4.2		* 4.2		* 4.2		* 4.2				
Max Green Setting (Gmax), s		* 44		* 18		* 44		* 18				
Max Q Clear Time (g_c+I1), s		2.0		14.8		30.6		17.9				
Green Ext Time (p_c), s		22.6		0.9		10.2		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			14.0									
HCM 2010 LOS			B									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

**Intersection**

Int Delay, s/veh 1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	0	5	10	0	30	10	700	10	50	740	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	0	6	12	0	35	12	824	12	59	871	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1429	1853	441	1406	1853	418	882	0	0	835	0	0
Stage 1	994	994	-	853	853	-	-	-	-	-	-	-
Stage 2	435	859	-	553	1000	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	95	73	564	99	73	584	762	-	-	794	-	-
Stage 1	263	321	-	320	374	-	-	-	-	-	-	-
Stage 2	570	371	-	485	319	-	-	-	-	-	-	-
Platoon blocked, %							-	-	-	-	-	-
Mov Cap-1 Maneuver	78	61	564	85	61	584	762	-	-	794	-	-
Mov Cap-2 Maneuver	78	61	-	85	61	-	-	-	-	-	-	-
Stage 1	255	274	-	311	363	-	-	-	-	-	-	-
Stage 2	520	360	-	410	272	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33.2	22.2	0.2	1.2
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	762	-	-	78	564	85	584	794	-	-
HCM Lane V/C Ratio	0.015	-	-	0.075	0.01	0.138	0.06	0.074	-	-
HCM Control Delay (s)	9.8	0.1	-	54.9	11.5	54	11.6	9.9	0.6	-
HCM Lane LOS	A	A	-	F	B	F	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0.5	0.2	0.2	-	-

**Intersection**

Int Delay, s/veh 5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	15	5	10	45	5	65	5	640	65	85	660	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	0	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	6	12	53	6	76	6	753	76	100	776	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1373	1823	394	1394	1791	415	788	0	0	829	0	0
Stage 1	982	982	-	803	803	-	-	-	-	-	-	-
Stage 2	391	841	-	591	988	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	105	76	605	101	80	586	827	-	-	798	-	-
Stage 1	267	325	-	343	394	-	-	-	-	-	-	-
Stage 2	605	379	-	460	323	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	77	66	605	83	69	586	827	-	-	798	-	-
Mov Cap-2 Maneuver	77	66	-	83	69	-	-	-	-	-	-	-
Stage 1	265	284	-	341	391	-	-	-	-	-	-	-
Stage 2	514	376	-	386	283	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	47.5	51.5	0.1	1.1
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	827	-	-	77	163	83	382	798	-	-
HCM Lane V/C Ratio	0.007	-	-	0.229	0.108	0.638	0.216	0.125	-	-
HCM Control Delay (s)	9.4	-	-	65.1	29.8	105.1	17	10.2	-	-
HCM Lane LOS	A	-	-	F	D	F	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.4	3	0.8	0.4	-	-

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	55	100	610	165	155	560		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1569	1569	1569	1569	1569	1569		
Adj Flow Rate, veh/h	65	118	718	0	182	659		
Adj No. of Lanes	1	1	2	1	1	2		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	173	154	2278	1019	607	2278		
Arrive On Green	0.12	0.12	0.76	0.00	1.00	1.00		
Sat Flow, veh/h	1494	1333	3059	1333	731	3059		
Grp Volume(v), veh/h	65	118	718	0	182	659		
Grp Sat Flow(s),veh/h/ln	1494	1333	1490	1333	731	1490		
Q Serve(g_s), s	2.8	6.0	5.2	0.0	2.5	0.0		
Cycle Q Clear(g_c), s	2.8	6.0	5.2	0.0	7.8	0.0		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	173	154	2278	1019	607	2278		
V/C Ratio(X)	0.38	0.77	0.32	0.00	0.30	0.29		
Avail Cap(c_a), veh/h	341	305	2278	1019	607	2278		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	28.6	30.0	2.6	0.0	0.4	0.0		
Incr Delay (d2), s/veh	1.4	7.7	0.4	0.0	1.3	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.2	2.5	2.2	0.0	0.6	0.1		
LnGrp Delay(d),s/veh	30.0	37.7	2.9	0.0	1.6	0.3		
LnGrp LOS	C	D	A		A	A		
Approach Vol, veh/h	183		718			841		
Approach Delay, s/veh	35.0		2.9			0.6		
Approach LOS	C		A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		57.7				57.7		12.3
Change Period (Y+Rc), s		* 4.2				* 4.2		4.2
Max Green Setting (Gmax), s		* 46				* 46		16.0
Max Q Clear Time (g_c+I1), s		7.2				9.8		8.0
Green Ext Time (p_c), s		15.4				15.0		0.3
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			5.2					
HCM 2010 LOS			A					
<b>Notes</b>								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

1: 3rd Street & Russell Street  
Bill Nye Corridor Study

Existing  
Timing Plan: AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	4	1	127	9	60	2	311	127	38	177	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1600	1569	1569	1600	1600	1569	1600	1600	1569	1600
Adj Flow Rate, veh/h	7	5	1	149	11	71	2	366	149	45	208	4
Adj No. of Lanes	1	1	0	1	1	0	0	2	0	0	2	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	216	180	36	297	26	167	53	1506	600	362	1646	33
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	1311	1270	254	1404	183	1178	1	2039	812	396	2228	44
Grp Volume(v), veh/h	7	0	6	149	0	82	281	0	236	129	0	128
Grp Sat Flow(s),veh/h/ln	1311	0	1524	1404	0	1361	1568	0	1284	1249	0	1420
Q Serve(g_s), s	0.3	0.0	0.2	7.2	0.0	3.9	0.0	0.0	4.1	0.0	0.0	1.8
Cycle Q Clear(g_c), s	4.2	0.0	0.2	7.4	0.0	3.9	4.0	0.0	4.1	4.2	0.0	1.8
Prop In Lane	1.00		0.17	1.00		0.87	0.01		0.63	0.35		0.03
Lane Grp Cap(c), veh/h	216	0	215	297	0	192	1210	0	948	992	0	1049
V/C Ratio(X)	0.03	0.00	0.03	0.50	0.00	0.43	0.23	0.00	0.25	0.13	0.00	0.12
Avail Cap(c_a), veh/h	364	0	387	455	0	346	1210	0	948	992	0	1049
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.4	0.0	25.9	29.1	0.0	27.5	2.9	0.0	2.9	2.6	0.0	2.6
Incr Delay (d2), s/veh	0.1	0.0	0.1	1.3	0.0	1.5	0.5	0.0	0.6	0.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	2.9	0.0	1.5	1.9	0.0	1.6	0.8	0.0	0.8
LnGrp Delay(d),s/veh	29.4	0.0	26.0	30.4	0.0	29.0	3.4	0.0	3.6	2.9	0.0	2.9
LnGrp LOS	C		C	C		C	A		A	A		A
Approach Vol, veh/h		13			231			517			257	
Approach Delay, s/veh		27.8			29.9			3.5			2.9	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		55.9		14.1		55.9		14.1				
Change Period (Y+Rc), s		* 4.2		* 4.2		* 4.2		* 4.2				
Max Green Setting (Gmax), s		* 44		* 18		* 44		* 18				
Max Q Clear Time (g_c+I1), s		6.1		6.2		6.2		9.4				
Green Ext Time (p_c), s		5.6		0.7		5.6		0.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			9.6									
HCM 2010 LOS			A									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

**Intersection**

Int Delay, s/veh 0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	0	1	5	0	2	2	317	5	4	258	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	6	0	2	2	373	6	5	304	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	504	697	152	542	694	189	304	0	0	379	0	0
Stage 1	313	313	-	381	381	-	-	-	-	-	-	-
Stage 2	191	384	-	161	313	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	451	363	867	423	365	821	1254	-	-	1176	-	-
Stage 1	672	656	-	613	612	-	-	-	-	-	-	-
Stage 2	792	610	-	825	656	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	447	360	867	420	362	821	1254	-	-	1176	-	-
Mov Cap-2 Maneuver	447	360	-	420	362	-	-	-	-	-	-	-
Stage 1	671	653	-	612	611	-	-	-	-	-	-	-
Stage 2	788	609	-	820	653	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.1	12.5	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1254	-	-	590	488	1176	-	-
HCM Lane V/C Ratio	0.002	-	-	0.004	0.017	0.004	-	-
HCM Control Delay (s)	7.9	0	-	11.1	12.5	8.1	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

**Intersection**

Int Delay, s/veh 1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	55	26	411	33	10	231
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	170	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	31	484	39	12	272

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	662	261	0
Stage 1	503	-	-
Stage 2	159	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	395	738	1041
Stage 1	573	-	-
Stage 2	853	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	390	738	1041
Mov Cap-2 Maneuver	390	-	-
Stage 1	573	-	-
Stage 2	843	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	390	738	1041	-
HCM Lane V/C Ratio	-	-	0.166	0.041	0.011	-
HCM Control Delay (s)	-	-	16.1	10.1	8.5	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.1	0	-

4: 3rd Street & I-80 Ramps  
Bill Nye Corridor Study

Existing  
Timing Plan: AM

**Intersection**

Int Delay, s/veh 2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	37	45	404	127	86	215
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	-	-	200	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	53	475	149	101	253

**Major/Minor**

	Minor1		Major1		Major2	
Conflicting Flow All	804	238	0	-	475	0
Stage 1	475	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	321	763	-	0	1083	-
Stage 1	592	-	-	0	-	-
Stage 2	701	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	291	763	-	-	1083	-
Mov Cap-2 Maneuver	291	-	-	-	-	-
Stage 1	592	-	-	-	-	-
Stage 2	636	-	-	-	-	-

**Approach**

	WB		NB		SB
HCM Control Delay, s	15.4		0		2.5
HCM LOS	C				

**Minor Lane/Major Mvmt**

	NBTWBLn1	SBL	SBT	
Capacity (veh/h)	- 441	1083	-	
HCM Lane V/C Ratio	- 0.219	0.093	-	
HCM Control Delay (s)	- 15.4	8.7	-	
HCM Lane LOS	- C	A	-	
HCM 95th %tile Q(veh)	- 0.8	0.3	-	

1: 3rd Street & Russell Street  
Bill Nye Corridor Study

Existing  
Timing Plan: PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	29	8	146	8	82	4	367	155	109	364	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1600	1569	1569	1600	1600	1569	1600	1600	1569	1600
Adj Flow Rate, veh/h	8	34	9	172	9	96	5	432	182	128	428	7
Adj No. of Lanes	1	1	0	1	1	0	0	2	0	0	2	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	251	220	58	320	21	227	55	1400	579	402	1337	23
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.70	0.70	0.70	0.70	0.70	0.70
Sat Flow, veh/h	1284	1196	317	1358	116	1235	4	2011	831	467	1920	32
Grp Volume(v), veh/h	8	0	43	172	0	105	339	0	280	256	0	307
Grp Sat Flow(s),veh/h/ln	1284	0	1513	1358	0	1351	1566	0	1281	998	0	1422
Q Serve(g_s), s	0.4	0.0	1.7	8.5	0.0	4.8	0.0	0.0	6.0	4.7	0.0	5.9
Cycle Q Clear(g_c), s	5.2	0.0	1.7	10.2	0.0	4.8	5.9	0.0	6.0	10.7	0.0	5.9
Prop In Lane	1.00		0.21	1.00		0.91	0.01		0.65	0.50		0.02
Lane Grp Cap(c), veh/h	251	0	278	320	0	248	1142	0	892	772	0	990
V/C Ratio(X)	0.03	0.00	0.15	0.54	0.00	0.42	0.30	0.00	0.31	0.33	0.00	0.31
Avail Cap(c_a), veh/h	341	0	385	416	0	343	1142	0	892	772	0	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.6	0.0	24.0	28.3	0.0	25.3	4.1	0.0	4.1	4.9	0.0	4.1
Incr Delay (d2), s/veh	0.1	0.0	0.3	1.4	0.0	1.1	0.7	0.0	0.9	1.2	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.7	3.3	0.0	1.9	2.7	0.0	2.3	2.5	0.0	2.4
LnGrp Delay(d),s/veh	27.6	0.0	24.3	29.7	0.0	26.4	4.8	0.0	5.1	6.1	0.0	4.9
LnGrp LOS	C		C	C		C	A		A	A		A
Approach Vol, veh/h		51			277			619			563	
Approach Delay, s/veh		24.8			28.4			4.9			5.5	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.9		17.1		52.9		17.1				
Change Period (Y+Rc), s		* 4.2		* 4.2		* 4.2		* 4.2				
Max Green Setting (Gmax), s		* 44		* 18		* 44		* 18				
Max Q Clear Time (g_c+I1), s		8.0		7.2		12.7		12.2				
Green Ext Time (p_c), s		10.0		1.0		9.6		0.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			10.1									
HCM 2010 LOS			B									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

