TOWN OF JACKSON
PLANNING & BUILDING DEPARTMENT

TRANSMITTAL MEMO

Town of Jackson
- ☒ Public Works/Engineering
- ☒ Building
- ☐ Title Company
- ☒ Town Attorney
- ☒ Police

Joint Town/County
- ☒ Parks and Recreation
- ☒ Pathways
- ☒ Joint Housing Dept

Teton County
- ☐ Planning Division
- ☒ Engineer
- ☐ Surveyor
- ☐ Assessor
- ☐ Clerk and Recorder
- ☐ Road and Levee

State of Wyoming
- ☐ Teton Conservation
- ☐ WYDOT
- ☐ TC School District #1
- ☐ Game and Fish
- ☐ DEQ

Federal Agencies
- ☐ Army Corp of Engineers

Utility Providers
- ☐ Qwest
- ☐ Lower Valley Energy
- ☐ Bresnan Communications

Special Districts
- ☒ START
- ☒ Jackson Hole Fire/EMS
- ☐ Irrigation Company

Date: April 5, 2024

Item #: P23-214 & P24-048

Planner: Tyler Valentine

Phone: 733-0440 ext. 1305

Email: tvalentine@jacksonwy.gov

Owner
Fremont Community College District
DBA Central Wyoming College
2660 Peck Avenue
Riverton, WY 82501

Applicant
Jorgensen Associates
PO Box 9550
Jackson, WY 83002

REQUESTS:

The applicant is submitting a request for a Conditional Use Permit & Development Plan for Central Wyoming College's Jackson Campus on High School Road at the parcel legally described as PT. NE1/4SW1/4 SEC. 6, TWP. 40, RNG. 116 (CWC PARCEL)

PIDN: 22-40-16-06-3-00-019

For questions, please call Tyler Valentine at 733-0440 x 1305 or email the address shown below. Thank you.

Please respond by: April 26, 2024 (with Comments)

RESPONSE: For Departments not using SmartGov, please send responses via email to: planning@jacksonwy.gov

Central Wyoming College
Jackson Center
Development Plan and Conditional Use Permit Application

Applicant:

Central Wyoming College
2660 Peck Avenue
Riverton, WY 82501

Prepared by:

Jorgensen Associates, Inc.
Engineers, Land Surveyors, & Planners
1315 Highway 89 South, Suite 201
P.O. Box 9550
Jackson, WY 83002
307.733.5150

Town of Jackson
Submittal Date: March 22, 2023
Jorgensen Associates, Inc.
Project No. 22070

CONTENTS

SECTION 1 - PROJECT BACKGROUND, OVERVIEW, FINDINGS AND RESPONSE TO SUBMITTAL CHECKLIST

A. PROJECT BACKGROUND & HISTORY

Central Wyoming College's (CWC) Jackson Center is a two-year college serving Fremont, Lincoln, Hot Springs, and Teton County, WY, as well as Teton County, ID. The main campus is located in Riverton, Wyoming and serves that region with outreach centers in Lander, Jackson, and Dubois, each designed to meet the needs of their associated communities. CWC currently offers associate degrees and certificates in 58 academic areas as well as many community education courses including foundational courses for English as a Second Language, Adult Basic Education and High School Equivalency. The Jackson Center focuses on programs in Nursing, Culinary Arts, Science, and Computer Science.

CWC was founded in 1966 and serves under the direction of the Wyoming Community College Commission and is accredited by the Higher Learning Commission. CWC's academic programs have articulation agreements with the University of Wyoming as well as many notable Universities. The CWC-Jackson Outreach Center (CWC-Jackson) opened in 1976. Growth over the years led it to move locations several times. CWC-Jackson currently operates out of the Center for the Arts where it has resided since the construction of the building. However, the Culinary Arts program has had to make do with various locations including a mobile classroom in recent years. While all the academic programs have grown, the biggest classroom challenges come from the Science, Nursing, and Culinary Arts programs which require specialized lab and classroom spaces. Partnerships with Jackson Hole High School, St. John's Medical Center and the Elks Lodge provide auxiliary spaces and help alleviate some of the classroom demands currently, however, these are temporary solutions. The new Jackson Center described in this application will consolidate these programs under one roof with up-to-date technology in dedicated classroom and lab space, which will allow CWC to provide quality programs, improve graduation rates, and better serve the larger Teton County community.

In 2022 the Jackson Hole community voted via referendum of the Special Purpose Excise Tax (SPET) to fund the acquisition of land and construction of a new CWC facility in the Town of Jackson (TOJ). $10 million dollars was allocated to this project. A 2.0-acre parcel of land (PIDN: 22-40-16-06-3-00-019) on High School Road was purchased and annexed into the Town of Jackson on September 18th, 2023. The new CWC-Jackson Center has been designed to accommodate the specifics of the site, requirements of the CCRs which encumber the property, and the Town of Jackson Land Development Regulations (LDRs).

Central Wyoming College also has a partnership with the Jackson Hole High School and allows students to take classes at CWC for additional credits.

B. LOCATION & ZONING

The site is located just west of Jackson Hole High School on High School Road and across from the Cottonwood Park subdivision. It is specifically described as PT. NE1/4SW1/4 of Section 5, Township 40 North, Range 116 West, Teton County, WY. Map T-313H depicts the parcel and its easements.

The site is close (1,440 ft and 980 ft) to the Highschool and Corner Creek START bus locations. It will include a new pathway for future multimodal transportation connection to existing and planned pathway network. The character of the surrounding neighborhood is comprised of a mix of uses including education, service, retail, large scale commercial, office, and housing, and the immediately adjacent property is long-standing agricultural. Workforce housing is present in a variety of types that include single-family and multifamily structures in nearby neighborhoods. The site is on High School Road just west of its intersection with Middle School Road and the pathway network. It is directly across from Corner Creek Lane and the Cottonwood neighborhood. The Jackson Hole High School and the Jackson Hole Middle School are to the east.

The site was rezoned from Suburban (S) and Rural 1 (R-1) zones to Public/Semi-Public (P/SP) via ZMA2022-0004 submitted 10/19/2022. This property is within the Scenic Resource Overlay (SRO) but not the Natural Resource Overlay (NRO).

C. OWNER & PROJECT TEAM INFORMATION

PROPERTY OWNER & APPLICANT:
Fremont Community College District DBA Central Wyoming College
2660 Peck Avenue
Riverton, WY 82501

PLANNING, SURVEY, GEOTECH, & ENGINEERING
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307-733-5150
mdi@jorgeng.com

ARCHITECTURE
Anderson Mason Dale Architects
3198 Speer Boulevard
Denver, CO 80211
303-294-9448
www.amdarchitects.com

Prospect Studio
4030 W Lake Creek Drive, Suite 104
Wilson, WY 83014
307-264-2600
www.prospectjh.com

D. CURRENT PROGRAMMING & DEVELOPMENT PROPOSAL

The new CWC-Jackson Center will provide proper programmatic spaces for unique education programs which include dedicated science laboratories, simulation nursing labs, lab space for allied health programs, and the culinary arts program. The programming for this facility was selected by the CWC Board after a carefully executed design process led by the architect. The Level II Report for the project is currently being compiled by the State offices.

CWC will have 52 courses available in Fall, Spring, and Summer semesters that encompass the 13 fields of study offering associate degrees and certificates available through a combination of online study and the CWC Jackson Center. The majority of CWC programming uses a traditional schedule with fall and spring semesters. Fall semester begins on the last Monday of August and ends the 2nd week of December. Spring semester begins the 2nd or 3rd week of January and continues through the 1st or 2nd week of May. These semesters are 15 weeks long. The summer schedule begins the day after Memorial Day and generally lasts 10 weeks, though attendance is notably lower. The hours of operation for the campus will be from 8:00 AM to 9:00 PM.

Final college class schedules are determined about 10 months before the start of the semester, but preliminary estimates show a maximum of 60-75 students on campus between 9:30 and 11:00am and after 6:00pm. This schedule is flexible and can be changed based on traffic impacts and other factors.

The Culinary and Hospitality Program runs under a condensed schedule to accommodate the employment needs of Teton County's resorts, hotels, and restaurants. Most in-person classes are offered for 9 weeks in the fall (10/1 to 12/1) and in the spring (3rd week of March to before Memorial Day). Students are involved in work-study internships during the summer and winter seasons.

The location for the center is in the Public/Semi-Public Zone of the Town of Jackson (P/SP). According to Section 5.2.1 Public/Semi-Public –Town of Jackson Land Development Regulations (LDRs)…

> "*The purpose of the Public/Semi-Public – Town (P/SP) is to provide locations for new and existing uses and facilities of a public or semi-public nature. In particular, the P/SP zone is intended to allow flexibility for public and semi-public uses and facilities that often have unique functional needs, such as for height, floor area, setbacks, and impervious surface, that cannot be accommodated in other zoning districts. Land in the P/SP zone and/or facilities operated therein may be under the control of federal, state, or local governments, or other governmental entities such as a school district or hospital district."*

The design and function of the building complies with this zone.

There will be 24 short-term bike racks, 14 of which are sized for oversize spaces, and eight (8) long-term bike lockers with outlets for electric bike charging. There will be a pathway connection to the existing and proposed pathway network. There will also be space reserved for future Town e-bike sharing programs.

E. FINDINGS FOR APPROVAL

I. 8.3.3.C. Development Plan - Findings for Approval

A development plan shall be approved upon finding the application:

1. Is consistent with the desired future character described for the site in the Jackson/Teton County Comprehensive Plan (Comp Plan).

Complies. The site is currently located within Jackson/Teton County Comprehensive Plan (Comp Plan) District 5 – Sub-area 5.6 – Northern South Park (attached in **Section 4**)**.** The site borders Subarea 5.4 – School Campus. Thus, the provisions of both Subarea 5.4 and Subarea 5.6 are relevant and govern this site's relationship with the Comprehensive Plan, which states the following:

Subarea 5.4 School Campus is a STABLE Subarea that will continue to provide the necessary land for future community schools and recreational amenities. The community will continue to support and plan for the possible expansion of the School District Campus. Particular attention needs to be given to addressing the traffic

congestion in this area due to the pulse of single occupancy vehicle and school bus traffic associated with the school and recreational uses. Possible solutions will come in many forms, including a shift in current behaviors away from the use of single occupancy vehicle and complete street improvements to High School, Middle School and South Park Loop Roads, including improved pedestrian and bicycle connectively throughout the subarea and from surrounding districts into the Subarea.

Subarea 5.6 Northern South Park is TRANSITIONAL Subarea and is identified as a possible location for future residential development at a similar density to the adjacent West Jackson residential (Subarea 5.5) neighborhoods. While the priority of the community is to first infill and redevelop other already developed Stable/Transitional Subareas to meet the Growth Management Goals of the plan; if necessary, this subarea is a suitable location to meet those goals due to its close proximity to many existing Complete Neighborhood amenities. This subarea has been the subject of the recently approved Northern South Park Neighborhood Plan, which leaves out the CWC campus from the proposed neighborhood zoning, so this area goal is not in conflict.

CWC is, by its definition, a Community College, and fits within the concept of "future community schools" desired for this subarea. A traffic study to be submitted under separate cover will address the additional guidance provided by this section. However, anecdotally, the traffic impact of this college campus, with its inherent flexibility for class timing and capacity for strategic scheduling, will have a smaller scale effect on local traffic patterns and congestion than any future residential development that would be contemplated in this District. A Traffic Impact Study with Travel Demand Management is included in **Section 4**. Further, this proposal complies with guidance associated with Subarea 5.6 in that it proposes additional development that is non-residential that addresses the goals for "transitional" subareas. Transitional subareas, under the Comprehensive Plan, are places where "most of the community would agree that development/redevelopment or a change in character would be beneficial" and would benefit from "reinvestment and revitalization," where development goals

"include improving access to jobs, housing and services and reducing reliance on single occupancy trips." (Comp. Plan, p. CV-2-4)

Finally, it is critical to recognize the relationship between Subareas 5.4 and 5.6. The Comprehensive Plan is a vision document, and it does not have "hard" boundaries: "all mapped features are illustrative of the character of an area and do not imply desired regulatory boundaries or specific locations for certain attributes." Comp. Plan, p. IV-8. Property that lies on the depicted boundaries of Comprehensive Plan subareas needs to be evaluated under the criteria of both of the relevant subareas, and can contain the characteristics of both areas, so as to provide an intermediate mix of the subareas' characteristics.

2. ***Achieves the standards and objective of the Natural Resource Overlay (NRO) and Scenic Resources Overlay (SRO), if applicable.***

Complies. The CWC-Jackson Center property is located within the Scenic Resource Overlay (SRO) but not the Natural Resource Overlay (NRO). The campus will comply with all provisions of the SRO and the applicant will work with the Design Review Committee to ensure that the building meets their standards.

The development will be one story, and building design will be coordinated to minimize adverse visual impacts from the street. The CCRs require screening trees on the south, east, and west sides, which will be installed to prevent impact to potential future development nearby. The campus will be designed to be a welcoming space, with native landscaping, pedestrian and bicycle access, and modern, energy efficient design. Cars will be partially screened from the street by trees and shrubs.

3. ***Does not have significant impact on public facilities and services, including transportation, potable water and wastewater facilities, parks, schools, police, fire, and EMS facilities.***

Complies. Police, ambulance, and fire services currently serve the area from TOJ and Teton County. This non-residential development is not expected to generate the need for more capacity at local schools as would a residential development. CWC Jackson is consolidating the existing use that is currently satisfied by multiple facilities around the community into one convenient location close to multiple modes of transportation which will reduce traffic locally.

Water will be provided by extending existing TOJ lines under High School Road to the subject property, and wastewater will be connected to via private agreement for a short span and then into TOJ infrastructure near the High School. TOJ will charge capacity fees to offset the impact of this project on our local water and sewer treatment systems.

4. ***Complies with the Town of Jackson Design Guidelines, if applicable;***
   Complies. The project was presented to the Design Review Committee (DRC) on January 10th, 2024, at which point it received unanimous approval for the Sketch Plan level concept. This project meets all TOJ guidelines required and comments from the DRC on January 10th have been taken into consideration for this Development Plan submittal.

5. ***Complies with all relevant standards of these LDRs and other Town Ordinances***

   Complies. The purpose of Sketch Plan review is to determine general consistency with the LDRs at a preliminary, conceptual level before development is fully designed, with the objective of identifying opportunities to achieve desired community character, development related issues, discuss alternative designs that may better implement the LDRs and identify natural and scenic resource protection requirements. This project currently complies with all relevant standards of the LDRs. The fence has been permitted by Teton County and is intended to be on the property line.

6. ***Is in substantial conformance with all standards or conditions of any prior applicable permits or approvals.***

   Complies. A Sketch Plan application was approved for this project at the Town Council on February 26th, 2024 (P23-213). A Conditional Use Permit application (P23-214) submitted at the same time was continued for review after additional traffic information has been shared.

   The project will comply with all setbacks and provisions established by the LDRs. The approved rezone included a condition that the property change ownership to a public entity (CWC) and that has occurred.

II. 8.4.3.C. Conditional Use Permit - Findings for Approval

1. ***Is compatible with the desired future character of the area.***

   Complies. See above Finding #1.

2. ***Complies with the use specific standards of Division 6.1.***

   Complies. Section 6.1.8.C of the LDRs defines a school as an Institutional Use. The requirements are as follows:

   2. Standards:
   a. Wyoming Statutes. Each daycare or education use shall comply with the relevant

provisions of the Wyoming Statutes and with local health, safety and fire codes.

The CWC Jackson Center is a state school that will comply with the relevant provisions of the Wyoming Statues and with local health, safety, and fire codes.

3. Minimizes adverse visual impacts.

Complies. See above Finding #2. In addition, there is a fence planned along most of the eastern and southern property lines and inside the western easement to keep neighboring cows safely off the property. Where the east property line turns to a northeast direction, the fence will continue due north to the pathway and sidewalk easement, at which point it will turn northeast and continue along the pedestrian facilities to the property boundary. The fence will be six feet tall with woven wire and three strands of barbed wire close together on top – this is almost identical to the fence, which is currently on the property, and is not anticipated to cause any additional visual disturbance. This fence will be partially screened from the street by landscaping.

4. Minimizes adverse environmental impacts.

Complies. The development will minimize adverse environmental impacts through the choice in building materials, including energy efficient design elements, and by providing conduits for EV charging stations, bike racks, pathway access, and close proximity to START bus stops. Classes will be scheduled outside of peak traffic hours as much as possible to reduce traffic during peak times that are fixed at the other schools in the neighborhood. Landscaping will be chosen to comply with TOJ regulations, will consist of native trees and shrubs wherever possible, and will not include wildlife attractants.

5. Minimizes adverse impacts from nuisances.

Complies. The development minimizes adverse impacts from nuisances by maintaining hours of operation between 8:00 AM and 9:00 PM, and will schedule classes as much as possible to coincide with off-peak traffic times. There are no noise or visual impacts anticipated outside of regular business hours. The proposed fence will keep neighboring cows safely away from interfering in either school activities or on roads.

6. Minimizes adverse impacts on public facilities.

Complies. The development minimizes impact on public facilities by concentrating the activity of the CWC Jackson coursework to one single location instead of depending on other facilities as it has done in the past. Since CWC already has a presence in the TOJ, this proposal will simply move, or lessen, the current impact on public facilities rather than increase.

Jorgensen Associates has prepared a Traffic Impact Study with Travel Demand Management, to determine the anticipated effect of the CWC campus development on traffic on High School Rd. This is included in **Section 4** of this application. In summary, the traffic analysis did not find adverse impacts due to CWC such that the Level of Service for any studied intersections would be affected. There is a possibility that a left turn lane would benefit the flow of traffic at some point in the next 10 years, but it is not necessary as a "spot improvement" and should be bundled with other planned improvements. Though the Level of Service of intersections on High School Rd is expected to decrease within the next 10 years, it will not be due to CWC specifically, but rather to the estimated overall increase of traffic in the area.

7. Complies with all other relevant standards of these LDRs and all other Town Ordinances.

Complies. The development complies with all other relevant standards of the LDRs and all other Town Ordinances, including the newly adopted Bicycle Parking Regulations.

8. Is in substantial conformance with all standards or conditions of any prior applicable permits or approvals.

Complies. The development is in substantial conformance with all standards and conditions of prior applicable permits or approvals, including the Sketch Plan approved February 26, 2024 with conditions. Response to conditions can be found in the letter accompanying this application as well as below:

Conditions as part of the Sketch Plan Approval for application P23-213

1) *As part of the Development Plan submittal, a landscape plan prepared by Wyoming Landscape Architect shall be provided showing at least 5 plant units that meet the intent of LDR Division 5.5. In particular, the plan shall make efforts to screen the parking lot and soften the building as viewed from High School Road.*

   Complies. Landscape Plan can be found is **Section 3**.

2) *As part of the Development Plan submittal, the applicant shall provide a fully dimensioned parking lot plan showing the widths of the drive aisles, measurements of parking/ADA spaces, and identify the 2 EV installed and 9 EV capable spaces.*

   Complies. See Civil Design in **Section 3**.

3) *As part of the CUP and Development Plan submittal, a more detailed justification of the parking plan shall be provided along with a final Travel Demand Management plan. The plan should include all strategies for how CWC plans to reduce single-occupancy vehicle trips to minimize parking demand and traffic impacts on High School Road.*

   Complies. See **Section 4** for Traffic Impact Study with the Travel Demand Management Plan and parking analysis.

4) *The applicant shall work with the Town and present a design as part of the Development Plan and CUP that 1) provides a safe connection for bikes and pedestrians to the Middle School/High School intersection, and 2) provides a pedestrian access connection (e.g, crosswalk) to the nearest START bus stop at the High School / Middle School intersection.*

   Complies. The proposed Site Plan (see Section 3) provides a safe connection for pedestrians and bikes both to the Middle School / High School intersection to the east and provides a crosswalk to the START bus stop at the intersection of Corner Creek Lane. This was determined to be the closest START bus stop to CWC.

5) *As part of the Development Plan submittal the applicant shall work with Town Planning, Town Engineering, and Jackson/Teton County Pathways Coordinator to determine the final curb location and final streetscape plan consistent with the Community Streets Plan. Ideally, the plan should include a 5' wide landscape buffer zone with trees spaced 30'-40' apart, an 8' wide cycle track, a 2' wide buffer zone, and a 6' wide sidewalk but alternative designs may be considered.*

   Complies. Through discussions with Town and County staff the proposed plan was reached. This includes a travel lane, curb and gutter, vegetated buffer, multi-use pathway, and sidewalk easement for future use by the Town / County. The dimensions and specifications for these amenities can be found in **Section 3** on the civil site plan.

F. PROPOSED DEVELOPMENT PROGRAM

I. Structure, Location, and Mass – See SD set (**Section 3**) for details. The proposed building is one-story, in roughly a U-shape, and is currently designed as 20,288 sf in total, with 19,788 conditioned space and 500sf of unconditioned space devoted to bike lockers and trash / recycling enclosures. There will be areas devoted to nursing, science, culinary / hospitality, classrooms, offices, and shared building support. It is located within the setbacks prescribed by the P/SP zone and CCRs, facing to the west, and accessible via a pedestrian access from High School Road and a driveway off same.

II. Maximum Scale of Development – the building is currently 20,288 sf

III. Lot Coverage – not applicable in P/SP zone

IV. Minimum LSR – not applicable in P/SP zone

G. FENCING

The property will be fenced along the southern and eastern boundaries, and within the western easement as required by the CCRs. This fence has been permitted through Teton County since it is proposed in the County to start (along the western easement) and then along the property line. The fence will be wildlife-proof for the health and safety of the cows it fences out. The fence will closely match the existing fence, and be six feet high with woven wire and three close strands of barbed wire on top. Posts will be wood and there will be a horizontal top rail. Where the property line turns northeast along the eastern boundary, the fence will continue straight until it meets the pathway and sidewalk easement and then turn northeast and follow those facilities to the boundary.

H. EXTERIOR LIGHTING

Will comply with the LDRs, be Dark Sky Compliant, and be detailed at Building Permit.

I. LANDSCAPING

See **Section 3** for Landscaping Plan.

J. SIGNS

One sign is proposed for the corner of the new access road and High School Road. It will be fully compliant with all provisions of the LDRs.

K. GRADING, EROSION CONTROL, STORMWATER MANAGEMENT

See Engineers Report **Section 2,** Site Plan **Section 3**.

L. ALLOWED USES

CWC-Jackson is classified Institutional: School under the LDRs. This application contains a Conditional Use Permit to allow this use on the subject property, as is required for an Institutional Use in P/SP zone.

M. PARKING AND LOADING

See Engineer's Report **Section 2.**

N. SUBDIVISION

No subdivision is contemplated in this application.

O. EMPLOYEE HOUSING
Exempt under Division 6.3.2.C.13 of the LDRs because the site is in the Public/Semi-Public zone.

P. TRANSPORTATION FACILITY
CWC-Jackson will take access off of High School Road and will construct a section of pathway along the northern boundary to allow for future connection to planned expansion of the pathway network. An upgraded pedestrian crosswalk at Corner Creek Lane will also be installed, and a sidewalk easement granted to the TOJ for future development.

Q. REQUIRED UTILITIES
See Engineer's Report **Section 2.**

R. MAXIMUM SCALE OF USE
P/SP does not require a maximum scale of use.

S. OPERATIONAL STANDARDS
CWC-Jackson will have onsite refuse and recycling that will be in the southwest corner of the building in unconditioned space.

T. OTHER
A Neighborhood Meeting was conducted at the Presbyterian Church of Jackson Hole from 3:00 to 5:00 pm on July 26th, 2023. The summary can be found in **Section 4**.

SECTION 2 – ENGINEER'S REPORT

A. INTRODUCTION

The Central Wyoming College – Jackson Outreach Center will be a 20,288 square-foot single-story single building college campus facility. The college will consist of traditional classrooms, instructional kitchen areas, faculty offices, and a medical nursing training facility. Central Wyoming College is a public two-year college that is based in Riverton, WY with outreach programs in Jackson, Dubois, and Lander, WY. The facility will provide traditional college courses, career development courses, and classes for personal/community enrichment. The Outreach Center will also provide a space for visiting speakers, conferences, and serve as a cultural hub for the Town of Jackson (TOJ).

The site is located along High School Road just west of Jackson High School. The project site is currently undeveloped and was formally operated as part of the surrounding ranch. The site is bordered by High School Road to the north and ranch land to the south, east and west. The parcel is 2 acres in size, currently zoned Public/Semi Public and was recently annexed to the TOJ. An address will be assigned to the parcel later.

Preliminary findings and the proposed plan to address the site/civil aspects of the project are discussed below. A preliminary site plan is included with this application for reference.

B. SOILS

A Geotechnical Engineering Report was completed for the project on June 2, 2023. A total of four test pits were excavated as part of the geotechnical exploration on May 4, 2023. The test pits showed the site is covered by a relatively thin layer of topsoil approximately one-foot thick, underlain by sandy gravel and cobble alluvium of the Snake River alluvial flood plain. The alluvium was logged as 15% cobbles by volume, and the remaining soils comprising 60% gravel, 30% sand, and 10% fines by mass. The stony alluvial soils underlying the topsoil are anticipated to provide adequate support for the proposed construction. For further information regarding the site's soils, see attached Geotechnical Engineering Report in **Section 4.**

C. GROUNDWATER

Three groundwater monitoring standpipe piezometers were installed in the open test pits to facilitate groundwater monitoring during the spring and summer months of 2023. Two data loggers were installed in the standpipe piezometers in test pits JG-1 and JG4 of which collected groundwater data every four hours for approximately 4.5 months. Peak groundwater was measured at 3.13 and 3.21-feet below the ground surface JG-1 and JG-4 on July 5 and July 4, 2023, respectively. It is assumed the groundwater is most heavily influenced by irrigation practices on adjacent agricultural fields. A full summary of the groundwater monitoring effort can be found in the attached Groundwater Monitoring Report dated November 15, 2023, in **Section 4.**

D. CABLE UTILITIES AND GAS

The project proposes to bring electrical power from existing lines and vaults located to the North and West of the site to the northeast corner of the building. The power and communication lines will be buried from the connection points to the property where a transformer will be located. Natural gas will be brought in from an existing line on High School Road as shown on the site overview sheet. There is on-going coordination for a private fiber connection via the Jackson Hole High School. Schematics of the new routing and pedestal placements are shown on the accompanying civil site plan in **Section 3** and will be finally coordinated with the utility companies prior to Final Design.

E. WATER SUPPLY

Water supply is proposed to be provided by the TOJ for domestic water and fire suppression for the building. Irrigation water is proposed to be provided by an alternate source.

On average the school will serve approximately 209 students per day. The school will also include a teaching kitchen. Per section 13.08.020 of the Jackson Municipal code schools with cafeteria, no gym and no showers generate 15 gpd per student. Therefore, the estimated average water demand for the school is approximately 3,135 gpd.

An existing 12-inch diameter water main exists along the north side of High School Road. A 4-inch water service is proposed to be extended to the mechanical room located in the northeast corner of the building from this existing water main as shown on the preliminary site plan to provide domestic water and fire suppression service to the building. The 4-inch water service will be split to a domestic water service and a 4-inch fire sprinkler line both equipped with shutoff valves prior to entering the building.

Final water service line sizes and water demands for the site will be verified as part of Final Design.

F. WASTEWATER

Sanitary sewer service is proposed to be provided by future 10-inch sewer main to be installed in High School Road as part of the Porter Ranch Subdivision project. This future main will be connected to an existing 15-inch sanitary sewer main owned and operated by the TOJ a short distance to the east of the CWC parcel. Connection and maintenance agreements will need to be developed between CWC and Porter Ranch to allow for this connection unless the Town of Jackson decides to own and operate the new gravity sewer main.

The water demands, on average the school will serve approximately 209 students per day. The school will also include a teaching kitchen. Per section 13.08.020 of the Jackson Municipal code schools with cafeteria, no gym and no showers generate 15 gpd per student. Therefore, the average sewer generation is estimated to be approximately 3,135 gpd. A grease trap is also proposed for the teaching kitchen facilities in the building. A proposed layout of the sanitary

sewer service facilities is shown on the preliminary site plan.

Sewer service line sizes and wastewater flows for the site will be verified as part of the Final Design process along with the final design details of the lift station and grease trap.

G. ROADS AND ACCESS

Vehicular access to the parking lot will be from a private access road via High School Road as shown on the site plans. The access road will be built in accordance with TOJ standards. A multi-use path is also proposed parallel to High School Road along the property frontage as shown on the preliminary site plan and will provide pedestrian connectivity via a sidewalk to the parking lot and building.

H. TRAFFIC AND PARKING

A comprehensive Traffic Impact Study (TIS) with Travel Demand Management has been included with this application in **Section 4.** See *Section 8* of this report for the Parking Demand and Assumptions as part of the Travel Demand Management program for CWC.

50 parking spaces will be provided. Handicap parking stalls are located near the entrance to the building. EV spaces are also allocated. The parking lot will be per TOJ standards and will include accessible parking as well as loading/unloading areas. Snow storage for the parking lot is proposed north of the parking lot in the stormwater detention area. Bike racks are also proposed near the entrance of the building as shown on the site plan.

I. STORMWATER

The site stormwater plan is to collect, treat, and route the stormwater from the site according to the Town's stormwater standards. The TOJ requires new developments to detain the difference between the pre-development and post-development 100-year storm. Preliminary calculations provide the following estimated runoff rates and storage requirement:

Pre-development 100-year runoff rate → 0.6 cfs
Post-development 100-year runoff rate → 4.5cfs
Estimated storage requirement = 2,500 cubic feet
Stormwater is proposed to be managed by collecting the stormwater combination of surface flow, inlets and pipes and will be treated and stored in the proposed stormwater detention areas surrounding the parking lot.

J. SNOW STORAGE

As indicated on the accompanying Sketch Plan Drawings, snow storage areas equal to or greater than 2.5% of the plowed area will be provided. This area is the functional space to stack the large amounts of snow that can build up during heavy snowfall years. Snow storage will primarily be in the area to the north of the main parking lot in the proposed stormwater detention area. As with many area developments during a heavy snow year it may be necessary to load and haul off

snow piles from time to time during the winter.

K. WATER BODY AND WETLAND BUFFERS

The site is not adjacent to any natural body of water and impacts on water quality or wetlands are not foreseen.

An existing irrigation ditch exists along the north side of the property parallel to High School Road along with some irrigation laterals that flow to the south. This is the Leek ditch which provides irrigation water to the properties west and south of the site. As shown on the proposed plan, the ditch will be relocated and modified by a series of proposed irrigation pipes to continue to provide irrigation water to the adjacent properties. No modification to existing flows is anticipated. The proposed plan is being developed in coordination with the adjacent landowner and Town regulations will be followed to obtain consent from 50% of ditch owners when the plan is finalized.

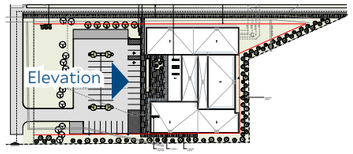
SECTION 3 – DEVELOPMENT PLAN DESIGN

- **CWC Jackson Center Schematic Design (SD) Set - Elevations, Floor plans, & Character sketches by Anderson Mason Dale & Prospect Architects**

- **CWC Jackson Center Landscaping Plan**

- **CWC Jackson Center Civil Set by Jorgensen Associates, P.C.**

- **Stormwater Calculations by Jorgensen Associates, P.C.**



N

Key Plan

Materials

1.  Ultra High Performance Concrete Wall Panels,

   1a. Door Panels

2.  Variated Width Charred Wood Cladding

3.  Structural Polycarbonate Wall System

4.  Structurally Glazed Curtain Wall System, Aluminum Frame

5.  Mass Timber Posts, Roof

6.  Nana-Wall Operable Facade System

7.  Rooftop Equipment Screens Flat Panel

8.  Cor-ten Metal Panel Planter

9.  Steel Doors

10.  Metal Clad Wood Windows

Exterior Elevation - West

Central Wyoming College - Jackson Outreach Center

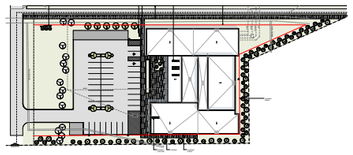
Design Review Committee Submission

22 March 2024

Scale: 1/16” = 1’-0”

AndersonMasonDale Architects

Elevation



N

Key Plan

T. O. Clerestory
24’ - 6”

T. O. Roof
16’ - 0”

Ground Floor
0’ - 0”

10’ 20’ 30’ 40’

Materials

1. 
Ultra High Performance Concrete Wall Panels,

1a. Door Panels

2. 
Variated Width Charred Wood Cladding

3. 
Structural Polycarbonate Wall System

4. 
Structurally Glazed Curtain Wall System, Aluminum Frame

5. 
Mass Timber Posts, Roof

6. 
Nana-Wall Operable Facade System

7. 
Rooftop Equipment Screens Flat Panel

8. 
Cor-ten Metal Panel Planter

9. 
Steel Doors

10. 
Metal Clad Wood Windows

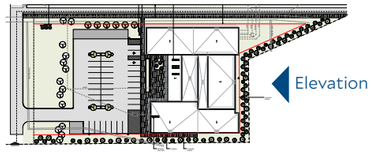
Exterior Elevation - North

Central Wyoming College - Jackson Outreach Center

Design Review Committee Submission

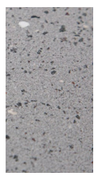
22 March 2024
Scale: 1/16” = 1’-0”

AndersonMasonDale Architects



Key Plan

Materials

1.  Ultra High Performance Concrete Wall Panels,

   1a. Door Panels

2.  Variated Width Charred Wood Cladding

3.  Structural Polycarbonate Wall System

4.  Structurally Glazed Curtain Wall System, Aluminum Frame

5.  Mass Timber Posts, Roof

6.  Nana-Wall Operable Facade System

7.  Rooftop Equipment Screens Flat Panel

8.  Cor-ten Metal Panel Planter

9.  Steel Doors

10.  Metal Clad Wood Windows

Exterior Elevation - East

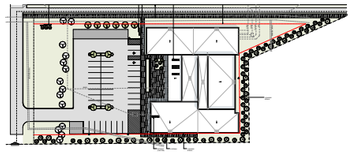
Central Wyoming College - Jackson Outreach Center

Design Review Committee Submission

22 March 2024

Scale: 1/16” = 1’-0”

AndersonMasonDale Architects



N

Key Plan

Elevation

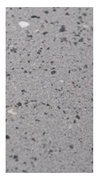
T. O. Clerestory
24’ - 6”

T. O. Roof
16’ - 0”

Ground Floor
0’ - 0”

10’ 20’ 30’ 40’

Materials

1. 
Ultra High Performance Concrete Wall Panels,

1a. Door Panels

2. 
Variated Width Charred Wood Cladding

3. 
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4. 
Structurally Glazed Curtain Wall System, Aluminum Frame

5. 
Mass Timber Posts, Roof

6. 
Nana-Wall Operable Facade System

7. 
Rooftop Equipment Screens Flat Panel

8. 
Cor-ten Metal Panel Planter

9. 
Steel Doors

10. 
Metal Clad Wood Windows

Exterior Elevation - South

Central Wyoming College - Jackson Outreach Center

Design Review Committee Submission

22 March 2024

Scale: 1/16” = 1’-0”

AndersonMasonDale Architects

Ultra High Performance Concrete Panels

TAKTL:
Korsa Aggregate

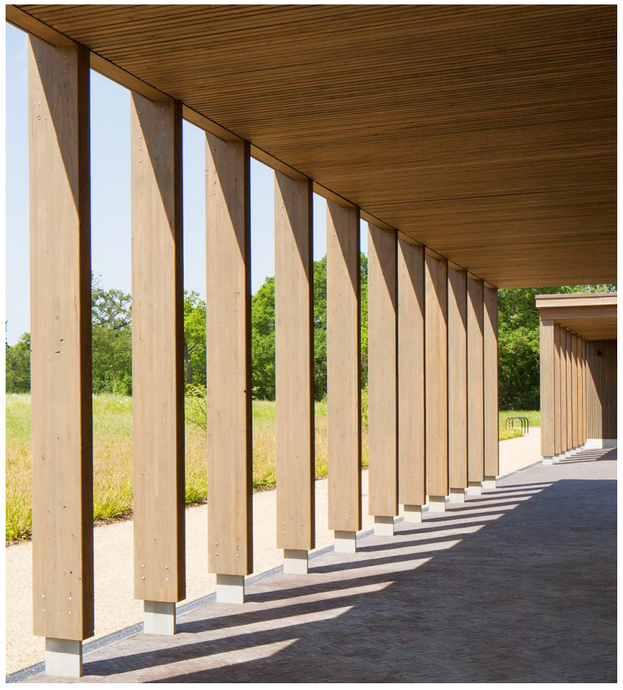
Charred Wood Cladding

reSAWN TImber:
Shou Sugi Ban

Polygal (Polycarbonate) Wall

Manufacturers:
Duo-Gard
Plazit-Polygal
Plaskolite

Glue Laminated Wood Colonnade



Manufacturers:
Nordic CLT

5’ 10’ 20’ 40’

N

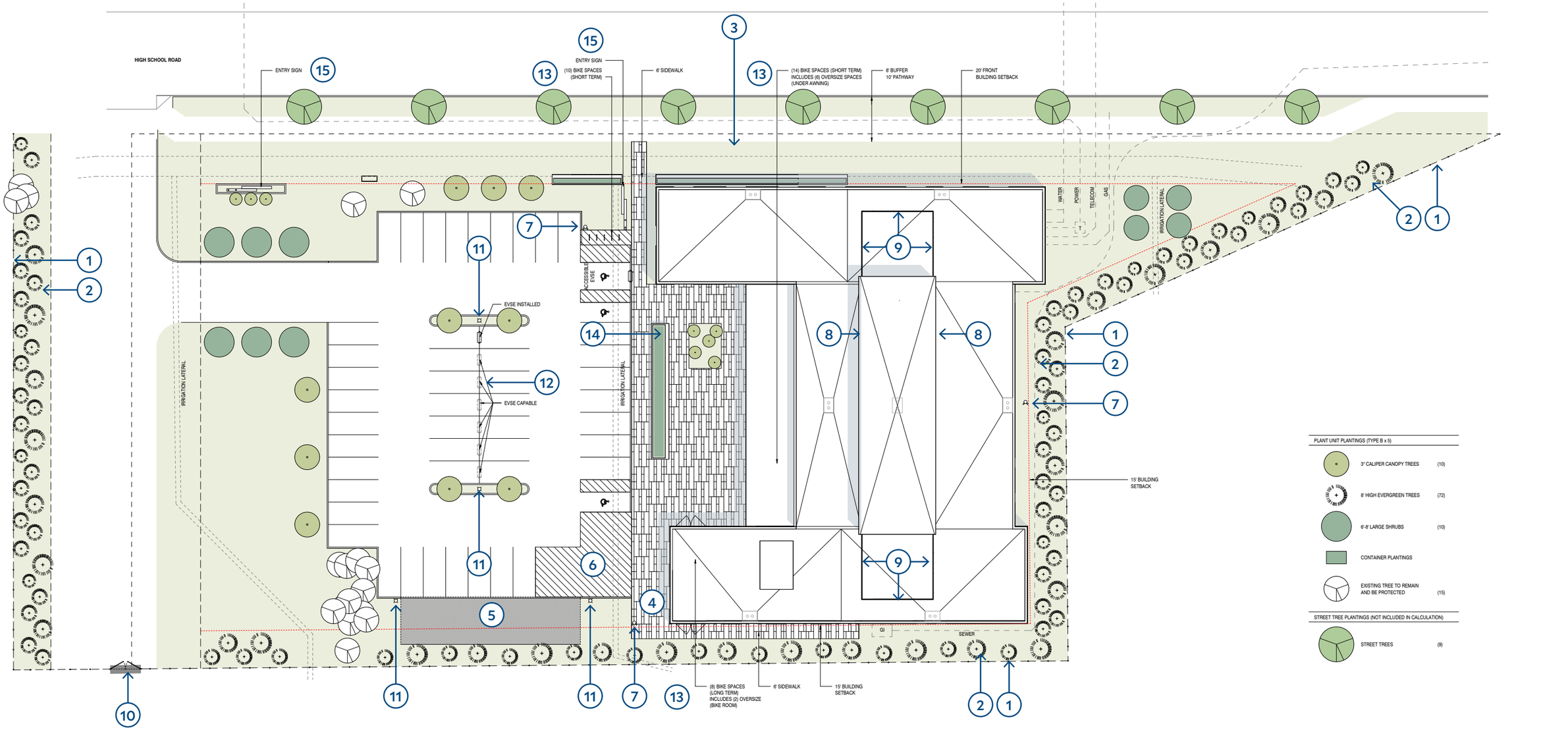
Floor plan

Central Wyoming College - Jackson Outreach Center

Development Plan

March 21, 2024

AndersonMasonDale Architects



1. Fence
2. Vegetative buffer: native spruce.
3. Irrigation box culvert. Refer to Civil for additional information.
4. Secured trash enclosure
5. Snow storage
6. Loading
7. Fire hydrant
8. Clerestory
9. Roof screen
10. (2) 6ft cattle gates and cattle guard
11. Parking lot pole light
12. EVSE + EVSE capable parking spots
13. Bike racks. Provide outlets for electric bike charging
14. Raised planter
15. Monument signage. Provide power for integral lighting of fixed sign. Provide (2) flagpoles at sign location

Landscape Plan

Central Wyoming College - Jackson Outreach Center
Development Plan

March 21, 2024

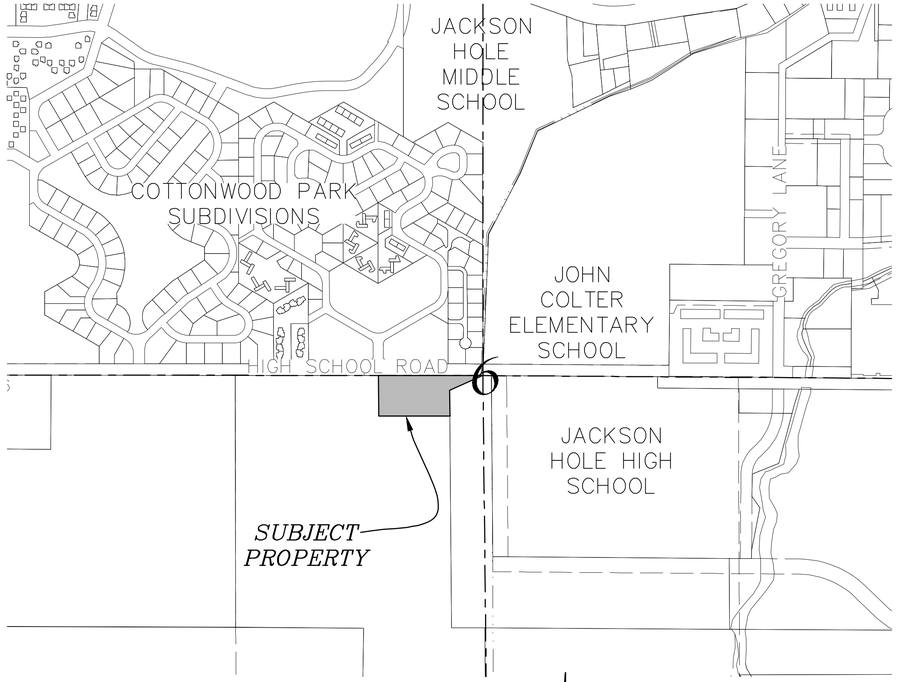
AndersonMasonDale Architects

CENTRAL WYOMING COLLEGE
JACKSON OUTREACH CENTER

DEVELOPMENT PLAN

CWC PARCEL, HIGH SCHOOL ROAD
JACKSON, WYOMING

LOCATED WITHIN THE NE ¼SW¼ & SE¼NW¼ SEC 6,
T40N, R116W, 6TH P.M.
TETON COUNTY, WYOMING



VICINITY MAP
1" = 400' for 22x34 Prints
1" = 800' for 11x17 Prints

OWNER
Fremont County Community
College District
2660 Peck Ave., Main Hall, 104C
Riverton, WY 82501

ENGINEER & LAND SURVEYOR
Jorgensen Associates, Inc.
1315 S. Highway 89, #201
PO Box 9550
Jackson, WY 83002-9550
(307) 733-5150

ARCHITECT & LANDSCAPE DESIGN
Prospect Studio
4030 W Lake Cr. Dr., Ste. 104
PO Box 1870
Wilson, WY 83014
Danny Wicke
(307) 264-2600

AMD Architects
3198 Speer Boulevard
Denver, CO 80211
John Graham
(303) 294-9448

INDEX OF SHEETS

– PRELIMINARY –
SUBJECT TO CORRECTION
AND APPROVAL

JORGENSEN
JACKSON, WYOMING
307.733.5150
www.jorgeng.com

PROJECT TITLE:
CENTRAL WYOMING COLLEGE
DEVELOPMENT PLAN
CWC PARCEL, HIGH SCHOOL ROAD
JACKSON, WYOMING

SHEET TITLE:
COVER

DESIGNED BY:	PY
REVIEWED BY:	PD

PLAN VERSION	DATE
SKETCH PLAN	11/17/2023
DEV PLAN	03/21/2024

PROJECT NUMBER
22070

SHEET
C1.0

GENERAL PROJECT NOTES:

1. PROJECT SCOPE: PROVIDE ACCESS, UTILITY INFRASTRUCTURE, GRADING, AND NECESSARY SITE DEVELOPMENT FOR PROPOSED COLLEGE OUTREACH CENTER.
2. PROJECT SCHEDULE: UTILITY INSTALLATION WILL BEGIN IN SPRING 2024 AND END IN FALL 2024.
3. PROPERTY IS ZONED P/SP IN THE TOWN OF JACKSON.
4. PROPERTY AREA: +/- 2.0 ACRES
5. THE PROPERTY IS NOT WITHIN THE WILD LAND URBAN INTERFACE, THE NATIONAL WILD AND SCENIC RIVER CORRIDOR, OR THE NATURAL RESOURCES OVERLAY. THE PROPERTY IS LOCATED WITHIN THE SCENIC RESOURCES OVERLAY. PROPERTY IS NOT LOCATED WITHIN A FLOODPLAIN.
6. A GEOTECHNICAL SITE INVESTIGATION AND REPORT OF THE PROPERTY WAS PERFORMED BY JORGENSEN GEOTECHNICAL, LLC IN MAY, 2023. REFER TO THE GEOTECH REPORT FOR MORE DETAILED INFORMATION.
7. TOPOGRAPHIC SURVEYS FOR THIS PROPERTY WERE PERFORMED BY JORGENSEN ASSOCIATES, INC. IN NOVEMBER 2022. SPECIFIC COORDINATE DATA IS AVAILABLE UPON REQUEST.
8. THE PROPERTY IS LOCATED SOUTH OF HIGH SCHOOL ROAD IN PREVIOUS AGRICULTURAL LAND PRIMARILY USED FOR GRAZING WITH EXISTING VEGETATION AND GROUND COVER CONSISTING OF LEVEL GRASSLAND AND POCKETS OF TREES.
9. VERBAL NOTICE OF ANY CHANGES OR MODIFICATIONS THAT ARE NOT CONSISTENT WITH THE TERMS AND CONDITIONS OF THE BUILDING PERMIT SHALL BE GIVEN TO THE TOWN ENGINEERING DEPARTMENT AT 307 733-3079. THE TOWN ENGINEERING DEPARTMENT MAY REQUIRE ADDITIONAL WRITTEN NOTICE OR INFORMATION BE SUBMITTED THROUGH THE TOWN'S BUILDING DEPARTMENT AND ADDITIONAL REVIEW FEES MAY APPLY.
10. PRIOR TO START OF CONSTRUCTION ACTIVITIES, THE APPLICANT SHALL CONTACT THE TOWN OF JACKSON ENGINEERING DEPARTMENT AND SCHEDULE A PRE-CONSTRUCTION MEETING. FAILURE TO MEET WITH THE ENGINEERING DEPARTMENT PRIOR TO START OF CONSTRUCTION ACTIVITIES WILL RESULT IN STOPPAGE OF WORK ON SITE. THE TOWN ENGINEER SHALL BE NOTIFIED 48-HOURS PRIOR TO COMMENCING ANY LAND DISTURBING ACTIVITIES.
11. THE DESIGN ENGINEER OF RECORD FOR ALL INFRASTRUCTURE AND GRADING SHALL INSPECT AND PROVIDE WRITTEN APPROVAL OF CONSTRUCTION PRIOR TO CERTIFICATE OF OCCUPANCY. THE TOWN ENGINEERING DEPARTMENT SHALL BE NOTIFIED TO ALLOW FOR WITNESSING OF ANY TESTING. FIELD REPORTS REGARDING THE INSTALLATIONS SHALL BE KEPT AND MAY BE REQUIRED BY THE TOWN ENGINEERING DEPARTMENT. RECORD DRAWINGS OF THE INSTALLATION SHALL BE PROVIDED ALONG WITH A CERTIFICATE OF COMPLETION.
12. ALL PROPOSED ROADS, SIDEWALKS, WATER, SEWER, CABLE UTILITIES, STORM AND DRAINAGE INFRASTRUCTURE LOCATED ONSITE SHALL BE PRIVATELY OWNED, OPERATED AND MAINTAINED. THE CONSTRUCTION OF THE ONSITE IMPROVEMENTS SHALL BE THE RESPONSIBILITY OF THE DEVELOPER AND SHALL BE PROVIDED FOR IN A SUBDIVISION IMPROVEMENTS AGREEMENT TO BE APPROVED WITH EACH SUBDIVISION PLAT.
13. RECORD DESIGN PLANS SHALL BE SUBMITTED ELECTRONICALLY TO THE TOWN OF JACKSON IN PORTABLE DOCUMENT FORMAT (PDF) WITH A CORRESPONDING AUTOCAD COMPATIBLE (DWG) AND A GIS SHAPE FILE.