2: 3rd Street & Sanders Street  
Bill Nye Corridor Study

Existing  
Timing Plan: PM

**Intersection**

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	0	6	8	0	2	0	372	7	0	466	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	7	9	0	2	0	438	8	0	548	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	769	996	276	716	994	223	552	0	0	446	0	0
Stage 1	550	550	-	442	442	-	-	-	-	-	-	-
Stage 2	219	446	-	274	552	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	291	243	721	317	244	780	1014	-	-	1111	-	-
Stage 1	487	514	-	564	575	-	-	-	-	-	-	-
Stage 2	763	572	-	709	513	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	290	243	721	314	244	780	1014	-	-	1111	-	-
Mov Cap-2 Maneuver	290	243	-	314	244	-	-	-	-	-	-	-
Stage 1	487	514	-	564	575	-	-	-	-	-	-	-
Stage 2	761	572	-	702	513	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.1	15.4	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1014	-	-	595	357	1111	-	-
HCM Lane V/C Ratio	-	-	-	0.014	0.033	-	-	-
HCM Control Delay (s)	0	-	-	11.1	15.4	0	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

**Intersection**

Int Delay, s/veh 1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	45	27	410	66	54	369
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	170	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	32	482	78	64	434

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	865	280	0
Stage 1	521	-	-
Stage 2	344	-	-
Critical Hdwy	6.84	6.94	4.14
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.22
Pot Cap-1 Maneuver	293	717	1007
Stage 1	561	-	-
Stage 2	689	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	274	717	1007
Mov Cap-2 Maneuver	274	-	-
Stage 1	561	-	-
Stage 2	645	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.2	0	1.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	274	717	1007	-
HCM Lane V/C Ratio	-	-	0.193	0.044	0.063	-
HCM Control Delay (s)	-	-	21.3	10.3	8.8	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0.1	0.2	-

4: 3rd Street & I-80 Ramps  
Bill Nye Corridor Study

Existing  
Timing Plan: PM

**Intersection**

Int Delay, s/veh 3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	45	65	397	134	116	316
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	-	-	200	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	76	467	158	136	372

**Major/Minor**

	Minor1		Major1		Major2	
Conflicting Flow All	926	234	0	-	467	0
Stage 1	467	-	-	-	-	-
Stage 2	459	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	268	768	-	0	1091	-
Stage 1	597	-	-	0	-	-
Stage 2	603	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	235	768	-	-	1091	-
Mov Cap-2 Maneuver	235	-	-	-	-	-
Stage 1	597	-	-	-	-	-
Stage 2	528	-	-	-	-	-

**Approach**

	WB		NB		SB
HCM Control Delay, s	18.3		0		2.4
HCM LOS	C				

**Minor Lane/Major Mvmt**

	NBTWBLn1	SBL	SBT	
Capacity (veh/h)	- 398	1091	-	
HCM Lane V/C Ratio	- 0.325	0.125	-	
HCM Control Delay (s)	- 18.3	8.8	-	
HCM Lane LOS	- C	A	-	
HCM 95th %tile Q(veh)	- 1.4	0.4	-	

1: 3rd Street & Russell Street  
Bill Nye Corridor Study

Year 2035 - Alternative 1  
Timing Plan: AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	5	5	145	10	90	5	535	160	55	245	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1600	1569	1569	1600	1600	1569	1600	1600	1569	1600
Adj Flow Rate, veh/h	11	5	5	158	11	98	5	582	174	60	266	5
Adj No. of Lanes	1	1	0	1	1	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	113	113	313	21	190	55	1606	476	346	1521	30
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.96	0.96	0.96	0.72	0.72	0.72
Sat Flow, veh/h	1279	721	721	1399	137	1217	4	2218	657	380	2102	41
Grp Volume(v), veh/h	11	0	10	158	0	109	414	0	347	158	0	173
Grp Sat Flow(s),veh/h/ln	1279	0	1441	1399	0	1354	1567	0	1312	1103	0	1420
Q Serve(g_s), s	0.6	0.0	0.4	7.6	0.0	5.2	0.0	0.0	1.1	0.0	0.0	2.7
Cycle Q Clear(g_c), s	5.7	0.0	0.4	8.0	0.0	5.2	1.1	0.0	1.1	2.2	0.0	2.7
Prop In Lane	1.00		0.50	1.00		0.90	0.01		0.50	0.38		0.03
Lane Grp Cap(c), veh/h	208	0	225	313	0	211	1186	0	949	869	0	1028
V/C Ratio(X)	0.05	0.00	0.04	0.50	0.00	0.52	0.35	0.00	0.37	0.18	0.00	0.17
Avail Cap(c_a), veh/h	443	0	490	570	0	460	1186	0	949	869	0	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.7	0.0	25.1	28.5	0.0	27.1	0.4	0.0	0.4	3.0	0.0	3.0
Incr Delay (d2), s/veh	0.1	0.0	0.1	1.3	0.0	1.9	0.8	0.0	1.1	0.5	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	3.0	0.0	2.1	0.7	0.0	0.6	1.0	0.0	1.1
LnGrp Delay(d),s/veh	29.8	0.0	25.2	29.7	0.0	29.0	1.2	0.0	1.5	3.4	0.0	3.4
LnGrp LOS	C		C	C		C	A		A	A		A
Approach Vol, veh/h		21			267			761			331	
Approach Delay, s/veh		27.6			29.5			1.3			3.4	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.9		15.1		54.9		15.1				
Change Period (Y+Rc), s		* 4.2		* 4.2		* 4.2		* 4.2				
Max Green Setting (Gmax), s		* 38		* 24		* 38		* 24				
Max Q Clear Time (g_c+I1), s		3.1		7.7		4.7		10.0				
Green Ext Time (p_c), s		8.8		1.0		8.7		1.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				7.7								
HCM 2010 LOS				A								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection												
Int Delay, s/veh	0.6											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	0	1	10	0	20	5	680	5	10	380	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	11	0	22	5	739	5	11	413	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	818	1193	209	981	1193	372	418	0	0	745	0	0
Stage 1	438	438	-	753	753	-	-	-	-	-	-	-
Stage 2	380	755	-	228	440	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	268	186	797	204	186	625	1138	-	-	859	-	-
Stage 1	567	577	-	368	416	-	-	-	-	-	-	-
Stage 2	614	415	-	754	576	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	254	181	797	200	181	625	1138	-	-	859	-	-
Mov Cap-2 Maneuver	254	181	-	200	181	-	-	-	-	-	-	-
Stage 1	562	567	-	365	413	-	-	-	-	-	-	-
Stage 2	588	412	-	740	566	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.4	15.3	0.1	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1138	-	-	254	797	200	625	859	-	-
HCM Lane V/C Ratio	0.005	-	-	0.004	0.001	0.054	0.035	0.013	-	-
HCM Control Delay (s)	8.2	0	-	19.2	9.5	24	11	9.2	0.1	-
HCM Lane LOS	A	A	-	C	A	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.2	0.1	0	-	-

3: 3rd Street & Boswell Drive  
Bill Nye Corridor Study

Year 2035 - Alternative 1  
Timing Plan: AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	2	1	100	1	110	5	575	55	70	314	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1600	1569	1569	1600	1569	1569	1600	1569	1569	1600
Adj Flow Rate, veh/h	3	2	1	109	1	120	5	625	60	76	341	5
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	127	64	282	1	171	786	2065	198	669	2259	33
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	1.00	1.00	1.00	0.25	0.25	0.25
Sat Flow, veh/h	1265	988	494	1408	11	1324	1031	2749	264	754	3007	44
Grp Volume(v), veh/h	3	0	3	109	0	121	5	338	347	76	169	177
Grp Sat Flow(s),veh/h/ln	1265	0	1481	1408	0	1335	1031	1490	1522	754	1490	1561
Q Serve(g_s), s	0.2	0.0	0.1	5.1	0.0	6.1	0.0	0.0	0.0	5.5	6.2	6.2
Cycle Q Clear(g_c), s	6.2	0.0	0.1	5.3	0.0	6.1	6.2	0.0	0.0	5.5	6.2	6.2
Prop In Lane	1.00		0.33	1.00		0.99	1.00		0.17	1.00		0.03
Lane Grp Cap(c), veh/h	156	0	191	282	0	172	786	1119	1143	669	1119	1173
V/C Ratio(X)	0.02	0.00	0.02	0.39	0.00	0.70	0.01	0.30	0.30	0.11	0.15	0.15
Avail Cap(c_a), veh/h	405	0	483	559	0	435	786	1119	1143	669	1119	1173
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	0.0	26.6	28.9	0.0	29.2	0.4	0.0	0.0	8.6	8.9	8.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.9	0.0	5.2	0.0	0.7	0.7	0.3	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	2.1	0.0	2.5	0.0	0.2	0.2	1.2	2.7	2.8
LnGrp Delay(d),s/veh	32.2	0.0	26.7	29.8	0.0	34.4	0.4	0.7	0.7	9.0	9.2	9.2
LnGrp LOS	C		C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		6			230			690			422	
Approach Delay, s/veh		29.5			32.2			0.7			9.1	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		56.8		13.2		56.8		13.2				
Change Period (Y+Rc), s		* 4.2		* 4.2		* 4.2		* 4.2				
Max Green Setting (Gmax), s		* 39		* 23		* 39		* 23				
Max Q Clear Time (g_c+I1), s		8.2		8.2		8.2		8.1				
Green Ext Time (p_c), s		8.1		0.9		8.2		0.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			8.8									
HCM 2010 LOS			A									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	45	65	570	155	115	300		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1569	1569	1569	1569	1569	1569		
Adj Flow Rate, veh/h	49	71	620	0	125	326		
Adj No. of Lanes	1	1	2	1	1	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	113	101	2397	1072	705	2397		
Arrive On Green	0.08	0.08	0.80	0.00	1.00	1.00		
Sat Flow, veh/h	1494	1333	3059	1333	800	3059		
Grp Volume(v), veh/h	49	71	620	0	125	326		
Grp Sat Flow(s),veh/h/ln	1494	1333	1490	1333	800	1490		
Q Serve(g_s), s	2.2	3.6	3.6	0.0	0.9	0.0		
Cycle Q Clear(g_c), s	2.2	3.6	3.6	0.0	4.5	0.0		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	113	101	2397	1072	705	2397		
V/C Ratio(X)	0.43	0.70	0.26	0.00	0.18	0.14		
Avail Cap(c_a), veh/h	401	358	2397	1072	705	2397		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.98	0.98		
Uniform Delay (d), s/veh	30.9	31.6	1.7	0.0	0.1	0.0		
Incr Delay (d2), s/veh	2.6	8.5	0.3	0.0	0.5	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0	1.6	1.6	0.0	0.3	0.0		
LnGrp Delay(d),s/veh	33.5	40.1	2.0	0.0	0.7	0.1		
LnGrp LOS	C	D	A		A	A		
Approach Vol, veh/h	120		620			451		
Approach Delay, s/veh	37.4		2.0			0.3		
Approach LOS	D		A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		60.5				60.5		9.5
Change Period (Y+Rc), s		* 4.2				* 4.2		4.2
Max Green Setting (Gmax), s		* 43				* 43		18.8
Max Q Clear Time (g_c+I1), s		5.6				6.5		5.6
Green Ext Time (p_c), s		9.0				9.0		0.2
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			4.9					
HCM 2010 LOS			A					
<b>Notes</b>								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	35	10	185	10	135	10	535	195	185	640	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1600	1569	1569	1600	1600	1569	1600	1600	1569	1600
Adj Flow Rate, veh/h	11	38	11	201	11	147	11	582	212	201	696	11
Adj No. of Lanes	1	1	0	1	1	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	229	244	71	349	20	262	60	1403	504	397	1255	20
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	1.00	1.00	1.00	0.67	0.67	0.67
Sat Flow, veh/h	1223	1170	339	1351	94	1254	11	2089	750	474	1869	30
Grp Volume(v), veh/h	11	0	49	201	0	158	439	0	366	378	0	530
Grp Sat Flow(s),veh/h/ln	1223	0	1509	1351	0	1347	1556	0	1295	950	0	1422
Q Serve(g_s), s	0.6	0.0	1.9	10.0	0.0	7.4	0.0	0.0	0.0	12.0	0.0	13.7
Cycle Q Clear(g_c), s	7.9	0.0	1.9	11.9	0.0	7.4	0.0	0.0	0.0	13.8	0.0	13.7
Prop In Lane	1.00		0.22	1.00		0.93	0.03		0.58	0.53		0.02
Lane Grp Cap(c), veh/h	229	0	315	349	0	281	1097	0	869	717	0	955
V/C Ratio(X)	0.05	0.00	0.16	0.58	0.00	0.56	0.40	0.00	0.42	0.53	0.00	0.56
Avail Cap(c_a), veh/h	285	0	384	410	0	343	1097	0	869	717	0	955
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.4	0.0	22.7	27.5	0.0	24.8	0.0	0.0	0.0	5.8	0.0	6.0
Incr Delay (d2), s/veh	0.1	0.0	0.2	1.5	0.0	1.8	1.1	0.0	1.5	2.8	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.8	3.9	0.0	2.9	0.3	0.0	0.4	4.3	0.0	5.9
LnGrp Delay(d),s/veh	28.5	0.0	22.9	29.0	0.0	26.6	1.1	0.0	1.5	8.6	0.0	8.4
LnGrp LOS	C		C	C		C	A		A	A		A
Approach Vol, veh/h		60			359			805			908	
Approach Delay, s/veh		23.9			27.9			1.3			8.4	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.2		18.8		51.2		18.8				
Change Period (Y+Rc), s		* 4.2		* 4.2		* 4.2		* 4.2				
Max Green Setting (Gmax), s		* 44		* 18		* 44		* 18				
Max Q Clear Time (g_c+I1), s		2.0		9.9		15.8		13.9				
Green Ext Time (p_c), s		18.7		1.2		15.4		0.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			9.5									
HCM 2010 LOS			A									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

**Intersection**

Int Delay, s/veh 1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	0	5	10	0	30	10	705	10	50	775	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	5	11	0	33	11	766	11	54	842	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1362	1756	427	1323	1755	389	853	0	0	777	0	0
Stage 1	957	957	-	793	793	-	-	-	-	-	-	-
Stage 2	405	799	-	530	962	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	107	84	576	114	84	610	782	-	-	835	-	-
Stage 1	277	334	-	348	398	-	-	-	-	-	-	-
Stage 2	593	396	-	500	332	-	-	-	-	-	-	-
Platoon blocked, %							-	-	-	-	-	-
Mov Cap-1 Maneuver	90	72	576	100	72	610	782	-	-	835	-	-
Mov Cap-2 Maneuver	90	72	-	100	72	-	-	-	-	-	-	-
Stage 1	270	293	-	339	388	-	-	-	-	-	-	-
Stage 2	547	386	-	434	291	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.5	19.7	0.2	1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	782	-	-	90	576	100	610	835	-	-
HCM Lane V/C Ratio	0.014	-	-	0.06	0.009	0.109	0.053	0.065	-	-
HCM Control Delay (s)	9.7	0.1	-	47.6	11.3	45.3	11.2	9.6	0.5	-
HCM Lane LOS	A	A	-	E	B	E	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0.4	0.2	0.2	-	-

3: 3rd Street & Boswell Drive  
Bill Nye Corridor Study

Year 2035 - Alternative 1  
Timing Plan: PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	5	10	95	5	135	5	575	130	170	600	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1600	1569	1569	1600	1569	1569	1600	1569	1569	1600
Adj Flow Rate, veh/h	16	5	11	103	5	147	5	625	141	185	652	11
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	70	153	311	7	206	647	1743	393	606	2162	36
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	1.00	1.00	1.00	0.96	0.96	0.96
Sat Flow, veh/h	1230	437	962	1392	44	1296	769	2418	545	699	2999	51
Grp Volume(v), veh/h	16	0	16	103	0	152	5	385	381	185	324	339
Grp Sat Flow(s),veh/h/ln	1230	0	1399	1392	0	1340	769	1490	1473	699	1490	1560
Q Serve(g_s), s	0.9	0.0	0.7	4.8	0.0	7.5	0.0	0.0	0.0	1.2	0.9	0.9
Cycle Q Clear(g_c), s	8.4	0.0	0.7	5.4	0.0	7.5	0.9	0.0	0.0	1.2	0.9	0.9
Prop In Lane	1.00		0.69	1.00		0.97	1.00		0.37	1.00		0.03
Lane Grp Cap(c), veh/h	166	0	223	311	0	213	647	1074	1061	606	1074	1124
V/C Ratio(X)	0.10	0.00	0.07	0.33	0.00	0.71	0.01	0.36	0.36	0.31	0.30	0.30
Avail Cap(c_a), veh/h	283	0	356	443	0	341	647	1074	1061	606	1074	1124
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.9	0.0	25.0	27.3	0.0	27.9	0.0	0.0	0.0	0.4	0.4	0.4
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.6	0.0	4.4	0.0	0.9	0.9	1.3	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.3	1.9	0.0	3.0	0.0	0.3	0.3	0.4	0.5	0.5
LnGrp Delay(d),s/veh	32.1	0.0	25.2	28.0	0.0	32.3	0.0	0.9	0.9	1.7	1.1	1.1
LnGrp LOS	C		C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		32			255			771			848	
Approach Delay, s/veh		28.6			30.5			0.9			1.3	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.7		15.3		54.7		15.3				
Change Period (Y+Rc), s		* 4.2		* 4.2		* 4.2		* 4.2				
Max Green Setting (Gmax), s		* 44		* 18		* 44		* 18				
Max Q Clear Time (g_c+I1), s		2.9		10.4		3.2		9.5				
Green Ext Time (p_c), s		15.2		0.8		15.1		0.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			5.5									
HCM 2010 LOS			A									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	55	100	611	164	154	553		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1569	1569	1569	1569	1569	1569		
Adj Flow Rate, veh/h	60	109	664	0	167	601		
Adj No. of Lanes	1	1	2	1	1	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	162	144	2300	1029	646	2300		
Arrive On Green	0.11	0.11	0.77	0.00	1.00	1.00		
Sat Flow, veh/h	1494	1333	3059	1333	768	3059		
Grp Volume(v), veh/h	60	109	664	0	167	601		
Grp Sat Flow(s),veh/h/ln	1494	1333	1490	1333	768	1490		
Q Serve(g_s), s	2.6	5.6	4.6	0.0	1.8	0.0		
Cycle Q Clear(g_c), s	2.6	5.6	4.6	0.0	6.4	0.0		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	162	144	2300	1029	646	2300		
V/C Ratio(X)	0.37	0.76	0.29	0.00	0.26	0.26		
Avail Cap(c_a), veh/h	359	320	2300	1029	646	2300		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33		
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.95	0.95		
Uniform Delay (d), s/veh	29.0	30.3	2.3	0.0	0.3	0.0		
Incr Delay (d2), s/veh	1.4	7.8	0.3	0.0	0.9	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.1	2.3	1.9	0.0	0.5	0.1		
LnGrp Delay(d),s/veh	30.4	38.1	2.7	0.0	1.2	0.3		
LnGrp LOS	C	D	A		A	A		
Approach Vol, veh/h	169		664			768		
Approach Delay, s/veh	35.4		2.7			0.5		
Approach LOS	D		A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		58.2				58.2		11.8
Change Period (Y+Rc), s		* 4.2				* 4.2		4.2
Max Green Setting (Gmax), s		* 45				* 45		16.8
Max Q Clear Time (g_c+I1), s		6.6				8.4		7.6
Green Ext Time (p_c), s		13.5				13.3		0.3

**Intersection Summary**

HCM 2010 Ctrl Delay	5.1
HCM 2010 LOS	A

**Notes**

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	5	5	145	10	90	5	535	160	55	245	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1600	1569	1569	1600	1600	1569	1600	1600	1569	1600
Adj Flow Rate, veh/h	11	5	5	158	11	98	5	582	174	60	266	5
Adj No. of Lanes	1	1	0	1	1	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	113	113	313	21	190	55	1606	476	346	1521	30
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	1.00	1.00	1.00	0.72	0.72	0.72
Sat Flow, veh/h	1279	721	721	1399	137	1217	4	2218	657	380	2102	41
Grp Volume(v), veh/h	11	0	10	158	0	109	414	0	347	158	0	173
Grp Sat Flow(s),veh/h/ln	1279	0	1441	1399	0	1354	1567	0	1312	1103	0	1420
Q Serve(g_s), s	0.6	0.0	0.4	7.6	0.0	5.2	0.0	0.0	0.0	0.0	0.0	2.7
Cycle Q Clear(g_c), s	5.7	0.0	0.4	8.0	0.0	5.2	0.0	0.0	0.0	2.2	0.0	2.7
Prop In Lane	1.00		0.50	1.00		0.90	0.01		0.50	0.38		0.03
Lane Grp Cap(c), veh/h	208	0	225	313	0	211	1186	0	949	869	0	1028
V/C Ratio(X)	0.05	0.00	0.04	0.50	0.00	0.52	0.35	0.00	0.37	0.18	0.00	0.17
Avail Cap(c_a), veh/h	443	0	490	570	0	460	1186	0	949	869	0	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.7	0.0	25.1	28.5	0.0	27.1	0.0	0.0	0.0	3.0	0.0	3.0
Incr Delay (d2), s/veh	0.1	0.0	0.1	1.3	0.0	1.9	0.8	0.0	1.1	0.5	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	3.0	0.0	2.1	0.3	0.0	0.3	1.0	0.0	1.1
LnGrp Delay(d),s/veh	29.8	0.0	25.2	29.7	0.0	29.0	0.8	0.0	1.1	3.4	0.0	3.4
LnGrp LOS	C		C	C		C	A		A	A		A
Approach Vol, veh/h		21			267			761			331	
Approach Delay, s/veh		27.6			29.5			0.9			3.4	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.9		15.1		54.9		15.1				
Change Period (Y+Rc), s		* 4.2		* 4.2		* 4.2		* 4.2				
Max Green Setting (Gmax), s		* 38		* 24		* 38		* 24				
Max Q Clear Time (g_c+I1), s		2.0		7.7		4.7		10.0				
Green Ext Time (p_c), s		8.9		1.0		8.7		1.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				7.5								
HCM 2010 LOS				A								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection												
Int Delay, s/veh	0.6											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	0	1	10	0	20	5	680	5	10	380	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	11	0	22	5	739	5	11	413	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	818	1193	209	981	1193	372	418	0	0	745	0	0
Stage 1	438	438	-	753	753	-	-	-	-	-	-	-
Stage 2	380	755	-	228	440	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	268	186	797	204	186	625	1138	-	-	859	-	-
Stage 1	567	577	-	368	416	-	-	-	-	-	-	-
Stage 2	614	415	-	754	576	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	254	181	797	200	181	625	1138	-	-	859	-	-
Mov Cap-2 Maneuver	254	181	-	200	181	-	-	-	-	-	-	-
Stage 1	562	567	-	365	413	-	-	-	-	-	-	-
Stage 2	588	412	-	740	566	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.4	15.3	0.1	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1138	-	-	254	797	200	625	859	-	-
HCM Lane V/C Ratio	0.005	-	-	0.004	0.001	0.054	0.035	0.013	-	-
HCM Control Delay (s)	8.2	0	-	19.2	9.5	24	11	9.2	0.1	-
HCM Lane LOS	A	A	-	C	A	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.2	0.1	0	-	-