GENERAL CONSTRUCTION NOTES & SPECIFICATIONS:

1. ALL SITE WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITION OF WYOMING PUBLIC WORKS STANDARD SPECIFICATIONS AND THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS. ANY CONSTRUCTION RELATED ACTIVITIES NOT IN CONFORMANCE WITH APPROVED AND PERMITTED PLANS AND/OR SEQUENCING MAY RESULT IN TERMINATION OF WORK.
2. THE APPROVED EROSION CONTROL PLAN SHALL BE LOCATED ON SITE. EROSION CONTROL MEASURES SHALL BE INSPECTED AFTER EACH RAIN AND AT LEAST ONCE EACH WEEK. EROSION DAMAGE TO ADJOINING SURFACES AND DRAINAGE WAYS AS A RESULT OF LAND DEVELOPING OR DISTURBING ACTIVITIES SHALL BE REPAIRED IMMEDIATELY.
3. THE TOWN ENGINEER SHALL BE ALLOWED TO ENTER THE SITE FOR THE PURPOSE OF INSPECTING COMPLIANCE WITH THE EROSION CONTROL PLAN OR FOR PERFORMING ANY WORK NECESSARY TO BRING THE SITE INTO COMPLIANCE WITH THE EROSION CONTROL PLAN.
4. COPIES OF ALL AGREEMENTS AND/OR EASEMENTS SHALL BE PROVIDED TO THE TOWN OF JACKSON PRIOR TO GRADING ON ADJACENT PROPERTIES FOR TEMPORARY OR PERMANENT CONSTRUCTION ACTIVITIES.
5. CONSTRUCTION WORK HOURS SHALL BE CONSISTENT WITH CURRENT TOWN OF JACKSON POLICIES.
6. ALL PUBLIC STREETS SHALL BE MAINTAINED CLEAR OF DEBRIS DURING CONSTRUCTION. SHOULD DEBRIS BE TRACKED ONTO PUBLIC STREETS FROM THE CONSTRUCTION SITE, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CLEAN THE AFFECTED STREETS.
7. CONSTRUCTION SITE DELINEATION FENCING SHALL BE PROVIDED AS NEEDED TO PROTECT THE PUBLIC FROM HAZARDS DURING CONSTRUCTION. THE FENCE SHALL REMAIN IN PLACE AND INTACT FOR AS LONG AS NECESSARY TO PROTECT THE PUBLIC.
8. APPROVED SEDIMENTATION CONTROLS AND SILT RETENTION SHALL BE PLACED AND PROVIDED DURING CONSTRUCTION AS NEEDED TO PREVENT OFFSITE STORM FLOW AS IDENTIFIED IN THE APPROVED GRADING AND EROSION CONTROL PLAN. THE TOWN ENGINEER SHALL BE NOTIFIED UPON COMPLETION OF EROSION CONTROL MEASURES WITHIN 2 CALENDAR DAYS AFTER INSTALLATION.
9. IF NECESSARY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN A WYOMING DEPARTMENT OF ENVIRONMENTAL QUALITY WYPDES STORMWATER PERMIT AND / OR CONSTRUCTION DEWATERING PERMIT PRIOR TO COMMENCING ANY LAND DISTURBING ACTIVITIES.
10. PRIOR TO CONSTRUCTION, IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE A CONSTRUCTION MANAGEMENT AND SEQUENCING PLAN TO MEET THE REQUIREMENTS OF THE TOWN OF JACKSON.
11. CONTRACTOR SHALL VERIFY LOCATION OF ALL BURIED AND OVERHEAD UTILITIES PRIOR TO ANY EXCAVATION IN THE VICINITY. UTILITY LOCATIONS SHOWN ON THESE DRAWINGS ARE APPROXIMATE AND BASED ON THE BEST INFORMATION AVAILABLE TO THE ENGINEER. ENGINEER DOES NOT WARRANT THE ACCURACY NOR COMPLETENESS OF THE INFORMATION SHOWN FOR EXISTING UTILITIES. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES PRIOR TO INSTALLING IMPROVEMENTS. PRIVATE UNDERGROUND UTILITIES EXIST IN THE PROJECT AREA. CONTACT ENGINEER TO LOCATE EXISTING WATER LINES, SEWER LINES.
12. CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN THE FIELD AND SHALL PROMPTLY NOTIFY THE ENGINEER OF ANY VARIATIONS OR DISCREPANCIES.
13. ALL EXCAVATION ACTIVITIES SHALL COMPLY WITH PERMIT REQUIREMENTS ISSUED FOR THE PROJECT. CONTRACTOR SHALL REVIEW AND BE RESPONSIBLE FOR PERMIT COMPLIANCE.
14. CONTRACTOR TO CONFIRM STOCKPILE AND STAGING LOCATIONS WITH THE OWNER.
15. CONTRACTOR TO LOCATE ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
16. FILL MATERIAL SHALL BE SUITABLE ON-SITE OR IMPORTED MATERIAL WITH ROCK NO LARGER THAN 6 INCHES IN DIAMETER. LARGER MATERIAL MAY BE PLACED ONLY WHEN AUTHORIZED BY THE ENGINEER.
17. SUBGRADE, PIT RUN SUBBASE, AND SITE FILL MATERIALS SHALL BE MECHANICALLY COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D698 (AASHTO T-99 - STANDARD PROCTOR DENSITY) IN LIFTS NOT TO EXCEED 8 INCHES IN LOOSE THICKNESS.
18. CRUSHED GRAVEL BASE MATERIAL SHALL BE GRADING H OR GRADING W.
19. CRUSHED GRAVEL BASE COURSES SHALL BE MECHANICALLY COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D1557 (AASHTO T-180 - MODIFIED PROCTOR DENSITY).
20. DESTRUCTION AND DAMAGE TO TREES AND OTHER NATURAL VEGETATION SHALL BE MINIMIZED AND ALL DISTURBED SURFACES SHALL BE RESEEDED AS SOON AS PRACTICABLE IN ACCORDANCE TO THE REVEGETATION SPECIFICATIONS.
21. STRIP AND SALVAGE TOPSOIL FROM ALL EXCAVATED AREAS.
22. WEEDS SHALL BE CONTROLLED BY SPRAYING, LIMITING DISTURBANCE AREA, OR OTHER MEANS. FOLLOW INVASIVE SPECIES MANAGEMENT PLAN SUBMITTED WITH GRADING PERMIT. REDUCE THE SPREAD OF NOXIOUS WEEDS AND INTRODUCTION OF OTHER INVASIVE SPECIES PRIOR TO CONSTRUCTION, DURING CONSTRUCTION, DURING REVEGETATION, AND AFTER CONSTRUCTION.
23. FUGITIVE DUST WILL BE CONTROLLED BY WATERING DURING DRY PERIODS OR AS REQUIRED BY ENGINEER.
24. ANY MUD TRACKED ONTO ADJOINING STREETS SHALL BE SWEPT UP ON A DAILY BASIS OR OTHERWISE REQUESTED BY THE TOWN OF JACKSON.
25. CONSTRUCTION SITE SHALL REMAIN CLEAN AND ALL TRASH AND CONSTRUCTION DEBRIS SHALL NOT ENTER INTO ADJACENT PROPERTIES.
26. ALL EXCAVATED MATERIALS SHALL BE STOCKPILED AND PROCESSED ON-SITE ONLY AT LOCATIONS AS DESIGNATED ON THE PLANS.
27. TOPS OF CUT AND FILL SLOPES SHALL BE ROUNDED TO AVOID RAVELING AND EROSION.
28. A FOUR INCH MINIMUM LAYER OF TOPSOIL SHALL BE PLACED ON ALL SLOPES AND AREAS STRIPPED FOR GRADING.
29. CUT AND FILL SLOPES SHALL NOT EXCEED 2:1 WITHOUT SPECIAL STABILIZATION AND APPROVAL FROM ENGINEER.
30. IRRIGATION WATER SHALL BE SUPPLIED BY AN ISOLATED SYSTEM METERED SEPARATELY FROM DOMESTIC USE. BACKFLOW AND METER EQUIPMENT TO BE LOCATED WITHIN THE ADJACENT BUILDING MECHANICAL ROOM. LIMITS OF IRRIGATION BETWEEN THE PROPERTY AND STREET SCAPE LANDSCAPE IMPROVEMENTS TO BE COORDINATED BETWEEN THE OWNER AND THE TOWN OF JACKSON.
31. REFER TO UTILITY INFRASTRUCTURE PLAN SHEETS FOR UTILITY NOTES AND SPECIFICATIONS.

REVEGETATION SPECIFICATIONS:

(FOLLOW MITIGATION PLAN. FOLLOW THESE SPECIFICATIONS WHERE NOTHING IS SPECIFIED ON MITIGATION PLANS OR BY LANDSCAPE ARCHITECT.)

1. SEED MIXTURE:

COMMON NAME	LBS./ACRE
MOUNTAIN BROME	10 LBS./ACRE
THICKSPIKE WHEATGRASS	12 LBS./ACRE
IDAHO FESCUE	6 LBS./ACRE
WESTERN WHEATGRASS	12 LBS./ACRE
ALPINE TIMOTHY	12 LBS./ACRE
TOTAL PURE LIVE SEED APPLICATION RATE	52 LBS./ACRE

2. SEED MIXES CONTAINING NATIVE FLOWERING PLANTS SUCH AS LUPINE, YARROW AND PAINTBRUSH ARE ACCEPTABLE.
3. ALL SEED SHALL COMPLY WITH WYOMING SEED LAW. SEED SHALL BE PURCHASED FROM A DEALER LICENSED WITH THE WYOMING DEPARTMENT OF AGRICULTURE. CERTIFICATIONS FOR THE SEED MIX SHALL BE PROVIDED TO THE ENGINEER PRIOR TO SEEDING.
4. TOPSOIL SHALL BE UNIFORMLY SPREAD ON PREPARED SURFACES PRIOR TO SEEDING. REMOVE FOREIGN MATERIALS, WEEDS AND UNDESIRABLE PLANTS FROM THE PREPARED SOIL PRIOR TO SEEDING.
5. HARD PACKED OR CAKED TOPSOIL SURFACES SHALL BE SCARIFIED OR DISKED PRIOR TO SEEDING.
6. SEED SHALL BE UNIFORMLY DISTRIBUTED OVER THE SURFACE BY APPROVED MECHANICAL BROADCASTING DEVICES AND THE GROUND SHALL BE IMMEDIATELY RAKED OR DRAGGED TO COVER THE SEED.
7. SEEDING SHALL BE PERFORMED BETWEEN THE TIME THE FROST LEAVES THE GROUND IN THE SPRING AND BEFORE THE FROST ENTERS THE GROUND IN THE FALL. REVEGETATION SHALL OCCUR UPON COMPLETION OF CONSTRUCTION.

ACTIVE CONSTRUCTION MANAGEMENT STRATEGIES:

1. ALL CONSTRUCTION EQUIPMENT WILL BE CLEANED PRIOR TO ENTERING
2. SOIL STOCKPILES WILL BE ROUTINELY CHECKED AND TREATED FOR INVASIVE SPECIES.
3. DISTURBANCE OUTSIDE OF THE CONSTRUCTION ZONE SHALL BE KEPT ON ACTIVE MANAGEMENT. THIS AREA WILL BE MONITORED AND TREATED TWICE EACH GROWING SEASON.

POST CONSTRUCTION MANAGEMENT STRATEGIES:

1. REVEGETATION WILL OCCUR IMMEDIATELY AFTER CONSTRUCTION IS COMPLETE TO PREVENT ESTABLISHMENT OF INVASIVE SPECIES IN THE DISTURBED AREAS.
2. NURSERY STOCK WILL BE USED IN ACCRODANCE WITH W.S. 11-9-101-109 (WYOMING NURSERY STOCK LAW), CERTIFIED WEED FREE, AND ACQUIRED THROUGH DEALER LICENSED BY WYOMING DEPARTMENT OF AGRICULTURE.
3. CERTIFIED WEED FREE STRAW, GRAVEL, AND SOIL WILL BE UTILIZED AS POSSIBLE.
4. TCWP WILL BE CONTACTED TO CREATE A POST-CONSTRUCTION INVENTORY.

LINE LEGEND

EXISTING	PROPOSED	
		measured property boundary
		adjoining property boundary
		building perimeter
		building perimeter on adjoining property
X X		chain link fence
OH		overhead wire
s	S	underground sewer line
stm	STM	underground storm sewer line
w	W	underground water line
gas	GAS	underground gas line
com	UT	underground telecommunications line
ugp		underground power line
	P	dripline of bushes and shrubs
		window well
		top back of curb
		flowline of curb
		wooden boardwalk/deck
		concrete
		asphalt
		gravel
		flagstone walkway
6220'	6225	index contours
6224'	6223	intermediate contours

SYMBOL LEGEND

- water valve
- curbstop valve
- light pole
- utility pole
- street sign
- wooden post
- fire hydrant
- sanitary sewer manhole
- storm sewer manhole
- storm sewer catch basin
- air conditioning unit
- electrical meter
- electrical pedestal
- cleanout
- cable box
- monitoring well
- 6224.8' spot elevation
- 12" cottonwood tree - approx. trunk diameter shown
- 12" spruce tree - approx. trunk diameter shown
- 12" aspen tree - approx. trunk diameter shown
- 12" deciduous tree - approx. trunk diameter shown
- 12" shrub - approximately to scale

— PRELIMINARY —
SUBJECT TO CORRECTION AND APPROVAL

0 10 20 30
SCALE: 1 INCH = 10 FEET
THIS SCALE VALID ONLY FOR 22x34 PRINTS

JORGENSEN
JACKSON, WYOMING
307.733.5150
www.jorgeng.com

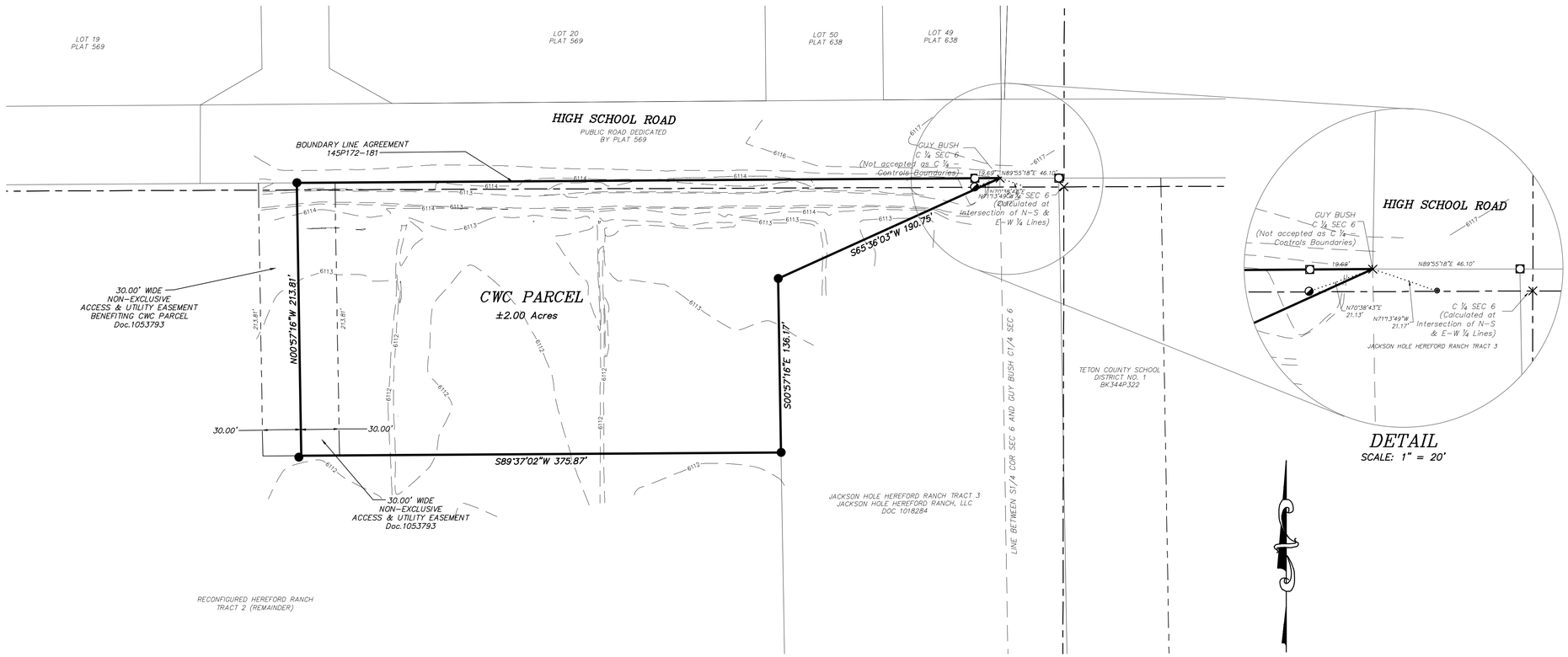
PROJECT TITLE:
CENTRAL WYOMING COLLEGE
DEVELOPMENT PLAN
CWC PARCEL, HIGH SCHOOL ROAD
JACKSON, WYOMING

SHEET TITLE:
GENERAL NOTES & LEGEND

DESIGNED BY:	PY
REVIEWED BY:	PD
PLAN VERSION	DATE
SKETCH PLAN	11/17/2023
DEV PLAN	03/21/2024

PROJECT NUMBER
22070

SHEET
C1.1



DETAIL
SCALE: 1" = 20'

SCALE: 1 INCH = 50 FEET
THIS SCALE VALID ONLY FOR 22x34 PRINTS

LEGEND

□	aluminum pipe with 3" diameter aluminum cap inscribed "PLS 3831" with other appropriate markings
◪	reinforcing steel bar with 1–1/2" diameter aluminum cap inscribed "NELSON ENGR LS"
●	reinforcing steel bar with 2" diameter aluminum cap inscribed "JORGENSEN ASSOCIATES INC. PLS 13002" set this survey
×	no monument found or set, depicted for drawing clarity only
— — —	sectional subdivision line
———	boundary, subject property
———	boundary, adjoining property
— – — – —	boundary, road right–of–way

LEGAL DESCRIPTION

A parcel of land lying within the NE1/4SW1/4 and SE1/4NW1/4 of Section 6, T.40N., R.116W., 6th P.M., Teton County, Wyoming, being more particularly described as follows:

BEGINNING at the Guy Bush position for the center one–quarter corner of said Section 6 as shown on map T–313A on file in the Office of the Clerk of Teton County, Wyoming;

THENCE S65°36'03"W, 190.75 feet, along the westerly line of Jackson Hole Hereford Ranch Tract 3 as described in that Quitclaim Deed recorded as doc. no.1018284 in said Office to a point marked by a 5/8"x24" rebar with aluminum cap inscribed "PLS 13002";

THENCE S00°57'16"E, 136.17 feet, continuing along said westerly line to a point marked by a 5/8"x24" rebar with aluminum cap inscribed "PLS 13002";

THENCE S89°37'02"W, 375.87 feet, parallel with that boundary agreement line set forth in doc. no. 0248124 in said Office to a point marked by a 5/8"x24" rebar with aluminum cap inscribed "PLS 13002";

THENCE N00°57'16"W, 213.81 feet, parallel with said westerly line of Jackson Hole Hereford Ranch Tract 3 to a point of intersection with said boundary agreement line, marked by a 5/8"x24" rebar with aluminum cap inscribed "PLS 13002";

THENCE N89°37'02"E, 550.88 feet, along said boundary agreement line to the Point of Beginning.

Said parcel encompasses 2.00 acres, more or less.

The basis of bearings for this description is N00°04'18"W along the west line of said Section 6.

CERTIFICATE OF SURVEYOR

I, Matthew P. Gotham, Wyoming Professional Land Surveyor No. 13002 do hereby certify;

that this map was prepared from data collected during field surveys performed under my direction in November & December, 2022; from previous surveys performed by Jorgensen Associates, P.C. and Jorgensen Associates, Inc., and from information of record in the Office of the Clerk of Teton County, Wyoming;

that to the best of my belief and knowledge, it correctly represents the parcel described hereon to be annexed to the Town of Jackson, Wyoming.

Professional Land Surveyor
MATTHEW P. GOTHAM
LS 13002
Date
WYOMING

Matthew P. Gotham, Wyoming PLS 13002

– PRELIMINARY –
SUBJECT TO CORRECTION AND APPROVAL

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JACKSON, WYOMING
307.733.5150
www.jorgeng.com

PROJECT TITLE:
CENTRAL WYOMING COLLEGE
DEVELOPMENT PLAN
CWC PARCEL, HIGH SCHOOL ROAD
JACKSON, WYOMING

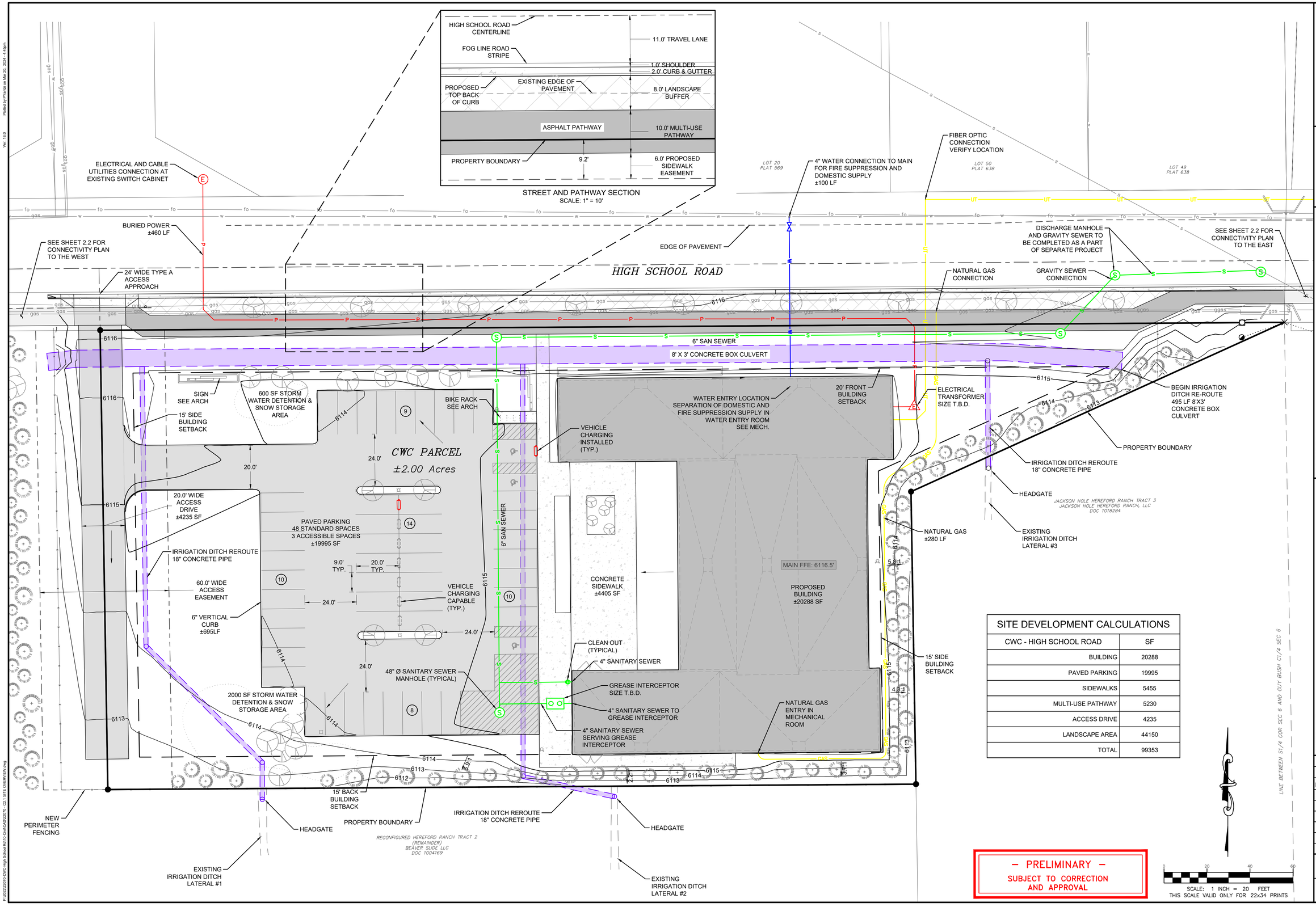
SHEET TITLE:
EXISTING CONDITIONS

DESIGNED BY:	PY
REVIEWED BY:	PD

PLAN VERSION	DATE
SKETCH PLAN	11/17/2023
DEV PLAN	03/21/2024

PROJECT NUMBER
22070

SHEET
C2.0



SITE DEVELOPMENT CALCULATIONS

CWC - HIGH SCHOOL ROAD	SF
BUILDING	20288
PAVED PARKING	19995
SIDEWALKS	5455
MULTI-USE PATHWAY	5230
ACCESS DRIVE	4235
LANDSCAPE AREA	44150
TOTAL	99353

– PRELIMINARY –
SUBJECT TO CORRECTION AND APPROVAL

SCALE: 1 INCH = 20 FEET
THIS SCALE VALID ONLY FOR 22x34 PRINTS

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PROJECT TITLE:
CENTRAL WYOMING COLLEGE
DEVELOPMENT PLAN
CWC PARCEL, HIGH SCHOOL ROAD
JACKSON, WYOMING

SHEET TITLE:
SITE OVERVIEW

DRAFTED BY:	PY
REVIEWED BY:	PD
PLAN VERSION	DATE
SKETCH PLAN	11/17/2023
DEV PLAN	03/21/2024

PROJECT NUMBER
22070

SHEET
C2.1

Plotted by PYrardo on Mar 20, 2024 - 4:45pm
Ver. 18.0
P:\2022\22070\CWC-High School Rd\19-Civil\CAD\C2070 - C2.1 SITE OVERVIEW.dwg

– PRELIMINARY –
SUBJECT TO CORRECTION
AND APPROVAL

0 30 60 90
SCALE: 1 INCH = 30 FEET
THIS SCALE VALID ONLY FOR 22x34 PRINTS

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PROJECT TITLE:
CENTRAL WYOMING COLLEGE
DEVELOPMENT PLAN
CWC PARCEL, HIGH SCHOOL ROAD
JACKSON, WYOMING

SHEET TITLE:
CONNECTIVITY PLAN

DRAFTED BY:	PY
REVIEWED BY:	PD

PLAN VERSION	DATE
SKETCH PLAN	11/17/2023
DEV PLAN	03/21/2024

PROJECT NUMBER
22070

SHEET
C2.2

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CWC - HIGH SCHOOL RD.

STORMWATER MANAGEMENT PLAN
RATIONAL METHOD RUNOFF CALCULATIONS
PRE-DEVELOPMENT - 2 YEAR

Design Storm Frequency = 2 years

Discharge Rate, d = 0.00 cfs

Surface Type	Area A (ft^2)	Area (acres)	Runoff Coefficient C	Frequency Factor C_f	C x C_f	Calculation Value C'	C' x A (acres)
Lawn, Heavy, Flat, 2%	87,120	2.00	0.15	1	0.15	0.15	0.30
		0.00	0	1	0	0	0.00
		0.00	0	1	0	0	0.00
		0.00	0	1	0	0	0.00
		0.00	0	1	0	0	0.00
Totals	**87120**	**2.00**					**0.30**

Weighted Runoff Coefficient, $C_{wd} = \frac{\Sigma C_j A_j}{\Sigma A_j} = 0.15$

$C_{wd} \times C_f = 0.15$

$C_{wd} \times C_f \times \Sigma A_j = 0.30$

Time of Concentration = 20.0 minutes

	Water Quantity Calculations		
Rainfall Duration, t (min)	Rainfall Intensity, i (in/hr)	Runoff Volume (ft^3)	Peak Flow (ft^3/sec)
5	1.07	97.10	0.32
10	0.89	161.54	0.27
15	0.73	198.74	0.22
20	0.64	232.32	0.19
30	0.5	272.25	0.15
40	0.4	290.40	0.12
50	0.34	308.55	0.10
60	0.3	326.70	0.09
70	0.29	368.45	0.09
80	0.26	377.52	0.08
90	0.24	392.04	0.07
100	0.23	417.45	0.07

Peak Flow Rate = 0.19 cfs

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STORMWATER MANAGEMENT PLAN
RATIONAL METHOD RUNOFF CALCULATIONS
POST-DEVELOPMENT - 2 YEAR

Design Storm Frequency = 2 years

Discharge Rate, d = 0.19 cfs

Surface Type	Area A (ft^2)	Area (acres)	Runoff Coefficient C	Frequency Factor C_f	C x C_f	Calculation Value C'	C' x A (acres)
Roofs	20,365	0.47	0.95	1	0.95	0.95	0.44
Asphalt and Concrete	29,220	0.67	0.95	1	0.95	0.95	0.64
Lawn, Heavy, Flat, 2%	37,535	0.86	0.15	1	0.15	0.15	0.13
		0.00	0	1	0	0	0.00
		0.00	0	1	0	0	0.00
Totals	**87120**	**2.00**					**1.21**

Weighted Runoff Coefficient, $C_{wd} = \frac{\Sigma C_j A_j}{\Sigma A_j} = 0.61$

$C_{wd} \times C_f = 0.61$

$C_{wd} \times C_f \times \Sigma A_j = 1.21$

Time of Concentration = 5.0 minutes

	Water Quantity Calculations				
Rainfall Duration, t (min)	Rainfall Intensity, i (in/hr)	Runoff Volume (ft^3)	Discharge Volume (ft^3)	Site Detention (ft^3)	Peak Flow (ft^3/sec)
5	1.07	391.86	57.60	334.26	1.30
10	0.89	651.88	115.20	536.68	1.08
15	0.73	802.03	172.80	629.23	0.88
20	0.64	937.53	230.40	707.13	0.77
30	0.5	1,098.67	345.60	753.07	0.61
40	0.4	1,171.91	460.80	711.11	0.48
50	0.34	1,245.16	576.00	669.16	0.41
60	0.3	1,318.40	691.20	627.20	0.36
70	0.29	1,486.86	806.40	680.46	0.35
80	0.26	1,523.48	921.60	601.88	0.31
90	0.24	1,582.08	1,036.80	545.28	0.29
100	0.23	1,684.62	1,152.00	532.62	0.28

Water Quantity Storage Required = 753 ft^3

= 5,633 gallons

Peak Flow Rate = 1.30 cfs

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STORMWATER MANAGEMENT PLAN
RATIONAL METHOD RUNOFF CALCULATIONS
PRE-DEVELOPMENT - 10 YEAR

Design Storm Frequency = 10 years

Discharge Rate, d = 0.00 cfs

Surface Type	Area A (ft^2)	Area (acres)	Runoff Coefficient C	Frequency Factor C_f	C x C_f	Calculation Value C'	C' x A (acres)
Lawn, Heavy, Flat, 2%	87,120	2.00	0.15	1	0.15	0.15	0.30
	0	0.00	0	1	0	0	0.00
	0	0.00	0	1	0	0	0.00
	0	0.00	0	1	0	0	0.00
		0.00	0	1	0	0	0.00
Totals	**87120**	**2.00**					**0.30**

Weighted Runoff Coefficient, $C_{wd} = \frac{\Sigma C_j A_j}{\Sigma A_j} = 0.15$

$C_{wd} \times C_f = 0.15$

$C_{wd} \times C_f \times \Sigma A_j = 0.30$

Time of Concentration = 20.0 minutes

	Water Quantity Calculations		
Rainfall Duration, t (min)	Rainfall Intensity, i (in/hr)	Runoff Volume (ft^3)	Peak Flow (ft^3/sec)
5	1.8	163.35	0.54
10	1.42	257.73	0.43
15	1.19	323.98	0.36
20	1.05	381.15	0.32
30	0.83	451.94	0.25
40	0.68	493.68	0.20
50	0.57	517.28	0.17
60	0.51	555.39	0.15
70	0.47	597.14	0.14
80	0.44	638.88	0.13
90	0.4	653.40	0.12
100	0.37	671.55	0.11

Peak Flow Rate = 0.32 cfs

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STORMWATER MANAGEMENT PLAN
RATIONAL METHOD RUNOFF CALCULATIONS
POST-DEVELOPMENT - 10 YEAR

Design Storm Frequency = 10 years

Discharge Rate, d = 0.32 cfs

Surface Type	Area A (ft^2)	Area (acres)	Runoff Coefficient C	Frequency Factor C_f	C x C_f	Calculation Value C'	C' x A (acres)
Roofs	20,365	0.47	0.95	1	0.95	0.95	0.44
Asphalt and Concrete	29,220	0.67	0.95	1	0.95	0.95	0.64
Lawn, Heavy, Flat, 2%	37,535	0.86	0.15	1	0.15	0.15	0.13
	0	0.00	0	1	0	0	0.00
		0.00	0	1	0	0	0.00
Totals	**87120**	**2.00**					**1.21**

Weighted Runoff Coefficient, $C_{wd} = \frac{\Sigma C_j A_j}{\Sigma A_j} = 0.61$

$C_{wd} \times C_f = 0.61$

$C_{wd} \times C_f \times \Sigma A_j = 1.21$

Time of Concentration = 5.0 minutes

	Water Quantity Calculations				
Rainfall Duration, t (min)	Rainfall Intensity, i (in/hr)	Runoff Volume (ft^3)	Discharge Volume (ft^3)	Site Detention (ft^3)	Peak Flow (ft^3/sec)
5	1.8	659.20	94.50	564.70	2.18
10	1.42	1,040.07	189.00	851.07	1.72
15	1.19	1,307.41	283.50	1,023.91	1.44
20	1.05	1,538.13	378.00	1,160.13	1.27
30	0.83	1,823.79	567.00	1,256.79	1.00
40	0.68	1,992.25	756.00	1,236.25	0.82
50	0.57	2,087.47	945.00	1,142.47	0.69
60	0.51	2,241.28	1,134.00	1,107.28	0.62
70	0.47	2,409.74	1,323.00	1,086.74	0.57
80	0.44	2,578.20	1,512.00	1,066.20	0.53
90	0.4	2,636.80	1,701.00	935.80	0.48
100	0.37	2,710.04	1,890.00	820.04	0.45

Water Quantity Storage Required = 1257 ft^3

= 9,401 gallons

Peak Flow Rate = 2.18 cfs

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STORMWATER MANAGEMENT PLAN
RATIONAL METHOD RUNOFF CALCULATIONS
PRE-DEVELOPMENT - 100 YEAR

Design Storm Frequency = 100 years

Discharge Rate, d = 0.00 cfs

Surface Type	Area A (ft^2)	Area (acres)	Runoff Coefficient C	Frequency Factor C_f	C x C_f	Calculation Value C'	C' x A (acres)
Lawn, Heavy, Flat, 2%	87,120	2.00	0.15	1.25	0.1875	0.1875	0.38
	0	0.00	0	1.25	0	0	0.00
	0	0.00	0	1.25	0	0	0.00
	0	0.00	0	1.25	0	0	0.00
		0.00	0	1.25	0	0	0.00
Totals	**87120**	**2.00**					**0.38**

Weighted Runoff Coefficient, $C_{wd} = \frac{\Sigma C_j A_j}{\Sigma A_j} = 0.15$

$C_{wd} \times C_f = 0.19$

$C_{wd} \times C_f \times \Sigma A_j = 0.38$

Time of Concentration = 20.0 minutes

	Water Quantity Calculations		
Rainfall Duration, t (min)	Rainfall Intensity, i (in/hr)	Runoff Volume (ft^3)	Peak Flow (ft^3/sec)
5	3	340.31	1.13
10	2.33	528.62	0.87
15	1.9	646.59	0.71
20	1.65	748.69	0.62
30	1.3	884.81	0.49
40	1.08	980.10	0.41
50	0.95	1077.66	0.36
60	0.82	1116.23	0.31
70	0.74	1175.21	0.28
80	0.65	1179.75	0.24
90	0.61	1245.54	0.23
100	0.56	1270.50	0.21

Peak Flow Rate = 0.62 cfs

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STORMWATER MANAGEMENT PLAN
RATIONAL METHOD RUNOFF CALCULATIONS
POST-DEVELOPMENT - 100 YEAR

Design Storm Frequency = 100 years

Discharge Rate, d = 0.62 cfs

Surface Type	Area A (ft^2)	Area (acres)	Runoff Coefficient C	Frequency Factor C_f	C x C_f	Calculation Value C'	C' x A (acres)
Roofs	20,365	0.47	0.95	1.25	1.1875	1	0.47
Asphalt and Concrete	29,220	0.67	0.95	1.25	1.1875	1	0.67
Lawn, Heavy, Flat, 2%	37,535	0.86	0.15	1.25	0.1875	0.1875	0.16
		0.00	0	1.25	0	0	0.00
		0.00	0	1.25	0	0	0.00
Totals	**87120**	**2.00**					**1.51**

Weighted Runoff Coefficient, $C_{wd} = \frac{\Sigma C_j A_j}{\Sigma A_j}$ = 0.61

C_{wd} x C_f = 0.76

C_{wd} x C_f x ΣA_j = 1.51

Time of Concentration = 5.0 minutes

	Water Quantity Calculations				
Rainfall Duration, t (min)	Rainfall Intensity, i (in/hr)	Runoff Volume (ft^3)	Discharge Volume (ft^3)	Site Detention (ft^3)	Peak Flow (ft^3/sec)
5	3	1,373.33	185.63	1,187.71	4.54
10	2.33	2,133.24	371.25	1,761.99	3.53
15	1.9	2,609.33	556.88	2,052.46	2.88
20	1.65	3,021.33	742.50	2,278.83	2.50
30	1.3	3,570.67	1,113.75	2,456.92	1.97
40	1.08	3,955.20	1,485.00	2,470.20	1.63
50	0.95	4,348.89	1,856.25	2,492.64	1.44
60	0.82	4,504.53	2,227.50	2,277.03	1.24
70	0.74	4,742.58	2,598.75	2,143.83	1.12
80	0.65	4,760.89	2,970.00	1,790.89	0.98
90	0.61	5,026.40	3,341.25	1,685.15	0.92
100	0.56	5,127.11	3,712.50	1,414.61	0.85

Water Quantity Storage Required = 2,493 ft^3

= 18,645 gallons

Peak Flow Rate = 4.54 cfs

STORMWATER MANAGEMENT MANUAL
TABLES FOR
RATIONAL METHOD RUNOFF CALCULATIONS

Table 3-1. Recommended Runoff Coefficients.

Description of Area	Runoff Coefficient		
	from	to	recommended
Business- Downtown	0.7	0.95	0.85
Business- Neighborhood	0.5	0.7	0.6
Res- Single-family	0.3	0.5	0.4
Res- 20,000 sq ft	0.49		0.49
Res- 10,000 sq ft	0.52		0.52
Res- 8,500 sq ft	0.57		0.57
Res- Multi-units, detached	0.4	0.6	0.5
Res- Multi-units, attached	0.6	0.75	0.7
Residential (suburban)	0.25	0.4	0.35
Apartment	0.5	0.7	0.6
Industrial- Light	0.5	0.8	0.65
Industrial- Heavy	0.6	0.9	0.75
Parks, cemeteries	0.1	0.25	0.2
Playgrounds	0.2	0.35	0.3
Railroad yard	0.2	0.35	0.3
Unimproved	0.1	0.3	0.2
Pavement			
Asphalt and Concrete	0.95		0.95
Brick Pavement	0.85		0.85
Roofs	0.95		0.95
Lawn, Sandy, Flat, 2%	0.05	0.1	0.08
Lawn, Sandy, Average, 2 to 7%	0.1	0.15	0.13
Lawn, Sandy, Steep, 7%+	0.15	0.2	0.18
Lawn, Heavy, Flat, 2%	0.13	0.17	0.15
Lawn, Heavy, Average, 2 to 7%	0.18	0.22	0.2
Woodlands	0.05	0.25	0.15
Gravel Road	0.85	0.85	0.85
Lawn, Heavy, Steep, 7%+	0.25	0.35	0.3

Source: Design and Construction of Sanitary and Storm Sewers, ASCE and the Water Pollution Control Federation, 1969.

Storm Vault

Length (ft)	Width (ft)	Depth (ft)	Volume (gal)
12	8	5	3590.4

Storm Pipe Network

Length (ft)	Diameter (ft)	Number (pipes)	Volume (gal)
30	3	2	3172.4

Storm Pipe Network

Length (ft)	Diameter (ft)	Number (pipes)	Volume (gal)
30	2.5	3	3304.6

Total Storage = 6762.8

SECTION 4 – SUPPORTING MATERIALS

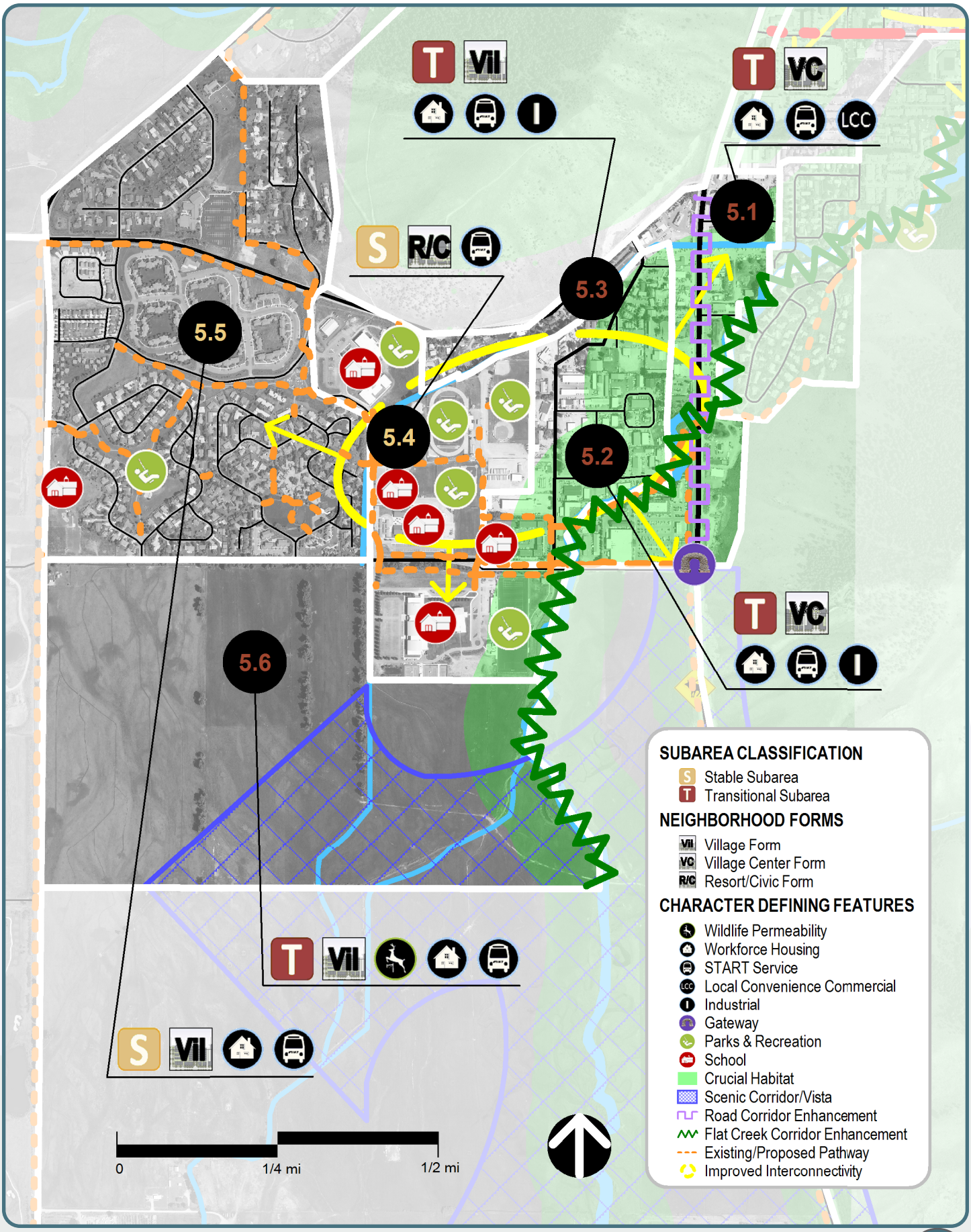
- **TETON COUNTY COMPREHENSIVE PLAN DISTRICT 5.4 AND 5.6 SCHOOL CAMPUS AND NORTHERN SOUTH PARK**

- **NEIGHBORHOOD MEETING SUMMARY**

- **GEOTECHNICAL REPORT**

- **GROUNDWATER MONITORING REPORT**

- **TRAFFIC IMPACT STUDY WITH TRAVEL DEMAND MANAGEMENT**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1/2 mi
SUBAREA CLASSIFICATION
S Stable Subarea
T Transitional Subarea
NEIGHBORHOOD FORMS
VII Village Form
VC Village Center Form
R/C Resort/Civic Form
CHARACTER DEFINING FEATURES
Wildlife Permeability
Workforce Housing
START Service
LCC Local Convenience Commercial
I Industrial
Gateway
Parks & Recreation
School
Crucial Habitat
Scenic Corridor/Vista
Road Corridor Enhancement
Flat Creek Corridor Enhancement
Existing/Proposed Pathway
Improved Interconnectivity

2012 + Future Desired Characteristics

West Jackson currently exists as one of the most Complete Neighborhoods within the community, with its most significant characteristic being its wide variety of land uses. This diverse district is highly automobile-oriented and contains a variety of non-residential uses, a variety of residential types and sizes, light industrial and the majority of the community's public schools. It also contains a large undeveloped agricultural area south of High School Road, and Flat Creek as a prominent natural feature.

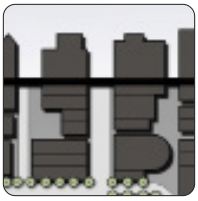
The future goal of the district will be to take advantage of the existing variety of land uses and Complete Neighborhood amenities and develop them into a more attractive and well connected district. The continuation of light industrial uses is necessary to support the local economy. The preservation of residential areas that provide workforce housing, will be essential in meeting the Growth Management and workforce housing goals of the community. Enhancement of the southern gateway into Town into a mixed use corridor with improved connectivity and visual appearance will also be important. A key challenge of the district will be to address transportation congestion, safety and connectivity issues. Possible solutions may come in many forms, including consideration of an east/west connector south of High School Road and/or the Tribal Trails connector, complete street improvements to collector roads including High School, Middle School, Gregory Lane and South Park Loop and improved alternative mode connectivity throughout the district.

Policy Objectives

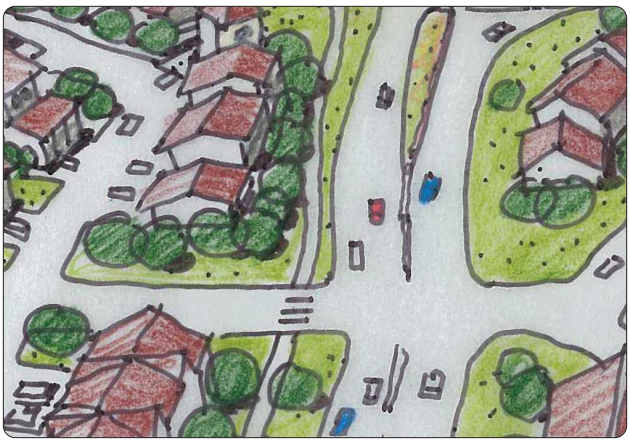
Common Value 1: Ecosystem Stewardship	N/A
Common Value 2: Growth Management	4.1.b: Emphasize a variety of housing types, including deed-restricted housing 4.1.d: Maintain Jackson as the economic center of the region 4.2.c: Create vibrant walkable mixed use Subareas 4.3.a: Preserve and enhance Stable Subareas 4.3.b: Develop Transitional Subareas 4.4.b Enhance Jackson gateways
Common Value 3: Quality of Life	5.3.b: Preserve existing workforce housing stock 6.2.b: Support businesses located in the community because of our lifestyle 6.2.c: Encourage local entrepreneurial opportunities 6.2.d Promote light industry 7.1.a: Increase the capacity for walking, biking, carpooling and riding transit 7.1.f: Complete major transportation projects based on Major Capital Group approach

Character Defining Features

5.1: West Jackson Highway Corridor



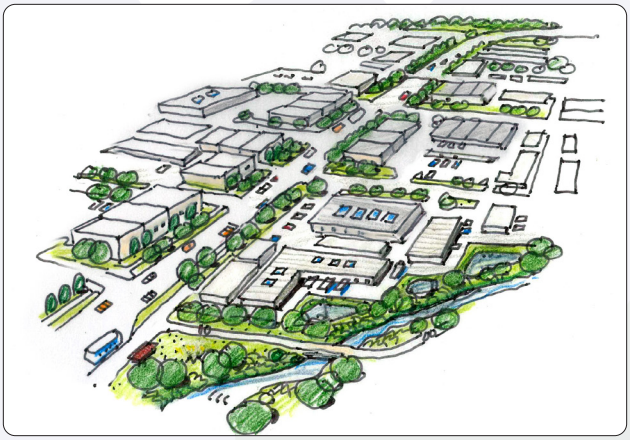
Village Center Form



This mixed use, TRANSITIONAL Subarea is dominated by South Highway 89 and acts as the southern gateway to the Town. In the future, the enhancement of the Highway 89 corridor will be achieved by high quality mixed use development with improved internal circulation between lots and adjacent residential areas. Specific attention should be given to consolidating the multiple access points to the highway in this area. Development intensity should be oriented towards the corridor and configured in two and three story mixed use buildings with an adequate landscape buffer from the busy highway corridor. Parking areas should be predominantly in the rear or screened from view. On lower levels of buildings, a variety of non-residential uses catering to locals will be desirable, with residential uses predominantly located on the upper levels or to the rear of lots and not adjacent to the highway. Future structures will be predominantly mixed use, while multifamily will be allowed if it properly addresses the street. Some single use and auto-oriented uses (e.g. gas stations and auto dealers) will still be needed in the future. These uses should follow the desired building form and pattern as much as possible, including providing connectivity by all travel modes to adjacent lots.

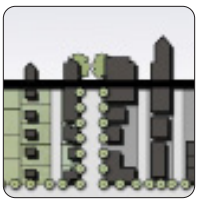
5.2: Gregory Lane Area

Village Center Form



This TRANSITIONAL Subarea will support the community goal of maintaining and promoting light industry uses to support the local economy while continuing to accommodate a significant amount of residential use. Light industrial development and redevelopment will be promoted, and bulk, scale and use allowances will first and foremost accommodate light industry and heavy retail uses. The current development pattern will be intensified to accommodate larger structures in more creative land use patterns, including live-work development. In the future, complete street improvements are desired but will need to be balanced with the need to accommodate large vehicle traffic. Livability enhancements through improved site and building design will be a goal but secondary to promoting light industry uses. Providing improved pedestrian/bike amenities to connect the existing and future resident populations with the surrounding Complete Neighborhood amenities will be a focus of improved livability. A third priority will be future improvements to Flat Creek, including the establishment of an appropriate setback to support the health of this natural feature for wildlife and residents.

5.3: High School Butte



Village Form

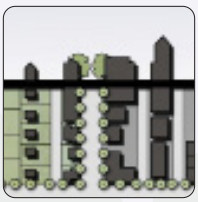
This TRANSITIONAL Subarea will be comprised of a variety of housing types and forms including single family, duplex, tri-plex, and multifamily occupied primarily by the local workforce. Mixed use will also be desirable to provide additional opportunities for local entrepreneurial and industrial and service uses. The future development pattern should take advantage of the substantial grade change in this area to allow for two to three story single and mixed use structures screened from view.

5.4: School Campus

Resort/ Civic Form

This STABLE Subarea will continue to provide the necessary land for future community schools and recreational amenities. The community will continue to support and plan for the possible expansion of the School District Campus. Particular attention needs to be given to addressing the traffic congestion in this area due to the pulse of single occupancy vehicle and school bus traffic associated with the school and recreational uses. Possible solutions will come in many forms, including a shift in current behavior away from the use of the single occupancy vehicle and complete street improvements to High School, Middle School and South Park Loop Roads, including improved pedestrian and bicycle connectivity throughout the subarea and from surrounding districts into the subarea.

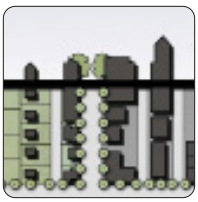
5.5: West Jackson Residential



Village Form

This residential, STABLE Subarea provides much of the community's workforce housing in a wide variety of housing types, including single family, duplex, tri-plex and multifamily. In the future, effort should be made to ensure that this neighborhood retains its vitality, cohesiveness and accessibility for the local workforce. An important goal of the subarea will be to maintain a strong sense of ownership and community in the area.

5.6: Northern South Park



Village Form

This TRANSITIONAL Subarea is identified as a location for future residential development at a similar density to the adjacent West Jackson Residential (Subarea 5.5) neighborhoods. While the priority of the community is to infill and redevelop other already developed Stable/ Transitional Subareas to meet the Growth Management goals of the Plan, this subarea is also a suitable location to meet those goals due to its close proximity to many Complete Neighborhood amenities. The development of the subarea may be guided by a neighborhood planning effort (referenced in Strategy 3.3.S.5) completed in a timely manner by the County in consultation with the Town and the landowners within the Subarea. Any resulting neighborhood plan will include options to improve transportation, circulation, and connectivity within and around the Subarea. An appropriate Flat Creek buffer will also need to be established to ensure the wildlife, natural and scenic values associated with this community resource are maintained.

July 14, 2023

Central Wyoming College
Jackson Center

Central Wyoming College (CWC) will be seeking administrative approval to build the SPET-funded CWC Jackson Center on the 2.0-acre parcel (PIDN: 22-40-16-06-3-00-019) on High School Road west of Jackson Hole High School. This campus is partially funded by voter approved SPET funds to provide appropriate classroom settings for the unique educational opportunities offered by CWC in Jackson and allow CWC to better serve the Greater Teton area. The programs offered that do not have the proper educational settings at the present time include culinary arts, nursing, and science. The Jackson Center will provide essential science laboratories, simulation nursing labs, lab space for allied health programs, and a fully equipped commercial teaching kitchen. Additionally, the building will provide offices, classrooms, computer classrooms, and meeting space.

The proposed single-story building will be approximately 20,600 GSF and will include design elements to make the building more energy efficient. CWC will schedule classes so as not to intersect with peak traffic times to the extent possible and reduce the impact to High School Road. CWC will work to ensure pedestrian connectivity in the area to provide easy access to public transportation.

The project team is composed of AMD Architects, Prospect Studio, and Jorgensen Associates, Inc.

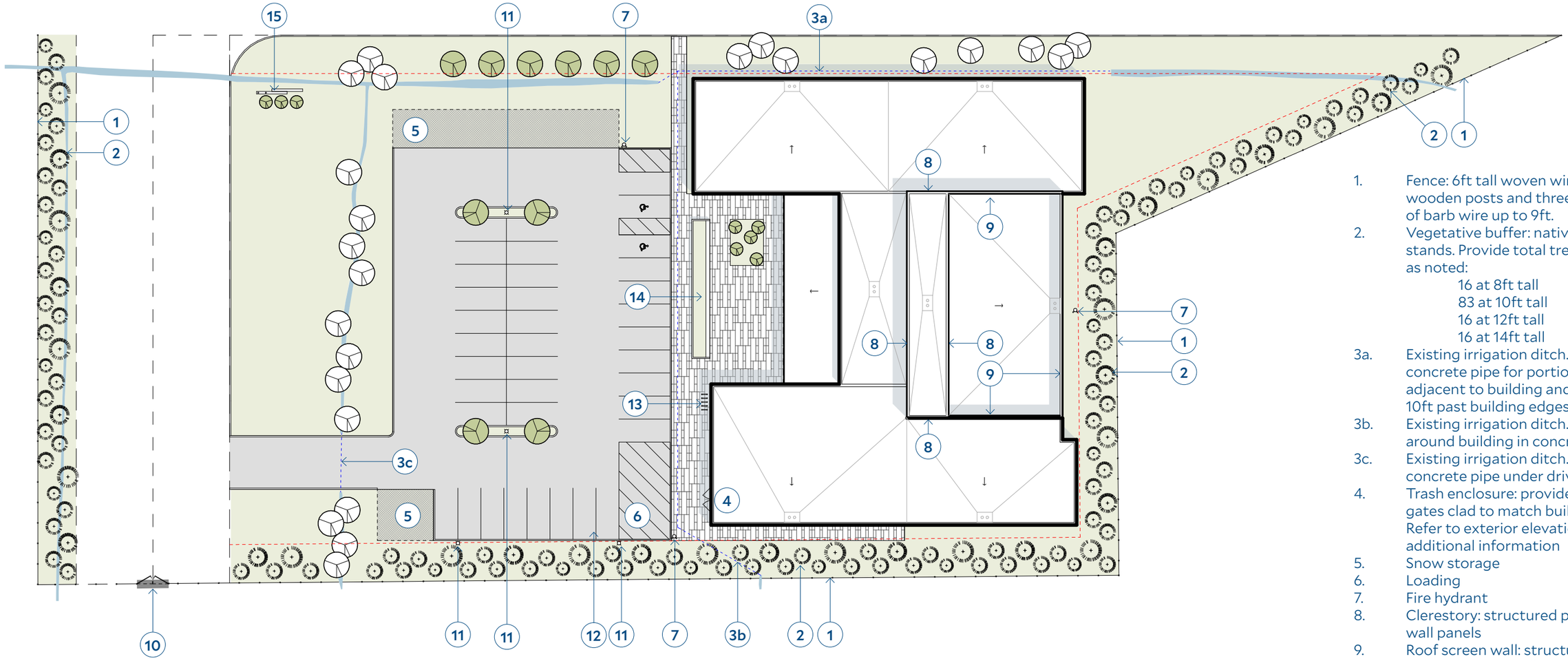
You are invited to attend a neighborhood meeting to learn more about the proposed development. The meeting will be held at:

The Genesis Room
The Presbyterian Church of Jackson Hole
Wednesday, July 26th, 2023
3:00pm – 5:00pm

Attached:

1) Site Plan
2) Floor Plan

For questions please contact:
Mila Dunbar-Irwin – mdi@jorgeng.com



1. Fence: 6ft tall woven wire with wooden posts and three-strands of barb wire up to 9ft.
2. Vegetative buffer: native spruce stands. Provide total tree quantities as noted:
   - 16 at 8ft tall
   - 83 at 10ft tall
   - 16 at 12ft tall
   - 16 at 14ft tall

3a. Existing irrigation ditch. Provide concrete pipe for portion of ditch adjacent to building and extending 10ft past building edges.

3b. Existing irrigation ditch. Reroute around building in concrete pipe.

3c. Existing irrigation ditch. Provide concrete pipe under drive.

4. Trash enclosure: provide (2) 6ft wide gates clad to match building cladding. Refer to exterior elevations for additional information
5. Snow storage
6. Loading
7. Fire hydrant
8. Clerestory: structured polycarbonate wall panels
9. Roof screen wall: structured polycarbonate wall panels, with HSS frame backup and LED backlighting
10. (2) 6ft cattle gates and cattle guard
11. Parking lot pole light
12. Provide conduits for (2) future EV charging stations
13. Bike racks. Provide outlets for electric bike charging
14. Raised planter, with herb garden and bench seat. Refer to exterior elevations for additional information
15. Monument signage. Provide power for integral lighting of fixed sign. Provide (2) flagpoles at sign location

- Grass / Planting area
- Concrete walkway
- Existing tree to remain
- New tree
- Property line
- Build-to line

N

10' 20' 40' 80'

Site Plan and Roof Plan

1. Vestibule
2. Office
3. Open Office
4. Workroom
5. Breakroom
6. Hoteling / Small Meeting
7. Tutoring
8. Classroom
9. Computer Classroom
10. RN Skills Lab
11. CNA Skills Lab
12. Simulation Lab
13. Surgery
14. Control Room
15. Med Prep
16. Program Storage
17. Debrief
18. Micro / Chem Lab
19. BAPPEES Lab
20. Lap Prep
21. Teaching Kitchen
22. Walk-in Freezer
23. Walk-in Cooler
24. Pantry
25. Scullery
26. Kitchen Storage
27. Custodial / Washer-Dryer
28. Custodial
29. Forum / Prefunction
30. IT
31. Electrical
32. Mechanical
33. Restroom
34. Staff Restroom / Shower
35. Wellness / Mothers Room
36. Loading
37. Building Storage
38. Trash / Recycling Enclosure*

* non-conditioned space

4' 8' 16' 32'

N

Floor Plan

Central Wyoming College Jackson Center

Neighborhood Meeting

Sketch Plan Application

Wednesday, July 26th, 2023

	NAME	PHYSICAL ADDRESS	E-MAIL
1	K. Milici	1940 W. Homestead Dr.	KARIMILICI@GMAIL
2	Jessica Jaubert	10825 S Highway 89	jessicajaubert@gmail.com
3	Lori Clark-Ericleson	2168 Corner Creek Lane	lclarkericksen@gmail.com
4	Deb Wuersch	3021 Rangeview	debrawuersch@gmail.com
5	Donna Bauer		
6			
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12			
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14			
15			
16			
17			
	Thank you for your participation!		

CW JACKSON

JORGENSEN
GEOTECHNICAL, LLC

PO Box 9550 · 1315 HWY 89 S., Suite 201
Jackson, WY 83002
PH: 307.733.5150
www.jorgeng.com

June 2, 2023

Central Wyoming College
Attn: Willie Noseep
2660 Peck Ave. MH 106F
Riverton, WY 82501

RE: GEOTECHNICAL-ENGINEERING REPORT, JACKSON OUTREACH CENTER, CENTRAL WYOMING COLLEGE, HIGH SCHOOL ROAD, TETON COUNTY, WYOMING
PROJECT NO: 22070

Dear Mr. Noseep,

We are pleased to present this report of our geotechnical-engineering exploration for the proposed college outreach center of the Central Wyoming College (CWC) along High School Road in Teton County, Wyoming. This report describes site conditions observed during the subsurface exploration and presents engineering analyses and recommendations to support the design and construction of foundation elements for the outreach building.

In summary, the site is underlain by alluvial deposits likely originating from the Snake River floodplain. The alluvium is primarily comprised of gravels and cobbles in a sandy matrix with trace fines. The stony alluvial deposits appear to be an adequate bearing layer to support the anticipated foundation loads.

Groundwater was not encountered during the site exploration but is expected to be higher in the spring and summer months when runoff creates increased flows in the Snake River and local irrigation practices in the surrounding properties begin. Depending on the depth of the foundation elements and the time of the year construction begins, **groundwater is likely to be within or near the foundation excavation**. Sandy gravels and cobbles will slough and are difficult, if not impossible to compact in high groundwater conditions, creating unstable conditions for subgrade preparation. If groundwater is near the foundation elevation, groundwater mitigation techniques or an alternative building schedule during construction may be required.

If you have any questions about this report, or if we may provide other services to you, please contact us. As the project progresses, we will be available to answer questions.

Respectfully submitted,

JORGENSEN GEOTECHNICAL

Marlie Schell, M.S.
Geotechnical Design Engineer Technician

Dominique Brough, P.G.
Geotechnical Project Manager

Harrison Carter, P.E.
Geotechnical Project Manager

GEOTECHNICAL-ENGINEERING REPORT

Central Wyoming College Outreach Center

High School Road | Teton County, Wyoming

Prepared for:

Central Wyoming College
Willie Noseep
2660 Peck Ave. MH 106F
Riverton, WY 82501

Prepared by:

JORGENSEN GEOTECHNICAL, LLC

PO Box 9550
Jackson, WY 83002

June 2, 2023

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1.0 REPORT SUMMARY

Jorgensen Geotechnical (JG) explored subsurface conditions by excavating four (4) exploratory test pits on the subject site. Overall, the soils at the site consisted of sandy, coarse-grained gravels and cobbles overlain by topsoil. These soils are estimated to be alluvial in origin. Samples were obtained at the time of the exploration but due to their stony nature and our experience with similar soils in the area, the samples were not submitted for lab testing.

We identified the following as site-specific geotechnical-engineering considerations for this project site:

- site soils include coarse-grained alluvium
- the sandy alluvium appears to be adequate for the anticipated foundation loads,
- groundwater was not observed but is predicted to pose issues with design and construction depending on the time of year construction begins, and
- seismic and fault-related hazards exist – with the risk generally understood to be low.

2.0 INTRODUCTION

Jorgensen Geotechnical, LLC (JG), was commissioned by Central Wyoming College (CWC) to perform a subsurface exploration for the proposed college outreach building for CWC located along High School Road, in Teton County, Wyoming (Figure 1). Our specific scope of services is below. The purposes of the exploration were to provide information and geotechnical-engineering recommendations pertaining to:

- Subsurface soil conditions
- Groundwater conditions
- Site preparation and earthwork
- Seismic site classification per the International Building Code
- Evaluation of settlement potential
- Lateral earth pressures
- Foundation design and construction
- Slabs-on-grade design and construction

The scope of services for this project included excavating and logging four (4) exploratory test pits to depths ranging from 7 to 8.5-ft below ground surface (bgs). Test pit locations were surveyed by Jorgensen and are shown in Figure 2. In addition, JG installed three (3) groundwater monitoring standpipes to facilitate groundwater monitoring during the spring 2023 runoff and summer irrigation season. A detailed description of the subsurface exploration and graphical logs are shown in Appendix A.

3.0 PROJECT DESCRIPTION

Preliminary plans provided by Prospect Architects dated July 2022 indicate the building and parking lot locations. We understand that the building location has changed, and the new location has yet to be determined at the time of this Report. We have assumed that building construction plans have not changed since July 2022, and that the project will consist of constructing a two-story, above grade, outreach building using a combination of slab-on-grade and crawlspace construction. We have assumed traditional timber-frame construction techniques.

4.0 SITE CONDITIONS

4.1 Description

JG developed the following description of the site based on site visits, meetings with CWC and the Architect, our review of available historical aerial imagery, and observations made during the subsurface exploration.

Item	Description
Location and Parcel Information	The site is located along High School Road, in Teton County, Wyoming. The lot is located on land previously utilized for agricultural purposes. Agriculture property borders the parcel to the east, south and west, and High School Road borders the parcel to the north. Various irrigation ditches run near or through the property.
Current Ground Cover	At the time of the exploration, ground cover consisted of moist soil with grass.
Existing Topography	According to the Teton County GIS Mapserver, the site is relatively flat with elevations ranging from 6,116 to 6,120-ft-ft above sea level (AMSL). The site is situated approximately 1,800-ft west of Flat Creek and 2.5-mi east of the Snake River.
Geologic Setting	▪ The project site is found on the Geologic Map of the Jackson Quadrangle, Teton County, Wyoming (Love, 2004) which is adapted as Figure 1. The map shows the location of surficial deposits and geologic structures (i.e., faults and folds). The map indicates the project site is covered by Quaternary-aged flood plain deposits (Qfp) deposits originating from the Snake River Floodplain. JG observed sandy gravels indicative of the alluvial deposits (Qal) that are mapped further west from the project site. ▪ Bedrock was not encountered in any test pits during the subsurface exploration. The depth to bedrock is estimated to be deep. ▪ Numerous Quaternary faults (i.e., relatively young and potentially active) are mapped throughout the area, most notably, the Teton Fault and Phillips Valley Fault systems, approximately 7.5 miles northwest of the site (Zellman, 2019). Slip rates in the southern sections of Teton fault southern are typically ranging from 0.2 to 1 mm/year. The Phillips Valley Fault slip rate is less than 0.2 mm/yr. Older faults mapped nearby are believed to be old and inactive.

Figure 1: Site Location and Geologic Map

4.2 Subsurface Soil Conditions

Three soil layers were observed in all test pits; topsoil underlain by a gravel with silt and sand, with coarse grained sandy gravels and cobbles observed below the gravels with silt and sand, until termination of the test pits. To evaluate the site's soil-engineering properties, we developed a model consisting of three layers: a layer of topsoil, gravel with silt and sand, and stony coarse-grained alluvium. Detailed test pit logs are represented graphically in Appendix A.

Layer	Layer Name	Description
1	**Topsoil**	The topsoil consists of a sandy silt with 0-20% gravel by mass, extending from the ground surface to a depth of approximately 1.0 to 1.2-ft bgs.
2	**Gravel with Silt and Sand**	A gravel with silt and sand was logged in the field as slightly moist to moist, dark orangish brown, and medium dense. The soil was estimated in the field to comprise approximately 10% cobbles, 50% gravel, 30% sand with 20% fines (i.e., silt and clay). The gravel varied in thickness across the site from approximately 1.0-ft to 2.7-ft.
4	**Coarse-grained Alluvium**	Stony gravels and cobbles with sand were observed to underly the gravel with silt and sand, and extended to the bottom of all test pits, ranging from 7.0-ft to 8.5-ft bgs. In the field they were visually logged as moist, orangish brown, medium dense, clast-supported, and was observed to comprise 15% boulders and cobbles by volume, 60% gravel, 30% sand, and 10% clay and silt by mass.

Figure 2: Test Pit and Standpipe Location Map

4.3 Groundwater

Groundwater was not encountered in any of the test pits at the time of excavation. May is predicted to be a time where seasonal runoff is beginning, but from past observations and measurements in the area, usually still considered low and peaks around mid-June. Groundwater levels fluctuate in response to seasonal snowmelt, local irrigation, and flow levels in nearby rivers and streams.

We expect groundwater to pose an issue with the proposed construction depending on the excavation depth and time of year foundation excavation is completed. If foundation excavation occurs during the spring and summer when groundwater levels are anticipated to be high, the contractor should be prepared to manage groundwater during excavation, possibly through a dewatering system. Additionally, if construction begins at a time of year when groundwater levels are high, compaction efforts may be difficult, if not impossible if groundwater is encountered within two-feet of bottom of the excavation due to the soil "pumping" during compaction. Dewatering efforts, if deemed necessary, should reduce the water level to a minimum of 4-feet below the bottom of the excavation.

Standpipe piezometers were installed in three of the four test pits during the subsurface exploration. They are indicated with the label "SP" on Figure 2. We proposed to use the standpipe piezometers to observe seasonal fluctuations in groundwater. Three data loggers from Heron Instruments were installed at the time of the subsurface exploration. The data loggers collect groundwater level data continuously and these data can be used to create a water level profile through the 2023 spring runoff and irrigation season. This method provides a continuous site-specific water level. These data will be collected during the spring and summer until groundwater levels begin to recede. We will conclude the monitoring no later than mid-autumn and submit a final groundwater monitoring report.

4.4 Earthquakes and Ground Shaking

Jackson Hole is located within the Intermountain Seismic Belt, a zone of seismicity that extends from southern Utah through eastern Idaho, western Montana, and Western Wyoming (Smith and Arabasz, 1991). The Teton fault is considered an important structural element of the Intermountain Seismic Belt. Predicted recurrence intervals for maximum credible earthquakes have passed for most of the fault systems capable of generating magnitude 7.5 earthquakes in western Wyoming (Case, 1997), implying the chance of major earthquakes is relatively high. The owner should be aware that in the event of a large magnitude earthquake (i.e., approximately 7.5), strong ground shaking, liquefaction, or slope movement could potentially cause damage to structures (Smith, et al., 1993).

Ground motion accelerations should be derived for the project site in accordance with the general procedure defined in the International Building Code (IBC). We assumed that the outreach center is classified as a Class III building per the IBC guidelines. The IBC references ASCE 7-16 to determine the ground motion accelerations. Based on subsurface soils, the mapped geology, and our experience in the area, the site is classified as Site Class D ("Stiff Soil"). For your convenience, Seismic Design Maps (SEAOC, 2019) values are summarized in Table 4-1.

Table 4-1: U.S. Seismic Design Maps Summary

Maximum Considered Earthquake (MCE) Spectral Response Acceleration Parameters			
Short Period (S_s) =	1.055		
1-Second Period (S_1) =	0.347		
Site Coefficients and Adjusted MCE Spectral Response Acceleration Parameters			
F_a =	1.078	S_{MS} =	1.137
*F_v =	1.953	*S_{M1} =	0.678
Design Spectral Response Parameters			
S_{DS} =	0.758		
*S_{D1} =	0.452		

*Note: Values for F_v, S_{M1}, and S_{D1} were determined in accordance with Section 11.4.4 of ASCE 7-16. Per Section 11.4.8 of ASCE 7-16, if the proposed structure foundation will include seismic isolators or damping systems, a site response analysis shall be performed in accordance with Section 21.1.

The project site is located in an area of moderate seismic activity. The current peak horizontal acceleration (PGA) with a probability of occurrence of 2% in 50 years is approximately 0.468g (SEAOC, 2019). This has been applied for the analysis of seismic lateral loading on retaining walls in Section 5.4.

The provisions of the IBC are intended to provide uniform levels of performance for structures depending on their intended occupancy and use, and the risk inherent to their failure. The approach adopted in the IBC is intended to provide a uniform margin of safety against collapse at the design motion. The design earthquake ground motion is selected at a ground shaking level that is 2/3 of the maximum considered earthquake (MCE) ground motion, which has a likelihood of exceedance of 2% in 50 years (corresponding to a return period of 2,500 years). The owner should be aware that the IBC is not intended to prevent damage or loss of function during a major earthquake; it is intended to reduce the risk of loss of life. Structural design should follow the level of risk tolerable to the owner.

4.5 Geologic and Geotechnical Hazards

4.5.1 Seismic and Fault Related Hazards

The owner should be aware that in the event of a large magnitude earthquake (i.e., approximately 7.5), strong ground shaking and ground cracking could potentially cause damage to structures (Smith, et al., 1993). The owner may wish to consider the option of carrying earthquake insurance in addition to homeowner's insurance. Surface rupture or displacement due to faulting is **unlikely**.

Loose, saturated sands and silty sand, and in some cases, silts and gravels may liquefy when exposed to seismic shaking. The gravels and cobbles observed throughout the site appear too stony and are unlikely to liquefy in a seismic event. Liquefaction at depth, if it were to occur, could cause minor differential settlement. However, liquefaction is unlikely to cause lateral spreading, which is major slope movement commonly responsible for catastrophic damage during earthquakes, at this relatively flat site. Slope instability associated with liquefaction (e.g., lateral spreading and lateral flow) are **not predicted to occur.**

5.0 GEOTECHNICAL RECOMMENDATIONS

5.1 Recommendations Overview

The topsoil and gravel with silt and sand represent a risk of potential settlement and foundations should not be placed in direct contact with them. If topsoil and gravel with silt and sand are found beneath foundation elements, they should be over-excavated and replaced with an approved structural fill to reduce the risk of future settlement. The coarse-grained stony alluvium underlying the gravel with silt and sand is estimated to be a suitable bearing layer.

5.2 Shallow Foundations

We recommend the following considerations for shallow foundation systems, assuming recommendations in the following sections for site preparation and compaction are followed:

Item	Description
Bearing Layer	Stony alluvial deposits and/or recompacted approved fill is anticipated to be an adequate bearing layer.
Settlement	Settlement greater than 1-inch is not anticipated if foundation elements are placed directly on native stony alluvium or compacted approved engineered fill.
Bearing Capacity[1,2,3,4]	Allowable bearing capacity of the stony alluvial deposits or recompacted fill is 5,500 psf.
Frost Depth	Footings should be placed at a minimum depth of 34 inches below finished grade, with a minimum foundation exposure of 6 inches above finished grade.
Ultimate Soil Friction	tan(30°) = 0.58 – for the interface of cast-in-place concrete on structural fill

1. Assuming a footing width of 2-ft, placed 3-ft below existing grade, with groundwater 3-ft below final grade. Groundwater conditions will be verified during 2023 groundwater monitoring effort.
2. Soil parameters were derived based on visual soil classification.
3. Bearing capacity of soil refers to its ability to resist shear failure under load and was calculated using Terzaghi's bearing capacity equation for isolated strip footings (Bowles, 1996).
4. If footing size and depth differs remarkable from these assumptions, this office should be notified to evaluate our recommendations.

5.3 Earthwork

5.3.1 Site Preparation

Prior to the placement of any fill, foundation elements, or slabs, the site should be cleared and stripped of topsoil and all organic debris. No brush, roots, frozen material, or other deleterious or unsuitable materials shall be incorporated in the foundation subgrade or structural fill. All exposed subgrade surfaces should be free of mounds and depressions which could prevent uniform compaction. If unexpected fills or obstructions are encountered during site clearing or excavation, such features should be removed, and the excavation thoroughly cleaned prior to backfill placement and/or construction.

During the excavation, the excavation equipment may disturb and loosen the surface of the **native subgrade**. All disturbed areas should be compacted with a smooth-drum vibratory roller, in vibratory mode with a minimum of three passes, prior to the placement of structural fill and foundation construction. The actual number of passes should be determined by observing whether the surface is yielding after each pass. If the surface appears to be yielding, the number of passes should be increased until a non-yielding condition is observed and approved by a representative of this office.

5.3.2 Fill Material Types

Engineered fill to replace any unsuitable material may consist of imported or approved site derived, stony material (i.e., “pit-run” or similar). Structural fill will compact into a dense strong state, with minimal settlement anticipated

Approved coarse-grained stony alluvium or imported pit run may be used for the following:

- Exterior backfills
- Utility trench backfill
- General grading
- Subbase under interior and exterior slabs
- Under foundation elements

Non-structural fill may consolidate and should not be used to support foundation elements, but can be used for non-load supporting applications. Approved site-derived non-structural soil – including the silty and sandy gravels – may be used for the following:

- Exterior backfill
- Utility trench backfill
- General grading

5.3.3 Final Backfilling and Grading

Properly compacted backfill and site drainage are important. Stony fill (e.g., site-derived sandy gravel and cobble alluvium or imported “pit-run”) will compact into a dense, strong, well-draining engineered fill, and strict moisture control is usually not required, making it a preferred alternative for many contractors for exterior backfills, utility trenches, and subbase under interior and exterior slabs.

Exterior backfills should be placed as early as possible. However, do not over-compact exterior backfills against “green” foundation walls. Utility trenches should also be backfilled in lifts and compacted. Stony soils will require a vibrating smooth-drum roller or vibratory plate (i.e., hoe-pack or “jumping jack”) for compaction.

5.3.4 Compaction

Compaction testing of stony soils, or "pit-run," with a nuclear density gauge is usually problematic due to the presence of large stones. Therefore, we recommend compacting stony fills using a **method specification**, for which Table 5-1 provides initial guidelines.

Table 5-1: Compaction Parameters for Stony Fill

Compactor Type	Lift Thickness	Maximum Particle Size	Minimum Number of Passes[1]
5-ton vibratory	12 inches	9-inch[2]	3
1.5-ton vibratory	9 inches	6-inch	5
Hand-held	4 inches	4-inch	5

1. The actual number of passes should be determined by observing whether the surface is yielding after each pass. If the surface appears to be yielding, the number of passes should be increased until a non-yielding condition is observed.
2. Occasional clasts to 12-inch are permitted, if encountered, but should not be nested.

The method specification may be established as follows:

- The contractor will place fill in loose lifts no greater than specified in Table 5-1for whichever class of compactor is used.
- Fill will be compacted with the *minimum* number of passes specified inTable 5-1. The actual number of passes should be determined by observing compaction after each pass to determine if the surface is non-yielding. If the fill surface appears to be yielding, the number of passes should be increased until a non-yielding condition is observed.
- Once the number of passes is determined, this **method** (unique to the material type, compactor, lift thickness, and number of passes) may be continued for the rest of the project as long as fill material properties and subgrade soil conditions remain the same.

It is important to establish a method specification as early in the construction as possible and apply it consistently for the entirety of the project. JG should observe lift thickness, number of passes, and equipment used during compaction. Additional guidance on construction observations may be found in Section 5.3.9.

5.3.5 Compaction Requirements

We recommend the compaction and moisture requirements for site-derived or imported "pit-run" meet the minimum compaction requirement of a non-yielding condition and typical moisture of 6-8%. Clean stone stony soils are typically moisture insensitive and field observations are usually adequate to estimate when soils achieve the proper moisture.

We recommend compaction of fills be observed and tested during construction. If stony fill is not observed to be in a non-yielding condition, the area represented by the test should be reworked and retested as required to meet the requirements.

5.3.6 Crawlspace Ventilation and Radon

Evaluation of radon was beyond the scope of work; local codes should be followed and specialty contractors employed, if necessary. The building contractor is ultimately responsible for following local building codes. Ventilation to reduce moisture and potential accumulation of radon gas is required by

code for habited and inhabited spaces below grade. A capillary break layer, as described in Section 5.5.1, may also accommodate a radon vent pipe.