3: 3rd Street & Palmer Street  
Bill Nye Corridor Study

Year 2035 - Alternative 2

Timing Plan: AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	2	1	100	1	110	5	575	55	70	314	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1600	1569	1569	1600	1569	1569	1600	1569	1569	1600
Adj Flow Rate, veh/h	3	2	1	109	1	120	5	625	60	76	341	5
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	127	64	282	1	171	877	2065	198	669	2259	33
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1265	988	494	1408	11	1324	1031	2749	264	754	3007	44
Grp Volume(v), veh/h	3	0	3	109	0	121	5	338	347	76	169	177
Grp Sat Flow(s),veh/h/ln	1265	0	1481	1408	0	1335	1031	1490	1522	754	1490	1561
Q Serve(g_s), s	0.2	0.0	0.1	5.1	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.2	0.0	0.1	5.3	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.33	1.00		0.99	1.00		0.17	1.00		0.03
Lane Grp Cap(c), veh/h	156	0	191	282	0	172	877	1119	1143	669	1119	1173
V/C Ratio(X)	0.02	0.00	0.02	0.39	0.00	0.70	0.01	0.30	0.30	0.11	0.15	0.15
Avail Cap(c_a), veh/h	405	0	483	559	0	435	877	1119	1143	669	1119	1173
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	0.0	26.6	28.9	0.0	29.2	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.9	0.0	5.2	0.0	0.7	0.7	0.3	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	2.1	0.0	2.5	0.0	0.2	0.2	0.1	0.1	0.1
LnGrp Delay(d),s/veh	32.2	0.0	26.7	29.8	0.0	34.4	0.0	0.7	0.7	0.3	0.3	0.3
LnGrp LOS	C		C	C		C	A	A	A	A	A	A
Approach Vol, veh/h		6			230			690			422	
Approach Delay, s/veh		29.5			32.2			0.7			0.3	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		56.8		13.2		56.8		13.2				
Change Period (Y+Rc), s		* 4.2		* 4.2		* 4.2		* 4.2				
Max Green Setting (Gmax), s		* 39		* 23		* 39		* 23				
Max Q Clear Time (g_c+I1), s		2.0		8.2		2.0		8.1				
Green Ext Time (p_c), s		8.5		0.9		8.5		0.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			6.1									
HCM 2010 LOS			A									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	45	65	570	155	115	300		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1569	1569	1569	1569	1569	1569		
Adj Flow Rate, veh/h	49	71	620	0	125	326		
Adj No. of Lanes	1	1	2	1	1	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	113	101	2397	1072	705	2397		
Arrive On Green	0.08	0.08	0.80	0.00	1.00	1.00		
Sat Flow, veh/h	1494	1333	3059	1333	800	3059		
Grp Volume(v), veh/h	49	71	620	0	125	326		
Grp Sat Flow(s),veh/h/ln	1494	1333	1490	1333	800	1490		
Q Serve(g_s), s	2.2	3.6	3.6	0.0	0.9	0.0		
Cycle Q Clear(g_c), s	2.2	3.6	3.6	0.0	4.5	0.0		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	113	101	2397	1072	705	2397		
V/C Ratio(X)	0.43	0.70	0.26	0.00	0.18	0.14		
Avail Cap(c_a), veh/h	401	358	2397	1072	705	2397		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.98	0.98		
Uniform Delay (d), s/veh	30.9	31.6	1.7	0.0	0.1	0.0		
Incr Delay (d2), s/veh	2.6	8.5	0.3	0.0	0.5	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	1.6	1.6	0.0	0.3	0.0		
LnGrp Delay(d),s/veh	33.5	40.1	2.0	0.0	0.7	0.1		
LnGrp LOS	C	D	A		A	A		
Approach Vol, veh/h	120		620			451		
Approach Delay, s/veh	37.4		2.0			0.3		
Approach LOS	D		A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		60.5				60.5		9.5
Change Period (Y+Rc), s		* 4.2				* 4.2		4.2
Max Green Setting (Gmax), s		* 43				* 43		18.8
Max Q Clear Time (g_c+I1), s		5.6				6.5		5.6
Green Ext Time (p_c), s		9.0				9.0		0.2
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			4.9					
HCM 2010 LOS			A					
<b>Notes</b>								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

1: 3rd Street & Russell Street  
Bill Nye Corridor Study

Year 2035 - Alternative 2

Timing Plan: PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	35	10	185	10	135	10	535	195	185	640	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1600	1569	1569	1600	1600	1569	1600	1600	1569	1600
Adj Flow Rate, veh/h	11	38	11	201	11	147	11	582	212	201	696	11
Adj No. of Lanes	1	1	0	1	1	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	229	244	71	349	20	262	60	1403	504	397	1255	20
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	1.00	1.00	1.00	0.67	0.67	0.67
Sat Flow, veh/h	1223	1170	339	1351	94	1254	11	2089	750	474	1869	30
Grp Volume(v), veh/h	11	0	49	201	0	158	439	0	366	378	0	530
Grp Sat Flow(s),veh/h/ln	1223	0	1509	1351	0	1347	1556	0	1295	950	0	1422
Q Serve(g_s), s	0.6	0.0	1.9	10.0	0.0	7.4	0.0	0.0	0.0	12.0	0.0	13.7
Cycle Q Clear(g_c), s	7.9	0.0	1.9	11.9	0.0	7.4	0.0	0.0	0.0	13.8	0.0	13.7
Prop In Lane	1.00		0.22	1.00		0.93	0.03		0.58	0.53		0.02
Lane Grp Cap(c), veh/h	229	0	315	349	0	281	1097	0	869	717	0	955
V/C Ratio(X)	0.05	0.00	0.16	0.58	0.00	0.56	0.40	0.00	0.42	0.53	0.00	0.56
Avail Cap(c_a), veh/h	285	0	384	410	0	343	1097	0	869	717	0	955
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.4	0.0	22.7	27.5	0.0	24.8	0.0	0.0	0.0	5.8	0.0	6.0
Incr Delay (d2), s/veh	0.1	0.0	0.2	1.5	0.0	1.8	1.1	0.0	1.5	2.8	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.8	3.9	0.0	2.9	0.3	0.0	0.4	4.3	0.0	5.9
LnGrp Delay(d),s/veh	28.5	0.0	22.9	29.0	0.0	26.6	1.1	0.0	1.5	8.6	0.0	8.4
LnGrp LOS	C		C	C		C	A		A	A		A
Approach Vol, veh/h		60			359			805			908	
Approach Delay, s/veh		23.9			27.9			1.3			8.4	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.2		18.8		51.2		18.8				
Change Period (Y+Rc), s		* 4.2		* 4.2		* 4.2		* 4.2				
Max Green Setting (Gmax), s		* 44		* 18		* 44		* 18				
Max Q Clear Time (g_c+I1), s		2.0		9.9		15.8		13.9				
Green Ext Time (p_c), s		18.7		1.2		15.4		0.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			9.5									
HCM 2010 LOS			A									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

**Intersection**

Int Delay, s/veh 1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	0	5	10	0	30	10	705	10	50	775	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	5	11	0	33	11	766	11	54	842	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1362	1756	427	1323	1755	389	853	0	0	777	0	0
Stage 1	957	957	-	793	793	-	-	-	-	-	-	-
Stage 2	405	799	-	530	962	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	107	84	576	114	84	610	782	-	-	835	-	-
Stage 1	277	334	-	348	398	-	-	-	-	-	-	-
Stage 2	593	396	-	500	332	-	-	-	-	-	-	-
Platoon blocked, %							-	-	-	-	-	-
Mov Cap-1 Maneuver	90	72	576	100	72	610	782	-	-	835	-	-
Mov Cap-2 Maneuver	90	72	-	100	72	-	-	-	-	-	-	-
Stage 1	270	293	-	339	388	-	-	-	-	-	-	-
Stage 2	547	386	-	434	291	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.5	19.7	0.2	1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	782	-	-	90	576	100	610	835	-	-
HCM Lane V/C Ratio	0.014	-	-	0.06	0.009	0.109	0.053	0.065	-	-
HCM Control Delay (s)	9.7	0.1	-	47.6	11.3	45.3	11.2	9.6	0.5	-
HCM Lane LOS	A	A	-	E	B	E	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0.4	0.2	0.2	-	-

3: 3rd Street & Palmer Street  
Bill Nye Corridor Study

Year 2035 - Alternative 2

Timing Plan: PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	5	10	95	5	135	5	575	130	170	600	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1600	1569	1569	1600	1569	1569	1600	1569	1569	1600
Adj Flow Rate, veh/h	16	5	11	103	5	147	5	625	141	185	652	11
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	70	153	311	7	206	520	1743	393	606	2162	36
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	1.00	1.00	1.00	0.24	0.24	0.24
Sat Flow, veh/h	1230	437	962	1392	44	1296	769	2418	545	699	2999	51
Grp Volume(v), veh/h	16	0	16	103	0	152	5	385	381	185	324	339
Grp Sat Flow(s),veh/h/ln	1230	0	1399	1392	0	1340	769	1490	1473	699	1490	1560
Q Serve(g_s), s	0.9	0.0	0.7	4.8	0.0	7.5	0.1	0.0	0.0	15.5	12.5	12.5
Cycle Q Clear(g_c), s	8.4	0.0	0.7	5.4	0.0	7.5	12.6	0.0	0.0	15.5	12.5	12.5
Prop In Lane	1.00		0.69	1.00		0.97	1.00		0.37	1.00		0.03
Lane Grp Cap(c), veh/h	166	0	223	311	0	213	520	1074	1061	606	1074	1124
V/C Ratio(X)	0.10	0.00	0.07	0.33	0.00	0.71	0.01	0.36	0.36	0.31	0.30	0.30
Avail Cap(c_a), veh/h	283	0	356	443	0	341	520	1074	1061	606	1074	1124
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.9	0.0	25.0	27.3	0.0	27.9	1.6	0.0	0.0	13.3	12.2	12.2
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.6	0.0	4.4	0.0	0.9	0.9	1.3	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.3	1.9	0.0	3.0	0.0	0.3	0.3	3.2	5.4	5.6
LnGrp Delay(d),s/veh	32.1	0.0	25.2	28.0	0.0	32.3	1.6	0.9	0.9	14.6	12.9	12.9
LnGrp LOS	C		C	C		C	A	A	A	B	B	B
Approach Vol, veh/h		32			255			771			848	
Approach Delay, s/veh		28.6			30.5			0.9			13.3	
Approach LOS		C			C			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.7		15.3		54.7		15.3				
Change Period (Y+Rc), s		* 4.2		* 4.2		* 4.2		* 4.2				
Max Green Setting (Gmax), s		* 44		* 18		* 44		* 18				
Max Q Clear Time (g_c+I1), s		14.6		10.4		17.5		9.5				
Green Ext Time (p_c), s		13.3		0.8		12.7		0.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			10.8									
HCM 2010 LOS			B									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	55	100	611	164	154	553		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1569	1569	1569	1569	1569	1569		
Adj Flow Rate, veh/h	60	109	664	0	167	601		
Adj No. of Lanes	1	1	2	1	1	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	161	144	2301	1029	646	2301		
Arrive On Green	0.11	0.11	0.77	0.00	1.00	1.00		
Sat Flow, veh/h	1494	1333	3059	1333	768	3059		
Grp Volume(v), veh/h	60	109	664	0	167	601		
Grp Sat Flow(s),veh/h/ln	1494	1333	1490	1333	768	1490		
Q Serve(g_s), s	2.6	5.6	4.6	0.0	1.8	0.0		
Cycle Q Clear(g_c), s	2.6	5.6	4.6	0.0	6.4	0.0		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	161	144	2301	1029	646	2301		
V/C Ratio(X)	0.37	0.76	0.29	0.00	0.26	0.26		
Avail Cap(c_a), veh/h	341	305	2301	1029	646	2301		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.95	0.95		
Uniform Delay (d), s/veh	29.0	30.3	2.3	0.0	0.3	0.0		
Incr Delay (d2), s/veh	1.4	7.8	0.3	0.0	0.9	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.1	2.3	1.9	0.0	0.5	0.1		
LnGrp Delay(d),s/veh	30.4	38.2	2.7	0.0	1.2	0.3		
LnGrp LOS	C	D	A		A	A		
Approach Vol, veh/h	169		664			768		
Approach Delay, s/veh	35.4		2.7			0.5		
Approach LOS	D		A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		58.2				58.2		11.8
Change Period (Y+Rc), s		* 4.2				* 4.2		4.2
Max Green Setting (Gmax), s		* 46				* 46		16.0
Max Q Clear Time (g_c+I1), s		6.6				8.4		7.6
Green Ext Time (p_c), s		13.6				13.4		0.3
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			5.1					
HCM 2010 LOS			A					
<b>Notes</b>								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	5	5	145	10	90	5	535	160	55	245	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1600	1569	1569	1600	1600	1569	1600	1600	1569	1600
Adj Flow Rate, veh/h	11	5	5	158	11	98	5	582	174	60	266	5
Adj No. of Lanes	1	1	0	1	1	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	113	113	313	21	190	55	1606	476	328	1478	29
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.72	0.72	0.72	0.72	0.72	0.72
Sat Flow, veh/h	1279	721	721	1399	137	1217	4	2218	657	355	2041	40
Grp Volume(v), veh/h	11	0	10	158	0	109	414	0	347	155	0	176
Grp Sat Flow(s),veh/h/ln	1279	0	1441	1399	0	1354	1567	0	1312	1017	0	1420
Q Serve(g_s), s	0.6	0.0	0.4	7.6	0.0	5.2	0.0	0.0	7.0	0.6	0.0	2.7
Cycle Q Clear(g_c), s	5.7	0.0	0.4	8.0	0.0	5.2	6.9	0.0	7.0	7.6	0.0	2.7
Prop In Lane	1.00		0.50	1.00		0.90	0.01		0.50	0.39		0.03
Lane Grp Cap(c), veh/h	208	0	225	313	0	211	1186	0	949	807	0	1028
V/C Ratio(X)	0.05	0.00	0.04	0.50	0.00	0.52	0.35	0.00	0.37	0.19	0.00	0.17
Avail Cap(c_a), veh/h	443	0	490	570	0	460	1186	0	949	807	0	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.7	0.0	25.1	28.5	0.0	27.1	3.6	0.0	3.6	3.1	0.0	3.0
Incr Delay (d2), s/veh	0.1	0.0	0.1	1.3	0.0	1.9	0.8	0.0	1.1	0.5	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	3.0	0.0	2.1	3.1	0.0	2.8	1.0	0.0	1.1
LnGrp Delay(d),s/veh	29.8	0.0	25.2	29.7	0.0	29.0	4.4	0.0	4.7	3.6	0.0	3.4
LnGrp LOS	C		C	C		C	A		A	A		A
Approach Vol, veh/h		21			267			761			331	
Approach Delay, s/veh		27.6			29.5			4.6			3.5	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.9		15.1		54.9		15.1				
Change Period (Y+Rc), s		* 4.2		* 4.2		* 4.2		* 4.2				
Max Green Setting (Gmax), s		* 38		* 24		* 38		* 24				
Max Q Clear Time (g_c+I1), s		9.0		7.7		9.6		10.0				
Green Ext Time (p_c), s		8.4		1.0		8.4		1.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			9.5									
HCM 2010 LOS			A									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection												
Int Delay, s/veh	0.6											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	0	1	10	0	20	5	680	5	10	380	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	11	0	22	5	739	5	11	413	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	818	1193	209	981	1193	372	418	0	0	745	0	0
Stage 1	438	438	-	753	753	-	-	-	-	-	-	-
Stage 2	380	755	-	228	440	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	268	186	797	204	186	625	1138	-	-	859	-	-
Stage 1	567	577	-	368	416	-	-	-	-	-	-	-
Stage 2	614	415	-	754	576	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	254	181	797	200	181	625	1138	-	-	859	-	-
Mov Cap-2 Maneuver	254	181	-	200	181	-	-	-	-	-	-	-
Stage 1	562	567	-	365	413	-	-	-	-	-	-	-
Stage 2	588	412	-	740	566	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.4	15.3	0.1	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1138	-	-	254	797	200	625	859	-	-
HCM Lane V/C Ratio	0.005	-	-	0.004	0.001	0.054	0.035	0.013	-	-
HCM Control Delay (s)	8.2	0	-	19.2	9.5	24	11	9.2	0.1	-
HCM Lane LOS	A	A	-	C	A	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.2	0.1	0	-	-