5.3.7 Reinforcing, Utilities Testing, and Concrete Considerations

Footings, slabs, and foundation walls should be reinforced to resist differential movement. Consultation with a Structural Engineer to specify adequate reinforcement is suggested. Water and sewer lines should be pressure tested before backfilling. Exterior concrete should contain 5% to 7% entrained air. ***Note***: Minor cracks in the foundation walls, floor slabs, and sheetrock are normal and should not be a cause for concern.

5.3.8 Excavation and Cut Slope Stability

OSHA regulations (29CFR1926) appear to classify the fissured loess at the site as Type C soil. For planning and design purposes, simple cut slopes should be no steeper than 1.5H:1V. According to OSHA, any cut slope greater than 20 feet in height requires additional analysis. These recommendations are based on observations made at the time of the site exploration. The contractor shall be responsible for adherence to OSHA and other safety regulations by observing soil conditions at the time of construction.

5.3.9 Observation during Construction

Recommendations in this report are contingent upon our involvement. If any unexpected soils or conditions are revealed during construction, this office should be notified immediately to survey the conditions and make necessary modifications. All excavations and foundation subgrades should be observed by a representative of JG prior to fill or concrete placement, especially if questionable materials are exposed. Notice shall be provided at a minimum of 24 hours before the requested observation.

We are able to provide the most value observing site conditions at the following times:

1. Upon completion of site preparation to verify all organics and unsuitable material have been removed in accordance with Section 5.3.1,
2. Upon completion of the over-excavation (Section 5.3.2) to verify soil conditions and to confirm the use of a separation fabric, and
3. Observe placement and compaction of fill and aid in the development of a method specification, Section 5.3.5.

5.4 Lateral Earth Pressures

Lateral pressures were calculated using methods suggested by Bowles (1996) for at-rest, active, and passive conditions and are presented in Table 5-2. These values assume native coarse-grained material will be used as non-structural backfill. We have assumed an estimated internal friction angle of 35° and a unit weight of 135 pcf, based on visual classification of soils (CANMET, 1982). Calculations assume level backfill against foundation walls or retaining walls.

Table 5-2: Lateral Pressure Parameters for Compacted Coarse-grained Alluvium

Condition	Coefficient of Earth Pressures	γK (equivalent fluid pressure)
Static Conditions Level Backfill	K_o = 0.43 K_a = 0.27 K_p = 3.69	58 pcf 37 pcf 498 pcf
Earthquake Conditions Level Backfill	K_{ae} = 0.43 K_{pe} = 3.20	57 pcf 432 pcf

Lateral earth pressure design will be estimated based on the concept of equivalent fluid pressures, in which the soil pressure-distribution is triangular against the foundation or retaining wall. The following sections summarize each design situation.

5.4.1 Active Pressures

Application	Retaining walls, which are allowed to deflect and develop an active soil wedge
Resultant Force Calculation	½ $\gamma K_a H^2$; pounds per horizontal foot of wall
Resultant Force Location	one-third the wall height (1/3 H) above the base
Seismic Acceleration[1]	k_h = 0.234g (½ PGA) per the SEAOC (2019)
Seismic Calculation Basis	Mononobe-Okabe equations (Bowles, 1996)
Seismic Resultant Force	½ (γK_{ae} - γK_a) H^2; pounds per horizontal foot of wall
Seismic Resultant Force Location[2]	Applied at 60% of the wall height above the base

1. Because the maximum acceleration occurs only briefly during an earthquake, it is common practice when designing dams and other earth structures to reduce the design acceleration to ½ of the maximum design acceleration (Hynes-Griffin and Franklin, 1984).
2. Research has indicated that lateral pressures due to earthquakes are non-hydrostatic in distribution, and the resultant acts above the lower third-point of the wall (Bakeer, et al, 1990).

5.4.2 At-Rest Pressures

Application[1]	Basement walls, or other walls which are restrained and not allowed to deflect
Resultant Force Calculation	½ $\gamma K_0 H^2$; pounds per horizontal foot of wall
Resultant Force Location	One-third the wall height (1/3 H) above the base

1. Design control of such walls shall be whichever generates the higher resultant force: at-rest pressures or active seismic pressures.

5.4.3 Passive Pressures

Application[1]	Toe of retaining walls where the wall is allowed to move away from retained soil
Resultant Force Calculation	½ $\gamma K_p H^2$; pounds per horizontal foot of wall
Resultant Force Location	One-third the wall height (1/3 H) above the base
Seismic Acceleration	k_h = 0.234g (½ PGA) per the SEAOC (2019)
Seismic Calculation Basis	Mononobe-Okabe equations (Bowles, 1996)
Seismic Resultant Force Location[2]	One-third the wall height (1/3 H) above the base

1. Passive pressure design should neglect loose fill and soil located within the frost zone.

5.5 Slabs-on-Grade

5.5.1 Interior Slabs-on-Grade

Interior slabs should be at least 4 inches thick, and any slabs bearing vehicles should be at least 6 inches thick, or as approved by a Structural Engineer. Minor floor cracking of slab-on-grade construction is difficult, if not impossible, to prevent. Such cracking is normal and should be expected to occur with time. Buildings are almost never free of cracks, and cracking is caused by many factors other than soil movement, such as concrete shrinkage or curling, or daily and seasonal variability in temperature and humidity.

An impermeable layer (usually plastic) is suggested beneath interior slabs, underlain by 4 inches of clean drain gravel that will act as a capillary break to reduce dampness. Two options are available to reduce the tendency for the concrete to crack or curl as it dries:

1. A blotter layer may be placed under the slab. In the past, loose sand has been used for this purpose, but is no longer recommended. A cover of 4 inches of trimmable, compactible, granular material may be placed over the impermeable layer to receive the concrete slab. This material usually consists of “crusher run material”, which varies in size from about 1.5-inch down to rock dust. Alternatively, 3 inches of compacted, fine-graded material such as crusher fines or manufactured sand may be used.

2. The blotter layer may be eliminated if the concrete is reinforced properly. The attached article entitled “Controlling Curling and Cracking in Floors to Receive Coverings” provides a discussion of proper floor slab reinforcement. If the contractor needs additional guidance on reinforcement, a Structural Engineer should provide it.

Three articles from the American Concrete Institute (ACI) that discuss these options can be found in the references section (ACI, 1997; Suprenant and Malisch, 1998 & 1999). We are able to offer additional guidance if requested.

5.5.2 Exterior Slabs-on-Grade

Exterior slabs (e.g., sidewalks, patios, driveways, etc.) typically sustain the greatest damage. Cracking is almost impossible to avoid, and freeze-thaw adds to the difficulty caused by soil movement. Performance

of exterior slabs in areas underlain by topsoil or the gravels with silt and sand will be improved by over-excavation and replacing it with "pit-run" or approved site derived material compacted per Section 5.3.5. A minimum 6-inch road mix gravel (e.g. WYDOT Grading H) is recommended be placed and compacted directly below the slab. Prior to placement and compaction of the gravel, the surface of the exposed excavation should be separated from the sandy alluvium using a non-woven separation fabric (e.g., Mirafi 140N).

Exterior slabs should be at least 4 inches thick, 6 inches if supporting vehicles, or as directed by the Structural Engineer. Exterior slabs should not be tied to foundation walls. Any movement of exterior slabs may be transmitted to the foundation walls, resulting in damage. Posts for patios or other exterior columns should not bear on exterior slabs. If the slabs settle or rise, the movement can be transmitted to the post, resulting in damage to the structure. Landscaping elements placed on topsoil and/or sandy alluvium may experience settlement.

6.0 LIMITATIONS

This report has been prepared based on a limited amount of data. Actual site conditions may vary. These services have been performed in a manner consistent with the level of care and skill ordinarily exercised by members of the profession currently practicing under similar conditions. No other warranty is made or implied.

This report is site-specific and has been prepared in support of the proposed project. The report is for the sole use of the current property owner and their design and construction team, and shall be considered non-transferable to future property owners without the written consent of Jorgensen Geotechnical. Under no circumstances are the figures and text to be used separately.

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APPENDIX A

Site Exploration Procedures and Subsurface Exploration Logs

Field Exploration: Excavated Test Pits

Test Pit Locations and Elevations

Test pit locations were determined by Jorgensen Geotechnical (JG) staff to characterize the four corners of the property. Locations of the test pits are presented on Figure 2. The accurate location and elevation of each test pit and standpipe were surveyed by Jorgensen Associates.

Subsurface Exploration Procedure

JG conducted a site exploration on May 4, 2023. The test pits were excavated to approximately 7 to 8.5-ft below the existing ground surface (bgs). Test pit locations were chosen to bracket the site. Soil type, consistency, and relative moisture content were observed and documented by JG personnel. Samples were not collected during the exploration due to the stony soil conditions encountered and out experience with similar soils. The location of the outreach center was unknown at the time the exploration was performed. Test pits were backfilled immediately after they were logged.

Photo 1: Typical Test Pit Excavation

Test Pit Logs

Field data were digitally collected in the field using the application pLog on a tablet. Draft logs were reviewed in the office, and final versions are presented below. The final logs represent JG's interpretation of the subsurface soil conditions, and, although site conditions appear consistent across the property, actual soil conditions may differ from those observed in the test pits.

Photo 2: Groundwater monitoring piezometer installation JG-2

Photo 3: Test Pit JG-4

JORGENSEN GEOTECHNICAL, LLC
1315 HWY 89 S., Suite 201 - Jackson, WY 83002
Telephone: 307.733.5150

Test Pit ID: JG-1

Project Name: Central Wyoming College
Project Location: High School Road, Teton County, Wyoming
Client: CWC
Logged By: Marlie Schell **Checked By:** HC
Project Number: 22070
Latitude: 43.458228 **Longitude:** -110.804581 **Elevation:** 6112.55
Date Started: May 04 2023 **Completed:** May 04 2023
Notes:
Contractor: Fish Creek Excavation
-Backfilled with spoils
Equipment: John Deere 310SJ
-Stopped due to test pit wall collapse
▽ At time of excavation not encountered

Depth	Graphic	Sampler Type	Number	Pocket Pen (tsf)	Classification	Material Description	Moisture Content (%)	Dry Unit Wt. (pcf)	Atterberg Limits: Liquid Limit	Atterberg Limits: Plastic Limit	Atterberg Limits: Plasticity Index	Well
1						SANDY SILT (ML): slightly moist, dark brown, medium stiff, homogeneous, 25 % sand, 75 % fines, low plasticity, Worm casts and heavy roots [TOPSOIL].						
2			HG-1	1.00		Well-Graded GRAVEL with Silt and Sand (GW-GM): slightly moist to moist, dark orangish brown, medium dense, clast supported, 10% cobbles, 50 % gravel, 30 % sand, 20 % fines, rounded, well graded, [ALLUVIUM].						
3						Well-Graded GRAVEL with Sand (GW): moist, orangish brown, medium dense, clast supported, 15% cobbles, 60 % gravel, 30 % sand, 10 % fines, rounded, well graded, [ALLUVIUM].						
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JORGENSEN GEOTECHNICAL, LLC
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Telephone: 307.733.5150

Test Pit ID: JG-2

Project Name: Central Wyoming College
Project Location: High School Road, Teton County, Wyoming
Client: CWC
Logged By: Marlie Schell **Checked By:** HC
Project Number: 22070
Latitude: 43.457902 **Longitude:** -110.804419 **Elevation:** 6113.49
Date Started: May 04 2023 **Completed:** May 04 2023
Notes:
Contractor: Fish Creek Excavation
-Backfilled with spoils
Equipment: John Deere 310SJ
-Stopped due to test pit wall collapse
▽ At time of excavation not encountered

Depth	Graphic	Sampler Type	Number	Pocket Pen (tsf)	Classification	Material Description	Moisture Content (%)	Dry Unit Wt. (pcf)	Atterberg Limits: Liquid Limit	Atterberg Limits: Plastic Limit	Atterberg Limits: Plasticity Index	Well
1						SANDY SILT with Gravel (ML): slightly moist, dark brown, medium stiff, homogeneous, 20 % gravel, 15 % sand, 65 % fines, low plasticity, Worm casts and heavy roots [TOPSOIL].						
2						Well-Graded GRAVEL with Silt and Sand (GW-GM): slightly moist to moist, dark orangish brown, medium dense, clast supported, 10% cobbles, 50 % gravel, 30 % sand, 20 % fines, rounded, well graded, [ALLUVIUM].						
3						Well-Graded GRAVEL with Sand (GW): moist, orangish brown, medium dense, clast supported, 15% cobbles, 60 % gravel, 30 % sand, 10 % fines, rounded, well graded, cobbles increase in size with depth [ALLUVIUM].						
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JORGENSEN GEOTECHNICAL, LLC
1315 HWY 89 S., Suite 201 - Jackson, WY 83002
Telephone: 307.733.5150

Test Pit ID: JG-3

Project Name: Central Wyoming College
Project Location: High School Road, Teton County, Wyoming
Client: CWC
Logged By: Marlie Schell **Checked By:** HC
Project Number: 22070
Latitude: 43.457792 **Longitude:** -110.805227 **Elevation:** 6111.44
Date Started: May 04 2023 **Completed:** May 04 2023
Notes:
Contractor: Fish Creek Excavation
-Backfilled with spoils
Equipment: John Deere 310SJ
-Stopped due to test pit wall collapse
☑ At time of excavation not encountered

Depth	Graphic	Sampler Type	Number	Pocket Pen (tsf)	Classification	Material Description	Moisture Content (%)	Dry Unit Wt. (pcf)	Atterberg Limits: Liquid Limit	Atterberg Limits: Plastic Limit	Atterberg Limits: Plasticity Index	Well
1						SANDY SILT with Gravel (ML): slightly moist, dark brown, medium stiff, homogeneous, 20 % gravel, 15 % sand, 65 % fines, low plasticity, Worm casts and heavy roots [TOPSOIL].						
2			HG- 1			Well-Graded GRAVEL with Silt and Sand (GW-GM): slightly moist to moist, dark orangish brown, medium dense, clast supported, 10% cobbles, 50 % gravel, 30 % sand, 20 % fines, rounded, well graded, [ALLUVIUM].						
3						Well-Graded GRAVEL with Sand (GW): moist, orangish brown, medium dense, clast supported, 15% cobbles, 60 % gravel, 30 % sand, 10 % fines, rounded, well graded, cobbles increase in size and moisture increases with depth [ALLUVIUM].						
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JORGENSEN GEOTECHNICAL, LLC
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Telephone: 307.733.5150

Test Pit ID: JG-4

Project Name: Central Wyoming College
Project Location: High School Road, Teton County, Wyoming
Client: CWC
Logged By: Marlie Schell **Checked By:** HC
Project Number: 22070
Latitude: 43.458152 **Longitude:** -110.805541 **Elevation:** 6113.15
Date Started: May 04 2023 **Completed:** May 04 2023
Notes:
Contractor: Fish Creek Excavation
-Backfilled with spoils
Equipment: John Deere 310SJ
-Stopped due to test pit wall collapse
▽ At time of excavation not encountered

Depth	Graphic	Sampler Type	Number	Pocket Pen (tsf)	Classification	Material Description	Moisture Content (%)	Dry Unit Wt. (pcf)	Atterberg Limits: Liquid Limit	Atterberg Limits: Plastic Limit	Atterberg Limits: Plasticity Index	Well
0						SANDY SILT (ML): slightly moist, dark brown, medium stiff, homogeneous, 20 % gravel, 15 % sand, 65 % fines, low plasticity, Worm casts and heavy roots [TOPSOIL].						
1						Well-Graded GRAVEL with Silt and Sand (GW-GM): slightly moist to moist, dark orangish brown, medium dense, clast supported, 10% cobbles, 50 % gravel, 30 % sand, 20 % fines, rounded, well graded, rough transition zone to the more sandy alluvial layer [ALLUVIUM].						
2						Well-Graded GRAVEL with Sand (GW): moist, orangish brown, medium dense, clast supported, 15% cobbles, 60 % gravel, 30 % sand, 10 % fines, rounded, well graded, cobbles increase in size and moisture increases with depth [ALLUVIUM].						
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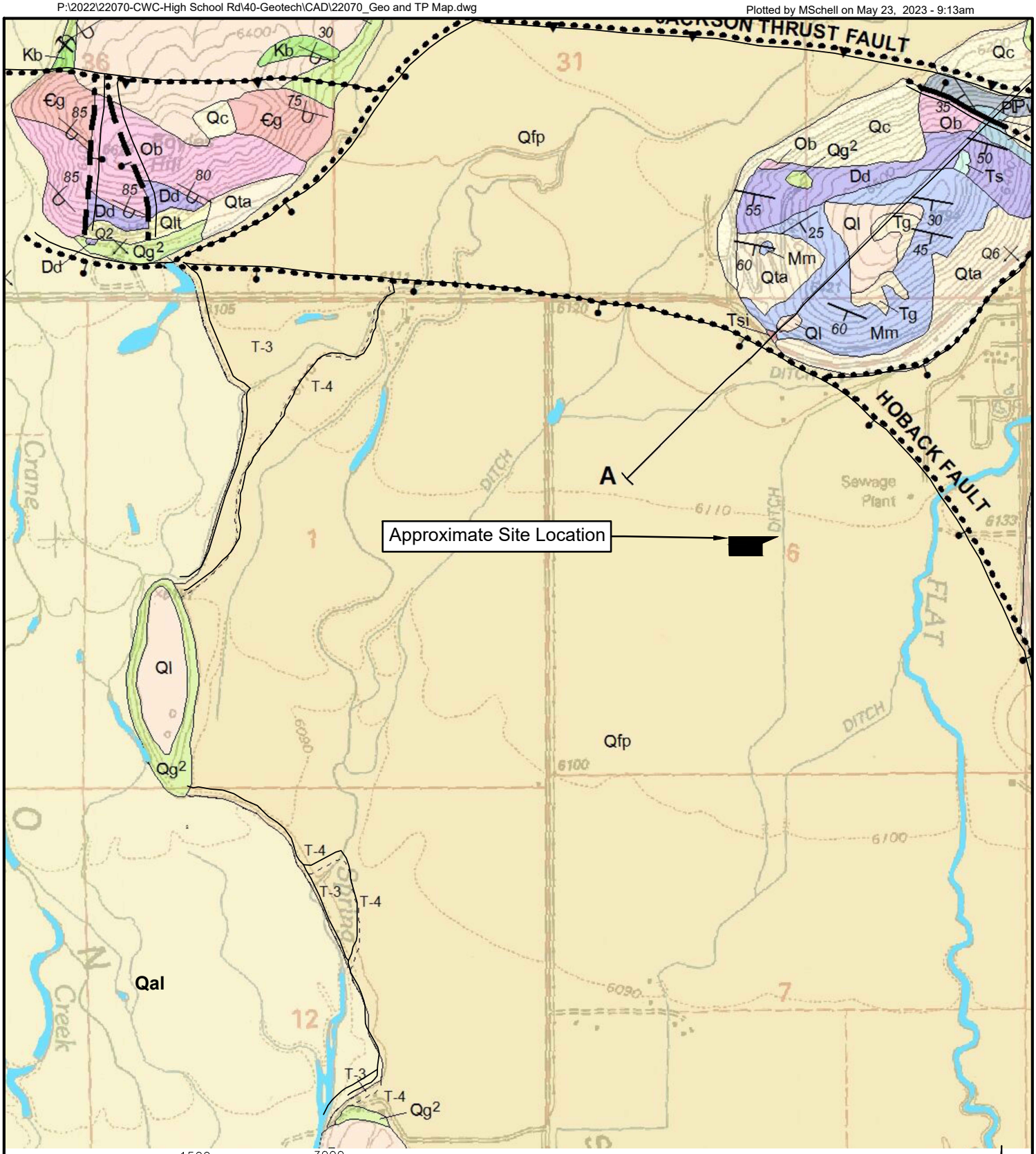
APPENDIX B

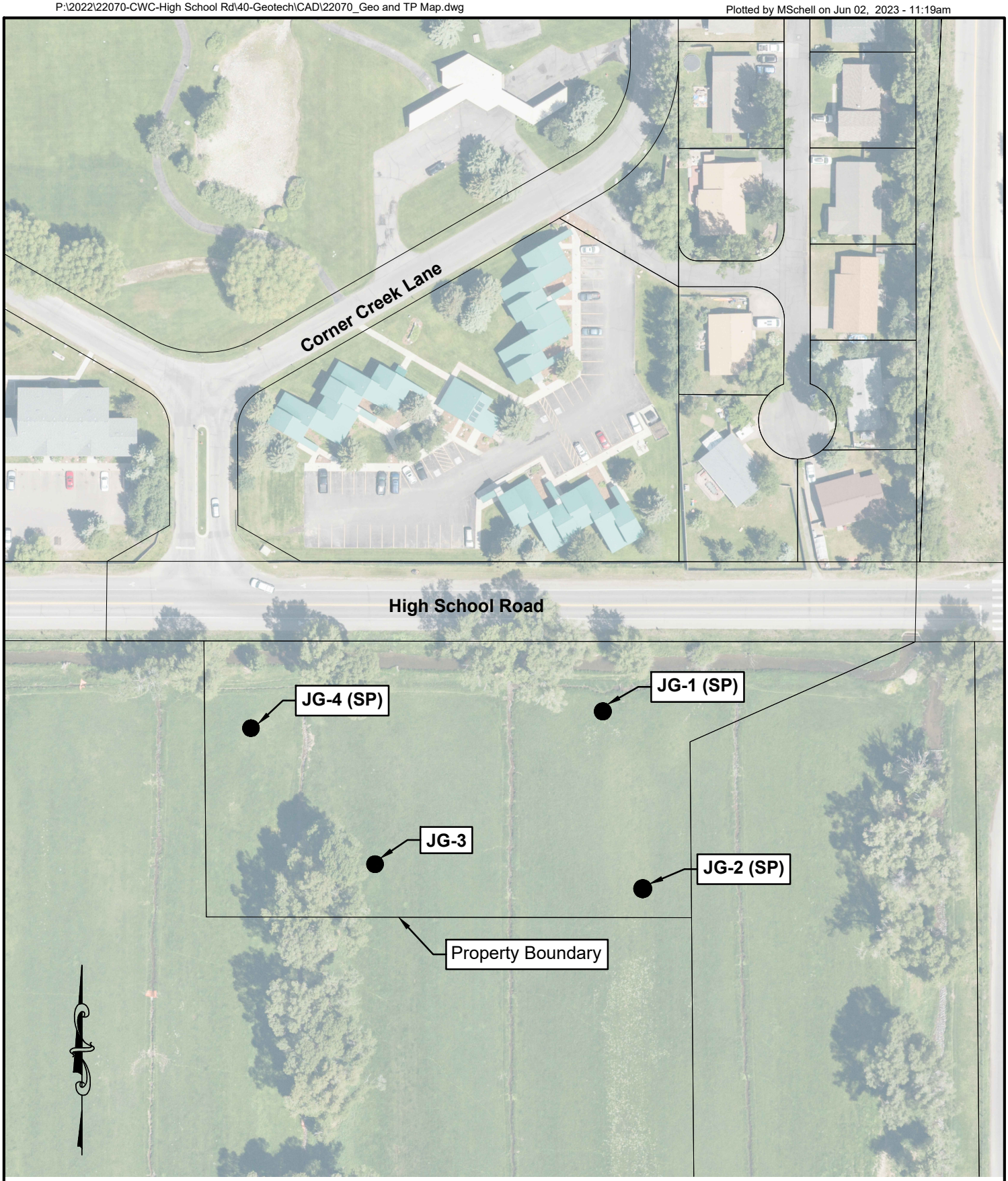
Figures



Map symbols:
- Qal - Alluvium - stream and river deposits
- Qfp - Flood Plain Deposits - sand. silt and clay
- Ql - Loess - silt

Love and Albee, Geologic Map of the Jackson Quadrangle, 2004.

DRAFTED BY: MS	SHEET TITLE: Figure 1 Site Location and Geologic Map	PROJECT TITLE: Geotechnical-Engineering Report Central Wyoming College Teton County, Wyoming	JORGENSEN Geotechnical, LLC 307-733-5150 www.jorgeng.com
REVIEWED BY: HC			
PROJECT NUMBER 22070			



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SCALE: 1 INCH = 100 FEET
THIS SCALE VALID ONLY FOR 8.5x11 PRINTS

Test pit (JG-x) and standpipe (SP) locations are accurate and were surveyed by Jorgensen Associates.

DRAFTED BY:	MS
REVIEWED BY:	HC
PROJECT NUMBER	22070

SHEET TITLE:
Figure 2
Test Pit and Standpipe Location Map

PROJECT TITLE:
Geotechnical-Engineering Report
Central Wyoming College
Teton County, Wyoming

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November 15, 2023

Central Wyoming College
Attn: Willie Noseep
2660 Peck Ave. MH 106F
Riverton, WY 82501

RE: GROUNDWATER MONITORING REPORT, JACKSON OUTREACH CENTER, CENTRAL WYOMING COLLEGE, HIGH SCHOOL ROAD, TETON COUNTY, WYOMING
PROJECT NO: 22070

Dear Mr. Noseep,

We are pleased to submit this report summarizing the results of the 2023 spring and summer groundwater monitoring for the proposed college outreach center of the Central Wyoming College (CWC) along High School Road in Teton County, Wyoming.

Two Heron Instrument groundwater dataloggers were installed in groundwater monitoring standpipe piezometers JG-1 and JG-4 on May 4, 2023, at depths of 7.5-ft and 6.0-ft below the existing ground surface (bgs), respectively. Approximate locations of the standpipe piezometers are shown on the attached Figure 1.

Once the dataloggers were installed, groundwater data was collected every four hours for approximately 4.5 months until the data was downloaded on October 13, 2023. A manual measurement was taken on May 4, 2023, and August 14, 2023, to supplement and verify data from the loggers. One datalogger (JG-1) stopped recording in August for unknown reasons. The dataloggers can only record groundwater levels when they are submerged, so the “flat line” on the attached groundwater plots represent dry conditions, where groundwater is deeper than the dataloggers installation depth. These readings represent conditions at the site prior to when local irrigation practices occur.

Elevations are estimated based on approximate standpipe locations and topographic data provided by Jorgensen Associates. General fluctuations in groundwater levels during the monitoring period appear consistent between JG-1 and JG-4. Peak groundwater levels were recorded on July 5, and July 4, 2023 in monitoring piezometers JG-1 and JG-4, respectively. Peak groundwater levels are summarized in Table 1 below and shown graphically on the attached plots.

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Table 1: Groundwater Data Summary

	JG-1	JG-4
Instrument Depth (Feet below ground surface)	7.5	6.0
Date of Peak Groundwater	7/5/2023	7/4/2023
Peak Recorded Groundwater (Feet below ground surface)	3.13	3.21
Peak Recorded Groundwater* (Based on surveyed elevation)	6109.4	6109.9

These data consist of recordings in spring and summer 2023 only and may not be representative of all possible groundwater conditions. It is prudent to take a conservative approach to site groundwater levels as they tend to fluctuate seasonally; 2023 likely does *not* represent the highest possible groundwater levels.

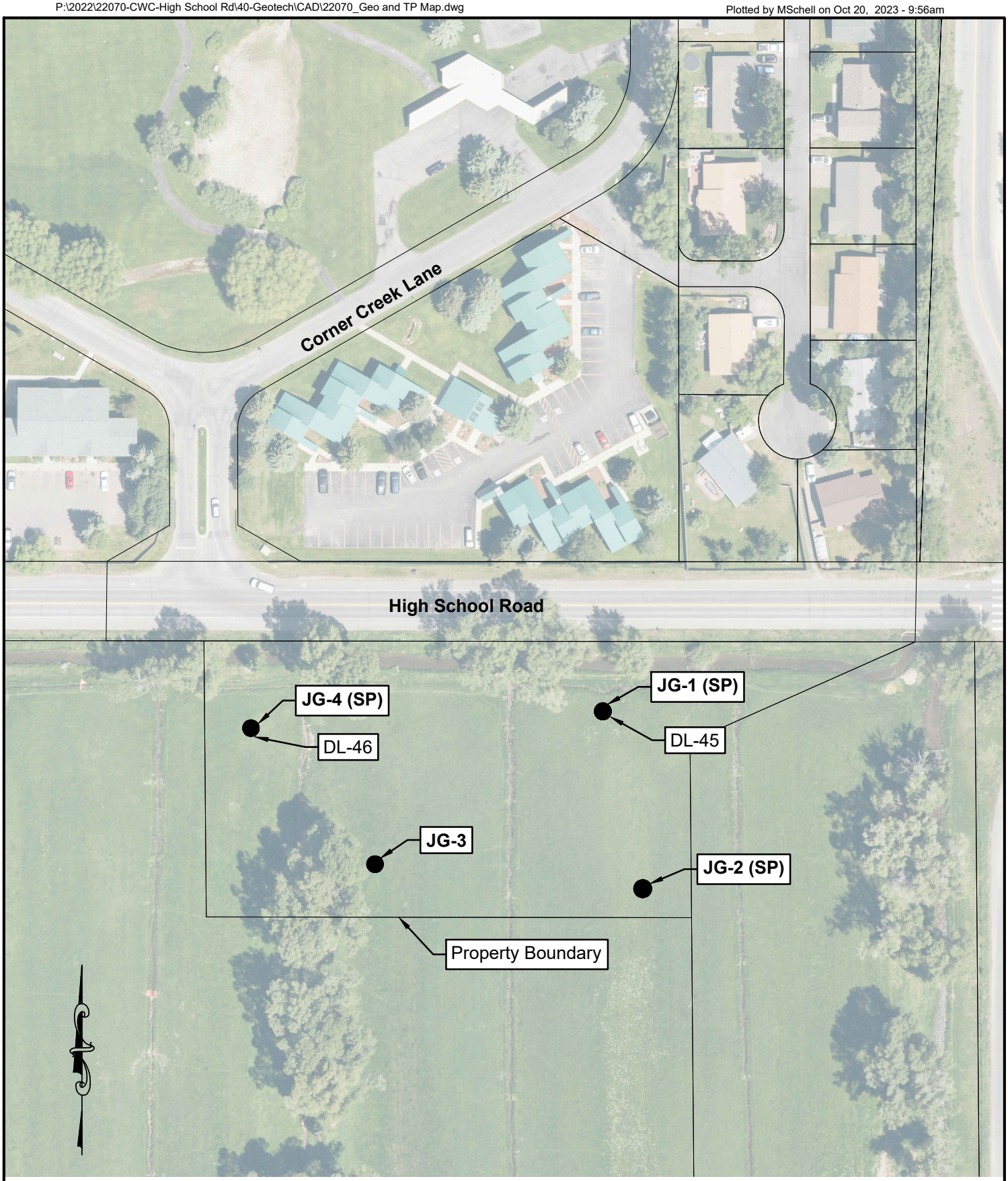
If you have any questions, please contact our office. We are happy to provide additional observations and recommendations as the project progresses.

Respectfully submitted,
Jorgensen Geotechnical, LLC

Marta Bollinger
Engineer Intern

Harrison Carter, P.E.
Geotechnical Project Manager

Attached: Figure 1 – Groundwater Monitoring Well Location Map
Plot of Groundwater Depth Below Ground Surface
Plot of Approximate Groundwater Elevation



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SCALE: 1 INCH = 100 FEET
THIS SCALE VALID ONLY FOR 8.5x11 PRINTS

Test pit (JG-x) and standpipe (SP) locations were surveyed by Jorgensen Associates. DL-xx indicates a datalogger was installed in the standpipe.

DRAFTED BY:	MS
REVIEWED BY:	HC
PROJECT NUMBER	22070

SHEET TITLE:
Figure 1
Test Pit and Standpipe Location Map

PROJECT TITLE:
Groundwater Monitoring Report
Central Wyoming College
Teton County, Wyoming

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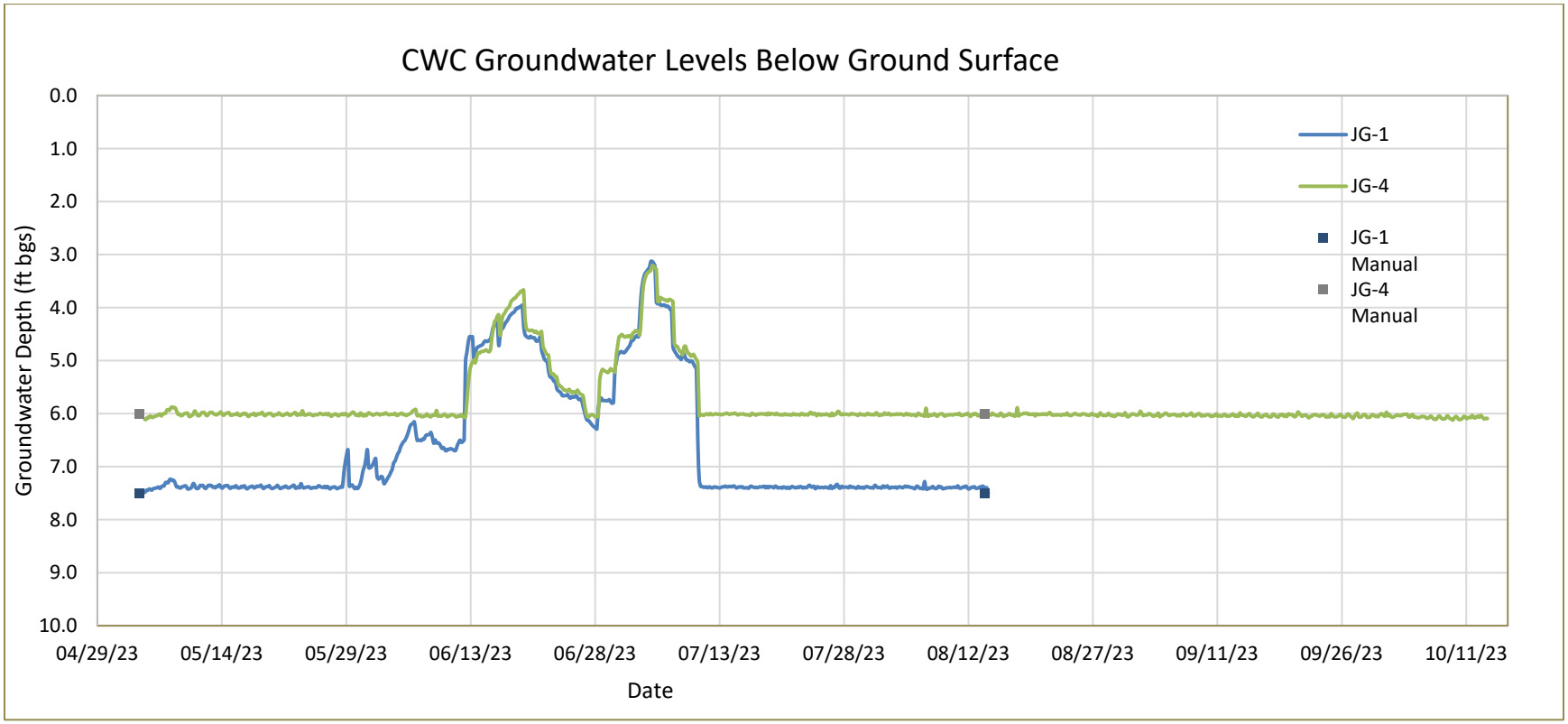

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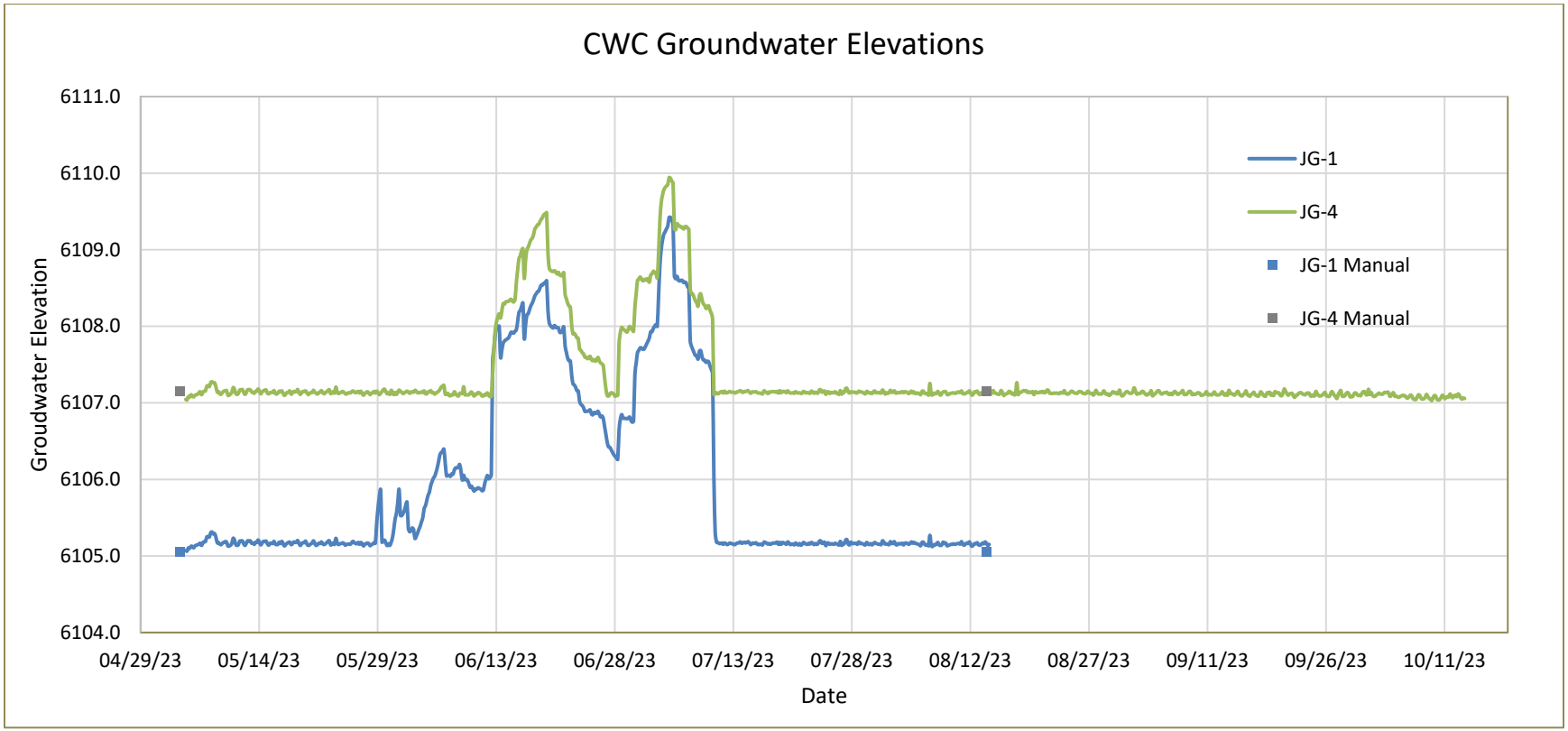

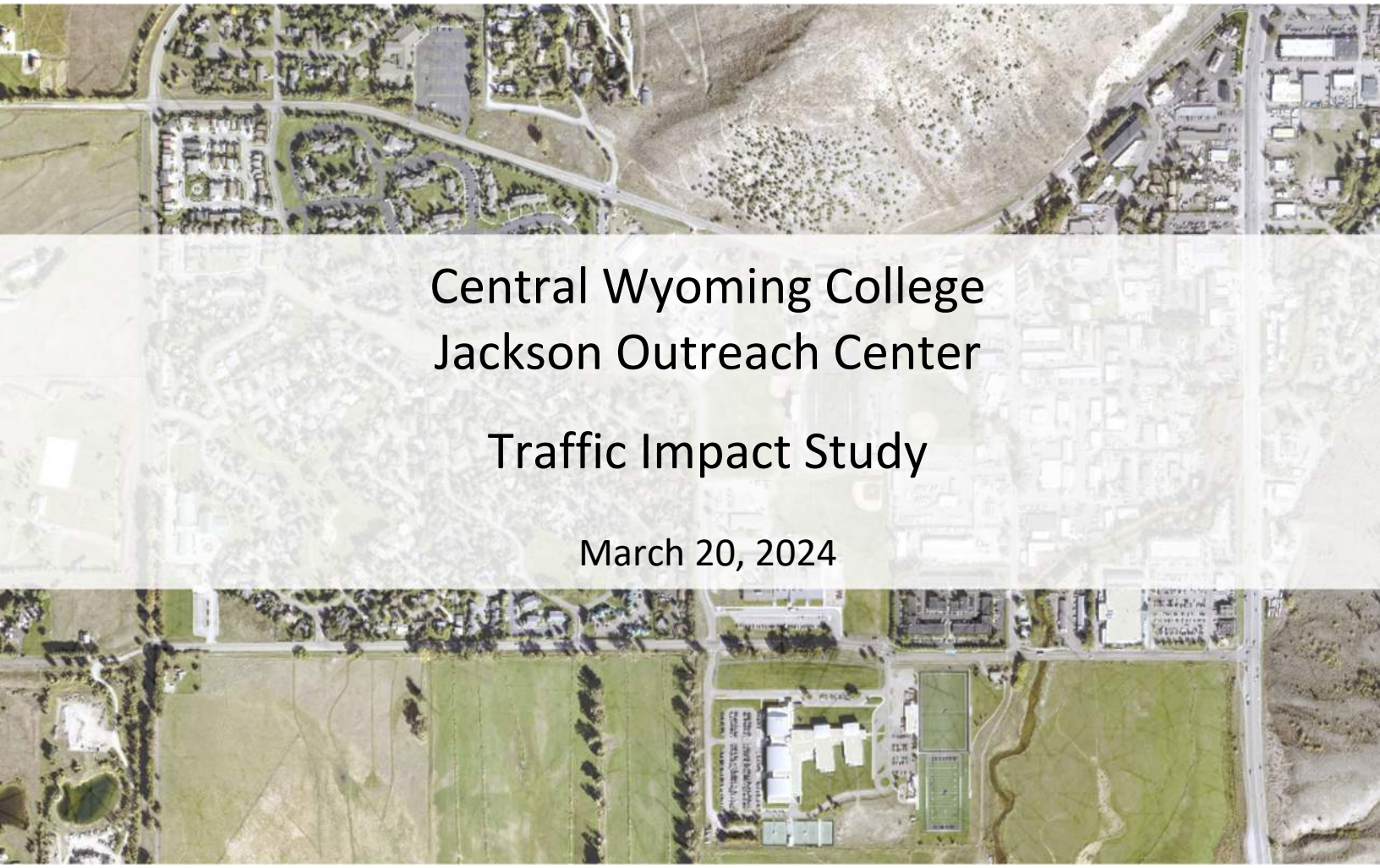

Central Wyoming College
Jackson Outreach Center

Traffic Impact Study

March 20, 2024

Prepared For:

Central Wyoming College

240 S. Glenwood St #124
P.O. Box 4795
Jackson, WY 83001

Prepared By:

JORGENSEN
It's About People, Trust and Know How

1315 Hwy 89 S Suite #201
PO Box 9550
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Contents

1. EXECUTIVE SUMMARY

The Central Wyoming College, Jackson Outreach Center (CWC) is proposing to construct a campus in Jackson, Wyoming with a proposed access from High School Road. This traffic study was completed as part of CWC Development Plan and Conditional Use Permit application.

The proposed CWC is located to the west of Jackson Hole High School, at the intersection of High School Road and Corner Creek Lane. This part of the Town of Jackson typically experiences peak traffic during the school year and not during the summer months when other roads in Town may experience peak traffic due to tourism influxes. Along High School Road from west to east, the road is primarily two-lanes with traffic volumes increasing towards the east end of the roadway. Between South Park Loop Road and Middle School Road, this segment is two lanes with a reported 3,157 Average Daily Traffic (ADT) in October 2023. Between Middle School Road and US Highway 189/89 (HWY 89), this segment is two lanes with a middle turn lane provided adjacent to the High School and adjacent to the commercial area east of Gregory Lane near HWY 89, and has a reported 5,837 ADT in October 2023.

The anticipated trips generated by CWC were based on program and course information provided by CWC. The traffic scenarios studied included 2025 baseline conditions, 2025 conditions with CWC, 2035 baseline conditions, and 2035 conditions with CWC. In 2025 and 2035, CWC is estimated to serve respectively, 209 and 348 daily students, faculty, and staff, which would generate approximately 418 daily trips in 2025 and up to 695 daily trips in 2035.

This study includes analysis of three intersections along High School Road, including the intersections at South Park Loop Road, Middle School Road and Corner Creek Lane, where the school will be located. For each time period the AM peak hour, PM peak hour, and School PM peak hour were analyzed to understand the traffic impacts throughout the day. For each intersection the Level of Service (LOS) was determined – this is a qualitative measure used to relate the quality of traffic service designated on a scale from A to F where “LOS A” represents the best operation and “LOS F” represents congestion/failing traffic conditions. The study concludes that the intersections analyzed along High School Road will continue within a LOS A and LOS C with and without CWC and that CWC is not the main contributor to the decrease in LOS over time.

Auxiliary turn lane warrants were also evaluated to see if a left or right turn lane will be necessary along High School Road to accommodate turning movements into the site. The study shows that a eastbound right turn lane is not warranted along High School Road while a westbound left turn lane may benefit the intersection at the 2035 projection. Rather than installing a left turn lane to only serve CWC (a spot road improvement is not advised), a full evaluation of High School Road considering recent developments and future development of Northern South Park should be considered as part of Jackson planning efforts. Projects which may impact and potentially improve traffic within this area include the Modernizing Mobility for West Jackson Project, Gregory Lane Improvements Project, Northern South Park Development Project, the ongoing Tribal Trails connectors project (direction still uncertain), START expansion, and other residential

developments. It may be beneficial to coordinate transportation improvements between these potential future projects to ensure an adequate LOS by 2035.

A Travel Demand Management program was developed and provided within this report to provide strategies, programs and policies that will result in efficient use of transportation and parking resources.

2. INTRODUCTION

The Central Wyoming College, Jackson Outreach Center (CWC) opened in 1976 and has been serving the Jackson community for nearly four decades by providing courses for a diverse population of students within Teton County, WY, Teton County, ID, and Lincoln County, WY. CWC-Jackson operates out of the Center for the Arts where it has resided since the building's construction. While all the academic programs have grown, the biggest classroom challenges come from the Science, Nursing, and Culinary Arts programs which require specialized lab and classroom spaces. The new CWC campus will provide a single location for students, with up-to-date technology in dedicated classroom and lab space, as well as administrative offices and meeting rooms .

Jorgensen Associates, Inc. (Jorgensen) completed a Traffic Impact Study (TIS) for the proposed project to assess the campus' impact on the adjacent transportation system. The site does not have a constructed access road and will require installation of an access onto High School Road. A single access will serve CWC, at the intersection of High School Road and Corner Creek Lane. This study provides impact analysis at three different intersections along High School Road at South Park Loop Road, Corner Creek Lane, and Middle School Road. CWC will construct and maintain the access road until future development occurs on adjacent parcels requiring shared use of the access. This study is prepared as a comprehensive TIS in accordance with Teton County LDR's. The WYDOT Traffic Studies Manual, March 2011 Edition, was utilized as a reference for the study.

3. CWC AND SUROUNDING AREA

3.1. Location and Study Intersections

The property is located within the jurisdiction of Teton County (CR 22-1) and is a 2-acre portion of the parcel with the legal description of PT. NW1/4 SE1/4 & PT. NE ¼ SW ¼ Section 6, Township 40, Range 116 of the Hereford Ranch, Tract 3. The parcel of undeveloped land is zoned Public/Semi-Public (P/SP) in Teton County. Jackson Hole High School is east of the site. Cottonwood Park subdivision is to the north of the site between South Park Loop Road and Middle School Road. Colter Elementary School, the Community School, and a business complex are located to the North of High School Road between Middle School Road and Gregory Lane. Jackson Hole Middle School and the Teton School District Administrative offices are also in proximity. The remaining land to the south and west of the site is primarily used for agricultural purposes with future development plans on some of the parcels.

The proximity to school facilities and existing and future developments makes this an excellent location to serve the community. The location is also within one-half mile of basic services such as a grocery store, laundromat, fueling station, and a medical urgent care center.

This study is evaluating the following intersections, which are provided on Figure 1 and further discussed in Section 4:

1. South Park Loop Road / High School Road
2. High School Road / Corner Creek Lane (location of CWC site access)
3. High School Road / Middle School Road

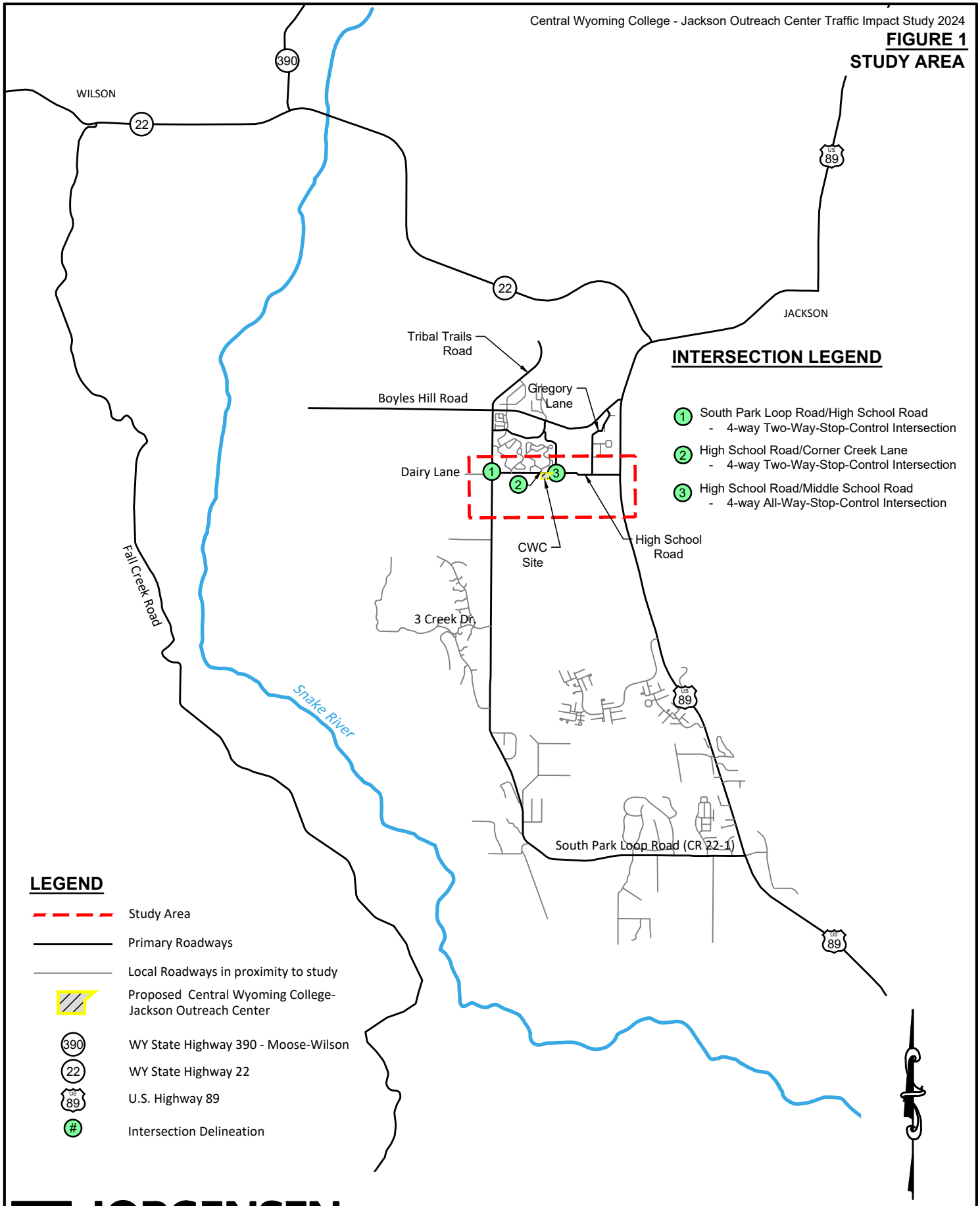
3.2. CWC Site and Proposed Conditions

A schematic of the site is shown on Figure 2 which includes the proposed building layout, the site access easement, available parking, High School Road, shared pathways, cross walks, a nearby START bus stop, and sidewalks. The property contains a 60 ft roadway easement along the west boundary of the property to provide access to this site as well as the adjacent Lockhart Cattle Ranch property.

The subject property is located within the Town of Jackson (TOJ) and will comply with TOJ Land Development Regulations (LDR's).

Central Wyoming College - Jackson Outreach Center Traffic Impact Study 2024

FIGURE 1
STUDY AREA



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START BUS STOP

CORNER CREEK LANE

LOT 19
PLAT 569

LOT 20
PLAT 569

LOT 50
PLAT 638

LOT 49
PLAT 638

MIDDLE SCHOOL ROAD

STOP

EXISTING PATHWAY

PROPOSED CROSS WALK

EXISTING BIKE LANE (TO REMAIN)

EDGE OF PAVEMENT

HIGH SCHOOL ROAD

SHARED USE PATHWAY 10' (FUTURE PLANES INCLUDE NARROWING PATH TO 8')

TYPE A ACCESS APPROACH

ENTRANCE SIGN

PROPOSED EASEMENT FOR FUTURE SIDEWALK (6')

PROPERTY BOUNDARY

BIKE RACK (TYPICAL)

51 PAVED PARKING SPOTS

PROPOSED CWC BUILDING

6" VERTICAL CURB

THICKENED EDGE CONCRETE SIDEWALK

ELECTRIC VEHICLE CHARGING

COVERED BIKE STORAGE

15' BUILDING SETBACK

PROPERTY BOUNDARY

30.00' WIDE NON-EXCLUSIVE ACCESS & UTILITY EASEMENT BENEFITING CWC PARCEL BY SEPARATE INSTRUMENT

30.00' WIDE NON-EXCLUSIVE ACCESS & UTILITY EASEMENT BENEFITING RECONFIGURED HEREFORD RANCH TRACT 2 (REMAINDER) BY SEPARATE INSTRUMENT

JACKSON HOLE HEREFORD RANCH TRACT 3
JACKSON HOLE HEREFORD RANCH, LLC
DOC 1018284

RECONFIGURED HEREFORD RANCH TRACT 2 (REMAINDER)
BEAVER SLIDE LLC
DOC 1004169

0 50 100

SCALE: 1 INCH = 50 FEET
THIS SCALE VALID ONLY FOR 11x17 PRINTS

FIGURE 2.
CWC SITE LOCATION & PROPOSED CONDITIONS EXHIBIT

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P:\2022\22070-CWC-High School Rd\11-Traffic\2023 Traffic Impact Study\CAD\22070_Traffic Site Plan.dwg

4. EXISTING TRANSPORTATION SYSTEM

4.1. High School Road

High School Road is an east-west collector which connects South Park Loop Road to HWY 89. This two-way street is approximately 1.3 miles in length and includes a 60-foot right-of-way along its entirety. West of Middle School Road, High School Road is classified as a Major Collector, and east of Middle School Road it is classified as a Minor Arterial.

The west section from South Park Loop Road to Middle School Road has two 11-foot travel lanes with 8-foot shoulders. The section from Middle School Road to the Flat Creek Bridge, east of Gregory Lane, has 12-foot lanes and 6-foot shoulders, within this segment a westbound left turn lane is provided to access the Jackson Hole High School. The east section between the Flat Creek Bridge to HWY 189 has two 13-foot lanes and 7.5-foot shoulders and expands to three lanes adjacent to the commercial area to the north of High School Road.

High School Road has a posted speed limit of 25 mph with a 20 mph school speed limit zone as shown on Figure 3 below.

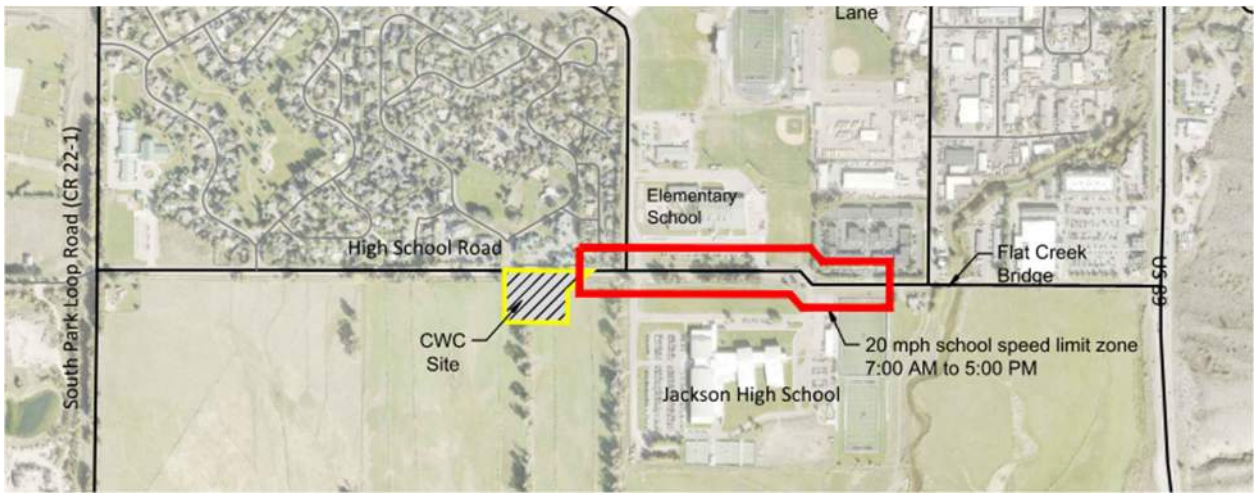


Figure 3. School Speed Limit Zones

4.2. Study Intersections

The major intersecting roads with High School Road include South Park Loop Road, Middle School Road, Gregory Lane and HWY 189. Two minor residential access streets connect to the north of High School Road along the western portion of High School Road. The High School also has an additional access located midway on High School Road between Middle School Road and Gregory Lane. Additional commercial accesses connect from north of High School Road and east of the Middle School Road intersection.

South Park Loop Road / High School Road Intersection

This intersection includes a two-way stop control, with South Park Loop Road as the through street. This intersection is the starting point of High School Road, as the street entering from the west of the intersection is Dairy Lane which services the Dairy Subdivision. South Park Loop Road, within the study area, consists of two lanes with minimal shoulder area. The roadway is characterized by a narrow corridor and cottonwoods lining the road limiting site distances and site triangles for roadway approaches. The posted speed limit is 40 miles per hour (mph). South Park Loop Road is classified as a Major Collector in the Jackson/Teton County Urban Roadway Functional Classification.

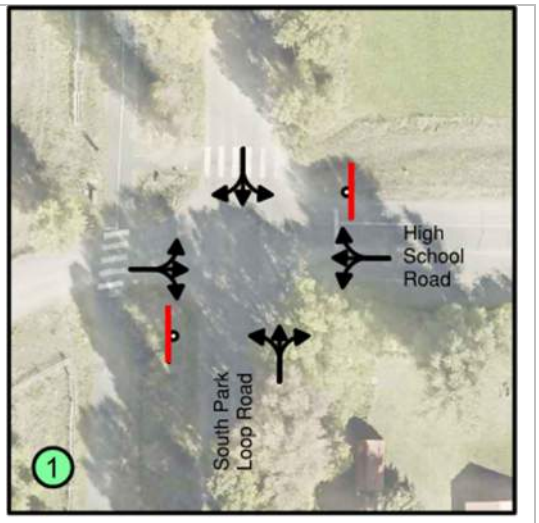


Figure 4. South Park Loop Road and High School Road

High School Road / Corner Creek Lane

This intersection includes a two-way-stop-control with High School Road as the major thruway with eastbound and westbound movements on to High School Road occurring. There is currently no northbound approach to the intersection. Corner Creek Lane is classified as a Local Road in the Jackson/Teton County Urban Roadway Functional Classification. High School Road has designated bike lanes on the street shoulders with no parking allowed.

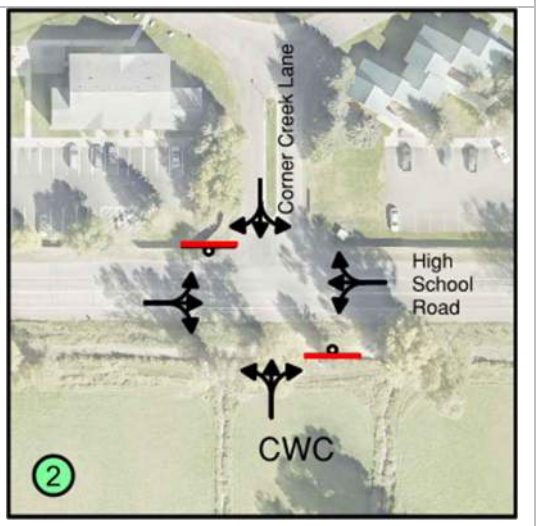


Figure 5. Corner Creek Lane and High School Road

High School Road / Middle School Road Intersection

This intersection includes an all-way-stop-controlled intersection. Middle School Road is a two-lane road allowing all movements at the intersection. The road has a posted speed limit of 20 mph. High School Road to the west of the intersection is two lanes with bike lanes on both sides. High School Road to the east of the intersection is three lanes, one eastbound, and two westbound, one as a left turning lane and the other for thru traffic and right turns. For this section of roadway, the pathways are detached. Middle School Road is classified as a Major Collector in the Jackson/Teton County Urban Roadway Functional Classification.

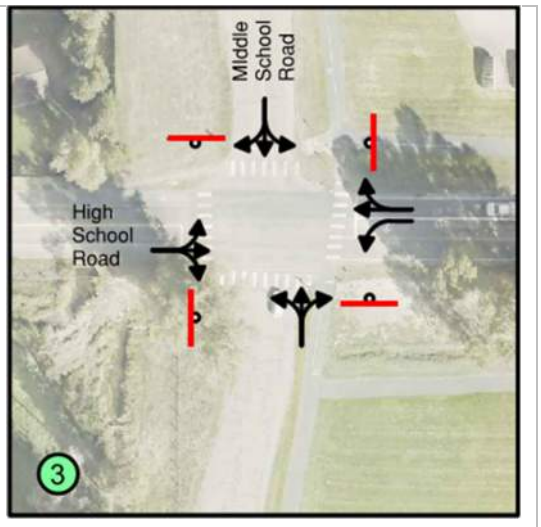


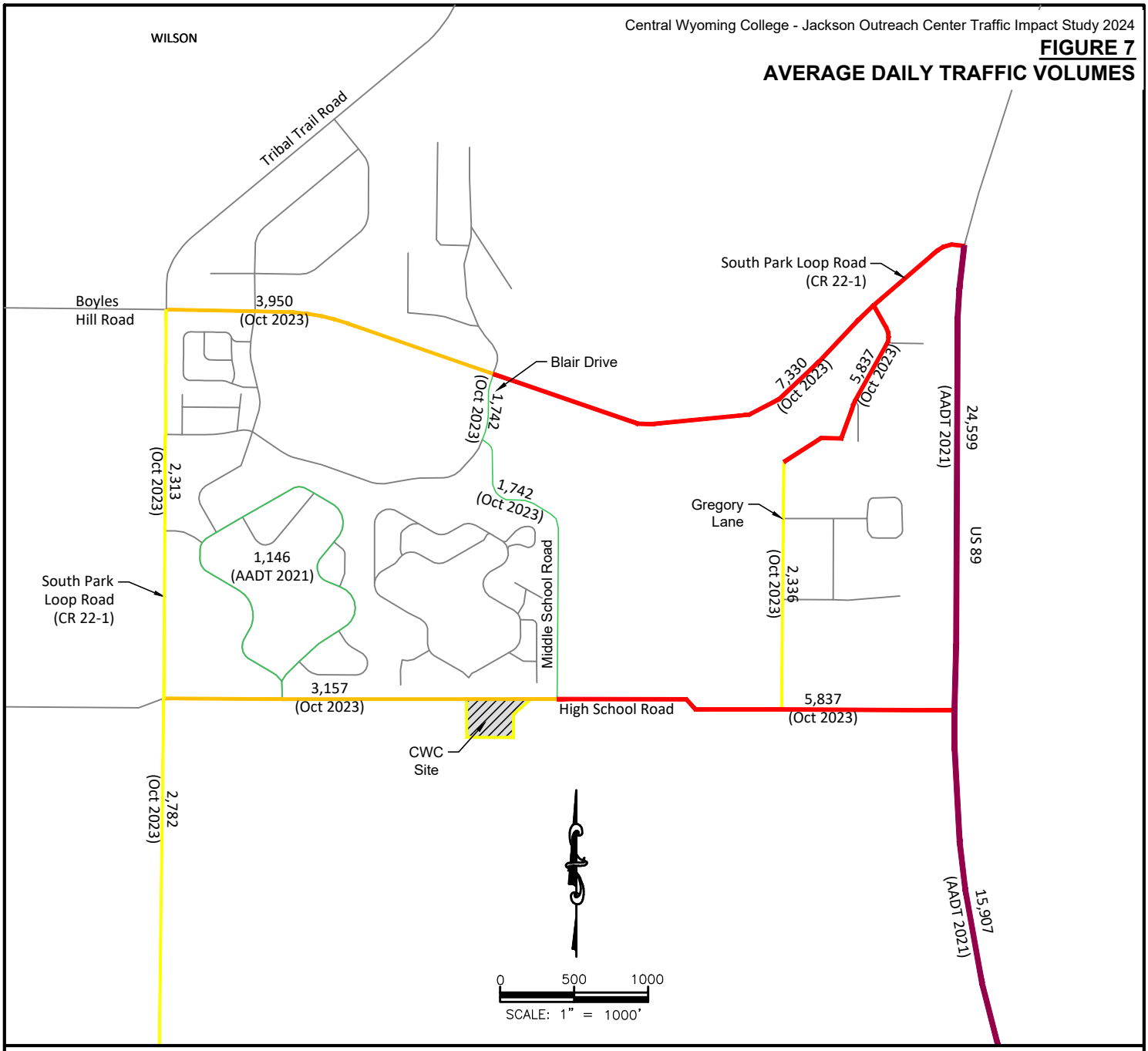
Figure 6. Middle School Road and High School Road

4.3. Existing 2023 Traffic

Community wide, seasonal peak traffic occurs in July and August when visitation to Teton County is highest. However, for this area, peak traffic volumes tend to occur when schools are in session between September through mid-June. September and May are characterized by similar traffic trends in the area, most impacted by the school operations of the High School, Elementary School, Middle School, Jackson Hole Community School, and school related activities/athletic fields, which generate traffic on High School Road.

Figure 7 provides a map showing ADT and Annual Average Daily Traffic (AADT) traffic volumes for the area. The ADT volumes were based on the October 2023 traffic data collected as part of the Town of Jackson and Teton County *Modernizing Mobility for West Jackson Project*, further discussed in Section 5. The AADT volumes were obtained from the WYDOT Interactive Transportation System Map (Interactive Transportation System Map, wyoroad.info).

FIGURE 7
AVERAGE DAILY TRAFFIC VOLUMES



AVERAGE DAILY TRAFFIC VOLUME

- > 10,000
- 5,000 - 10,000
- 3,000 - 5,000
- 2,000 - 3,000
- 1,000 - 2,000
- Roadways Not Measured

SOURCE DATA:

- Oct 2023: This includes ADT from October 2023 and was collected as part of the multi-modal transportation study in West Jackson by Mead and Hunt.
- AADT 2021: This includes WYDOT AADT data (https://apps.wyoroad.info/itsm/map.html)

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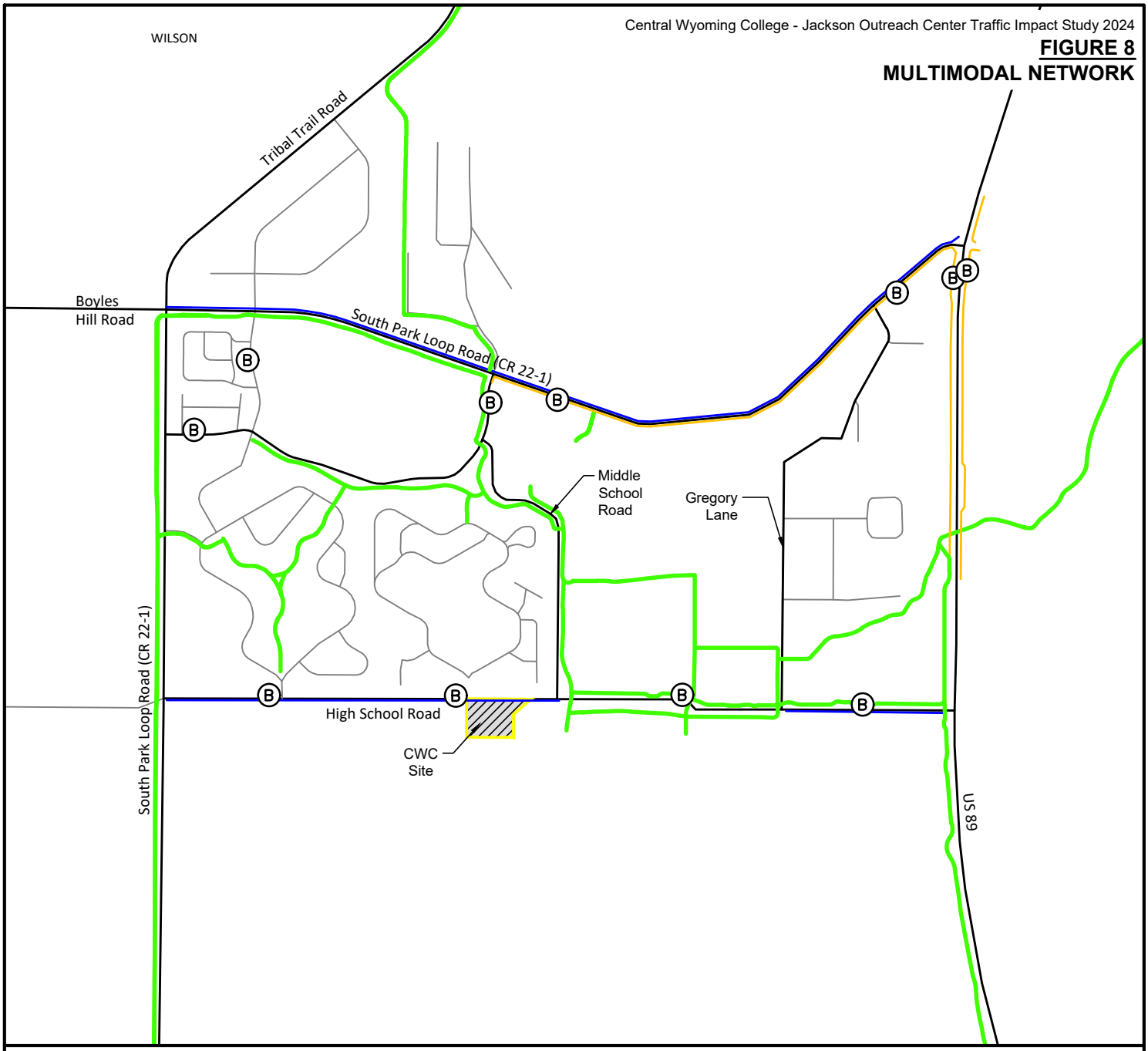
4.4. Existing Multimodal Connectivity

A vast network of sidewalks and pathways are available for use within the study area, as shown on Figure 8. High School Road has pathways along its entirety (shoulder bike lanes and detached pathways) as well as multiple connections to various other pathways in the Town and County network. High School Road is heavily used by pedestrians and bicyclists to access the High School, various school campus facilities, and Cottonwood Park.

START bus stops are provided on the north side of High School Road. Bus services all currently run westbound along High School Road.

FIGURE 8
MULTIMODAL NETWORK



LEGEND

- Primary Roadways
- Local Roadways in proximity to study
- Primary Sidewalks
- Bike Lane
- Community Pathways
- Proposed Central Wyoming College Buildi
- Start Bus Stop

0 500 1000
SCALE: 1" = 1000'

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5. METHODOLOGY

5.1. Summary

This study evaluates the impacts of CWC on current traffic levels and assesses the expected impacts assuming a 10-year buildout/occupancy of the project. This 10-year horizon is consistent with WYDOT's recommended horizon duration used on other recent TIS prepared by Jorgensen. Expected completion of CWC construction is 2025, and therefore for purposes of this analysis, the baseline year is assumed to be 2025 (completion of construction). Traffic data collected was projected to 2025 for baseline conditions. Impacts were assessed using existing traffic data sources available and additional data collected over the past two years. Build out conditions were assessed for 2035 conditions assuming enrollment goals provided by CWC.

5.2. Data Collection

Jorgensen completed traffic counts at the intersections of High School Road/South Park Loop Road May 23, 2017 and May 25, 2017. Jorgensen utilized the expertise of All Traffic Data Services to complete traffic counts at the intersection of Corner Creek Lane and High School Road as well as the intersection of Middle School Road and High School Road on September 19 and 20, 2023. Traffic counts are available within **Appendix A**.

5.3. Additional Studies and Resources

Modernizing Mobility for West Jackson

December 6, 2023
Mead & Hunt

Teton County, in coordination with the Town of Jackson, is performing a multi-modal transportation study in West Jackson. Multimodal streets serve different modes and provide users options for safe, attractive, inviting, and convenient travel by vehicle, foot, cycle, or transit. The purpose of this study is to identify multi-modal street improvements to address vehicle, pedestrian, bicycle and transit safety and mobility issues (such as traffic congestion, crashes, and accessibility). As part of the study, Mead & Hunt collected traffic data within the study area in October 2023. These ADT volumes within the area were utilized and are provided on Figure 7.

Central Wyoming College – Jackson Outreach Center Traffic Impact Study

December 2019
Jorgensen, Inc.

This traffic impact study addressed the traffic impacts of a previously proposed location for the Central Wyoming College (CWC) campus to be constructed on a 2-acre property south of High School Road in Jackson, Wyoming and southeast of Jackson Hole High School. The study was completed to support a zone change application for the property from Rural 1 to Public/Semi-Public use. The study analyzed three access options using the two High School Road easements.

The three access options focused on intersections analysis along High School Road - including the intersections at South Park Loop Road, Middle School Road, Gregory Lane, and HWY 89. Recommendations were provided related to using the Gregory Lane access with an emergency gravel access to the High School transportation network.

The Loop Traffic Impact Study

April 2022
Hales Engineering

This Traffic Impact Study addressed the traffic impacts associated with the proposed The Loop development located in Jackson, Wyoming. The Loop development is located on the south side of South Park Loop Road, just west of the Gregory Lane / South Park Loop Road intersection. The Loop is a proposed residential apartment complex of 195 units which will be near Jackson Hole Middle School. A growth rate of 3.8% was used for this study to be used in the 10-year forecasting analyses. This was based on monthly traffic volume data were obtained from a nearby WYDOT automatic traffic recorder (ATR) on U.S. 191 (ATR #84). This traffic impact study, in combination with others, was used to determine the 2% traffic growth rate for this analysis. See the Traffic Growth Factors section.

Traffic Impact Analysis – Suburban Residential Development on High School Road, JHHR Holdings

August 2022
Felsburg Holt & Ullevig

This Traffic Impact Study addressed the traffic impacts associated with the proposed residential development in Nouthern South Parkin Teton County. The development will be along the east side of South Park Loop Road and will consist of 79 single-family residential units. A growth rate of 1.0% was used for this study. This was based on travel demand modeling performed by Cambridge Systematics. This traffic impact study, in combination with others, was used to determine the 2% traffic growth rate for this analysis. See the Traffic Growth Factors section.

The Jackson/Teton Integrated Transportation Plan

September 2015
Charlier Associations, Inc.

The Integrated Transportation Plan was developed based on the multimodal transportation vision set forth in the 2012 Update to the Town and County Comprehensive Plan, Chapter 3. This study was utilized to estimate the number of CWC student and staff trips generated by walking, biking and use of the transit system. This is further discussed in the Trip Generation Assumptions section.

5.4. Trip Generation

CWC courses are currently hosted at various locations within Jackson and currently contribute to trip generation throughout the transportation network. The new CWC campus will consolidate the current trips to one central campus, with the exception of some clinical studies which will continue at St. Johns Hospital. Trip generation for 2025 and 2035 was completed based on CWC program and course information. CWC provided a comprehensive weekly schedule for 2025 which included course names, classroom information, course times, and estimated enrollments. As a community college serving a variety of student types (traditional and non-traditional), many CWC classes are offered after normal working hours to best serve working students. This allows some flexibility in scheduling, and Jorgensen worked with CWC staff to adjust class times to largely avoid peak hour traffic times.

Once total trips were approximated, data from the *Jackson/Teton Integrated Transporation Plan* adopted by the Teton County Board of County Commissioners and Jackson Town Council in 2015 was utilized in approximating multi-modal distribution of trips (vehicle, pedestrian, bike) as the proposed CWC campus is a good location to achieve these adopted goals.

Jorgensen worked closely with CWC staff to understand student and staff travel behavior. Based on these discussions, the following was assumed for 2025 and 2035 trip generation:

1. **Enrollment and Seasonal Factors**
    - **Seasonal Enrollment:** Enrollment is expected to be greatest in the fall, between the last week of August through mid- December; enrollment will be lighter in the spring, between mid-January through the start of May; and enrollment will be even less during the summer months. The traffic analysis assumes peak enrollment in the fall.
    - **Daily Attendance:** Estimated peak daily attendance for students, faculty and staff in 2025 is 209 people per day. Estimated peak daily attendance in 2035 will increase to 348 people per day. These numbers reflect in-person credit courses only.
    - **Jackson Hole High School Dual Enrollment:** High school enrollment is assumed to have no impact on CWC trip generation. CWC offers concurrent enrollment to Jackson Hole High School students, located adjacent to the proposed property. These classes are held within the High School facility during school hours and the courses are either taught online or taught in person by CWC instructors. In the 2022-23 school year, dual enrollment was 286. The students participating in this program will not impact CWC trip generation since they will not be at CWC campus for participation.
2. **Student Arrival and Departure Time:** Not all students will arrive right when class begins or leave right when a class ends. Based on the weekly course schedule, it was assumed that 50% of students arrive within 30 minutes before class starts and the remainder arrive at the start of class time. One third are assumed to leave after one hour, another third

after 2 hours and the remaining third after 3 hours. For evening classes, the exit stagger is reduced and 50% are assumed to leave right after class ends and the remaining after a half hour.

3. **Coordination with Transportation System Peak Hour:** CWC programming has been developed to minimize impact on the transportation network during peak hours, by attempting to minimize start and end time of courses during the peak hours.
4. **Faculty and Staff:** 5 faculty/staff who are on campus throughout the day from 8:00 AM until 5:00 PM are estimated for 2025. By 2035 this is estimated to increase to 7 with an additional 2 faculty/staff who will be on campus from 4:30 PM to 9:00 PM. The faculty and staff are assumed to total approximately 10% of the student population with adjunct faculty following similar ingress and egress patterns as the students. The adjunct faculty were included with student numbers.
5. **Alternative Transportation:** Alternative transportation assumed 8% bicyclists, 2% transit and 5% walkers for 2025 and 9% bicyclists, 3% transit and 11% walkers for 2035 based on the Jackson/Teton County "Integrated Transportation Plan." Refer to Table 1 for the referenced data. The 2025 values assume baseline conditions where trends in Jackson travel behavior will continue as is and the 2035 numbers assume that within 10 years transportation improvements will be implemented to accommodate increased alternative modes of transportation.

Indicator		Base Year	Baseline Scenario		Plan Scenario	
		2013	2024	2035	2024	2035
Mode Share (of total annual trips)	SOV (single occupant vehicle)	54%	54%	54%	51%	48%
	MOA (multiple occupant auto)	29%	29%	29%	29%	29%
	Walk	9%	9%	9%	10%	11%
	Bicycle	7%	7%	7%	8%	9%
	Transit	1%	1%	1%	2%	3%
Annual vehicle miles traveled (VMT)		480 million	550 million	610 million	525 million	560 million
% Growth in VMT from 2013		-	14%	28%	9%	17%
Annual transit ridership		0.9 million	1.1 million	1.2 million	1.8 million	3.6 million

Table 1. Key Indicators Under the Baseline and Plan Scenario (Teton County)

6. **2025 Trip Generation:** 2025 trip generation numbers assumed 209 individuals on site daily and that classes would be at 100% capacity of the assigned classroom capacity. Based on information provided by CWC, Monday/Wednesday and Tuesday/Thursday course combinations will typically be used and classroom capacity for these class combinations will be relatively the same between days.
7. **2035 Trip Generation:** The 2035 trip generation accounted for an increased daily use of 166% to 348 students, faculty, and staff based on estimated fall enrollment numbers.
8. **Institute of Transportation Engineers**: The Institute of Transportation Engineers (ITE) *Trip Generation Manual* was not utilized for trip generation since the college size is not represented within this manual and CWC was able to provide very specific information on staff and student numbers and behavior as well as class schedule, allowing us to be more specific in our analysis than the manual would be.

Trip generation calculations can be found in **Appendix B – Trip Generation Calculations**. The trip generation resulted in the following:

2025 Peak Daily Students, Faculty and Staff on CWC Site	209

Daily Trips	**Trips**	**% Total Trips**	**Directional Distribution**			
			Entering (%)	Exiting (%)	Entering (veh/hr)	Exiting (veh/hr)
DAILY Single Occupancy Vehicle (SOV)Trips	356	85%	50%	50%	178	178
Alternative Modes of Transportation (8% Bike, 2% transit, 5% walk)	62	15%	50%	50%	31	31
Total Trips	418	100%	50%	50%	209	209
Analysis Time Period	**Trips**	**% SOV Trips**	Entering (%)	Exiting (%)	Entering (veh/hr)	Exiting (veh/hr)
AM Peak Hour (8:00-9:00 AM), SOV trips	18	5%	100%	0%	18	0
School PM Peak Hour (3:30-4:30 PM), SOV trips	21	6%	49%	51%	10	11
PM Peak Hour (5:00-6:00 PM), SOV trips	39	11%	47%	53%	18	21

Table 2. 2025 Trip Generation

2035 Peak Daily Students, Faculty and Staff on CWC Site	348

Daily Trips	**Trips**	**% Total Trips**	**Directional Distribution**			
			Entering (%)	Exiting (%)	Entering (veh/hr)	Exiting (veh/hr)
DAILY Single Occupancy Vehicle (SOV)Trips	536	77%	50%	50%	268	268
Alternative Modes of Transportation (8% Bike, 2% transit, 5% walk)	160	23%	50%	50%	80	80
Total Trips	696	100%	50%	50%	348	348
Analysis Time Period	**Trips**	**% SOV Trips**	Entering (%)	Exiting (%)	Entering (veh/hr)	Exiting (veh/hr)
AM Peak Hour (8:00-9:00 AM), SOV trips	27	5%	100%	0%	27	0
School PM Peak Hour (3:30-4:30 PM), SOV trips	32	6%	49%	51%	16	17
PM Peak Hour (5:00-6:00 PM), SOV trips	59	11%	47%	53%	27	31

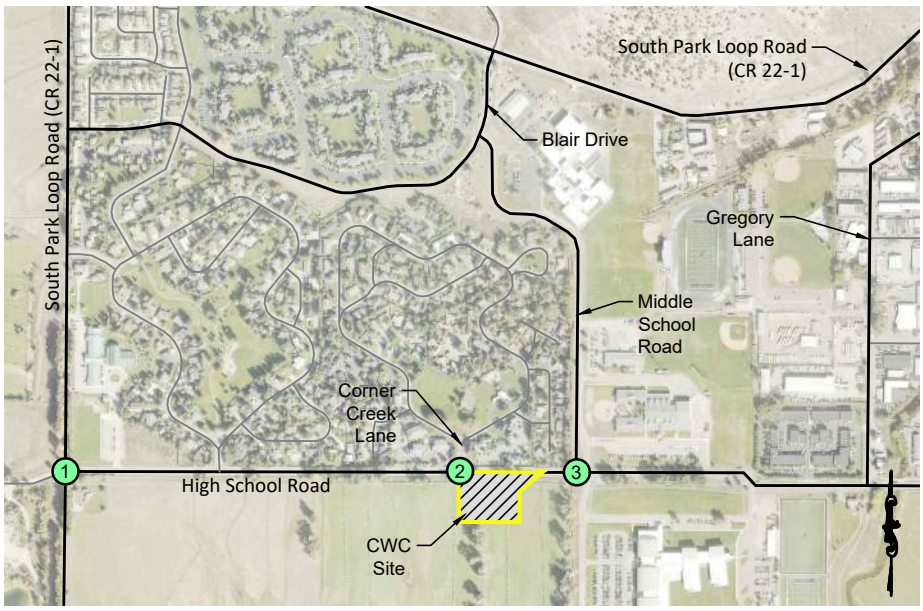
Table 3. 2035 Trip Generation

5.5. Origin-Destination

An origin-destination study was not completed as part of the 2025 baseline study and assumptions had to be made to assign generated trips to the transportation network. The 2025 baseline and buildout trip distribution conditions were evaluated for AM, PM and School PM peak hours.

Figure 9 shows the assumed trip generation and origin-destination distribution for three different intersections of study for the various time periods. Based on the existing traffic trends, it is predicted that the majority of trips will be to and from the east end of High School Road. The figure includes the percentage of ingress/egress traffic associated with each movement for each time period. Ingress movements are labeled in green and egress movements in red. This figure also includes the associated number of movements for the 2025 baseline condition (normal nomenclature) and the 2035 buildout condition (in parenthesis).