Intersection							
Intersection Delay, s/veh	11.7						
Intersection LOS	B						
Approach	EB	WB	NB			SB	
Entry Lanes	1	1	2			2	
Conflicting Circle Lanes	1	1	1			1	
Adj Approach Flow, veh/h	6	230	636			423	
Demand Flow Rate, veh/h	6	235	648			432	
Vehicles Circulating, veh/h	589	702	211			169	
Vehicles Exiting, veh/h	12	152	384			768	
Follow-Up Headway, s	3.186	3.186	3.186			3.186	
Ped Vol Crossing Leg, #/h	0	0	0			0	
Ped Cap Adj	1.000	1.000	1.000			1.000	
Approach Delay, s/veh	5.9	13.3	13.2			9.1	
Approach LOS	A	B	B			A	
Lane	Left	Left	Left	Right	Bypass	Left	Right
Designated Moves	LTR	LTR	LT	R	R	LT	R
Assumed Moves	LTR	LTR	LT	R	R	LT	R
RT Channelized	Free						
Lane Util	1.000	1.000	0.906	0.094		0.988	0.012
Critical Headway, s	5.193	5.193	5.193	5.193		5.193	5.193
Entry Flow, veh/h	6	235	587	61	0	427	5
Cap Entry Lane, veh/h	627	560	915	915	1632	954	954
Entry HV Adj Factor	0.993	0.980	0.981	0.984	0.980	0.980	1.000
Flow Entry, veh/h	6	230	576	60	0	418	5
Cap Entry, veh/h	623	549	897	900	1600	935	954
V/C Ratio	0.010	0.420	0.642	0.067	0.000	0.447	0.005
Control Delay, s/veh	5.9	13.3	14.1	4.6	0.0	9.2	3.8
LOS	A	B	B	A	A	A	A
95th %tile Queue, veh	0	2	5	0	0	2	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	
Approach	NW
Entry Lanes	1
Conflicting Circle Lanes	1
Adj Approach Flow, veh/h	121
Demand Flow Rate, veh/h	123
Vehicles Circulating, veh/h	731
Vehicles Exiting, veh/h	128
Follow-Up Headway, s	3.186
Ped Vol Crossing Leg, #/h	0
Ped Cap Adj	1.000
Approach Delay, s/veh	9.8
Approach LOS	A
Lane	Left
Designated Moves	LR
Assumed Moves	LR
RT Channelized	
Lane Util	1.000
Critical Headway, s	5.193
Entry Flow, veh/h	123
Cap Entry Lane, veh/h	544
Entry HV Adj Factor	0.984
Flow Entry, veh/h	121
Cap Entry, veh/h	535
V/C Ratio	0.226
Control Delay, s/veh	9.8
LOS	A
95th %tile Queue, veh	1

1: 3rd Street & Russell Street  
Bill Nye Corridor Study

Year 2035 - Alternative 3

Timing Plan: PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	35	10	185	10	135	10	535	195	185	640	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1569	1569	1600	1569	1569	1600	1600	1569	1600	1600	1569	1600
Adj Flow Rate, veh/h	11	38	11	201	11	147	11	582	212	201	696	11
Adj No. of Lanes	1	1	0	1	1	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	229	244	71	349	20	262	60	1403	504	346	1209	20
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.67	0.67	0.67	0.67	0.67	0.67
Sat Flow, veh/h	1223	1170	339	1351	94	1254	11	2089	750	398	1801	30
Grp Volume(v), veh/h	11	0	49	201	0	158	439	0	366	378	0	530
Grp Sat Flow(s),veh/h/ln	1223	0	1509	1351	0	1347	1556	0	1295	806	0	1422
Q Serve(g_s), s	0.6	0.0	1.9	10.0	0.0	7.4	0.0	0.0	9.1	17.1	0.0	13.7
Cycle Q Clear(g_c), s	7.9	0.0	1.9	11.9	0.0	7.4	8.9	0.0	9.1	26.1	0.0	13.7
Prop In Lane	1.00		0.22	1.00		0.93	0.03		0.58	0.53		0.02
Lane Grp Cap(c), veh/h	229	0	315	349	0	281	1097	0	869	620	0	955
V/C Ratio(X)	0.05	0.00	0.16	0.58	0.00	0.56	0.40	0.00	0.42	0.61	0.00	0.56
Avail Cap(c_a), veh/h	285	0	384	410	0	343	1097	0	869	620	0	955
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.4	0.0	22.7	27.5	0.0	24.8	5.2	0.0	5.3	9.5	0.0	6.0
Incr Delay (d2), s/veh	0.1	0.0	0.2	1.5	0.0	1.8	1.1	0.0	1.5	4.4	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.8	3.9	0.0	2.9	4.1	0.0	3.5	5.8	0.0	5.9
LnGrp Delay(d),s/veh	28.5	0.0	22.9	29.0	0.0	26.6	6.3	0.0	6.8	13.9	0.0	8.4
LnGrp LOS	C		C	C		C	A		A	B		A
Approach Vol, veh/h		60			359			805			908	
Approach Delay, s/veh		23.9			27.9			6.5			10.7	
Approach LOS		C			C			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.2		18.8		51.2		18.8				
Change Period (Y+Rc), s		* 4.2		* 4.2		* 4.2		* 4.2				
Max Green Setting (Gmax), s		* 44		* 18		* 44		* 18				
Max Q Clear Time (g_c+I1), s		11.1		9.9		28.1		13.9				
Green Ext Time (p_c), s		16.7		1.2		10.5		0.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				12.4								
HCM 2010 LOS				B								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

**Intersection**

Int Delay, s/veh 1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	0	5	10	0	30	10	705	10	50	775	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	5	11	0	33	11	766	11	54	842	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1362	1756	427	1323	1755	389	853	0	0	777	0	0
Stage 1	957	957	-	793	793	-	-	-	-	-	-	-
Stage 2	405	799	-	530	962	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	107	84	576	114	84	610	782	-	-	835	-	-
Stage 1	277	334	-	348	398	-	-	-	-	-	-	-
Stage 2	593	396	-	500	332	-	-	-	-	-	-	-
Platoon blocked, %							-	-	-	-	-	-
Mov Cap-1 Maneuver	90	72	576	100	72	610	782	-	-	835	-	-
Mov Cap-2 Maneuver	90	72	-	100	72	-	-	-	-	-	-	-
Stage 1	270	293	-	339	388	-	-	-	-	-	-	-
Stage 2	547	386	-	434	291	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.5	19.7	0.2	1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	782	-	-	90	576	100	610	835	-	-
HCM Lane V/C Ratio	0.014	-	-	0.06	0.009	0.109	0.053	0.065	-	-
HCM Control Delay (s)	9.7	0.1	-	47.6	11.3	45.3	11.2	9.6	0.5	-
HCM Lane LOS	A	A	-	E	B	E	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0.4	0.2	0.2	-	-

Intersection							
Intersection Delay, s/veh	23.9						
Intersection LOS	C						
Approach	EB	WB	NB			SB	
Entry Lanes	1	1	2			2	
Conflicting Circle Lanes	1	1	1			1	
Adj Approach Flow, veh/h	33	256	663			859	
Demand Flow Rate, veh/h	33	261	676			876	
Vehicles Circulating, veh/h	1032	721	389			178	
Vehicles Exiting, veh/h	22	339	676			804	
Follow-Up Headway, s	3.186	3.186	3.186			3.186	
Ped Vol Crossing Leg, #/h	0	0	0			0	
Ped Cap Adj	1.000	1.000	1.000			1.000	
Approach Delay, s/veh	10.2	14.9	18.3			33.2	
Approach LOS	B	B	C			D	
Lane	Left	Left	Left	Right	Bypass	Left	Right
Designated Moves	LTR	LTR	LT	R	R	LT	R
Assumed Moves	LTR	LTR	LT	R	R	LT	R
RT Channelized	Free						
Lane Util	1.000	1.000	0.836	0.164		0.987	0.013
Critical Headway, s	5.193	5.193	5.193	5.193		5.193	5.193
Entry Flow, veh/h	33	261	565	111	0	865	11
Cap Entry Lane, veh/h	403	549	766	766	1632	946	946
Entry HV Adj Factor	0.997	0.982	0.981	0.982	0.980	0.980	1.000
Flow Entry, veh/h	33	256	554	109	0	848	11
Cap Entry, veh/h	401	539	751	752	1600	927	946
V/C Ratio	0.082	0.475	0.738	0.145	0.000	0.915	0.012
Control Delay, s/veh	10.2	14.9	20.7	6.3	0.0	33.6	3.9
LOS	B	B	C	A	A	D	A
95th %tile Queue, veh	0	3	7	1	0	14	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	
Approach	NW
Entry Lanes	1
Conflicting Circle Lanes	1
Adj Approach Flow, veh/h	170
Demand Flow Rate, veh/h	174
Vehicles Circulating, veh/h	886
Vehicles Exiting, veh/h	179
Follow-Up Headway, s	3.186
Ped Vol Crossing Leg, #/h	0
Ped Cap Adj	1.000
Approach Delay, s/veh	14.4
Approach LOS	B
Lane	Left
Designated Moves	LR
Assumed Moves	LR
RT Channelized	
Lane Util	1.000
Critical Headway, s	5.193
Entry Flow, veh/h	174
Cap Entry Lane, veh/h	466
Entry HV Adj Factor	0.976
Flow Entry, veh/h	170
Cap Entry, veh/h	455
V/C Ratio	0.373
Control Delay, s/veh	14.4
LOS	B
95th %tile Queue, veh	2

# **APPENDIX F**

# **Environmental**

**Bill Nye Avenue  
Corridor Study  
Laramie, Wyoming**

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**Environmental Review**



**Prepared for:**

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**April 18, 2016**



NATURAL RESOURCES ♦ SCIENTIFIC SOLUTIONS

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## **1.0 Purpose and Need**

### **1.1 Project Description**

Western EcoSystems Technology, Inc. (WEST) has completed this Environmental Review (ER) in support of the Bill Nye Corridor Study. For the purposes of this ER, the boundaries of the Bill Nye Corridor Study area are Russell Street to Interstate 80 (north to south) and 15<sup>th</sup> Street to 3<sup>rd</sup> Street (east to west) (Figure 1). This ER presents observed environmental conditions and documents any potential impacts to biological resources associated with the alignment alternatives identified in the Bill Nye Corridor Study (AVI 2016).

The alignment alternatives are intended to connect Bill Nye Avenue with 15<sup>th</sup> Street and 3<sup>rd</sup> Street. The Bill Nye Corridor Study area is crossed by Spring Creek, which runs from 3<sup>rd</sup> Street northeast near 9<sup>th</sup> Street and then runs parallel, south of Russel Street (Figure 1). The Bill Nye Corridor Study area generally consists of R1-Low Density Residential, R2-Medium Density Residential, R3-Multifamily Residential, B1-Limited Business, B2-General Business with various residential and business developments.

### **1.2 Purpose and Need**

The City of Laramie (City) envisions the Bill Nye corridor to be a major east-west Minor Arterial connecting the City's southern gateway with its eastern gateway (i.e. connect 3<sup>rd</sup> Street and Grand Avenue). The primary purpose of the Bill Nye Corridor Study is to create a comprehensive planning document to guide and promote future development of the corridor.

## **2.0 Alignment Alternatives Proposed**

After careful consideration and vetting through the Bill Nye Corridor Study steering committee (AVI 2016), the City identified three alignment alternatives (Figure 1) for planning purposes.

- No Action Alternative: Continuing using 15<sup>th</sup> Street and Russel Street to connect 3<sup>rd</sup> Street and Bill Nye Avenue. This alternative would include a bridge enlargement on 15<sup>th</sup> Street at the Spring Creek crossing.
- Bill Nye Avenue Realignment: Connecting Bill Nye Avenue to 9<sup>th</sup> Street and 3<sup>rd</sup> Street south of Spring Creek at Boswell Drive. This alternative would include a roundabout at the intersection of 3<sup>rd</sup> Street and Boswell Drive/Bill Nye Avenue and pedestrian facilities.
- East Palmer Drive: Connecting Bill Nye Avenue to 9<sup>th</sup> Street and 3<sup>rd</sup> Street north of Spring Creek opposite of East Palmer Drive. This alternative would include a cul-de-sac on Boswell Drive and pedestrian facilities.



Figure 1: Bill Nye Corridor Study Area and Proposed Alignment Alternatives.

### 3.0 Affected Environment

#### 3.1 Land Use/Important Farmland/Formally Classified Lands

##### 3.1.1 Affected Environment

The Bill Nye Avenue Realignment alternative and East Palmer Drive alternative (Figure 2) both cross the same land use zoning, low and medium density residential (R1 and R) and limited business and general business properties (B1 and B2). The majority of limited business zoned lands (B1) crossed by the alternatives were vacant properties. The No Action Alternative (Figure 2) generally crosses residentially developed areas of various densities, R1, R2, and R3, and a small area zoned general business (B2) at the intersection of Russel Street and 3<sup>rd</sup> Street.

WEST accessed the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey to identify surficial soil types within the proposed alternatives. All three alignment alternatives were identified to be underlain by Gypla-Urban land complex with little to no slope. As described by the Soil Survey of Albany County Area, Wyoming (Soil Survey, NRCS 1998), Gypla-Urban soils are 50% Gypla loam and 40% Urban land. The Soil Survey described Gypla soils as moderately permeable, poorly drained soils with a high content of calcium carbonate, gypsum, and other salts that can restrict plant growth. Urban land is a generic term used to describe lands covered in buildings, asphalt, or concrete whereby the original soils have been substantially altered (NRCS 1998). The Soil Survey suggested that Urban soils, fill material, commonly found in the City are a fine red sandy loam. The Soil Survey did not describe any Prime or Unique Farmlands within any of the alignment alternatives; therefore, no impacts to Prime or Unique farmlands are likely.

#### 3.2 Waterbodies and Floodplains

##### 3.2.1 Affected Environment

As mentioned previously, Spring Creek crosses the Bill Nye Corridor Study area and the creek is crossed by each alignment alternative (Figure 2). Spring Creek was not identified as a Wild or Scenic River, (Rivers 2009), a Class I water (WDEQ 2001), nor a designated blue or red ribbon stream (WGFD 2016).

According to the Federal Emergency Management Agency (FEMA) flood map for the proposed project area (Map # 56001C1765E, FEMA 2011), the East Palmer Drive alternative crosses and has the potential to impact the FEMA defined floodplains for Spring Creek (FEMA 2011). Pedestrian facilities associated with the Bill Nye Avenue Realignment alternative would cross and potentially affect Spring Creek's floodplain. Under the No Action Alternative, the proposed bridge expansion also has the potential to impact the Spring Creek floodplains.

Detailed project engineering and design will be necessary to determine if Section 401 and Section 404 permits would be required from U. S. Army Corps of Engineers (ACOE) and if a Water Quality Certification from the Wyoming Department of Environmental Quality – Water Quality Division would be necessary.

### **3.3 Wetlands**

#### *3.3.1 Affected Environment*

WEST conducted surveys along the Bill Nye Avenue Realignment and East Palmer Drive alternatives including associated pedestrian facilities. At the time of WEST's surveys, WEST was unaware of the possible bridge expansion as part of the No Action Alternative, and therefore did not survey this location. During surveys, WEST identify wetlands and other waters of the U.S. that are regulated by the ACOE.

WEST delineated six wetlands (Figure 2), all of which were palustrine emergent wetlands dominated by herbaceous vegetation. Two of the wetlands occur at the Spring Creek crossings of the East Palmer Drive and the pedestrian facilities of the Bill Nye Avenue Realignment alternatives. Both of these wetlands are located along the low terraces of the creek, on either side of the channel. Spring Creek is a waters of the U.S.

The four remaining wetlands were delineated along the Bill Nye Avenue Realignment alternative. The majority of this alternative occurs within a broad, saline bottomland area that likely has a seasonal high water table. Hydrology in this area has likely been altered from adjacent residential and commercial development, possibly resulting in additional runoff into the lowland area. Two of the four wetlands were identified as "Wetland" (Figure 3) and are likely jurisdictional. The other two wetlands along the Bill Nye Avenue Realignment alternative were identified as "Potential Wetland" and will require further field surveys during the growing season to determine their regulatory status.

Due to substantial snow cover, surveys could not be completed near the proposed roundabout at the western terminus of the Bill Nye Avenue Realignment alternative (Figure 2). If this alternative is selected, surveys within this area will need to be conducted once snow cover has melted. Based on aerial review of this area, there are drainage ditches on either side of 3<sup>rd</sup> Street that are likely waters of the U.S. because of their direct hydrologic connection to the Laramie River. Additionally, there may be wetlands associated with the ditches. The No Action Alternative would require a bridge expansion for the crossing of Spring Creek. This area was not surveyed and will require additional review, if this alternative is selected. However, assuming similar conditions are present at the No Action Alternative crossing of Spring Creek as were observed at the East Palmer Drive alternative crossing, wetlands within the low terrace of the creek are likely.

WEST discussed the "Potential Wetlands" with the ACOE and they recommended additional field investigations during the appropriate season. The ACOE also identified an existing mitigation area between I-80 and the westbound on/off ramps (Figure 2). It appears that a portion of the "Potential Wetland" mapped in this area overlaps part of an existing mitigation site. The ACOE informed WEST that affecting an existing mitigation site would result in additional project permitting and higher mitigation ratios.

Detailed project engineering and design would be necessary to determine if an ACOE Nationwide or Individual Permit would be needed for the proposed project.

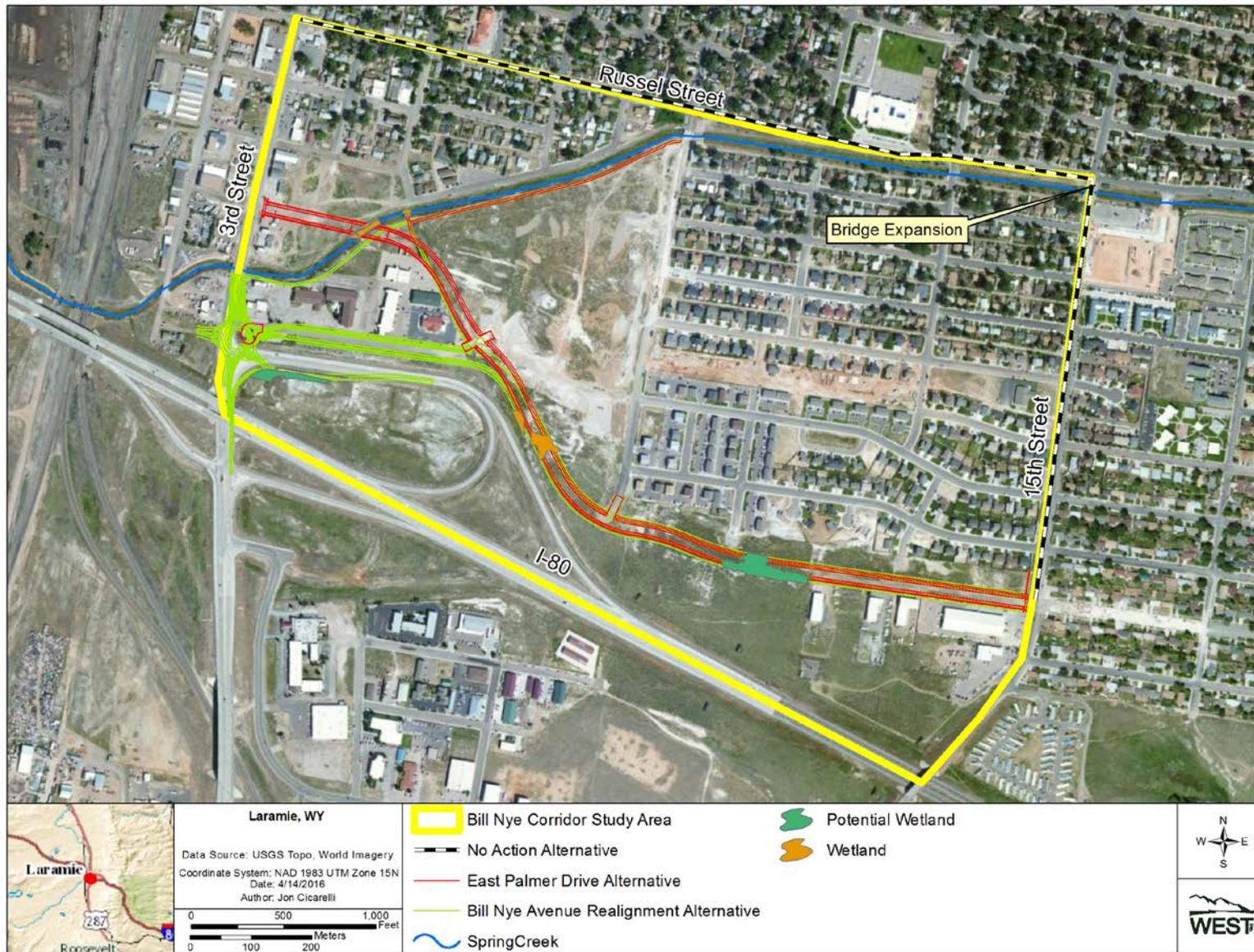


Figure 2: Preliminary identification of Potential Jurisdictional Waters.

### 3.4 Historic Properties

#### 3.4.1 Affected Environment

The alignment alternatives are located on land previously disturbed as defined by the Soil Survey. However, there still exists the possibility that cultural resources may be present within the alignment alternatives. WEST contacted Wyoming State Parks and Cultural Resources State Historic Preservation Office (SHPO) requesting a review of the proposed project with respect to known or potential cultural or historical resources in the alignment alternatives (Appendix A). Mary Hopkins of the Wyoming SHPO contacted WEST via telephone and suggested SHPO would consult directly with the City or Wyoming Department of Transportation directly on this project.

### 3.5 Vegetation

#### 3.6.1 Affected Environment

Dominant plant species identified within the proposed project area included greasewood (*Sarcobatus vermiculatus*) in the shrub layer and inland salt grass (*Distichlis spicata*) in the ground cover. Due to the disturbed nature of the area, no substantial representation of trees was present. The dominance of greasewood is consistent with high salt containing Gyla soils, as is inland salt grass. Inland salt grass, with its shallow stolons, is further indicative of Gylpa soils as this soil type commonly restricts significant root growth in plants. Areas identified as wetlands or potential wetlands were observed to contain common wetland plants such as sedges (*Carex utriculata*), Colorado rush (*Juncus confuses*), alkali cordgrass (*Spartina gracilis*), and cattails (*Typha latifolia*).