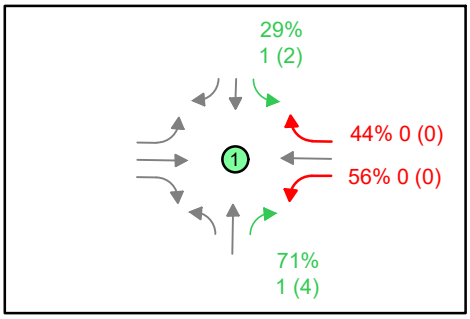
FIGURE 9
TRIP DISTRIBUTION

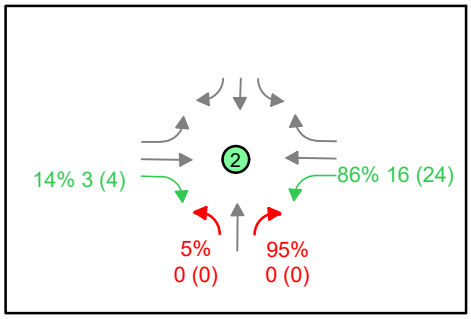


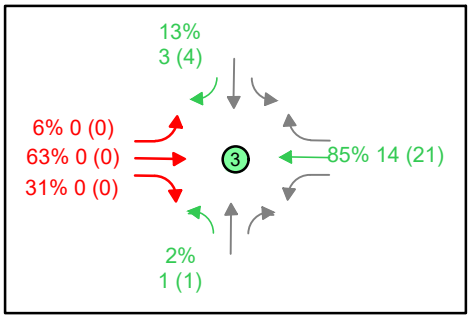
LEGEND

##	Ingress Movement
##	Egress Movement
##%	% vehicles in movement - 2025
##	# Vehicles in Movement - 2025 Buildout Conditions
(##)	# Vehicles in Movement - 2035 Buildout Conditions

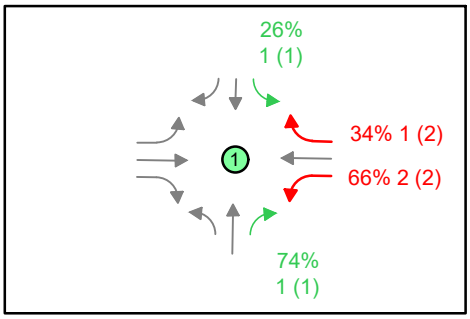
AM PEAK HOUR: 8:00 - 9:00 AM

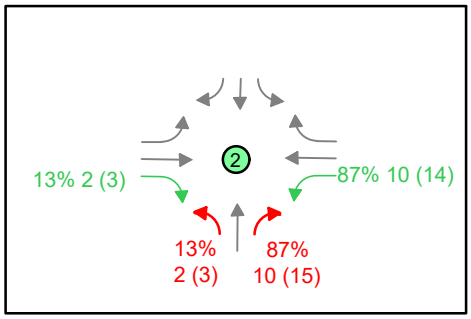


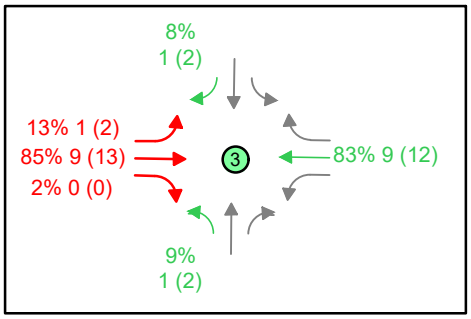




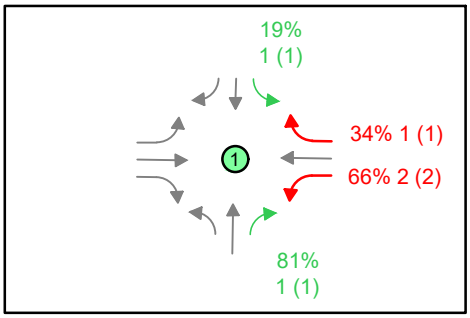
SCHOOL PM PEAK HOUR: 3:30 - 4:30 PM

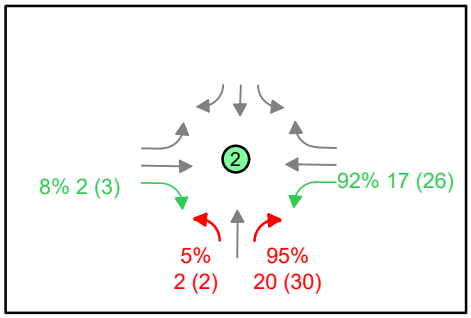


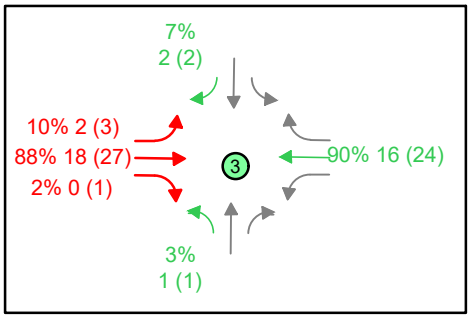




PM PEAK HOUR: 5:00 - 6:00 PM







5.6. Highway Capacity Analysis

Analysis was completed using process and analysis methods from the *Highway Capacity Manual* (TRB, 2022) and associated Highway Capacity Software (HCS7). This analysis identifies the Level of Service (LOS) of users based on assumed traffic levels and basic traffic principles. Level of Service is defined by the HCM2022 as a qualitative measure used to relate the quality of traffic service based on roadway capacity and vehicle delay. Level of Service is described for movements through a designation of A to F where LOS A represents the best operation and LOS F represents congestion/failing traffic conditions. Each type of intersection is evaluated using different methodologies.

This study includes three intersections. High School Road and South Park Loop Road and High School Road and Corner Creek Lane are both Two-Way-Stop-Controlled intersections and High School Road and Middle School Road is an All-Way-Stop-Controlled Intersection.

Two-Way Stop Controlled Intersections

For Two-Way-Stop-Controlled Intersections (TWSC), also applicable to one-way-stop controlled intersections, the LOS is determined by the computed or measured control delay. Control delay can be measured for each minor-street movement (or shared movement) as well as major-street left turning vehicles. Through vehicles are assumed to experience 'zero' delay. As such, a LOS can be approximated or calculated for each minor movement, each minor approach, and left turning major approach vehicles. LOS is not computed as an intersection delay due to the fact that through moving traffic is not subject to intersection delay. Reporting such a control delay or LOS would mask important quality or traffic service issues on minor approaches. Analysis is completed per Chapter 20 of HCM2022.

All-Way-Stop-Controlled Intersections

For All-Way-Stop-Controlled Intersections (AWSC), the LOS is determined by the computed or measured control delay. Control delay can be measured for all approaches as well as an average for the intersection as a whole. An overall intersection LOS can be assumed because all vehicles are subject to control delay, unlike in Two-Way-Stop-Controlled Intersections. Analysis is completed per Chapter 21 of HCM2022. The LOS thresholds based on control delay for both TWSC and AWSC are presented below in Table 3.

Control Delay (s/veh)	***LOS by Volume-to-Capacity Ratio***	
	≤1.0	***>1.0***
≤10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

Note: For approach-based and intersection wide assessments, LOS is defined solely by control delay

Table 3. Stop Controlled Intersection, LOS Criteria

Per Teton County Land Development Regulations, the Level of Service for rural roadways shall be designed at a Level of Service D at buildout (Section 7.6.4 Subsection G, Teton County Land Development Regulations, Adopted October 20, 2014).

5.7. Time Periods Analyzed

This study evaluates the impacts of the proposed CWC development on current traffic levels assuming immediate occupancy in 2025 and assesses the expected impacts after 10 years of occupancy.

The traffic scenarios studied include the following:

1. **2025 Baseline Conditions.** This scenario examines traffic levels on the existing road network. Existing conditions were completed in this report for 2025.
2. **2025 CWC Opening Conditions**. This scenario examines traffic impacts at the completion of construction and initial opening of CWC.
3. **2035 Baseline Conditions**. This scenario examines traffic levels of the transportation network assuming typical background traffic growth and no development of CWC (or any other proposed developments).
4. **2035 Impacted Conditions**. This scenario examines traffic impacts of CWC on the 2035 Baseline Conditions.

For each traffic scenario, the intersections of study were analyzed at three different peak hours, including the AM Peak, PM Peak, and School PM Peak. The School PM Peak hour was included in the analysis because of the proximity of the development to surrounding schools in the area. Conclusions and recommendations are described at the end of the report.

Utilizing traffic counts completed during May 2017 and September 19 and 20th of 2023, Jorgensen evaluated the current traffic service of the network. Traffic associated with schools operates very differently than commercial, industrial, or residential developments. The greatest traffic generation occurs during the morning peak hour (8:00-9:00 AM), at school dismissal (3:30 - 4:30 PM), and in the evening (5:00 – 6:00 PM). Based on traffic counts, these three different peak hour time frames were analyzed along High School Road to provide a full representation of the transportation network.

1. AM Peak Hour 8:00 – 9:00 AM
2. School PM Peak Hour 3:30 – 4:30 PM
3. PM Peak Hour 5:00 – 6:00 PM

Each of these time frames were assessed as part of the Traffic Impact Study to evaluate impacts of CWC on the transportation network.

As part of the evaluation of peak hourly traffic at each intersection, the peak hour factors provided on Table 4 were observed. The peak hour factor (PHF) is the hourly volume during the analysis hour divided by the peak 15-minute flow rate within the analysis hour and it is a measure of the traffic demand fluctuation within the analysis hour. The PHF in urban areas generally range between 0.80 and 0.98. PHF over 0.95 are often indicative of high traffic volumes, sometimes with capacity constraints on flowing during the peak hour. PHFs under 0.8 occur in locations with highly peaked demand, such as schools, factories with shift changes, and venues with scheduled events (HCM 2010, Ch. 4). The PHFs were utilized in the 2025 and 2035 analysis.

	High School Road & South Park Loop	High School & Corner Creek Lane	High School & Middle School Road
AM Peak Hour	0.71	0.81	0.81
PM Peak Hour	0.87	0.84	0.87
PM School Peak Hour	0.88	0.82	0.75

Table 4. Intersection Peak Hour Factor

5.8. Traffic Growth Factors

Studies done in the surrounding area along High School Road used a growth factor of 1% (2022, *High School Road – Traffic Impact Analysis*) and a recent study done along South Park Loop Road, a more urban area, used a growth rate of 3.5%. Jorgensen used the more annualized information available from the previous traffic studies done in the area and used a 2% growth rate to determine the traffic counts for the 2035 hourly baseline hourly traffic volumes. (2022, *The Loop - Traffic Impact Study*).

6. TRAFFIC ANALYSIS

6.1. 2025 Baseline Traffic Conditions

The 2025 baseline hourly traffic volumes and LOS for each intersection at the various peak hours are depicted on Figure 10 and HCS calculations are provided within **Appendix C**. All intersections of study are projected to operate at LOS B condition or better throughout the day.

6.2. 2035 Baseline Traffic Conditions

The 2035 baseline (without the addition of the new CWC campus) hourly traffic volumes and LOS for each intersection at the various peak hours are depicted on Figure 11 and HCS calculations are provided within **Appendix D**. The intersections analyzed along High School Road are expected to operate between an LOS A to LOS C throughout the day. By 2035, the westbound approach at the intersection of High School Road and South Park Loop Road is expected to decrease to a LOS C during AM peak hour. Both the eastbound and westbound approaches at the intersection of

High School Road and Middle School Road are expected to decline to a LOS C during the AM peak hour.

6.3. 2025 Traffic Conditions with CWC

The 2025 trip generation values for CWC were added to the 2025 baseline values and analyzed to determine the impact on the transportation system. These traffic volumes and LOS for the intersections at the various peak hours are depicted on Figure 12 and HCS calculations are provided within **Appendix C**. The inclusion of CWC is expected to have minimal impact to the intersections' LOS, which will maintain operations between LOS A and LOS B.

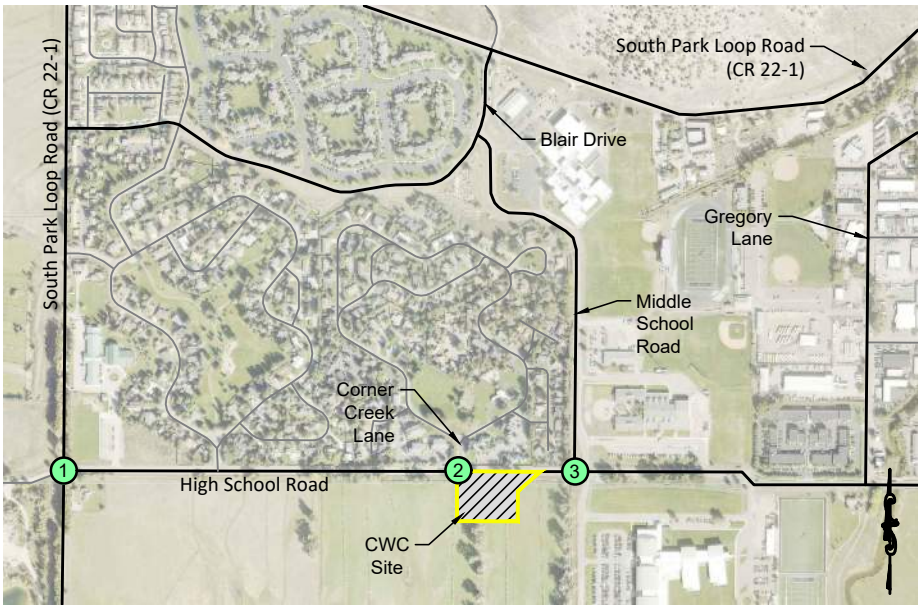
CWC will contribute westbound left turns from High School Road onto the site, which are expected to create minimal delay to westbound thru traffic. The analysis shows that the left turn movement into the site will operate with a LOS A with a delay less than 1 sec/vehicle.

6.4. 2035 Traffic Conditions with CWC

The 2035 trip generation values for CWC were added to the 2035 baseline values and analyzed to determine the impact on the transportation system. These traffic volumes and LOS for the intersections at the various peak hours are depicted on Figure 13 and HCS calculations are provided within **Appendix D**. The addition of CWC is expected to have minimal impact on the transportation network in 2035. With the addition of CWC, the intersections will still operate between a LOS A and LOS C. The analysis indicates that during the 2035 PM peak hour, the westbound approach at the intersection of High School Road and Middle School Road will decrease from a LOS A to a LOS B, this is primarily since the delay changes from 9.7 sec/veh without CWC to 10.2 sec/veh with CWC, while the LOS transitions from an A to B at 10 sec/veh. The southbound approach is also expected to decrease from an LOS B to LOS C from a 13.2 sec/veh to 15.8 sec/veh delay.

As with the 2025 traffic conditions with CWC, CWC will contribute westbound left turns from High School Road onto the site, which are expected to create minimal delay to westbound thru traffic. The analysis shows that the left turn movement into the site will operate with a LOS A with a delay less than 2 sec/veh.

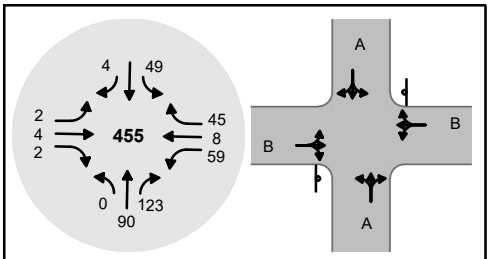
FIGURE 10
2025 BASELINE TRAFFIC CONDITIONS



LEGEND

- Primary Roadways
- Local Roadways in proximity to study
- Proposed Central Wyoming College- Jackson Outreach Center
- # Intersection Delineation
- Stop Sign
- A Approach LOS (if applicable)
- A Intersection LOS (if applicable)

AM PEAK HOUR: 8:00 - 9:00 AM



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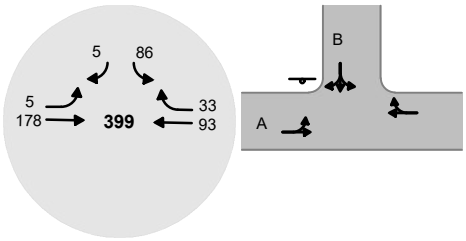
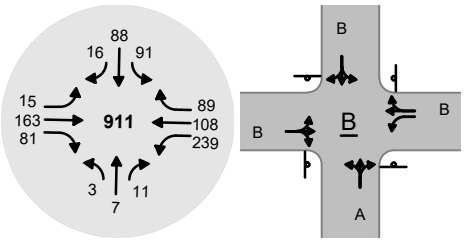
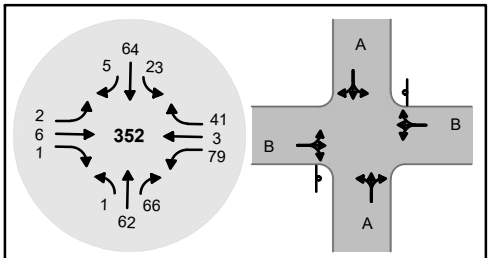


2 High School Road/Corner Creek Lane

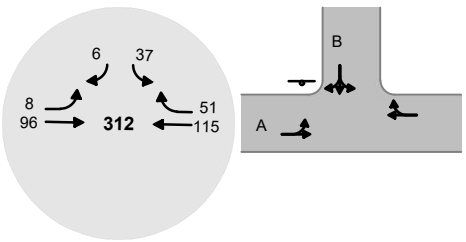


3 High School Road/Middle School Road

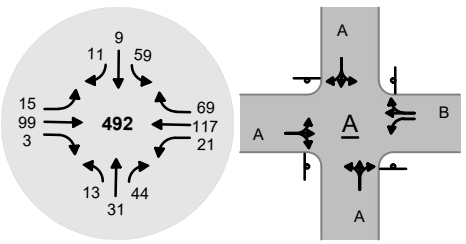
SCHOOL PM PEAK HOUR: 3:30 - 4:30 PM



1 South Park Loop Road/High School Road

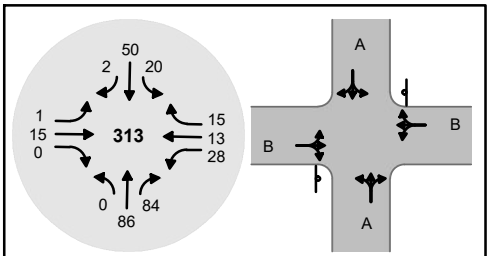


2 High School Road/Corner Creek Lane

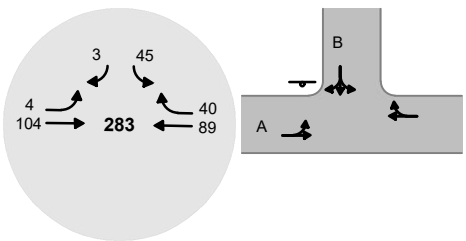


3 High School Road/Middle School Road

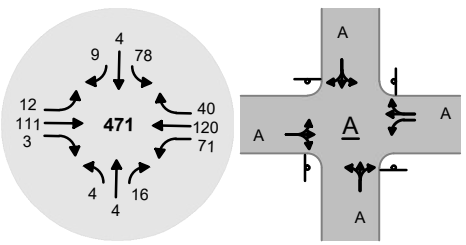
PM PEAK HOUR: 5:00 - 6:00 PM



1 South Park Loop Road/High School Road



2 High School Road/Corner Creek Lane



3 High School Road/Middle School Road

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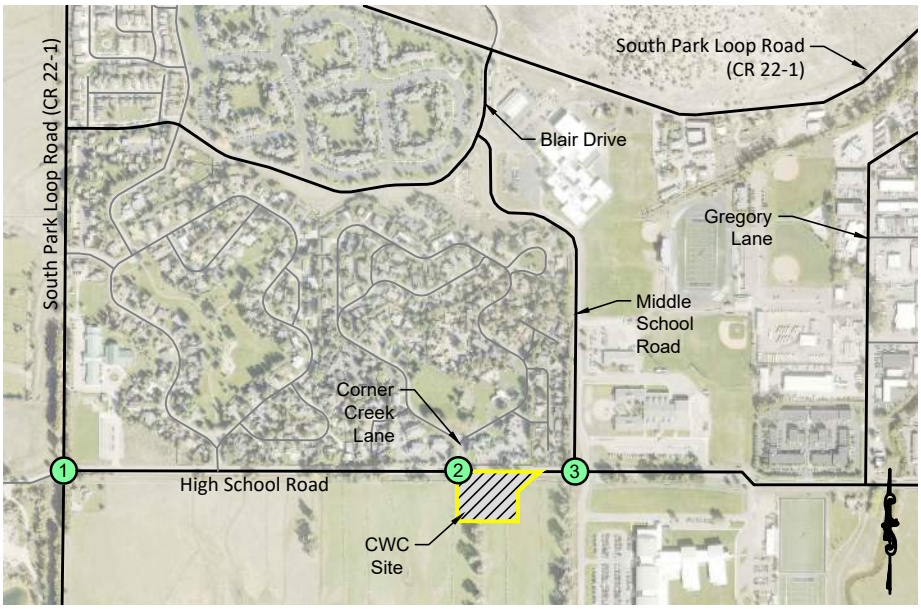
PREPARED BY: TL / IB MAP PREPARED: 03/12/2024 PROJECT NUMBER: 22070.11

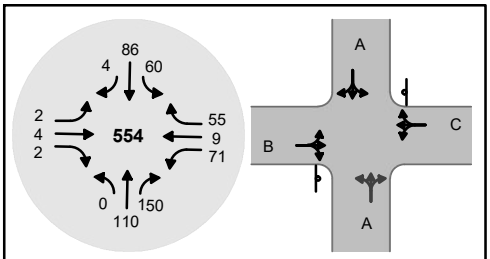
FIGURE 11
2035 BASELINE TRAFFIC CONDITIONS



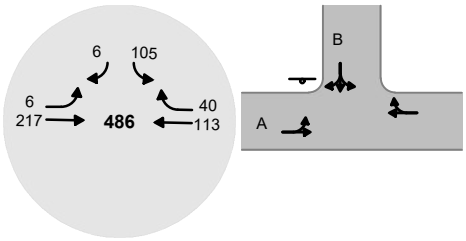
LEGEND

- Primary Roadways
- Local Roadways in proximity to study
- Proposed Central Wyoming College- Jackson Outreach Center
- (#) Intersection Delineation
- Stop Sign
- A — Approach LOS (if applicable)
- A — Intersection LOS (if applicable)

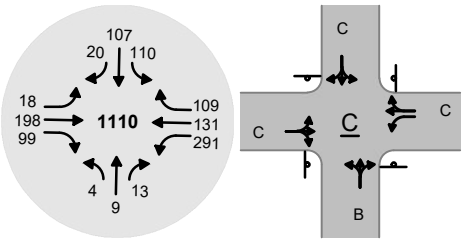
AM PEAK HOUR: 8:00 - 9:00 AM



1 South Park Loop Road/High School Road

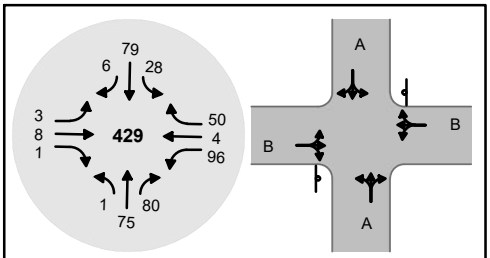


2 High School Road/Corner Creek Lane

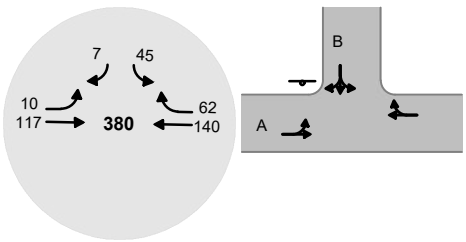


3 High School Road/Middle School Road

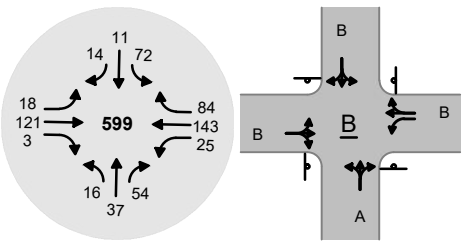
SCHOOL PM PEAK HOUR: 3:30 - 4:30 PM



1 South Park Loop Road/High School Road

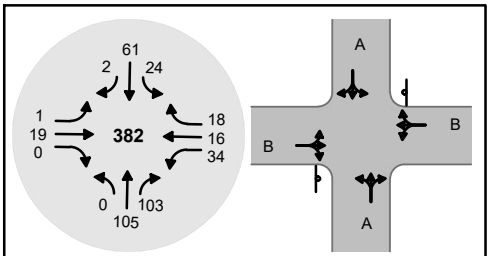


2 High School Road/Corner Creek Lane

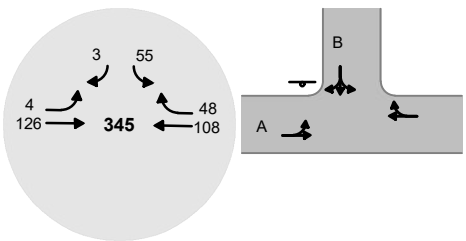


3 High School Road/Middle School Road

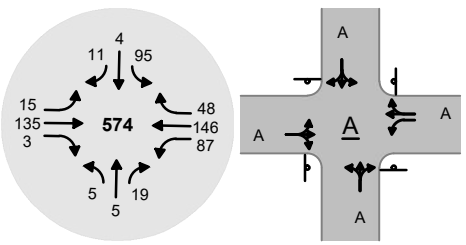
PM PEAK HOUR: 5:00 - 6:00 PM



1 South Park Loop Road/High School Road

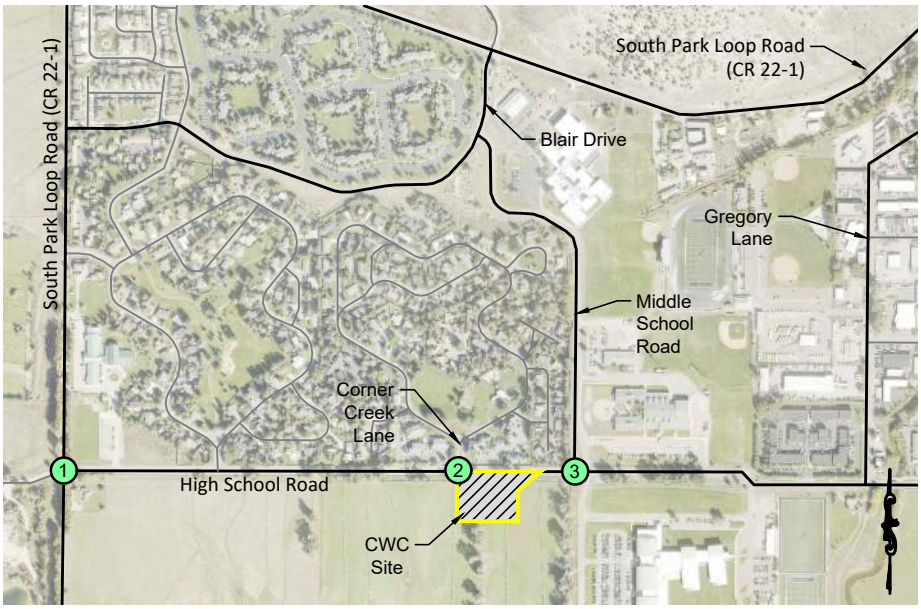


2 High School Road/Corner Creek Lane



3 High School Road/Middle School Road

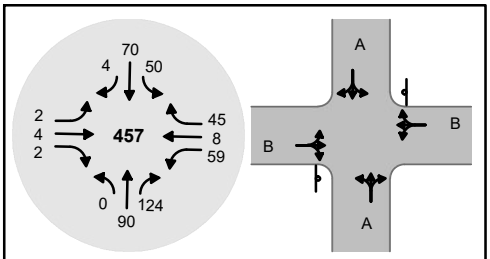
FIGURE 12
2025 TRAFFIC CONDITIONS WITH DEVELOPMENT



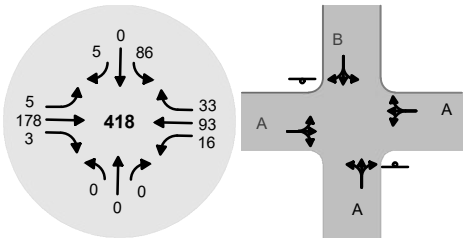
LEGEND

- Primary Roadways
- Local Roadways in proximity to study
- Proposed Central Wyoming College- Jackson Outreach Center
- (#) Intersection Delineation
- Stop Sign
- A — Approach LOS (if applicable)
- A — Intersection LOS (if applicable)

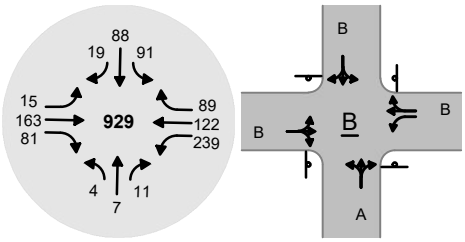
AM PEAK HOUR: 8:00 - 9:00 AM



1 South Park Loop Road/High School Road

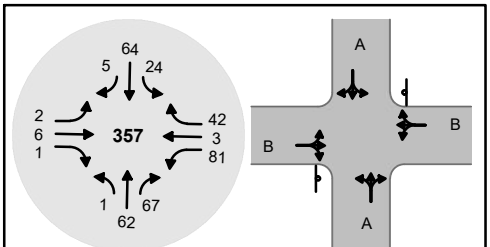


2 High School Road/Corner Creek Lane

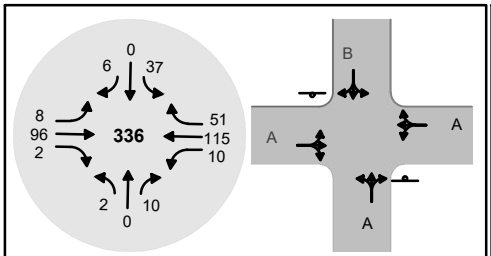


3 High School Road/Middle School Road

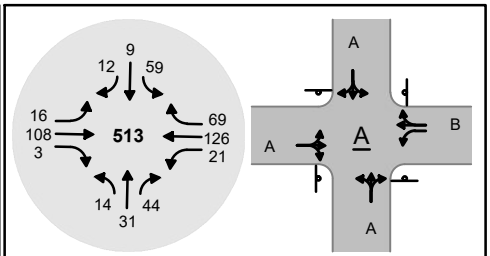
SCHOOL PM PEAK HOUR: 3:30 - 4:30 PM



1 South Park Loop Road/High School Road

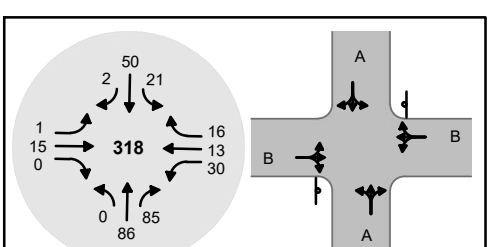


2 High School Road/Corner Creek Lane

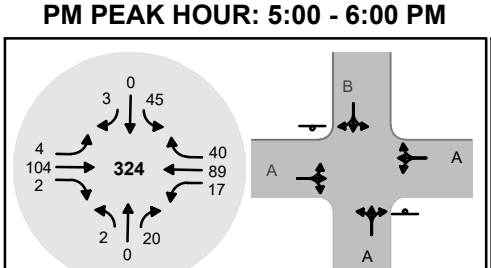


3 High School Road/Middle School Road

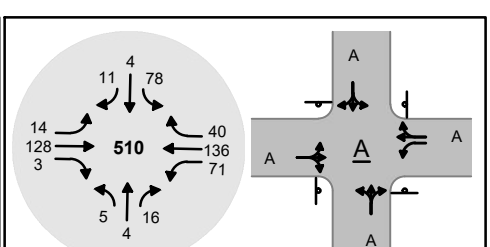
PM PEAK HOUR: 5:00 - 6:00 PM



1 South Park Loop Road/High School Road



2 High School Road/Corner Creek Lane



3 High School Road/Middle School Road

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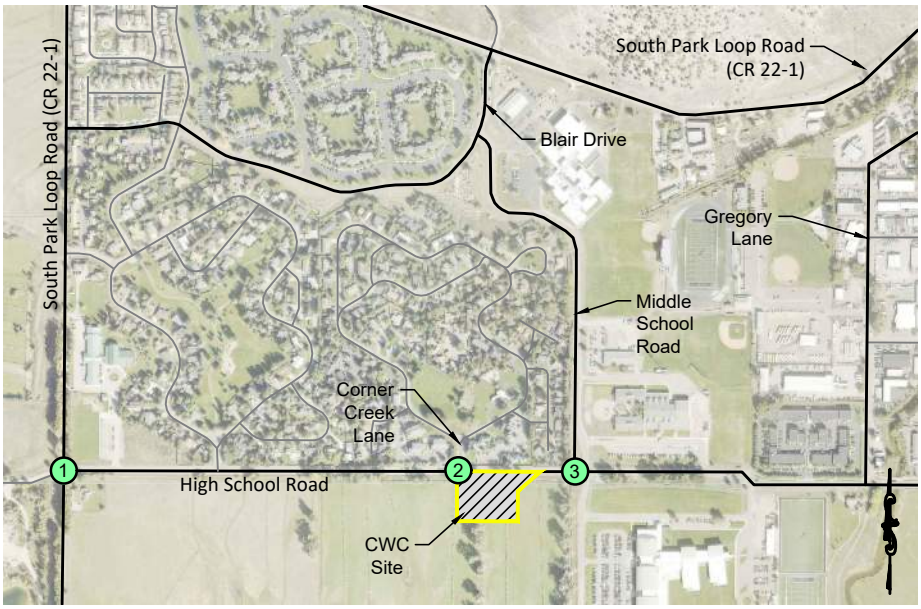
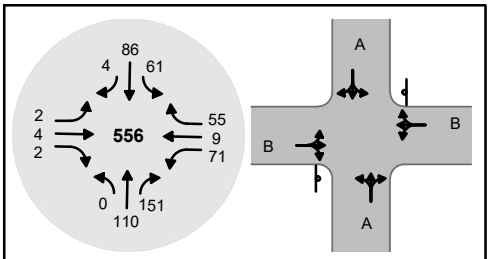
FIGURE 13
2035 TRAFFIC CONDITIONS WITH DEVELOPMENT



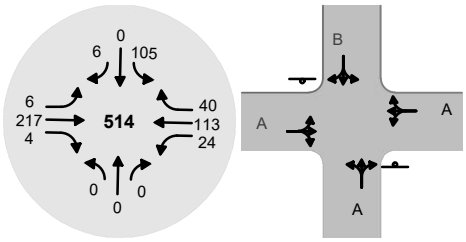
LEGEND

- Primary Roadways
- Local Roadways in proximity to study
- Proposed Central Wyoming College- Jackson Outreach Center
- # Intersection Delineation
- Stop Sign
- A Approach LOS (if applicable)
- A Intersection LOS (if applicable)

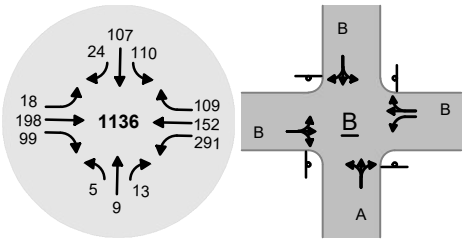
AM PEAK HOUR: 8:00 - 9:00 AM



1 South Park Loop Road/High School Road

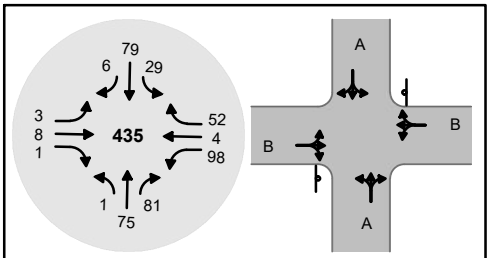


2 High School Road/Corner Creek Lane

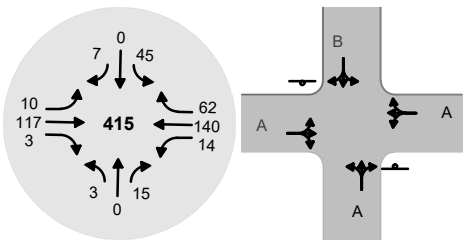


3 High School Road/Middle School Road

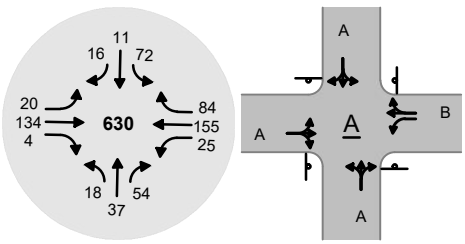
SCHOOL PM PEAK HOUR: 3:30 - 4:30 PM



1 South Park Loop Road/High School Road

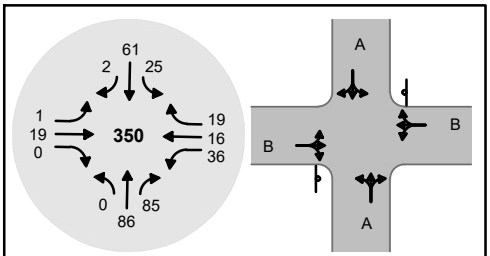


2 High School Road/Corner Creek Lane

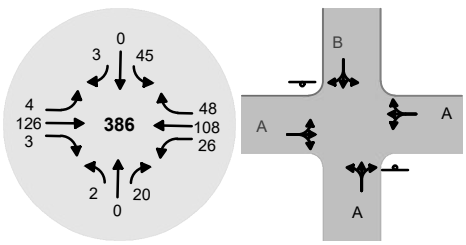


3 High School Road/Middle School Road

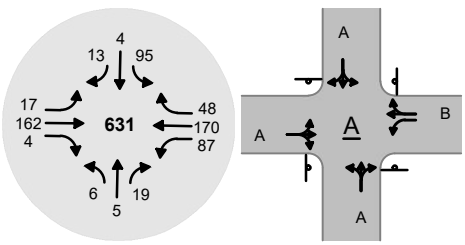
PM PEAK HOUR: 5:00 - 6:00 PM



1 South Park Loop Road/High School Road



2 High School Road/Corner Creek Lane



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6.5. Traffic Level of Service Analysis Summary

High School Road baseline conditions in 2025 and 2035 operate at a satisfactory LOS A to LOS C. The eastbound and westbound traffic at the intersection of Middle School Road and High School Road is currently experiencing a C LOS during the AM Peak Hour.

The addition of CWC results in minimal impact to the transportation network for the three different access scenarios. The addition of the CWC access road to the intersection of Corner Creek Lane will not have a significant impact on the traffic network, and the anticipated decreases in LOS will be due to overall increase in traffic rather than specifically attributed to CWC.

Intersection	Year	Approach	AM Peak Hour LOS (sec. delay/veh)		School PM Peak Hour LOS (sec. delay/veh)		PM Peak Hour LOS (sec. delay/veh)	
			Baseline	With CWC	Baseline	With CWC	Baseline	With CWC
South Park Loop/ High School Road	2025	Eastbound	B (12.6)	B (12.6)	B (10.6)	B (10.7)	B (11.2)	B (11.2)
		Westbound	B (13.7)	B (13.7)	B (10.9)	B (10.9)	B (10.6)	B (10.7)
		Northbound	A (0.0)	A (0.0)	A (0.1)	A (0.1)	A (0.0)	A (0.0)
		Southbound	A (3.5)	A (3.5)	A (2.0)	A (2.1)	A (2.2)	A (2.3)
	2035	Eastbound	B (14.0	B (14.1)	B (11.2)	B (11.3)	B (11.8)	B (11.5)
		Westbound	C (16.7)	C (16.8)	B (11.8)	B (11.9)	B (11.3)	B (11.0)
		Northbound	A (0.0)	A (0.0)	A (0.1)	A (0.1)	A (0.0)	A (0.0)
		Southbound	A (3.7)	A (3.7)	A (2.0)	A (2.1)	A (2.3)	A (2.3)
Corner Creek/ High School Road	2025	Eastbound	A (0.2)	A (0.2)	A (0.6)	A (0.6)	A (0.3)	A (0.3)
		Westbound	-	A (1.0)	-	A (0.5)	-	A (1.0)
		Northbound	-	-	-	A (9.3)	-	A (9.2)
		Southbound	B (11.8)	B (13.2)	B (10.6)	B (11.3)	B (10.3)	B (11.4)
	2035	Eastbound	A (0.3)	A (0.2)	A (0.7)	A (0.7)	A (0.3)	A (0.3)
		Westbound	-	A (1.2)	-	A (0.6)	-	A (1.2)
		Northbound	-	-	-	A (9.6)	-	A (9.2)
		Southbound	**B (13.2)**	**C (15.8)**	B (11.2)	B (12.5)	B (10.9)	B (12.3)
Middle School Road/ High School Road	2025	Eastbound	B (13.4)	B (13.5)	A (9.4)	A (9.6)	A (8.8)	A (9.1)
		Westbound	B (13.7)	B (13.9)	B (10.2)	B (10.5)	A (9.1)	A (9.3)
		Northbound	A (9.6)	A (9.7)	A (8.8)	A (9.0)	A (7.9)	A (8.0)
		Southbound	B (13.1)	B (13.3)	A (9.2)	A (9.3)	A (8.9)	A (9.0)
	2035	Eastbound	C (18.7)	C (19.1)	B (10.3)	B (10.1)	A (9.4)	A (9.9)
		Westbound	C (18.8)	C (19.4)	B (11.8)	B (11.4)	**A (9.7)**	**B (10.2)**
		Northbound	B (10.6)	B (10.8)	A (9.6)	A (9.9)	A (8.2)	A (8.4)
		Southbound	C (16.7)	C (17.1)	B (10.0)	B (10.2)	A (9.5)	A (9.7)

Table 5. Level of Service Summary, LOS in bold indicates change of LOS because of CWC

6.6. Auxiliary Lanes on High School Road

The analysis reviewed if turn lanes are warranted on High School Road based on WYDOT and American Association of State Highway Transportation Officials (AASHTO) criteria. Auxiliary lanes refer to ingress and egress turn lanes utilized to facilitate safe turning maneuvers with minimal disruption to through traffic. These lanes become necessary at access points or intersections when there is a significant volume of right- or left-turn movements.

AASHTO regarding warrants and usage of auxiliary lanes (AASHTO, 9-93).

> *Warrants for the use of auxiliary lanes cannot be stated definitely. Many factors should be considered, such as speeds, traffic volumes, percentage of trucks, capacity, type of roadway, effects on pedestrians and bicyclists, availability of right-of way, service provided, and the arrangement of frequency of intersections. Observations and considerable experience with auxiliary lanes have led to the following general conclusions:*
>
> - *Auxiliary lanes are warranted on high-speed and on high-volume highways where a change in speed is needed for vehicles entering or leaving the through-traffic lanes.*
> - *All drivers do not use auxiliary lanes in the same manner; some use little of the available facility and some increase or decrease speeds outside of the auxiliary lanes. As a whole, however, these lanes are used sufficiently to improve roadway operation.*
> - *Use of auxiliary lanes varies with volume, the majority of drivers using them at high volumes.*
> - *The directional type of auxiliary lane consisting of a long taper fits the behavior of most drivers and does not involve maneuvering on a reverse-curve path.*
> - *Deceleration lanes on the approaches to intersections that also function as storage lanes for turning traffic are particularly advantageous, and experience with them generally has been favorable.*

A. *Right Turn Lane Warrant* – Based on Figure 14 below, Right Turn Lane Guidelines for Two-Lane Highways in the WYDOT Traffic Studies manual, CWC does not warrant a right turn lane, this is due to the low volume of left turns, low eastbound traffic volumes, and the roadway speed.

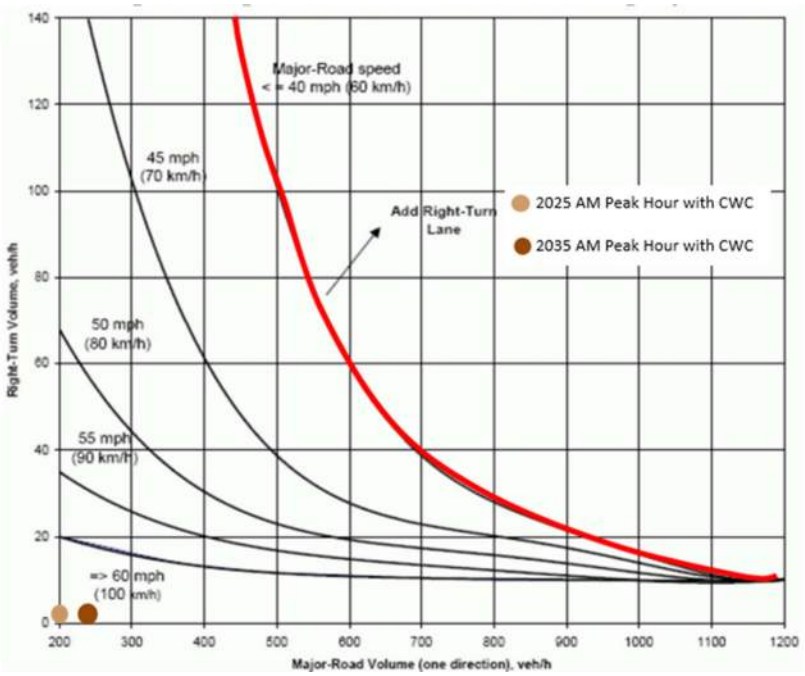


Figure 14. Right Turn Lane Guidelines for Two-Lane Highways (WYDOT Figure 18-1)

B. *Left Turn Lane Warrant* - The WYDOT Traffic Studies Manual, follows the criteria in Section 9.7 of the AASTHO's *A Policy on Geometric Design of Highways and Street, 7th Edition* (2018) to determine the need for, and the design of auxiliary left-turn lanes. Refer to Figure 15 for the graph displaying the AASHTO criteria for the warrant for left turn lanes in urban areas at four-leg, unsignalized intersections.