While all of the alignment alternatives would remove vegetation, they all consisted of previously disturbed land within the City of Laramie. The vegetation potentially removed and/or disturbed outside of wetlands by a selected alignment alternative would not provide unique or critical wildlife habitat. The removal of the vegetation is unlikely to result in long-term destabilization of soils or increased erosion. Previously disturbed areas are susceptible to noxious or invasive plants establishment. The application of best management practices would minimize the establishment or spread of noxious or invasive plants regardless of the alignment alternative selected to be constructed.

### 3.6 Wildlife

#### 3.6.1 Affected Environment

The generally urban setting of the alignment alternatives has significantly degraded wildlife habitats due to previous disturbances. As a result, wildlife in the area is likely dominated by species that generally are associated with human activity or are cosmopolitan in distribution. Species including American robins (*Turdus migratorius*), pigeons (*Columba livia*), European starlings (*Sturnus vulgaris*), cottontail rabbits (*Sylvigus nuttallii*), ground squirrels (*Urocityellus elegans*), kangaroo rats (*Dipodomys ordii*), bullfrogs (*Lithobates catesbeianus*) and garter snakes (*Thamnophis radix*) would be expected to be present within the alignment alternatives. Generally, it is expected that if a species occurs in the current heavily urbanized setting with the

existing disturbances to native plant communities, the new disturbances associated with the alignment alternatives would not significantly affect these species.

WEST sent letters to the Wyoming Game and Fish Department (WGFD) and the US Fish and Wildlife Service (USFWS) (Appendix A) requesting a review of their records in association with known or potential for agency concerns within the alignment alternatives. The USFWS' response is discussed in Section 3.7.1. WGFD identified no terrestrial wildlife concerns but did recommend several actions to protect aquatic resources within alignment alternatives (Appendix A). Aquatic protections recommended by WGDF included best management practices to ensure sediments and pollutants are confined and disturbed soils are re-vegetated to maintain water quality. WGFD recommended servicing and fueling of vehicles and equipment during construction be at least 500 feet from riparian areas. Lastly, WGFD identified several practices required under state statutes and Wyoming Game and Fish Commission Regulation to prevent the spread of aquatic invasive species (Appendix A). Furthermore, publically available data from WGFD suggest no known wildlife migration corridors in alignment alternatives (WGFD 2015).

### 3.7 Special Status Species

#### 3.7.1 Affected Environment

WEST performed an Information for Planning and Conservation (IPaC) review and generated an IPaC Trust Resources Report (IPaC Report) through the Environmental Conservation Online System of the USFWS for potential federally listed species in the Bill Nye Corridor Study area. The IPaC Report (2016) suggested the potential for several species protected under the Endangered Species Act (ESA 1973) within the Bill Nye Corridor Study area (Table 1). Of these species, three species may have suitable habitat present, the Preble's meadow jumping mouse, western prairie fringe orchid and Wyoming toad. The Wyoming toad and Preble's meadow jumping mouse prefer undisturbed grasslands near water that may be available within the Spring Creek floodplain and other isolated wet areas across alignment alternatives. However, the Preble's meadow jumping mouse generally prefers a woody plant community component within its preferred habitat, which is missing in the Spring Creek floodplain.

**Table 1. Endangered and Threatened Species with a Potential to Occur in the Bill Nye Corridor Study Area.**

Species	Scientific Name	Status	Habitat	Availability of Habitat
black-footed ferret	<i>Mustela nigripes</i>	Endangered	Prairie dog towns	No prairie dog towns in the alignment alternatives
least tern	<i>Sterna antillarum</i>	Endangered	Sandy and gravelly river and lake banks	No sandy riverbanks within alignment alternatives

Table 1. Endangered and Threatened Species with a Potential to Occur in the Bill Nye Corridor Study Area.

Species	Scientific Name	Status	Habitat	Availability of Habitat
pallid sturgeon	<i>Scaphirhynchus albus</i>	Endangered	Large murky river systems within the Mississippi and Missouri River basins	The alignment alternatives only contains Spring Creek. This waterbody is not suitable for this species.
piping plover	<i>Charadrius melodus</i>	Threatened	Sandy beaches and occasionally on sandy riverbanks, normally above the timberline.	No sandy riverbanks within alignment alternatives.
Preble's meadow jumping mouse	<i>Zapus hudsonius preblei</i>	Threatened	Relatively undisturbed grasslands near a consistent water source with a woody plant community component.	Unlikely as the Spring Creek floodplain may provide suitable habitat for this species, but lacks a woody plant community preferred by this species.
western prairie fringed orchid	<i>Platanthera praeclara</i>	Threatened	Mesic to wet unplowed tallgrass prairie and meadows. Sometimes found in roadside ditched.	Alignment alternatives are in disturbed area, void of unmolested plant communities. Not know to breed in Wyoming. No wide river flats in alignment alternatives.
whooping crane	<i>Grus americana</i>	Endangered	Breed in shallow grassy wetlands. Migrate stop-over in wide shallow river flats.	
Wyoming toad	<i>Bufo hemiophrys baxteri</i>	Endangered	Floodplains, ponds, and seeps in shortgrass plant communities.	The Spring Creek floodplain may provide suitable habitat for this species.

The IPaC Trust Resources Report also provided information regarding 20 birds (Table 2) protected under the Migratory Bird Treaty Act (MBTA 1918) and Bald and Golden Eagle Protection Act (BGEPA 1940). Of the bird species identified by the IPaC Report, American bittern (*Botaurus lentiginosus*), long billed curlew (*Numenius americanus*), short eared owl (*Asio flammeus*) and western grebe (*Aechmophorus occidentalis*) may have suitable habitat present with alignment alternatives, however the presence of these birds within the alignment alternatives are unlikely (Table 2). Suitable habitat or conditions are not present for the remaining 16 bird species (Table 2).

**Table 2. Migratory Birds with a Potential to Occur in Bill Nye Corridor Study Area.**

Species	Scientific Name	Habitat	Availability of Habitat
American bittern	<i>Botaurus lentiginosus</i>	Freshwater marshes and wetlands of tall but typically less dense vegetation. Commonly builds nest on cattails, bulrushes and sedges on shallow waters.	Suitable habitat may be present within wetlands and the low terrace of Spring Creek. However, the use of Spring Creek by American bittern is unlikely except as a stopover location.
Bald eagle	<i>Haliaeetus leucocephalus</i>	Typically nest in forested areas adjacent to large bodies of water, and generally avoids heavily developed area.	No suitable forested areas or large waterbodies present within alignment alternatives. Area likely too developed for eagle's preferences.
Black Rosy-finch	<i>Leucosticte atrata</i>	Breeds in alpine areas above the timberline usually near rock piles or cliffs. Winters in open areas of mountain meadows, high desert, plains and valleys.	Alignment alternatives are located below the timberline. No suitable alpine areas, high desert, plains or valleys present.
Brewer's sparrow	<i>Spizella breweri</i>	Sagebrush obligate. Nest in tall and densely branched shrubs, often big sagebrush.	No sagebrush nor dense shrub stands present in alignment alternatives.
Brown-capped Rosy-finch	<i>Leucosticte australis</i>	Nest in abandoned buildings, cliffs, caves, and rocks slides above the timberline. Winters in alpine tundras, high parks, meadow and mountain valleys.	Alignment alternatives are located below the timberline. No suitable alpine areas, high parks, or valleys present.
Burrowing owl	<i>Athene cucularia</i>	Open treeless areas with low sparse vegetation, usually on gently sloping ground. Generally associated with high densities of burrowing mammals.	Alignment alternatives were not observed to have a high density of burrowing mammals present. High water table and sandy soils generally make burrowing prohibitive.
Cassin's finch	<i>Carpodacus cassinii</i>	Expansive stands of mature conifers, including lodgepole pine, ponderosa pine, limber pine, Douglas-fir, pinyon pine, and bristlecone pine. Occasionally found in aspen stands.	No stands of conifers or aspens present in alignment alternatives.
Ferruginous hawk	<i>Buteo regalis</i>	Nest on cliffs and rock outcropping or within groves of tress. Generally found in open country grasslands with abundant prairie dog or ground squirrel populations.	No suitable nesting locations nor substantial ground squirrel or prairie dog population are present in alignment alternatives.

Table 2. Migratory Birds with a Potential to Occur in Bill Nye Corridor Study Area.

Species	Scientific Name	Habitat	Availability of Habitat
Golden eagle	<i>Aquila chrysaetos</i>	Found in open and semi-open areas, generally associated with canyonlands, rimrock terrain, and riverside cliffs and bluffs. This is eagle avoids developed areas. Sagebrush obligate. Usually nest in areas with relatively dense cover of big sagebrush. Growing chicks and hens can be found in areas with good forage, including irrigated pastures and alfalfa fields.	No suitable cliffs, bluffs rimrock or other preferred habitat present in alignment alternatives. Area likely too developed for eagle's preferences.
Greater sage-grouse	<i>Centrocercus urophasianus</i>	Inhabits open country with short vegetation and scattered trees and shrubs, nests in dense trees or shrubs particularly with spines or thorns. Found in agricultural fields, pastures, old orchards, riparian areas, prairies, and mowed roadsides.	No sagebrush present in Alignment alternatives. No suitable high quality forage available.
Loggerhead shrike	<i>Lanius ludovicianus</i>		No dense stands of trees or shrubs with thorns or spines suitable for nesting are present within the alignment alternatives.
Long-billed curlew	<i>Numenius americanus</i>	During breeding, found in native dry grasslands and sagebrush prairies on a mostly featureless terrain with damp to wet areas to provide foraging areas.	Marginal grasslands present within alignment alternatives for possible suitable habitat. However, existing disturbances makes it unlikely that this curlew would utilized the alignment alternatives.
McCown's longspur	<i>Calcarius mccownii</i>	Wide open sparse short grass plains, plowed and stubble fields, and bare or nearly bare ground.	Wide open plains are not present within the alignment alternatives.
Mountain plover	<i>Charadrius montanus</i>	Semi-arid plains, grasslands plateaus with very short grass or even bare ground and typically miles from water. Nest on barren ground in large prairie dog towns.	No prairie dog towns present within the alignment alternatives. Presences of Spring Creek and wetlands are likely to deter this bird.
Sage thrasher	<i>Oreoscoptes montanus</i>	Sagebrush obligate breeding exclusively in shrubsteppe communities dominated by big sagebrush. Requires dense ground cover for concealment.	No sagebrush or dense ground cover present within alignment alternatives.

**Table 2. Migratory Birds with a Potential to Occur in Bill Nye Corridor Study Area.**

Species	Scientific Name	Habitat	Availability of Habitat
Short-eared owl	<i>Asio flammeus</i>	Found in large open areas with low vegetation including prairies, meadows, shrubsteppe, savannas, tundras, marshes, and agricultural fields.	Low vegetation present, for potential habitat, however the lack of openness within the alignment alternatives likely deters this owl.
Swainson's hawk	<i>Buteo swainsoni</i>	Forages in native prairies and grasslands as well as agricultural fields such as alfalfa fields, row crops, pastures and grain fields. Relies on stands of trees adjacent to grasslands and agricultural fields for nesting.	Alignment alternatives do not contain suitable foraging areas or nesting structure.
Western grebe	<i>Aechmophorus occidentalis</i>	Breeds on freshwater lakes and marshes with extensive open water bordered by emergent vegetation. Feed mainly on fish, crustaceans and worms.	Possible habitat present within Spring Creek and its low terrace. However, the use of Spring Creek by western grebes is unlikely except as a stopover location.
Williamson's sapsucker	<i>Sphyrapicus thyroideus</i>	Cavity nesting woodpecker found in open conifer or aspen forest. Specialized in drilling for coniferous sap.	No substantial stand of conifer trees or forest present within alignment alternatives.
Willow flycatcher	<i>Empidonax traillii</i>	Nests in moist dense shrubby areas usually over or close to water.	No dense shrub cover near water within alignment alternatives.

Additional habitat or species surveys maybe warranted pending detailed project engineering and design.

As previously mentioned, WEST sent letters to the WGFD and USFWS (Appendix A) requesting a review of their records in association with known or potential for agency concerns within the proposed project area. USFWS responded, suggesting the alignment alternatives would be in compliance with the Endangered Species Act. However, the USFWS did further state that if any new information suggested affects to protected species that they should reanalyze the project in light of the new information.