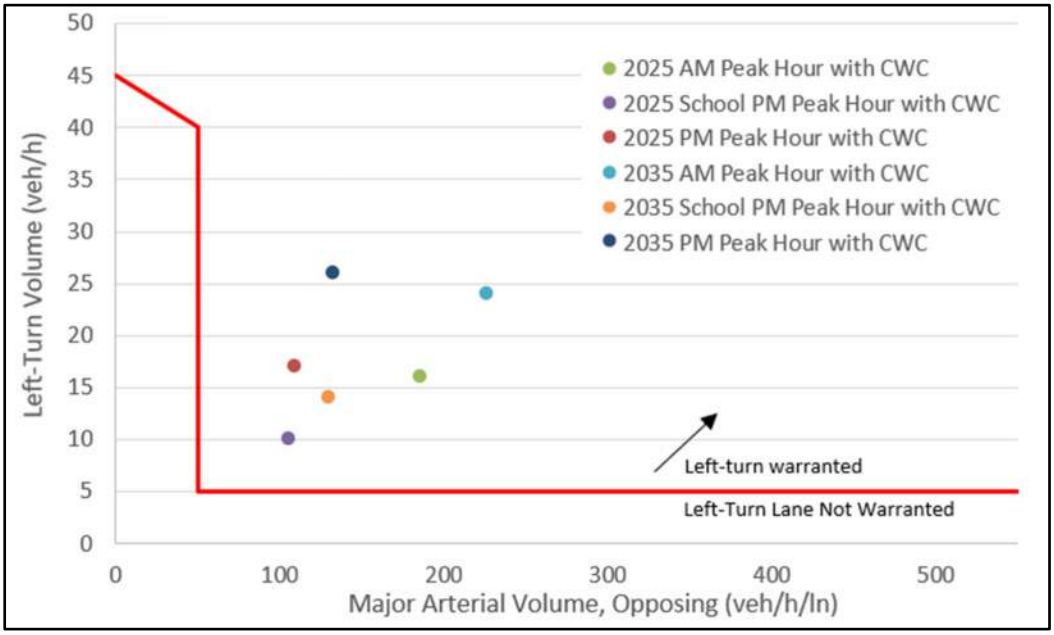


Figure 15. Suggested Left-Turn Lane Warrants Based on Results from Benefit-Cost Evaluations for Four-Leg Intersections on Arterials in Urban Areas (AASHTO Figure 9-35)

Based on background traffic combined with the turning movements, a left turn lane may benefit the intersection.

According to AASHTO, "the volume-based guidelines or warrants presented above indicate solutions where a left-turn lane may be desirable, not necessarily situations where a left-turn lane is definitely needed" (AASHTO, 9-105). Rather than installing a left turn lane to only serve CWC (a spot road improvement is not advised), a holistic approach is suggested to review the operations of High School Road in tandem with other projects and developments taking place within the vicinity. Projects which may impact and potentially improve traffic within this area include the Modernizing Mobility for West Jackson Project, Gregory Lane Improvements Project, Northern South Park Development Project, the ongoing Tribal Trails connectors project (direction still uncertain), START expansion, and other residential developments. The Town of Jackson and Teton County could consider adding a two-way left-turn lane along the full roadway segment to improve traffic flow along High School Road.

7. OTHER CONSIDERATIONS

7.1. Stopping Sight Distance

Maintaining adequate sight distance for drivers along High School Road needing to stop due to drivers exiting the development and for left turn or right turn maneuvers from CWC is essential for traffic safety at the intersection of the site access road. Table 6 below, from AASTHO's "A Policy on Geometric Design of Highways and Street", 7th Edition (2018) lists the minimum recommended stopping sight distance on level roadways based on design speed.

U.S. Customary				
Design Speed (mph)	Brake Reaction Distance (ft)	Braking Distance on Level (ft)	Stopping Sight Distance	
			Calculated (ft)	Design (ft)
15	55.1	21.6	76.7	80
20	73.5	38.4	111.9	115
25	91.9	60.0	151.9	155
30	110.3	86.4	196.7	200
35	128.6	117.6	246.2	250
40	147.0	153.6	300.6	305
45	165.4	194.4	359.8	360
50	183.8	240.0	423.8	425
55	202.1	290.3	492.4	495
60	220.5	345.5	566.0	570
65	238.9	405.5	644.4	645
70	257.3	470.3	727.6	730
75	275.6	539.9	815.5	820
80	294.0	614.3	908.3	910
85	313.5	693.5	1007.0	1010

Metric				
Design Speed (km/h)	Brake Reaction Distance (m)	Braking Distance on Level (m)	Stopping Sight Distance	
			Calculated (m)	Design (m)
20	13.9	4.6	18.5	20
30	20.9	10.3	31.2	35
40	27.8	18.4	46.2	50
50	34.8	28.7	63.5	65
60	41.7	41.3	83.0	85
70	48.7	56.2	104.9	105
80	55.6	73.4	129.0	130
90	62.6	92.9	155.5	160
100	69.5	114.7	184.2	185
110	76.5	138.8	215.3	220
120	83.4	165.2	248.6	250
130	90.4	193.8	284.2	285
140	97.3	224.8	322.1	325

Note: Brake reaction distance predicated on a time of 2.5 s; deceleration rate of 11.2 ft/s² [3.4 m/s²] used to determine calculated sight distance.

Table 6. Stopping Sight Distance on Level Roadways (AASHTO Table 3-1)

For a speed of 25 miles per hour (mph) the recommended stopping sight distance is 155 feet. Table 7, from the WYDOT Traffic Studies Manual lists the minimum recommended sight distances for left-turn and right-turn maneuvers based on the posted speed limit. For 25 mph the sight distance for left turn maneuvers is 280 feet and for right turn maneuvers the stopping sight distance is 240 feet.

Posted Speed Limit	Sight Distance for Left- Turn Maneuver (ft)	Sight Distance for Crossover and Right-Turn Maneuvers (ft)
20	225	195
25	280	240
30	335	290
35	390	335
40	445	385

Table 7. Intersection Sight Distance – Stop Controlled (WYDOT Table 6-2)

The length of visible roadway is observed from a height of 3.5 feet above ground surface to represent the driver's eye height. The sight distance from the stop-controlled street is then measured from the point at which the majority of traffic stops, as determined by observation of traffic behavior at the intersection (WYDOT Access Manual, 2014).

7.2. Decision Sight Distance

Along High School Road the decision sight distance is 175 feet based on a speed of 25 mph and an incoming slope of 0% to -1% based on Table 9 from the WYDOT Access Manual.

	PERCENT GRADE																			
	0%	1%	-1%	2%	-2%	3%	-3%	4%	-4%	5%	-5%	6%	-6%	7%	-7%	8%	-8%	9%	-9%	10%	-10%
MPH	FEET																				
20	130	130	130	125	130	125	135	125	135	125	135	125	135	125	140	120	140	120	140	120	145
25	175	170	175	170	175	170	180	165	180	165	185	165	185	165	190	160	190	160	195	160	195
30	220	220	225	215	225	215	230	210	230	210	235	210	240	205	245	205	245	205	250	200	255
35	275	270	280	270	280	265	285	260	290	260	295	255	300	255	305	250	310	250	315	250	320
40	330	330	335	325	340	320	345	315	350	315	360	310	365	305	370	305	380	300	385	300	395
45	395	390	400	385	405	380	415	375	420	370	430	365	435	365	445	360	455	355	465	350	475
50	465	455	470	450	475	445	485	440	495	430	505	425	515	420	525	420	535	415	545	410	560
55	535	525	545	520	555	510	560	505	575	500	585	490	595	485	610	480	620	475	635	470	650
60	610	600	620	595	635	585	645	575	655	570	670	560	685	555	700	550	715	540	735	535	750
65	695	685	705	670	720	660	730	650	745	645	760	635	780	625	795	620	815	610	835	605	855
70	780	770	795	755	810	745	825	730	840	720	860	710	880	700	900	695	920	685	945	675	970
75	870	855	890	845	905	830	925	815	940	805	965	795	985	780	1010	770	1035	760	1060	750	1090
80	970	950	985	935	1005	920	1025	905	1050	890	1070	880	1095	865	1125	855	1150	845	1185	830	1215

Sight Distance (SD) *-Distances are based on the "2011 6th Addition, A Policy on Geometric Design of Highways and Streets, Decision Sight Distance, Avoidance Maneuver A" and rounded up to the nearest five feet. Eye height is 3.5 feet. Object height is increased to 3.5 feet to design for a driver on the major road to see a vehicle entering or exiting the access location. Large trucks have longer stopping distances but also have much better sight distance due to their height and therefore are not usually given special design consideration. If access generates heavy truck traffic, increase reaction time(t) to 4.8 s for the above values or perfom an engineering study.

* SD= 1.47 Vt + V^2/30[(a/32.2) ±G]; t is reaction time= 3.0 sec: V is Velocity in mph; a is deceleration rate= 11.2 ft/s^2; G is percent grade divided by 100.

Table 8. Decision Sight Distance (WYDOT Access Manual, Table II-1)

The current intersection complies AASHTO and with WYDOT standards indicated in this section and 7.2.

7.3. Tribal Trail Connector & East-West Connector

WYDOT and Teton County are in the planning stages for the Tribal Trails Connector Road, which entails the creation of a new segment extending from Cherokee Lane northward to Wyoming Highway 22. Similarly, the ITP recommends an East-West Connector, facilitating a link between South Park Loop Road and HWY 89 to the south of High School Road, thereby providing redundancy to High School Road. WYDOT and Teton County Public Works have indicated that these connectors are not definitive, and no plans exist at this time.

The Integrated Transportation Plan (ITP) highlights major capital projects aimed at mitigating traffic congestion and enhancing multimodal connectivity, notably featuring the Tribal Trails

Connector and East-West Connector as pivotal local connections. The proposed Tribal Trails Connector is a significant component currently under evaluation but not included in the study's analysis. However, this model's refinement for intersection analysis remains ongoing, with uncertainties surrounding the timeframe and actual implementation of the connector; therefore it is not included in this analysis.

The East-West Connector's proposed location could furnish access to the college from both the east and west. Notably, a portion of the necessary easement for this connector has already been established, further underlining its potential influence on CWC's transportation dynamics. While these projects remain subject to further deliberation and assessment, their potential implications merit the need for ongoing monitoring and integration within the broader transportation planning framework.

7.4. START Bus Service

START Bus presently provides service along High School Road with stops at Smith's, the intersection of the east access to the High School, west of the Corner Creek Lane intersection, and the Rangeview Drive intersection. START bus routes currently all operate from east to west along High School Road with the bus stops provided on the north side of the road. CWC has been in conversations with START to identify the best way for START to serve CWC. This is also further discussed within Section 8: Travel Demand Management.

7.5. Pedestrian/Bicycle Connectivity

The site plan accommodates pedestrian and bicycle connectivity with improvements to the existing eastbound bike lane. A north-south crosswalk will be installed at the intersection of High School Road and Corner Creek Lane to allow for safe pedestrian access to the north side of the road. Bike racks and EV bike charging stations will also be provided at the entrance of the building.

7.6. Parking

Parking is further discussed within Section 8: Travel Demand Management since parking is a key consideration for transportation demand.

7.7. Traffic Circulation

Ingress and egress traffic circulation for CWC will take place at the proposed access and High School Road. Upon final design, the school site shall contain consistent signage and markings consistent with the Manual on Uniform Traffic Control Devices (MUTCD) latest edition. An additional resource for site signage and markings being referenced in the design is the WYDOT Pedestrian and School Traffic Control Manual.

8. TRAVEL DEMAND MANAGEMENT

This portion of the Traffic Impact Study serves as the Parking and Travel Demand Management plan. This plan takes into account multimodal transportation options, the schematic design of the new CWC building, course programming, and available parking. A primary purpose is to ensure parking demands are met on site and will not adversely impact adjacent neighbors and/or High School Road. As discussed, CWC location and proximity to alternative mode facilities/services provides an excellent opportunity to optimize the utilization by CWC staff and students of these facilities.

8.1. Available Parking

CWC will include 51 parking spaces, of which three will be ADA and two will accommodate electric vehicle charging.

8.2. Parking Demand and Assumptions

To determine the parking generation and demand, a variety of factors and assumptions were gathered and discussed with CWC leadership to ensure that they are realistic.

1. **Parking Generation:** The trip generation used for the transportation network analysis was conservatively high to ensure the results represented the full impacts to the roadway network for 2025 and 2035. The parking generation for CWC was reviewed with a flexible and realistic approach since CWC has control of the course schedule and requirements for on-site parking.
2. **Class Schedule:** Parking demand will be driven by the number of students, faculty, and staff needing to be at CWC at one time while courses are being taught. Therefore, the course schedule is the most impactful factor that will affect parking demand. The scheduling of courses is first designed to meet the needs and schedules of the community and then to work around community concerns such as traffic and parking. CWC has developed a scheduling model that will identify the number of people that will be in the building at one time on a half-hour basis. The model will allow shifting of class times to minimize the number of students on site at one time. Based on conversations with CWC, the course schedule was modified and assumptions were discussed and reviewed. The schedule provided below is the typical Monday/Wednesday and Tuesday/Thursday course programing. Based on the schedule, the total number of CWC users is estimated to be 205 people per day, with peak hour occupancy taking place between 12:30 – 1:30 PM (58 people) and 6:30 – 8:00 PM (66 people).

Class	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	8:00 PM	8:30 PM	9:00 PM
STAFF arrive & departure	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5							
General Classroom #1			8	8	8												6	6	6		6	6	6	6	6	6	
General Classroom #2		8	8	8	8			7	7	7	7										10	10	10	10			
General Classroom #3				8	8	8	8														12	12	12	12			
General Computer #4				8	8	8	8	8	3	3	3	3									8	8	8	8	8		
Kitchen 1 #9			10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	12	12	12	12	12	12	
Nursing Classrooms #5, 6, or 8						8	8	8	8	8	8	8	8	8	8	8											
Skills Lab CNA #7																						8	8	8	8	8	
Nursing Classrooms #5, 6, or 8						8	8	8	8	8	8	8	8	8	8	8											
Micro/Chem lab #10																				10	10	10	10	10	10		
Bio/Anatomy lab #11				10	10	10	10	10		10	10	10	10	10													
classroom #12									12	12	12	12	12	12	12	12	12	12									
Total on Site		**8**	**26**	**52**	**52**	**52**	**52**	**51**	**48**	**58**	**58**	**51**	**48**	**48**	**38**	**38**	**28**	**28**	**16**	**20**	**58**	**66**	**66**	**66**	**44**	**26**	**0**

Table 9. Number of People on Site for Each Half-Hour (per class times)

3. **Multimodal:** Students, faculty, and staff will have a variety of multimodal options to get to CWC, which will minimize the use of onsite parking. For parking generation, the project is assuming 15% of students will utilize multi-modal options (this is consistent with the adopted goals of the ITP). Parking generation assumes that the faculty will drive single occupancy vehicles. As a result, 31 people per day will utilize alternative modes of transportation.
4. **Carpooling:** Carpooling is assumed to take place with vehicle occupancy of 1.3 people per vehicle. This will reduce the need for parking for 34 people per day.
5. **Occupancy and Absenteeism:** Parking generation assumed that each course will have 85% occupancy accounting for absenteeism and enrollment below 100%.
6. **Arrival and Departure Time:** This analysis assumed all students arrive and depart when the class starts and ends. This analysis does differ from the traffic analysis previously discussed, in order to minimize assumptions. The parking was also analyzed assuming a staggered arrival and departure times, as discussed in 5.4. Trip Generation, to understand if this scenario result in more or less parking needs. The results indicate that parking will not exceed 50 parking spots at any given time. Refer to **Appendix B** for this review.
7. **Analysis Year:** Parking generation is reviewed for 2025 projected numbers, a study for 2035 is not provided, since CWC can adjust the schedule as needed in the future to best accommodate parking demands.
8. **High School Enrollment:** High School Students enrolled in CWC courses will not utilize on-site parking. These students attend classes virtually from Jackson Hole High School.

With the combination of the course schedule, alternative modes of transportation and enrollment/absenteeism, the parking demand will not exceed 50 at one given time, with the following table estimating the parking demand.

Class	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	8:00 PM	8:30 PM	9:00 PM
Total on Site		8	26	52	52	52	52	51	48	58	58	51	48	48	38	38	28	28	16	20	58	66	66	66	44	26	0
Parking needed accounting for multimodal (Multimodal (25%) +5 faculty (8:30-5:30)	5	12	27	49	49	49	49	48	46	54	54	48	46	46	37	37	29	29	19	22	49	56	56	56	37	22	0
Parking needed accounting for multimodal and 85% enrollments / abencense		11	24	43	43	43	43	42	40	47	47	42	40	40	32	32	25	25	17	19	42	48	48	48	32	19	0

Table 10. Number of Parking Spaces Needed Per Half-Hour

8.3. Parking Strategies and Travel Demand Management Program

Parking management refers to policies, programs, and strategies that result in more efficient use of parking resources. One does not solve parking demand by simply building more parking. Too much supply can be detrimental to utilizing alternative modes as it makes commuting in a single occupant vehicle too convenient thus generating more traffic on High School Road and the adjacent street network. Therefore, when developing the site plan, putting a reasonable constraint on parking will allow parking management to make the site more efficient and reduce the amount of traffic generated by CWC.

Strategies will be implemented in successive tiers and are provided below, this is also provided in a table format within **Appendix E**. Should parking become an issue, CWC will need to implement strategies and proceed to the following Tier. Tier 1 strategies are anticipated to begin immediately upon the school opening its doors at the new location.

Tier One - CWC Pre-Opening Planning Strategies

- Year 1 of opening Conditions
- Conduct survey to learn from students, faculty, and staff on how to better improve transportation options and to understand preferences and ideal incentives. CWC is currently organizing a survey in the spring of 2024 to understand ridership and mode choices, and will conduct another survey in the fall of 2024.
- Continue to work with the Town, County and START as part of the development process.
- CWC has the ability to adjust the class schedule in a manner that can alleviate peak parking needs on site. Utilize dynamic scheduling program to predict parking demands throughout the day.
- Provide adequate parking facilities for vehicles and bikes and connectivity to existing pathway and sidewalk infrastructure.
- CWC will issue free parking permits to students, faculty and staff to support a balance of parking availability and demand.
- Provide promotional information and incentives to students, employees and visitors regarding transit (START), rideshare and taxi services, and bicycling facilities. Educate about the benefits and need for alternative travel modes.
- Provide incentives for students to use START. CWC has begun conversations with START to identify opportunities for partnerships.

- Utilize on-site parking.
- Incentives to utilize START and multimodal options.
- Should the outcome of the evaluation of Tier 1 result in parking demand issues, proceed to Tier 2.

Tier Two As Built Evaluation and Fees/Incentives

- Conduct user surveys to learn how to better improve transportation options, understand current transportation patterns, preferences, and ideal incentives.
- Continue conversations with the Town and County about relevant developments in the area and transportation solutions; Coordinate with START about bus schedule; Talk with High School about available parking during non-peak hours; Coordinate with businesses regarding incentive program.
- Continued participation in the Teton County Modernizing Mobility for West Jackson.
- Conduct a building occupancy and parking occupancy survey once CWC is operational to evaluate "build out" parking behaviors at CWC and assess the need for imposing further scheduling balances and management strategies such as specific fees and incentives.
- Incorporate excellent walking facilities, including sidewalk upgrades if needed to allow convenient access to nearby destinations.
- Implement parking permit enforcement program to ensure users are appropriately utilizing parking on site is.
- Incentivize multimodal transportation options and provide method for students to record travel mechanism.
- In addition to incentives, work closely with START to develop a bus schedule to encourage additional ridership.
- Coordinate with Jackson Hole High School for available overflow parking during the evenings and when High School is not in session.
- Incentives could include discounts to local cafes and restaurants using punch cards for utilizing multimodal options among others.
- Should the outcome of the evaluation and implementation strategy of Tier 2 result in parking demand issues, proceed to Tier 3.

Tier 3 Advanced Management Techniques

- Conduct detailed study to understand how students, faculty and staff are traveling to and from CWC. This may include surveys, discussion with the Town, nearby schools, neighborhoods, and START to understand the existing travel and parking conditions and to develop solutions. A CWC parking monitoring study should also be conducted to understand peak hours at CWC.
- Continue coordination with the Town of Jackson to learn about transportation developments within the area and START.
- Install permanent sensors, on each parking spot to better understand parking utilization throughout to the day and for parking permit enforcement. From the information, adjustments can be made to alleviate parking during peak time periods.
- Upgrade parking permit system and permit requirements. This may include rotation schedule.

- Continue coordination with START to learn about ridership and bus schedule modifications. This may include implementation of an eastbound bus route and stop on High School Road.
- Car share spots: Typically substitutes for 5 personal vehicles reducing 4 parking spaces.
- Coordinate with local establishments and property owners to find alternative parking for full time staff.
- Trip reduction program: cashing out parking spaces. Staff and students are offered, as an example, $50 per month.
- Should the outcome of the evaluation and implementation strategy of Tier 3 result in parking demand issues, proceed to Tier 4.

Tier 4 Offsite and Overflow

- Continue long term evaluations to understand trends, identify challenges and solutions.
- Continue partnering with the Town of Jackson regarding community transportation improvements. Coordinate with surrounding businesses and landowners regarding offsite parking solutions.
- Consider select classes to be off site during peak hours, where adequate transportation and parking is available.
- Install parking pedestals where individuals have to pay to park and track parking usage.
- Discuss options with START about transportation options between satellite parking and CWC.
- Develop a contingency-based overflow parking plan that indicates where is available nearby if on-site facilities are full, and how and spillover impacts will be addressed. For example, identify where additional parking spaces can be rented if needed. Begin providing offsite parking opportunities including:
    - Public on-street parking supplies
    - Satellite parking
    - Private partnerships with nearby entities with parking supplies or entities in the Town of Jackson that are close the Town Shuttle
    - CWC provide a vanpool service

9. CONCLUSIONS

9.1. Study Assumption Review

1. CWC construction is expected to be complete in 2025 with enrollment of 226 students, 5 full time staff and faculty and approximately 21 additional adjunct faculty.
2. Estimated enrollment for 2035 is 75 students in the summer, 375 in the fall and 320 in the spring. Staff/faculty is expected to increase to 7 full time during business hours, 2 faculty/staff who will be consistent during evening hours and approximately 30 adjunct faculty.
3. A 2.0% growth factor was used to forecast traffic growth from 2023 to 2035 along High School Road.

9.2. CWC Traffic Impacts and Network Recommendations

1. In 2025 the site is expected to generate 418 daily trips of which 356 will be single occupancy vehicle trips and 62 will be alternative modes of transportation trips. In 2035 the site is expected to generate 696 trips of which 536 are expected to be single occupancy vehicle trips and 160 will be alternative modes of transportation trips.
2. CWC programming has been developed to minimize impact on the transportation network during peak hours and can be adjusted if necessary to further mitigate traffic impacts.
3. The study concludes that High School Road baseline conditions in 2025 operate at a satisfactory Level of Service (LOS). All intersections of study operate at a LOS A to LOS C for baseline and proposed conditions.
4. The auxiliary turn lane analysis on High School Road indicates that an eastbound right turn lane is not warranted and that a westbound left turn lane may be beneficial. Rather than installing a left turn lane to only serve CWC (a spot road improvement is not advised), a full evaluation of High School Road considering recent developments and future development of Northern South Park should be considered as part of EST Jackson planning efforts. Projects which may impact and potentially improve traffic within this area include the Modernizing Mobility for West Jackson Project, Gregory Lane Improvements Project, Northern South Park Development Project, the ongoing Tribal Trails connectors project (direction still uncertain), START expansion, and other residential developments.

9.3. Parking and Travel Demand Management

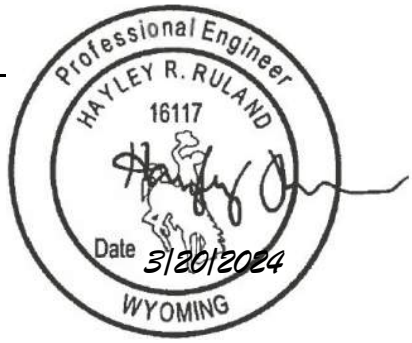
CWC will include 51 onsite parking spaces. A Parking and Travel Demand Management program was developed taking into account multimodal transportation options, the schematic design of the new CWC building, course programming, and available parking. The primary purpose is to ensure parking demands are met on site and will not adversely impact adjacent neighbors and/or High School Road. Methods for management include evaluation, partnering and coordination, schedule adjustments, infrastructure solutions, parking permits, multimodal use, START ridership, utilization of off-site parking, and incentives.

10. CERTIFICATION

I hereby certify that this Traffic Impact Study (TIS) was prepared by an engineer under my direct responsible charge, and that both the engineer and I have experience and training in the field of traffic and transportation engineering and that I am a registered professional engineer in the State of Wyoming.

Reed R. Armijo, P.E.
Wyoming P.E. 8309

Hayley Ryckman Ruland, P.E.
Wyoming P.E. 16117



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12. LIST OF APPENDICES

Appendix A – Traffic Counts
Appendix B – Trip Generation Calculations
Appendix C – 2025 Intersection Traffic Analysis
Appendix D – 2035 Intersection Traffic Analysis
Appendix E - Parking Strategies and Travel Demand Management Program

Appendix A

Traffic Counts

JORGENSEN

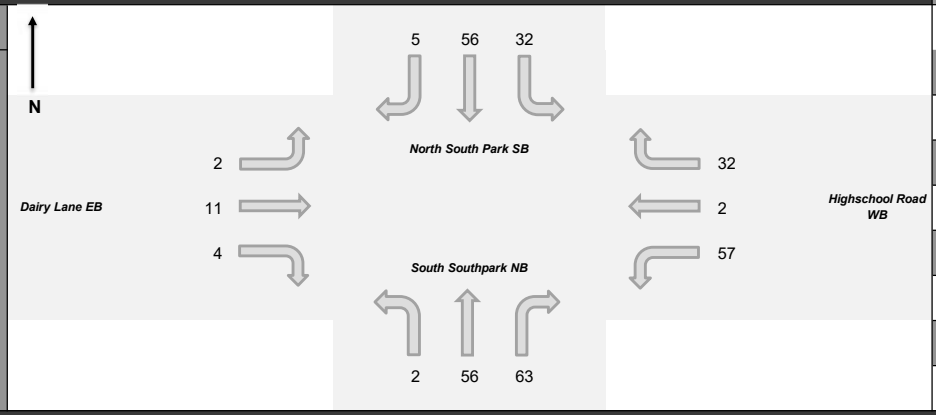
Turning Movement Count Report

Study Information

Study Summary

Job Title
17047 Owl Happenings
Time Period
3:00 pm - 6:00 pm
Date Performed
Thursday May 25, 2017
Intersection
Southpark loop/ Highschool Road

Schematic



Peak Period From	Peak Period To
3:00 PM	4:00 PM
Peak Hour Volume	
322	
% Pas. Cars	**% Trucks**
92.9%	#N/A
# Bicycles	
13	
Pedestrians Volume	
0	

Peak Hour Data

Time Period	Dairy Lane EB							Highschool Road WB							South Southpark NB							North South Park SB							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
3:00 PM	0	1	2	1	0	0	4	0	12	1	11	0	0	24	0	2	14	20	0	0	36	0	12	18	0	0	0	30	94	0
3:15 PM	0	1	3	2	0	0	6	0	17	0	8	0	0	25	0	0	11	15	0	0	26	0	10	10	2	0	0	22	79	0
3:30 PM	0	0	4	0	0	0	4	0	14	1	5	0	0	20	0	0	11	13	0	0	24	0	6	14	3	0	0	23	71	0
3:45 PM	0	0	2	1	0	0	3	0	14	0	8	0	0	22	0	0	20	15	0	0	35	0	4	14	0	0	0	18	78	0

Vehicle Movement Summary

Movement / Details	Dairy Lane EB							Highschool Road WB							South Southpark NB							North South Park SB							Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	2	11	4	0	0	17	0	57	2	32	0	0	91	0	2	56	63	0	0	121	0	32	56	5	0	0	93	322	0
PHF	-	0.50	0.69	0.50	-	-	0.71	-	0.84	0.50	0.73	-	-	0.91	-	0.25	0.70	0.79	-	-	0.84	-	0.67	0.78	0.42	-	-	0.78	0.86	-
% Pas. Cars		100.0%	100.0%	75.0%					96.5%	100.0%	93.8%					100.0%	89.3%	95.2%					96.9%	85.7%	100.0%					
% Trucks		#N/A	#N/A	25.0%					3.5%		6.3%						8.9%	3.2%					3.1%	12.5%						

Bicycle Movement Data (During Peak Hour Vehicle)

Movement / Details	Dairy Lane EB						Highschool Road WB						South Southpark NB						North South Park SB						Entire Intersection
	U	L	T	R		Bicycle	U	L	T	R		Bicycle	U	L	T	R		Bicycle	U	L	T	R		Bicycle	Bicycle
3:00 PM	0	0	0	0		0	0	1	0	2		3	0	0	0	0		0	0	0	1	0		1	4

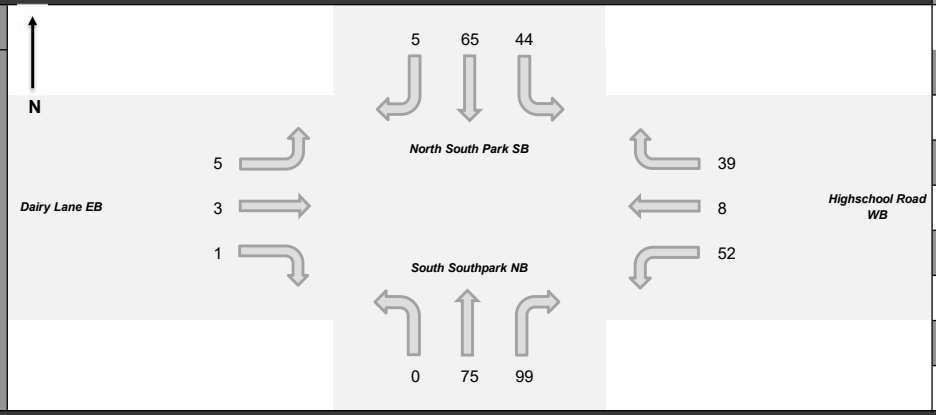
Turning Movement Count Report

Study Information

Study Summary

Job Title
17047 Owl Happenings
Time Period
7:00 am - 10:00 am
Date Performed
Thursday May 25, 2017
Intersection
Southpark loop/ Highschool Road

Schematic



Peak Period From	Peak Period To
7:45 AM	8:45 AM
Peak Hour Volume	
396	
% Pas. Cars	**% Trucks**
96.7%	2.5%
# Bicycles	
6	
Pedestrians Volume	
0	

Peak Hour Data

Time Period	Dairy Lane EB							Highschool Road WB							South Southpark NB							North South Park SB							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
7:45 AM	0	3	0	0	0	0	3	0	10	4	3	0	0	17	0	0	21	23	0	0	44	0	11	17	2	0	0	30	94	0
8:00 AM	0	0	1	0	0	0	1	0	19	2	21	0	0	42	0	0	21	34	0	0	55	0	20	19	0	0	0	39	137	0
8:15 AM	0	0	1	1	0	0	2	0	13	0	14	0	0	27	0	0	13	16	0	0	29	0	6	14	2	0	0	22	80	0
8:30 AM	0	2	1	0	0	0	3	0	10	2	1	0	0	13	0	0	20	26	0	0	46	0	7	15	1	0	0	23	85	0

Vehicle Movement Summary

Movement / Details	Dairy Lane EB							Highschool Road WB							South Southpark NB							North South Park SB							Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	5	3	1	0	0	9	0	52	8	39	0	0	99	0	0	75	99	0	0	174	0	44	65	5	0	0	114	396	0
PHF	-	0.42	0.75	0.25	-	-	0.75	-	0.68	0.50	0.46	-	-	0.59	-	-	0.89	0.73	-	-	0.79	-	0.55	0.86	0.63	-	-	0.73	0.72	-
% Pas. Cars		100.0%	100.0%	100.0%					96.2%	100.0%	94.9%						97.3%	98.0%					97.7%	93.8%	100.0%					
% Trucks									1.9%		5.1%						2.7%	1.0%						6.2%						

Bicycle Movement Data (During Peak Hour Vehicle)

Movement / Details	Dairy Lane EB						Highschool Road WB						South Southpark NB						North South Park SB						Entire Intersection
	U	L	T	R		Bicycle	U	L	T	R		Bicycle	U	L	T	R		Bicycle	U	L	T	R		Bicycle	Bicycle
7:45 AM	0	0	0	0		0	0	0	0	0		0	0	0	0	1		1	0	0	0	0		0	1

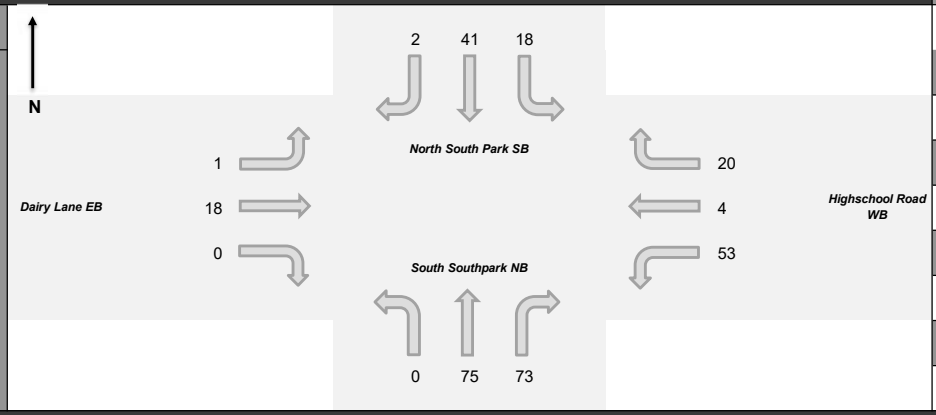
Turning Movement Count Report

Study Information

Study Summary

Job Title
17047 Owl Happenings
Time Period
3:00 pm - 6:00 PM
Date Performed
Tuesday May 23, 2017
Intersection
Southpark loop/ Highschool Road

Schematic



Peak Period From	To
5:00 PM	6:00 PM
Peak Hour Volume	
305	
% Pas. Cars	**% Trucks**
#N/A	#N/A
# Bicycles	
#N/A	
Pedestrians Volume	
0	

Peak Hour Data

Time Period	Dairy Lane EB							Highschool Road WB							South Southpark NB							North South Park SB							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
5:00 PM	0	1	5	0	0	0	6	0	17	0	7	0	0	24	0	0	19	15	0	0	34	0	0	0	0	0	0	0	64	0
5:15 PM	0	0	4	0	0	0	4	0	16	1	1	0	0	18	0	0	24	18	0	0	42	0	7	8	0	0	0	15	79	0
5:30 PM	0	0	6	0	0	0	6	0	13	1	7	0	0	21	0	0	18	21	0	0	39	0	7	13	0	0	0	20	86	0
5:45 PM	0	0	3	0	0	0	3	0	7	2	5	0	0	14	0	0	14	19	0	0	33	0	4	20	2	0	0	26	76	0

Vehicle Movement Summary

Movement / Details	Dairy Lane EB							Highschool Road WB							South Southpark NB							North South Park SB							Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	1	18	0	0	0	19	0	53	4	20	0	0	77	0	0	75	73	0	0	148	0	18	41	2	0	0	61	305	0
PHF	-	0.25	0.75	-	-	-	0.79	-	0.78	0.50	0.71	-	-	0.80	-	-	0.78	0.87	-	-	0.88	-	0.64	0.51	0.25	-	-	0.59	0.89	-
% Pas. Cars		#N/A	#N/A						#N/A	#N/A	#N/A						#N/A	#N/A					#N/A	#N/A	#N/A					
% Trucks		#N/A	#N/A						#N/A	#N/A	#N/A						#N/A	#N/A					#N/A	#N/A	#N/A					

Bicycle Movement Data (During Peak Hour Vehicle)

Movement / Details	Dairy Lane EB						Highschool Road WB						South Southpark NB						North South Park SB						Entire Intersection
	U	L	T	R		Bicycle	U	L	T	R		Bicycle	U	L	T	R		Bicycle	U	L	T	R		Bicycle	Bicycle
5:00 PM	#N/A	#N/A	#N/A	#N/A		#N/A	#N/A	#N/A	#N/A	#N/A		#N/A	#N/A	#N/A	#N/A	#N/A		#N/A	#N/A	#N/A	#N/A	#N/A		#N/A	#N/A

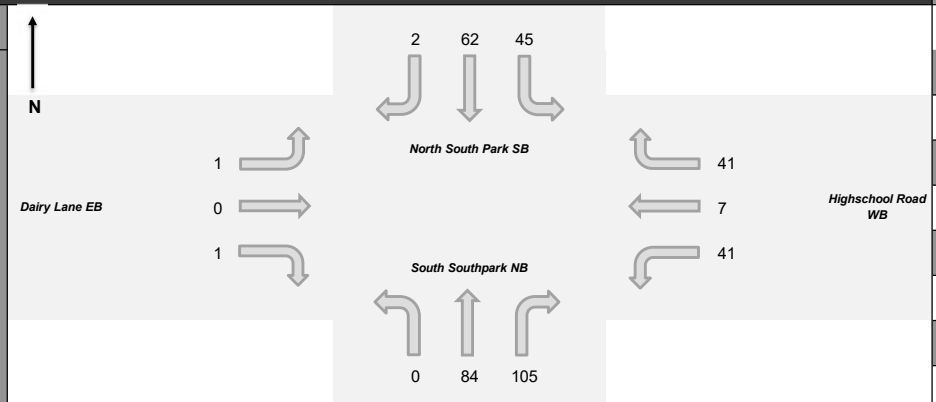
Turning Movement Count Report

Study Information

Study Summary

Job Title
17047 Owl Happenings
Time Period
7:00 am - 10:00 am
Date Performed
Tuesday May 23, 2017
Intersection
Southpark loop/ Highschool Road

Schematic



Peak Period From	Peak Period To
7:45 AM	8:45 AM
Peak Hour Volume	
389	
% Pas. Cars	**% Trucks**
96.9%	2.8%
# Bicycles	
3	
Pedestrians Volume	
0	

Peak Hour Data

Time Period	Dairy Lane EB							Highschool Road WB							South Southpark NB							North South Park SB							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
7:45 AM	0	0	0	0	0	0	0	0	5	1	8	0	0	14	0	0	18	18	0	0	36	0	7	21	0	0	0	28	78	0
8:00 AM	0	1	0	0	0	0	1	0	14	0	19	0	0	33	0	0	23	41	0	0	64	0	22	16	2	0	0	40	138	0
815 AM	0	0	0	1	0	0	1	0	14	5	11	0	0	30	0	0	21	17	0	0	38	0	3	8	0	0	0	11	80	0
8:30 AM	0	0	0	0	0	0	0	0	8	1	3	0	0	12	0	0	22	29	0	0	51	0	13	17	0	0	0	30	93	0

Vehicle Movement Summary

Movement / Details	Dairy Lane EB							Highschool Road WB							South Southpark NB							North South Park SB							Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	1	0	1	0	0	2	0	41	7	41	0	0	89	0	0	84	105	0	0	189	0	45	62	2	0	0	109	389	0
PHF	-	0.25	-	0.25	-	-	0.50	-	0.73	0.35	0.54	-	-	0.67	-	-	0.91	0.64	-	-	0.74	-	0.51	0.74	0.25	-	-	0.68	0.70	-
% Pas. Cars		100.0%							100.0%	71.4%	92.7%						96.4%	99.0%					100.0%	96.8%	100.0%					
% Trucks				100.0%						28.6%	4.9%						3.6%	1.0%						3.2%						

Bicycle Movement Data (During Peak Hour Vehicle)

Movement / Details	Dairy Lane EB						Highschool Road WB						South Southpark NB						North South Park SB						Entire Intersection
	U	L	T	R		Bicycle	U	L	T	R		Bicycle	U	L	T	R		Bicycle	U	L	T	R		Bicycle	Bicycle
7:45 AM	0	0	0	0		0	0	0	0	0		0	0	0	0	3		3	0	0	0	0		0	3

All Traffic Data Services

4 CORNER CREEK LANE & HIGH SCHOOL ROAD AM
Tuesday, September 19, 2023

Peak Hour
08:00 AM - 09:00 AM
Peak 15-Minutes
08:45 AM - 09:00 AM

Traffic Counts - All Vehicles

	HIGH SCHOOL ROAD					HIGH SCHOOL ROAD										CORNER CREEK LANE						
	Eastbound					Westbound					Northbound					Southbound						
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total	Rolling Hour
6:00 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	4	75
6:15 AM	0	0	7	0	0	0	0	1	1	0	0	0	0	0	0	0	3	0	0	0	12	104
6:30 AM	0	0	7	0	0	0	0	7	3	0	0	0	0	0	0	0	5	0	0	0	22	123
6:45 AM	0	0	9	0	0	0	0	8	5	0	0	0	0	0	0	0	14	0	1	0	37	146
7:00 AM	0	0	12	0	0	0	0	8	4	0	0	0	0	0	0	0	9	0	0	0	33	200
7:15 AM	0	0	10	0	0	0	0	12	4	0	0	0	0	0	0	0	3	0	2	0	31	266
7:30 AM	0	0	16	0	0	0	0	15	3	0	0	0	0	0	0	0	11	0	0	0	45	302
7:45 AM	0	1	50	0	0	0	0	16	4	0	0	0	0	0	0	1	17	0	2	0	91	356
8:00 AM	0	2	41	0	0	0	0	20	8	0	0	0	0	0	0	0	27	0	1	0	99	385
8:15 AM	0	1	21	0	0	0	0	25	3	0	0	0	0	0	0	0	15	0	2	0	67	339
8:30 AM	0	1	52	0	0	0	0	18	10	0	0	0	0	0	0	0	17	0	1	0	99	320
8:45 AM	0	1	53	0	0	0	0	22	16	0	0	0	0	0	0	0	28	0	0	0	120	260
9:00 AM	0	1	12	0	0	0	0	17	8	0	0	0	0	0	0	0	15	0	0	0	53	186
9:15 AM	0	0	11	0	0	0	0	17	5	0	0	0	0	0	0	0	13	0	2	0	48	0
9:30 AM	0	1	14	0	0	0	0	12	7	0	0	0	0	0	0	0	5	0	0	0	39	0
9:45 AM	0	0	16	0	0	0	0	13	4	0	0	0	0	0	0	0	10	0	3	0	46	0