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## **5.0 List of Preparers**

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David Taylor, Biologist, Report Preparation

Kurt Flaig, Biologist, Field Biologist

Jon Cicarelli, GIS Technician, Map Preparation

**Attachment A: Agency Correspondence**

April 5, 2016

Mary Hopkins, SHPO  
Wyoming State Historic Preservation Office  
2301 Central Avenue, Barrett Building, 3rd Floor  
Cheyenne, WY 82002

RE: Identification of Cultural Resources at Bill Nye Corridor

Dear Ms. Hopkins:

The enclosed map shows the proposed project area for the Bill Nye Corridor Study. The proposed project area is in Section 4, Township 15 North, Range 73 West, Albany County, Wyoming.

The City of Laramie (the City), Community Development Department is analyzing alternative alignments of Bill Nye Avenue between 3rd and 9th Streets to identify and propose adequate mitigation of any adverse impacts caused by modification to the Corridor. The City will partner with the Wyoming Department of Transportation (WYDOT) and directly affected private property owners in this undertaking.

Bill Nye Avenue is envisioned to be the major east-west Minor Arterial corridor connecting the City's southern gateway with its eastern gateway. Bill Nye Avenue is a Minor Arterial street identified on the adopted Major Street and Highway Plan and shown in Laramie Comprehensive Plan. The Corridor is an approximate ½ mile long stretch of Bill Nye Avenue that will ultimately connect 9th Street to 3rd Street and traverses a 91-acre area bounded by 3rd Street, Russell Street, 9th Street, Interstate 80 and Boswell Drive. The area is bisected by the Spring Creek Channel which runs from the northeast corner of the area towards the southwest portion of the area.

The City of Laramie is committed to complying with federal requirements and Executive Orders, and seeks to integrate energy efficiency practices into all aspects of day-to-day operations, from capital construction to staff behaviors, to ensure economic and environmental sustainability. On behalf of the City, we are contacting you to ensure this project complies with applicable authorities under your agency's jurisdiction.

Please review this project with respect to your agency's concerns and provide a response to me. If your agency has concerns and will not issue a clearance, please contact me at your earliest convenience concerning what steps must be taken to address your concerns.

We would appreciate a response within 30 days. If you need any further information or wish to discuss the project, please contact Gretchen Norman at 634-1756. Thank you for your attention in this matter.

Sincerely,

Gretchen Norman  
Project Manager

April 5, 2016

Mary Flanderka, Statewide Habitat Protection Supervisor  
Wyoming Game and Fish Department  
5400 Bishop Boulevard  
Cheyenne, WY 82006

RE: Identification of Natural Resources at Bill Nye Corridor

Dear Ms. Flanderka:

The enclosed map shows the proposed project area for the Bill Nye Corridor Study. The proposed project area is in Section 4, Township 15 North, Range 73 West, Albany County, Wyoming.

The City of Laramie (the City), Community Development Department is analyzing alternative alignments of Bill Nye Avenue between 3rd and 9th Streets to identify and propose adequate mitigation of any adverse impacts caused by modification to the Corridor. The City will partner with the Wyoming Department of Transportation (WYDOT) and directly affected private property owners in this undertaking.

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Sincerely,

Gretchen Norman  
Project Manager



## WYOMING GAME AND FISH DEPARTMENT

5400 Bishop Blvd. Cheyenne, WY 82006

Phone: (307) 777-4600 Fax: (307) 777-4699

wgfd.wyo.gov

GOVERNOR  
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PATRICK CRANK  
RICHARD KLOUDA  
CHARLES PRICE  
DAVID RAEI

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April 18, 2016

WER 13809.00  
WEST Inc.  
Identification of Natural Resources  
at Bill Nye Corridor  
Albany County

Gretchen Norman  
Project Manager  
WEST Inc.  
415 W 17<sup>th</sup> Street, Suite 200  
Cheyenne, WY 82001

Dear Ms. Norman:

The staff of the Wyoming Game and Fish Department (WGFD) has reviewed the Identification of Natural Resources at Bill Nye Corridor. We offer the following comments for your consideration.

**Terrestrial Considerations:**

We have no terrestrial wildlife concerns pertaining to the proposed project.

**Aquatic Considerations:**

To minimize impacts to the aquatic resources of nearby waterways, we recommend the following:

- Accepted best management practices be implemented to ensure that all sediments and other pollutants are contained within the boundaries of the work area. Disturbed areas that are contributing sediment to surface waters as a result of project activities should be promptly re-vegetated to maintain water quality.
- Equipment should be serviced and fueled away from streams and riparian areas. Equipment staging areas should be at least 500 feet from riparian areas.
- Preventing the spread of aquatic invasive species (AIS) is a priority for the State of Wyoming, and in many cases, the intentional or unintentional spread of organisms from one body of water to another would be considered a violation of State statute and

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*"Conserving Wildlife - Serving People"*

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Wyoming Game and Fish Commission Regulation. To prevent the spread of AIS, the following is required:

1. If equipment has been used in a high risk infested water [a water known to contain Dreissenid mussels (zebra/quagga mussels)], the equipment must be inspected by an authorized aquatic invasive species inspector recognized by the state of Wyoming prior to its use in any Wyoming water during all times of year.
2. Any equipment entering the state by land from March through November (regardless of where it was last used), must be inspected by an authorized aquatic invasive species inspector prior to its use in any Wyoming water.
3. If aquatic invasive species are found, the equipment will need to be decontaminated by an authorized aquatic invasive species decontaminator.
4. Any time equipment is moved from one 4<sup>th</sup> level (8-digit Hydrological Unit Code) watershed to another within Wyoming, the following guidelines are recommended:  
DRAIN: Drain all water from watercraft, gear, equipment, and tanks. Leave wet compartments open to dry.  
CLEAN: Clean all plants, mud, and debris from vehicle, tanks, watercraft, and equipment.  
DRY: Dry everything thoroughly. In Wyoming, we recommend drying for 5 days in summer (June - August); 18 days in Spring (March - May) and Fall (September - November); or 3 days in Winter (December - February) when temperatures are at or below freezing.
5. Any equipment used in a Wyoming water that contains AIS, must be inspected before use in another water. Species currently found in Wyoming waters include New Zealand mudsnail, Asian clam, and curly pondweed. Information on currently affected waters can be found at:  
[http://wgfd.wyo.gov/web2011/Departments/Fishing/pdfs/AIS\\_WYWATER\\_MONITOR130005236.pdf](http://wgfd.wyo.gov/web2011/Departments/Fishing/pdfs/AIS_WYWATER_MONITOR130005236.pdf).

\*A list of high risk infested waters and locations in Wyoming to obtain an AIS inspection can be found at: [wgfd.wyo.gov/AIS](http://wgfd.wyo.gov/AIS).

Thank you for the opportunity to comment. If you have any questions or concerns, please contact Rick Huber, Staff Aquatic Biologist, at 307-777-4558.

Gretchen Norman  
April 18, 2016  
Page 3 of 3 - WER 13809.00

Sincerely,



Mary Flanderka  
Habitat Protection Supervisor

MF/rh/ns

cc: USFWS  
Lee Knox, WGFD, Laramie Region  
Corey Class, WGFD, Laramie Region  
Chris Wichmann, Wyoming Department of Agriculture, Cheyenne  
Mike Snigg, WGFD, Laramie Region

April 5, 2016

R. Mark Sattelberg, Field Supervisor  
Ecological Services  
US Fish & Wildlife Service  
5353 Yellowstone Road, Suite 308A  
Cheyenne, WY 82009

RE: Identification of Natural Resources at Bill Nye Corridor

Dear Mr. Sattelberg:

The enclosed map shows the proposed project area for the Bill Nye Corridor Study. The proposed project area is in Section 4, Township 15 North, Range 73 West, Albany County, Wyoming.

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Sincerely,

Gretchen Norman  
Project Manager



ENVIRONMENTAL & STATISTICAL CONSULTANTS  
415 W. 17<sup>th</sup> Street, Suite 200, Cheyenne, WY 82001  
Phone: 307-634-1756 • www.west-inc.com • Fax: 307-637-6981

NC

April 5, 2016

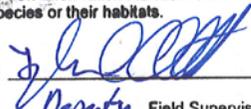
R. Mark Sattelberg, Field Supervisor  
Ecological Services  
US Fish & Wildlife Service  
5353 Yellowstone Road, Suite 308A  
Cheyenne, WY 82009

RECEIVED  
2016 APR -7 AM 10:59  
US FISH & WILDLIFE SVC  
CHEYENNE, WY

RE: Identification of Natural Resources at Bill Nye Corridor

Dear Mr. Sattelberg:

The attached map shows the proposed project area for the Bill Nye Corridor Study. The

<b>U.S. FISH AND WILDLIFE SERVICE</b>	
Based on the information provided, you may consider this project to be in compliance with the Endangered Species Act of 1973, as amended, 16 U.S.C. 1531 et seq. The project should be reanalyzed by our office if any new information indicates there may be effects to protected species or their habitats.	
Date: <u>4-11-16</u>	Signature: 
Deputy Field Supervisor U.S. Fish and Wildlife Service Wyoming ES Office 5353 Yellowstone Road, Suite 308A Cheyenne, WY 82009 Phone: (307) 772-2374 Fax: (307) 772-2358	
WY16 CPA 0166	





**UPCOMING COUNCIL MEETINGS May 17, 2016**

All meetings at City Hall, 406 Iverson Street, unless noted.

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**May 17, 2016**

- 6:00 p.m. - Pre-Council**
- 6:30 p.m. - Regular Meeting**

**May 19, 2016**

- 6:00 p.m. - Special Meeting:** Budget
- 6:00 p.m. - Work Session:** LCBA Annual Report
- 6:00 p.m. - Work Session:** Budget

**May 24, 2016**

- 6:00 p.m. - Special Meeting:** Budget
- 6:00 p.m. - Work Session:** Public Comments
- 6:00 p.m. - Work Session:** Budget
- 6:00 p.m. - Work Session:** City Council Updates/Council Comments
- 6:00 p.m. - Work Session:** Agenda Review
- 6:00 p.m. - Work Session:** Public Comments

**June 7, 2016**

- 6:00 p.m. - Pre-Council**
- 6:30 p.m. - Regular Meeting**

**June 14, 2016**

- 6:00 p.m. - Special Meeting:** Budget Adoption
- 6:00 p.m. - Work Session:** Public Comments
- 6:00 p.m. - Work Session:** Jacoby Golf Course Community Impact
- 6:00 p.m. - Work Session:** City Council Updates/Council Comments
- 6:00 p.m. - Work Session:** Agenda Review
- 6:00 p.m. - Work Session:** Public Comments

**June 21, 2016**

- 6:00 p.m. - Pre-Council**
- 6:30 p.m. - Regular Meeting**

**June 28, 2016**

- 6:00 p.m. - Work Session:** Public Comments
- 6:00 p.m. - Work Session:** City Council Updates/Council Comments
- 6:00 p.m. - Work Session:** Agenda Review
- 6:00 p.m. - Work Session:** Public Comments

**July 5, 2016**

- 6:00 p.m. - Pre-Council**
- 6:30 p.m. - Regular Meeting**

**July 12, 2016**

- 6:00 p.m. - Work Session:** Public Comments
- 6:00 p.m. - Work Session:** City Council Updates/Council Comments
- 6:00 p.m. - Work Session:** Agenda Review
- 6:00 p.m. - Work Session:** Public Comments

**UPCOMING COUNCIL MEETINGS May 17, 2016**

All meetings at City Hall, 406 Ivinson Street, unless noted.

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**July 19, 2016**

**6:00 p.m. - Pre-Council**

**6:30 p.m. - Regular Meeting**

**July 26, 2016**

**6:00 p.m. - Work Session:** Public Comments

**6:00 p.m. - Work Session:** Public Art Committee Update (*tentative*)

**6:00 p.m. - Work Session:** City Council Updates/Council Comments

**6:00 p.m. - Work Session:** Agenda Review

**6:00 p.m. - Work Session:** Public Comments

## **FUTURE CITY COUNCIL WORK SESSIONS 5/3/2016**

### Requested by Council Formal Action:

City Curb & Gutter Policy (Paulekas)  
Review general process of Boards & Commissions Program (Weaver/Vitale)  
Review of Inter-Agency City/County Agreements (Hanson)  
UDC WAM Members Poll Results (Shuster)  
Review of funding allocation for Child Care providers (Paulekas)  
Open 311 (Summerville)  
Turner Tract Plan Update (Summerville)  
ACTA (Albany County Transportation Authority)/MPO (Summerville)  
Tech Hire Grant Program (Summerville)  
Homeless/Homeless Veterans (Shumway/Summerville)  
Update on taxi laws (Summerville)  
\*Public Art (Summerville)  
Urban Renewal (Weaver)

### Requested by Staff:

Policy on Annexation & Extra-Territorial City Services Action Plan (Jordan)  
Downtown Design Guidelines Revisions (Hunt)

\* Scheduled, not held.