All Traffic Data Services

4 CORNER CREEK LANE & HIGH SCHOOL ROAD PM
Tuesday, September 19, 2023

Peak Hour
03:30 PM - 04:30 PM
Peak 15-Minutes
04:00 PM - 04:15 PM

Traffic Counts - All Vehicles

	HIGH SCHOOL ROAD					HIGH SCHOOL ROAD										CORNER CREEK LANE						
	Eastbound					Westbound					Northbound					Southbound						
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total	Rolling Hour
2:30 PM	0	0	20	0	0	0	0	10	5	0	0	0	0	0	0	0	12	0	1	0	48	244
2:45 PM	0	0	14	0	0	0	0	29	6	0	0	0	0	0	0	0	7	0	1	0	57	262
3:00 PM	0	0	18	0	0	0	0	32	8	0	0	0	0	0	0	0	9	0	3	0	70	274
3:15 PM	0	3	20	0	0	0	0	23	14	0	0	0	0	0	0	0	8	0	1	0	69	303
3:30 PM	0	3	24	0	0	0	0	20	9	0	0	0	0	0	0	0	10	0	0	0	66	311
3:45 PM	0	1	29	0	0	0	0	22	11	0	0	0	0	0	0	0	5	0	1	0	69	308
4:00 PM	0	4	17	0	0	1	0	49	13	0	0	0	0	0	0	0	11	0	4	0	99	305
4:15 PM	0	1	27	0	0	0	0	25	12	0	0	0	0	0	0	0	11	0	1	0	77	298
4:30 PM	0	0	22	0	0	0	0	17	15	0	0	0	0	0	0	0	8	0	1	0	63	296
4:45 PM	0	0	16	0	0	0	0	26	17	0	0	0	0	0	0	0	7	0	0	0	66	305
5:00 PM	0	0	36	0	0	0	0	22	23	0	0	0	0	0	0	0	11	0	0	0	92	309
5:15 PM	0	0	19	0	0	0	0	26	18	0	0	0	0	0	0	0	12	0	0	0	75	293
5:30 PM	0	3	27	0	0	0	0	18	19	0	0	0	0	0	0	0	5	0	0	0	72	273
5:45 PM	0	1	27	0	0	0	0	22	10	0	0	0	0	0	0	0	10	0	0	0	70	0
6:00 PM	0	1	17	0	0	0	0	28	18	0	0	0	0	0	0	0	12	0	0	0	76	0
6:15 PM	0	0	12	0	0	0	0	21	15	0	0	0	0	0	0	0	6	0	1	0	55	0

All Traffic Data Services

4 CORNER CREEK LANE & HIGH SCHOOL ROAD AM
Wednesday, September 20, 2023

Peak Hour
08:00 AM - 09:00 AM
Peak 15-Minutes
08:45 AM - 09:00 AM

Traffic Counts - All Vehicles

	HIGH SCHOOL ROAD					HIGH SCHOOL ROAD										CORNER CREEK LANE						
	Eastbound					Westbound					Northbound					Southbound						
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total	Rolling Hour
6:00 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	66
6:15 AM	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	5	0	0	0	10	91
6:30 AM	0	0	4	0	0	0	0	6	1	0	0	0	0	0	0	0	8	0	0	0	19	116
6:45 AM	0	0	11	0	0	0	0	7	2	0	0	0	0	0	0	0	12	0	0	0	32	151
7:00 AM	0	0	5	0	0	0	0	13	6	0	0	0	0	0	0	0	6	0	0	0	30	208
7:15 AM	0	0	4	0	0	0	0	17	5	0	0	0	0	0	0	0	8	0	1	0	35	261
7:30 AM	0	0	24	0	0	0	0	14	2	0	0	0	0	0	0	0	13	0	1	0	54	312
7:45 AM	0	0	54	0	0	0	0	14	3	0	0	0	0	0	0	0	17	0	1	0	89	353
8:00 AM	0	1	28	0	0	0	0	28	7	0	0	0	0	0	0	0	19	0	0	0	83	382
8:15 AM	0	1	40	0	0	0	0	25	5	0	0	0	0	0	0	0	15	0	0	0	86	342
8:30 AM	0	2	52	0	0	0	0	14	7	0	0	0	0	0	0	0	19	0	1	0	95	310
8:45 AM	0	1	55	0	0	0	0	26	7	0	0	0	0	0	0	0	25	0	4	0	118	261
9:00 AM	0	1	12	0	0	0	0	19	7	0	0	0	0	0	0	0	4	0	0	0	43	194
9:15 AM	0	2	11	0	0	0	0	12	8	0	0	0	0	0	0	0	19	0	2	0	54	0
9:30 AM	0	0	14	0	0	0	0	15	4	0	0	0	0	0	0	0	12	0	1	0	46	0
9:45 AM	0	0	18	0	0	0	0	8	8	0	0	0	0	0	0	0	15	0	2	0	51	0

All Traffic Data Services

4 CORNER CREEK LANE & HIGH SCHOOL ROAD PM
Wednesday, September 20, 2023

Peak Hour
04:30 PM - 05:30 PM
Peak 15-Minutes
05:00 PM - 05:15 PM

Traffic Counts - All Vehicles

	HIGH SCHOOL ROAD					HIGH SCHOOL ROAD										CORNER CREEK LANE						
	Eastbound					Westbound					Northbound					Southbound						Rolling
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total	Hour
2:30 PM	0	0	19	0	0	0	0	23	13	0	0	0	0	0	0	0	13	0	1	0	69	278
2:45 PM	0	1	18	0	0	0	0	33	14	0	0	0	0	0	0	0	12	0	0	0	78	281
3:00 PM	0	0	18	0	0	0	0	31	8	0	0	0	0	0	0	0	7	0	2	0	66	268
3:15 PM	0	1	32	0	0	0	0	16	8	0	0	0	0	0	0	0	6	0	2	0	65	288
3:30 PM	0	3	31	0	0	0	0	17	14	0	0	0	0	0	0	0	6	0	1	0	72	290
3:45 PM	0	1	20	0	0	0	0	19	14	0	0	0	0	0	0	0	9	0	2	0	65	296
4:00 PM	0	2	21	0	0	0	0	39	12	0	0	0	0	0	0	0	11	0	1	0	86	322
4:15 PM	0	0	15	0	0	0	0	30	13	0	0	0	0	0	0	0	8	0	1	0	67	328
4:30 PM	0	0	31	0	0	0	0	19	15	0	0	0	0	0	0	0	12	0	1	0	78	341
4:45 PM	0	2	24	0	0	0	0	36	19	0	0	0	0	0	0	0	10	0	0	0	91	334
5:00 PM	0	0	29	0	0	0	0	28	20	0	0	0	0	0	0	0	14	0	1	0	92	323
5:15 PM	0	1	23	0	0	0	0	25	18	0	0	0	0	0	0	0	10	0	3	0	80	290
5:30 PM	0	2	16	0	0	0	0	24	19	0	0	0	0	0	0	0	10	0	0	0	71	262
5:45 PM	0	0	22	0	0	0	0	24	19	0	0	0	0	0	0	0	14	0	1	0	80	0
6:00 PM	0	1	20	0	0	0	0	18	14	0	0	0	0	0	0	0	6	0	0	0	59	0
6:15 PM	0	0	12	0	0	0	0	19	12	0	0	0	0	0	0	0	9	0	0	0	52	0

All Traffic Data Services

3 MIDDLE SCHOOL ROAD & HIGH SCHOOL ROAD AM
Tuesday, September 19, 2023

Peak Hour
08:00 AM - 09:00 AM
Peak 15-Minutes
08:45 AM - 09:00 AM

Traffic Counts - All Vehicles

	HIGH SCHOOL ROAD					HIGH SCHOOL ROAD					MIDDLE SCHOOL ROAD					MIDDLE SCHOOL ROAD						
	Eastbound					Westbound					Northbound					Southbound						Rolling
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total	Hour
6:00 AM	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	2	2	0	0	8	119
6:15 AM	0	1	8	2	0	0	10	3	1	0	0	0	0	0	0	0	5	0	0	0	30	163
6:30 AM	0	0	10	1	0	0	0	9	0	0	0	0	0	0	0	0	3	0	0	0	23	177
6:45 AM	0	2	19	1	0	0	11	13	1	0	0	0	1	3	0	0	6	1	0	0	58	223
7:00 AM	0	1	15	5	0	0	5	10	1	0	0	1	0	5	0	0	6	2	1	0	52	329
7:15 AM	0	0	12	1	0	0	0	16	4	0	0	0	0	1	0	0	9	1	0	0	44	497
7:30 AM	0	0	27	0	0	0	3	16	9	0	0	0	0	0	0	0	10	2	2	0	69	597
7:45 AM	0	1	58	3	0	0	4	17	15	0	0	1	4	3	0	0	53	3	2	0	164	777
8:00 AM	0	1	61	11	0	0	44	21	20	0	0	2	1	6	0	0	43	5	5	0	220	882
8:15 AM	0	2	28	6	0	0	41	28	21	0	0	0	1	3	0	0	6	7	1	0	144	752
8:30 AM	0	4	29	30	0	0	73	23	29	0	0	1	3	3	0	0	21	28	5	0	249	680
8:45 AM	0	7	41	29	0	0	74	35	22	0	0	1	3	2	0	0	16	37	2	0	269	484
9:00 AM	0	2	26	1	0	0	7	22	6	0	0	0	1	2	0	0	13	8	2	0	90	277
9:15 AM	0	0	24	1	0	0	8	20	6	0	0	1	1	1	0	0	7	2	1	0	72	0
9:30 AM	0	0	19	0	0	0	3	18	6	0	0	0	0	2	0	0	2	2	1	0	53	0
9:45 AM	0	0	21	4	0	1	6	15	6	0	0	0	0	1	0	0	6	0	2	0	62	0

All Traffic Data Services

3 MIDDLE SCHOOL ROAD & HIGH SCHOOL ROAD PM
Tuesday, September 19, 2023

Peak Hour
03:30 PM - 04:30 PM
Peak 15-Minutes
04:00 PM - 04:15 PM

Traffic Counts - All Vehicles

	HIGH SCHOOL ROAD					HIGH SCHOOL ROAD					MIDDLE SCHOOL ROAD					MIDDLE SCHOOL ROAD						
	Eastbound					Westbound					Northbound					Southbound						Rolling
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total	Hour
2:30 PM	0	0	30	1	0	0	5	14	15	0	0	0	0	2	0	0	8	3	1	0	79	391
2:45 PM	0	1	20	0	0	0	4	26	10	0	0	0	1	3	0	0	40	3	11	0	119	434
3:00 PM	0	2	25	0	0	1	6	37	5	0	0	0	1	4	0	0	8	0	3	0	92	471
3:15 PM	0	6	23	0	0	0	10	35	17	0	0	0	1	2	0	0	6	1	0	0	101	607
3:30 PM	0	6	23	3	0	0	13	28	24	0	0	0	1	7	0	0	13	3	1	0	122	655
3:45 PM	0	6	22	0	0	0	15	24	15	0	0	5	10	20	0	0	27	8	4	0	156	629
4:00 PM	0	9	25	1	0	0	4	38	26	0	0	16	42	33	0	0	21	5	8	0	228	574
4:15 PM	0	2	34	1	0	0	8	30	15	0	0	4	6	25	0	0	19	1	4	0	149	483
4:30 PM	0	2	27	1	0	0	2	31	14	0	0	0	1	6	0	0	11	0	1	0	96	461
4:45 PM	0	0	21	0	0	0	2	40	16	0	0	1	0	3	0	0	17	0	1	0	101	509
5:00 PM	0	3	42	1	0	0	3	41	22	0	0	0	1	4	0	0	14	2	4	0	137	591
5:15 PM	0	4	28	0	0	0	0	37	26	0	0	2	4	2	0	0	20	0	4	0	127	574
5:30 PM	0	8	24	1	0	0	2	32	38	0	0	3	1	2	0	0	31	0	2	0	144	558
5:45 PM	0	5	29	3	0	0	4	27	43	0	0	3	2	22	0	0	37	5	3	0	183	0
6:00 PM	0	2	26	0	0	0	2	41	16	0	0	1	1	8	0	0	18	0	5	0	120	0
6:15 PM	0	0	15	4	0	0	14	32	28	0	0	1	1	4	0	0	9	1	2	0	111	0

All Traffic Data Services

3 MIDDLE SCHOOL ROAD & HIGH SCHOOL ROAD AM
Wednesday, September 20, 2023

Peak Hour
08:00 AM - 09:00 AM
Peak 15-Minutes
08:45 AM - 09:00 AM

Traffic Counts - All Vehicles

	HIGH SCHOOL ROAD					HIGH SCHOOL ROAD					MIDDLE SCHOOL ROAD					MIDDLE SCHOOL ROAD						
	Eastbound					Westbound					Northbound					Southbound						Rolling
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total	Hour
6:00 AM	0	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	8	99
6:15 AM	0	0	6	0	0	0	6	4	0	0	0	0	0	4	0	0	1	0	0	0	21	137
6:30 AM	0	0	12	0	0	0	1	7	0	0	0	0	0	0	0	0	4	0	0	0	24	164
6:45 AM	0	1	19	3	0	0	3	8	5	0	0	0	1	0	0	0	5	0	1	0	46	212
7:00 AM	0	0	10	0	0	0	2	18	3	0	0	1	0	1	0	0	11	0	0	0	46	334
7:15 AM	0	0	12	1	0	0	0	22	7	0	0	0	0	0	0	0	5	1	0	0	48	477
7:30 AM	0	5	32	0	0	0	3	16	5	0	0	0	1	1	0	0	8	1	0	0	72	587
7:45 AM	0	5	60	2	0	0	7	15	11	0	0	0	1	2	0	0	60	3	2	0	168	763
8:00 AM	0	2	38	7	0	0	35	24	17	0	0	0	1	3	0	0	47	3	12	0	189	869
8:15 AM	0	0	43	10	0	0	37	29	24	0	0	1	1	0	0	0	8	5	0	0	158	759
8:30 AM	0	5	35	26	0	0	78	21	28	0	0	0	2	2	0	0	22	28	1	0	248	667
8:45 AM	0	8	38	37	0	0	77	26	11	0	0	1	2	2	0	0	11	56	5	0	274	476
9:00 AM	0	0	18	0	0	0	9	23	12	0	0	1	0	1	0	0	6	7	2	0	79	279
9:15 AM	0	2	28	0	0	0	6	19	2	0	0	0	1	2	0	0	3	3	0	0	66	0
9:30 AM	0	0	25	0	0	0	2	20	2	0	0	0	1	2	0	0	5	0	0	0	57	0
9:45 AM	0	0	34	0	0	0	11	14	8	0	0	0	0	1	0	0	5	3	1	0	77	0

All Traffic Data Services

3 MIDDLE SCHOOL ROAD & HIGH SCHOOL ROAD PM
Wednesday, September 20, 2023

Peak Hour
03:30 PM - 04:30 PM
Peak 15-Minutes
04:00 PM - 04:15 PM

Traffic Counts - All Vehicles

	HIGH SCHOOL ROAD					HIGH SCHOOL ROAD					MIDDLE SCHOOL ROAD					MIDDLE SCHOOL ROAD						
	Eastbound					Westbound					Northbound					Southbound						Rolling
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total	Hour
2:30 PM	0	0	31	0	0	0	6	35	14	0	0	0	2	3	0	0	12	6	2	0	111	432
2:45 PM	0	2	26	1	0	0	2	35	8	0	0	0	0	6	0	0	42	4	12	0	138	451
3:00 PM	0	1	27	0	0	0	3	34	7	0	0	3	0	1	0	0	8	3	2	0	89	516
3:15 PM	0	4	32	0	0	0	12	19	13	0	0	0	0	4	0	0	6	0	4	0	94	634
3:30 PM	0	5	33	0	0	0	18	26	25	0	0	4	0	2	0	0	8	8	1	0	130	669
3:45 PM	0	10	14	4	0	0	19	22	25	0	0	8	22	25	0	0	39	11	4	0	203	655
4:00 PM	0	4	24	5	0	0	12	31	23	0	0	10	36	35	0	0	18	1	8	0	207	623
4:15 PM	0	0	22	1	0	0	2	33	21	0	0	5	6	17	0	0	15	2	5	0	129	591
4:30 PM	0	0	40	0	0	0	2	31	15	0	0	1	1	8	0	0	16	1	1	0	116	609
4:45 PM	0	4	32	0	0	0	6	46	21	0	0	1	0	6	0	0	45	2	8	0	171	632
5:00 PM	0	2	42	0	0	0	1	33	29	0	0	6	2	16	0	0	35	2	7	0	175	644
5:15 PM	0	1	32	0	0	0	3	41	32	0	0	0	2	1	0	0	30	1	4	0	147	610
5:30 PM	0	1	23	2	0	0	3	39	29	0	0	3	3	4	0	0	26	3	3	0	139	562
5:45 PM	0	5	30	1	0	0	16	31	31	0	0	5	2	13	0	0	42	2	5	0	183	0
6:00 PM	0	0	20	6	0	0	15	22	23	0	0	4	1	20	0	0	18	6	6	0	141	0
6:15 PM	0	1	15	6	0	0	12	30	10	0	0	0	1	11	0	0	7	4	2	0	99	0

Appendix B

Trip Generation Calculations

JORGENSEN

Trip Generation Information (for traffic analysis)

		7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12 noon	12:30 PM	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	8:00 PM	8:30 PM	9:00 PM
Class starting classroom capacity				8	22	34		16		7	15	10		10			12		16			10	36	8					
Class Ending							8	8	8	30			7	3		22		26		12	6	10				22	18	26	
Distribution of classes arrival			4	4																									
				11	11																								
					17	17																							
							8	8																					
									3.5	3.5																			
										7.5	7.5																		
											5	5																	
													5	5															
																6	6												
																		8	8										
																					5	5							
																						18	18						
																							4	4					
Distribution of class departure							2.64		2.64		2.64																		
								2.64		2.64		2.64																	
									2.64		2.64		2.64																
										9.9		9.9		9.9															
													2.31		2.31		2.31												
														0.99		0.99		0.99											
																7.26		7.26		7.26									
																		8.58		8.58		8.58							
																				3.96		3.96		3.96					
																					3	3							
																						5	5						
																										11	11		
																											9	9	
																												13	13
Total Students Enteringing		0	4	15	28	17	8	8	4	11	13	5	5	5	0	6	6	8	8	0	5	23	22	4	0	0	0	0	0
Total Students Exiting		0	0	0	0	0	3	3	5	13	5	13	5	11	2	8	2	17	0	20	3	21	5	4	0	11	20	22	13
2025 Students entering TOTAL		0	4	15	28	17	8	8	4	11	13	5	5	5	0	6	6	8	8	0	5	23	22	4	0	0	0	0	0
Total Factulty entering			5																										
Multimodal entering (8% bike, 2 % transit, 5% walk)	15%	0	-1	-2	-4	-3	-1	-1	-1	-2	-2	-1	-1	-1	0	-1	-1	-1	-1	0	-1	-3	-3	-1	0	0	0	0	0
Total SOV subtracting out multimodal trips		0	8	13	24	14	7	7	3	9	11	4	4	4	0	5	5	7	7	0	4	20	19	3	0	0	0	0	0
Total vehivle trips entering accounting for Carpooling	1.3	**0**	**8**	**10**	**18**	**11**	**5**	**5**	**2**	**7**	**8**	**3**	**3**	**3**	**0**	**4**	**4**	**5**	**5**	**0**	**3**	**15**	**14**	**3**	**0**	**0**	**0**	**0**	**0**
Students Exiting TOTAL		0	0	0	0	0	3	3	5	13	5	13	5	11	2	8	2	17	0	20	3	21	5	4	0	11	20	22	13
Total Factulty Exiting																					5								
Alternative Transportation Exiting (8% bike, 2 % transit, 5% walk)	15%	0	0	0	0	0	0	0	-1	-2	-1	-2	-1	-2	0	-1	0	-3	0	-3	-1	-3	-1	-1	0	-2	-3	-3	-2
Total accounting for active tranportation		0	0	0	0	0	2	2	4	11	4	11	4	9	2	7	2	14	0	17	7	17	4	3	0	9	17	19	11
Total vehivle trips accounting for Carpooling	1.3	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**3**	**8**	**3**	**8**	**3**	**7**	**2**	**5**	**2**	**11**	**0**	**13**	**7**	**13**	**3**	**3**	**0**	**7**	**13**	**14**	**9**
Peak Hour Enter			**18**		**100%**													**10**		**49%**	**18**		**47%**						
Peak Hour Exit			**0**		**0%**													**11**		**51%**	**21**		**53%**						
Parking		**0**	**8**	**18**	**36**	**47**	**51**	**54**	**53**	**52**	**57**	**52**	**52**	**48**	**47**	**45**	**48**	**42**	**47**	**34**	**30**	**32**	**43**	**43**	**43**	**36**	**23**	**8**	**0**
2035 Increase Ratio	1.66																												
Students entering TOTAL		0	7	25	46	28	13	13	6	18	21	8	8	8	0	10	10	13	13	0	8	38	37	7	0	0	0	0	0
Total Factulty entering			7																	2									
Alternative Transportation entering (9% bike, 3% transit, 11% walk)	23%	0	-3	-6	-11	-6	-3	-3	-1	-4	-5	-2	-2	-2	0	-2	-2	-3	-3	0	-2	-9	-8	-2	0	0	0	0	0
Total SOV subtracting out multimodal trips		0	11	19	36	22	10	10	4	14	16	6	6	6	0	8	8	10	10	2	6	29	28	5	0	0	0	0	0
Total vehivle trips entering accounting for Carpooling	1.3	**0**	**12**	**15**	**28**	**17**	**8**	**8**	**3**	**11**	**12**	**5**	**5**	**5**	**0**	**6**	**6**	**8**	**8**	**2**	**5**	**23**	**22**	**4**	**0**	**0**	**0**	**0**	**0**
2035 Increase Ratio	1.66																												
Students Exiting TOTAL		0	0	0	0	0	4	4	9	21	9	21	8	18	4	14	4	28	0	33	5	34	8	7	0	18	33	37	22
Total Factulty Exiting																					7								2
Alternative Transportation entering (9% bike, 3% transit, 11% walk)	23%	0	0	0	0	0	-1	-1	-2	-5	-2	-5	-2	-4	-1	-3	-1	-6	0	-8	-3	-8	-2	-2	0	-4	-8	-8	-5
Total accounting for active tranportation		0	0	0	0	0	3	3	7	16	7	16	6	14	3	11	3	22	0	25	9	26	6	5	0	14	26	28	18
Total vehivle trips accounting for Carpooling	1.3	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**5**	**12**	**5**	**12**	**5**	**11**	**2**	**8**	**2**	**17**	**0**	**19**	**11**	**20**	**5**	**4**	**0**	**11**	**20**	**22**	**19**
Peak Hour Enter			**27**		**100%**													**16**		**49%**	**28**		**47%**						
Peak Hour Exit			**0**		**0%**													**17**		**51%**	**31**		**53%**						
Parking		0	12	27	**54.39**	71	76	82	80	78	85	78	78	72	70	68	71	63	71	53	47	50	66	66	66	56	36	14	-4

Supplemental Parking Analysis Information

	7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12 noon	12:30 PM	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	8:00 PM	8:30 PM	9:00 PM
Class starting classroom capacity			8	22	34		16		7	15	10		10			12		16			10	36	8					
Class Ending						8	8	8	30			7	3		22		26		12	6	10				22	18	26	
Distribution of classes arrival		4	4																									
			11	11																								
				17	17																							
						8	8																					
								3.5	3.5																			
									7.5	7.5																		
										5	5																	
												5	5															
															6	6												
																	8	8										
																				5	5							
																					18	18						
																						4	4					
Distribution of class departure						3		3		3																		
							3		3		3																	
								3		3		3																
									10		10		10															
												2		2		2												
													1		1		1											
															7		7		7									
																	9		9		9							
																			4		4		4					
																				3	3							
																					5	5						
																									11	11		
																										9	9	
																											13	13

Total Students Enteringing	0	4	15	28	17	8	8	4	11	13	5	5	5	0	6	6	8	8	0	5	23	22	4	0	0	0	0	0
Total Students Exiting	0	0	0	0	0	3	3	6	13	6	13	5	11	2	8	2	17	0	20	3	21	5	4	0	11	20	22	13
Students entering TOTAL	0	4	15	28	17	8	8	4	11	13	5	5	5	0	6	6	8	8	0	5	23	22	4	0	0	0	0	0
Total Factulty entering		5																										
Multimodal entering (8% bike, 2 % transit, 5% walk)	0	-1	-2	-4	-3	-1	-1	-1	-2	-2	-1	-1	-1	0	-1	-1	-1	-1	0	-1	-3	-3	-1	0	0	0	0	0
Total SOV subtracting out multimodal trips	0	8	13	24	14	7	7	3	9	11	4	4	4	0	5	5	7	7	0	4	20	19	3	0	0	0	0	0
Total Vehicles Entering accounting for student, faculty, multimodal	0	8	10	18	11	5	5	2	7	8	3	3	3	0	4	4	5	5	0	3	15	14	3	0	0	0	0	0
Total Vehicles Entering accounting for student, faculty, multimodal, occupancy and absanteeism	**0**	**7**	**8**	**16**	**9**	**4**	**4**	**2**	**6**	**7**	**3**	**3**	**3**	**0**	**3**	**3**	**4**	**4**	**0**	**3**	**13**	**12**	**2**	**0**	**0**	**0**	**0**	**0**
Total Factulty Exiting																				5								
Alternative Transportation Exiting (8% bike, 2 % transit, 5% walk)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-1**	**-2**	**-1**	**-2**	**-1**	**-2**	**0**	**-1**	**0**	**-3**	**0**	**-3**	**-1**	**-3**	**-1**	**-1**	**0**	**-2**	**-3**	**-3**	**-2**
Total accounting for active tranportation		**0**	**0**	**0**	**0**	**3**	**3**	**5**	**11**	**5**	**11**	**4**	**9**	**2**	**7**	**2**	**14**	**0**	**17**	**7**	**18**	**4**	**3**	**0**	**9**	**17**	**19**	**11**
Total Vehicles Exiting accounting for student, faculty, multimodal	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**4**	**9**	**4**	**9**	**3**	**7**	**1**	**5**	**1**	**11**	**0**	**13**	**7**	**14**	**3**	**3**	**0**	**7**	**13**	**14**	**9**
Total Vehicles Exiting accounting for student, faculty, multimodal, occupancy and absanteeism	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**3**	**7**	**3**	**7**	**3**	**6**	**1**	**4**	**1**	**9**	**0**	**11**	**6**	**12**	**3**	**2**	**0**	**6**	**11**	**12**	**7**
Parking Needed for Time Period	**0**	**7**	**15**	**31**	**40**	**43**	**46**	**44**	**43**	**47**	**42**	**42**	**39**	**38**	**37**	**39**	**34**	**39**	**27**	**24**	**25**	**35**	**35**	**35**	**28**	**17**	**5**	**0**

Appendix C

2025 Intersection Traffic Analysis

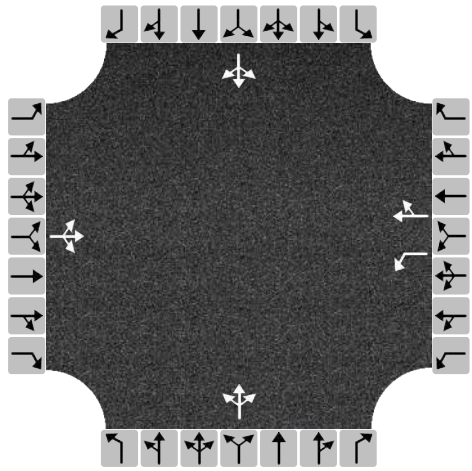
JORGENSEN

HCS All-Way Stop Control Report

General and Site Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	AM
Project Description	
Intersection	Middle School/High School
Jurisdiction	
East/West Street	High School Rd
North/South Street	Middle School Rd
Peak Hour Factor	0.81

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	15	163	81	239	122	89	4	7	11	91	88	19
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	320			295	260		27			244		
Percent Heavy Vehicles	2			2	2		2			2		
Initial Departure Headway, h_d (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.284			0.262	0.232		0.024			0.217		
Final Departure Headway, h_d (s)	5.47			6.34	5.54		6.41			6.09		
Final Degree of Utilization, x	0.486			0.520	0.401		0.048			0.414		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, t_s (s)	3.47			4.04	3.24		4.41			4.09		

Capacity, Delay and Level of Service

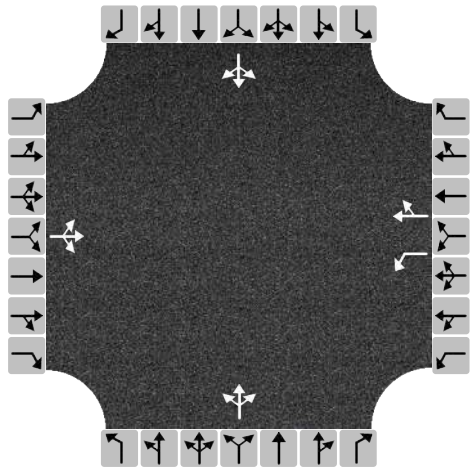
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	320			295	260		27			244		
Capacity (veh/h)	658			567	650		562			591		
95% Queue Length, Q_{95} (veh)	2.7			3.0	1.9		0.2			2.0		
Control Delay (s/veh)	13.5			15.7	11.9		9.7			13.3		
Level of Service, LOS	B			C	B		A			B		
Approach Delay (s/veh) | LOS	13.5	B		13.9	B		9.7	A		13.3	B	
Intersection Delay (s/veh) | LOS	13.6						B					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	AM
Project Description	
Intersection	Middle School/High School
Jurisdiction	
East/West Street	High School Rd
North/South Street	Middle School Rd
Peak Hour Factor	0.81

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	15	163	81	239	108	89	3	7	11	91	88	16
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	320			295	243		26			241		
Percent Heavy Vehicles	2			2	2		2			2		
Initial Departure Headway, h_d (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.284			0.262	0.216		0.023			0.214		
Final Departure Headway, h_d (s)	5.43			6.32	5.49		6.34			6.07		
Final Degree of Utilization, x	0.482			0.518	0.371		0.046			0.406		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, t_s (s)	3.43			4.02	3.19		4.34			4.07		

Capacity, Delay and Level of Service

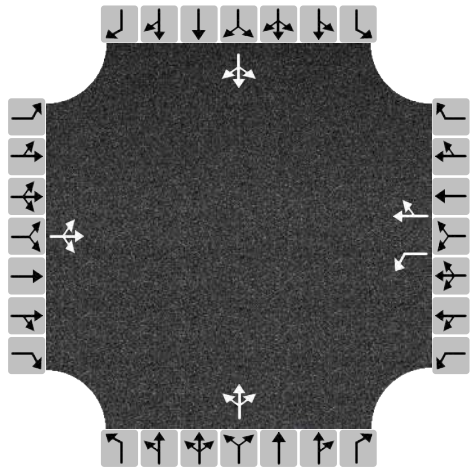
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	320			295	243		26			241		
Capacity (veh/h)	663			570	656		568			594		
95% Queue Length, Q_{95} (veh)	2.6			3.0	1.7		0.1			2.0		
Control Delay (s/veh)	13.4			15.6	11.4		9.6			13.1		
Level of Service, LOS	B			C	B		A			B		
Approach Delay (s/veh) | LOS	13.4		B	13.7		B	9.6		A	13.1		B
Intersection Delay (s/veh) | LOS	13.4						B					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	PM
Project Description	
Intersection	Middle School/High School
Jurisdiction	
East/West Street	High School Rd
North/South Street	Middle School Rd
Peak Hour Factor	0.87

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	14	129	3	71	137	40	5	4	16	78	4	11
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	168			82	203		29			107		
Percent Heavy Vehicles	2			2	2		2			2		
Initial Departure Headway, h_d (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.149			0.073	0.181		0.026			0.095		
Final Departure Headway, h_d (s)	4.73			5.55	4.89		4.82			5.13		
Final Degree of Utilization, x	0.221			0.126	0.276		0.038			0.152		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, t_s (s)	2.73			3.25	2.59		2.82			3.13		

Capacity, Delay and Level of Service

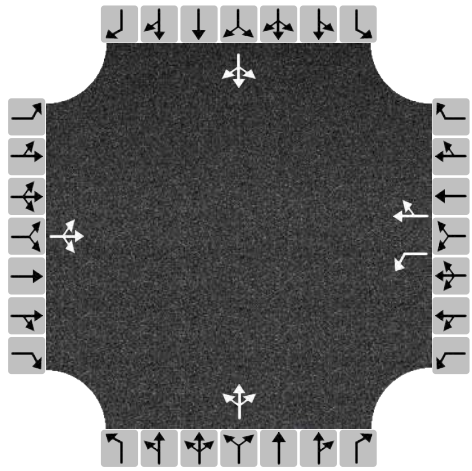
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	168			82	203		29			107		
Capacity (veh/h)	761			649	737		747			702		
95% Queue Length, Q_{95} (veh)	0.8			0.4	1.1		0.1			0.5		
Control Delay (s/veh)	9.1			9.0	9.4		8.0			9.0		
Level of Service, LOS	A			A	A		A			A		
Approach Delay (s/veh) | LOS	9.1	A		9.3	A		8.0	A		9.0	A	
Intersection Delay (s/veh) | LOS	9.1						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	PM
Project Description	
Intersection	Middle School/High School
Jurisdiction	
East/West Street	High School Rd
North/South Street	Middle School Rd
Peak Hour Factor	0.87

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	12	111	3	71	120	40	4	4	16	78	4	9
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	145			82	184		28			105		
Percent Heavy Vehicles	2			2	2		2			2		
Initial Departure Headway, h_d (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.129			0.073	0.163		0.025			0.093		
Final Departure Headway, h_d (s)	4.69			5.51	4.83		4.68			5.04		
Final Degree of Utilization, x	0.189			0.125	0.247		0.036			0.146		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, t_s (s)	2.69			3.21	2.53		2.68			3.04		

Capacity, Delay and Level of Service

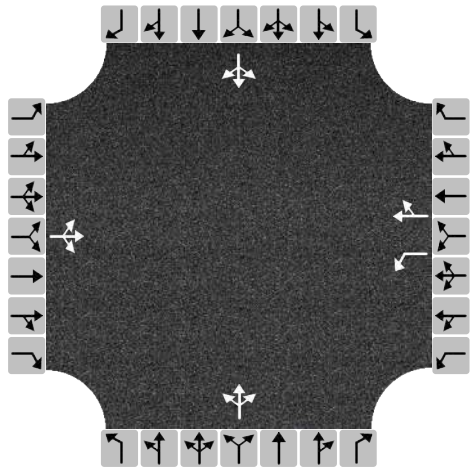
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	145			82	184		28			105		
Capacity (veh/h)	767			653	745		769			714		
95% Queue Length, Q_{95} (veh)	0.7			0.4	1.0		0.1			0.5		
Control Delay (s/veh)	8.8			9.0	9.1		7.9			8.9		
Level of Service, LOS	A			A	A		A			A		
Approach Delay (s/veh) | LOS	8.8	A		9.1	A		7.9	A		8.9	A	
Intersection Delay (s/veh) | LOS	8.9						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	School PM
Project Description	
Intersection	Middle School/High School
Jurisdiction	
East/West Street	High School Rd
North/South Street	Middle School Rd
Peak Hour Factor	0.75

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	17	109	3	21	126	69	14	31	44	61	9	12
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	172			28	260		119			109		
Percent Heavy Vehicles	2			2	2		2			2		
Initial Departure Headway, h_d (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.153			0.025	0.231		0.105			0.097		
Final Departure Headway, h_d (s)	5.04			5.83	5.08		4.99			5.32		
Final Degree of Utilization, x	0.241			0.045	0.367		0.164			0.161		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, t_s (s)	3.04			3.53	2.78		2.99			3.32		

Capacity, Delay and Level of Service

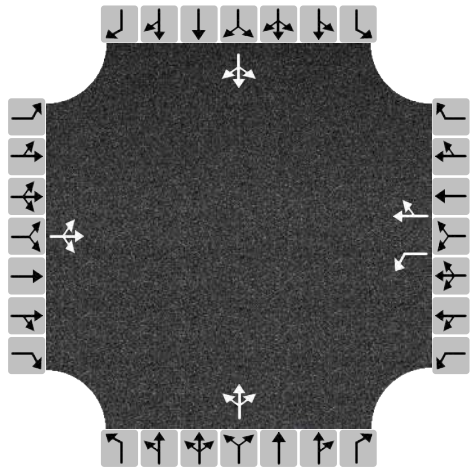
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	172			28	260		119			109		
Capacity (veh/h)	714			618	709		722			677		
95% Queue Length, Q_{95} (veh)	0.9			0.1	1.7		0.6			0.6		
Control Delay (s/veh)	9.6			8.8	10.7		9.0			9.3		
Level of Service, LOS	A			A	B		A			A		
Approach Delay (s/veh) | LOS	9.6	A		10.5	B		9.0	A		9.3	A	
Intersection Delay (s/veh) | LOS	9.8						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	School PM
Project Description	
Intersection	Middle School/High School
Jurisdiction	
East/West Street	High School Rd
North/South Street	Middle School Rd
Peak Hour Factor	0.75

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	15	99	3	21	117	69	13	31	44	59	9	11
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	156			28	248		117			105		
Percent Heavy Vehicles	2			2	2		2			2		
Initial Departure Headway, h_d (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.139			0.025	0.220		0.104			0.094		
Final Departure Headway, h_d (s)	4.99			5.79	5.02		4.89			5.24		
Final Degree of Utilization, x	0.216			0.045	0.346		0.159			0.153		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, t_s (s)	2.99			3.49	2.72		2.89			3.24		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	156			28	248		117			105		
Capacity (veh/h)	721			622	717		736			687		
95% Queue Length, Q_{95} (veh)	0.8			0.1	1.5		0.6			0.5		
Control Delay (s/veh)	9.4			8.8	10.4		8.8			9.2		
Level of Service, LOS	A			A	B		A			A		
Approach Delay (s/veh) | LOS	9.4	A		10.2	B		8.8	A		9.2	A	
Intersection Delay (s/veh) | LOS	9.6						A					

HCS Two-Way Stop-Control Report

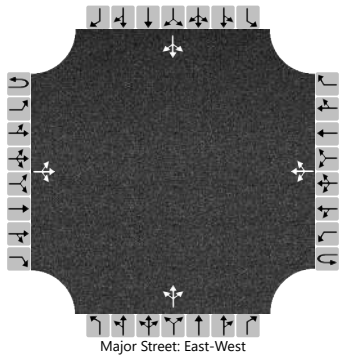
General Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2025
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Corner Creek/High School Rd
Jurisdiction	
East/West Street	High School Road
North/South Street	Corner Creek Lane
Peak Hour Factor	0.81
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		5	178	3		16	93	33		0	0	0		86	0	5
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		6				20					0				112	
Capacity, c (veh/h)		1418				1339					0				552	
v/c Ratio		0.00				0.01									0.20	
95% Queue Length, Q_{95} (veh)		0.0				0.0									0.8	
Control Delay (s/veh)		7.5	0.0	0.0		7.7	0.1	0.1							13.2	
Level of Service (LOS)		A	A	A		A	A	A							B	
Approach Delay (s/veh)	0.2				1.0								13.2			
Approach LOS	A				A								B			

HCS Two-Way Stop-Control Report

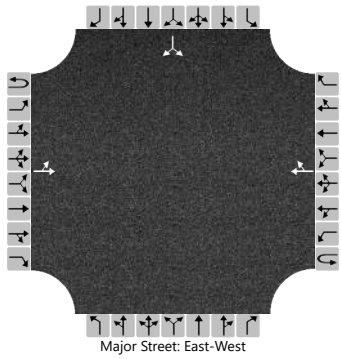
General Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2025
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Corner Creek/High School Rd
Jurisdiction	
East/West Street	High School Road
North/South Street	Corner Creek Lane
Peak Hour Factor	0.81
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		5	178				93	33						86		5
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		6													112	
Capacity, c (veh/h)		1418													638	
v/c Ratio		0.00													0.18	
95% Queue Length, Q_{95} (veh)		0.0													0.6	
Control Delay (s/veh)		7.5	0.0												11.8	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		0.2												11.8		
Approach LOS		A												B		

HCS Two-Way Stop-Control Report

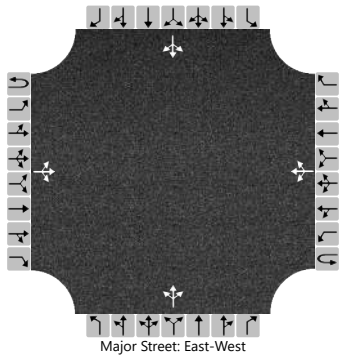
General Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2025
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Corner Creek/High School Road
Jurisdiction	
East/West Street	High School Road
North/South Street	Corner Creek Lane
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		4	104	0		18	89	40		2	0	21		45	0	3
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5				21					27				57	
Capacity, c (veh/h)		1421				1457					888				616	
v/c Ratio		0.00				0.01					0.03				0.09	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1				0.3	
Control Delay (s/veh)		7.5	0.0	0.0		7.5	0.1	0.1			9.2				11.4	
Level of Service (LOS)		A	A	A		A	A	A			A				B	
Approach Delay (s/veh)	0.3				1.0				9.2				11.4			
Approach LOS	A				A				A				B			

HCS Two-Way Stop-Control Report

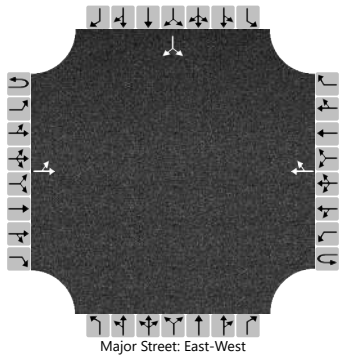
General Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2025
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Corner Creek/High School Road
Jurisdiction	
East/West Street	High School Road
North/South Street	Corner Creek Lane
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		4	104				89	40						45		3
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5													57	
Capacity, c (veh/h)		1421													731	
v/c Ratio		0.00													0.08	
95% Queue Length, Q_{95} (veh)		0.0													0.3	
Control Delay (s/veh)		7.5	0.0												10.3	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		0.3												10.3		
Approach LOS		A												B		

HCS Two-Way Stop-Control Report

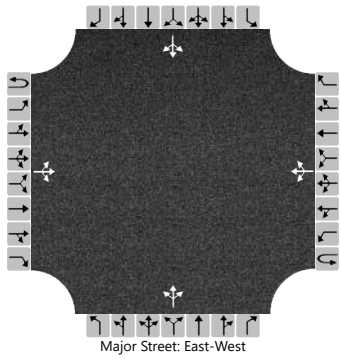
General Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2025
Time Analyzed	School PM
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Corner Creek/High School Road
Jurisdiction	
East/West Street	High School Road
North/South Street	Corner Creek Lane
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		8	96	2		10	115	51		2	0	11		37	0	6
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10				12					16				52	
Capacity, c (veh/h)		1363				1462					858				620	
v/c Ratio		0.01				0.01					0.02				0.08	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1				0.3	
Control Delay (s/veh)		7.7	0.1	0.1		7.5	0.1	0.1			9.3				11.3	
Level of Service (LOS)		A	A	A		A	A	A			A				B	
Approach Delay (s/veh)	0.6				0.5				9.3				11.3			
Approach LOS	A				A				A				B			

HCS Two-Way Stop-Control Report

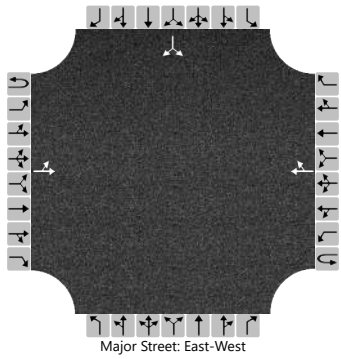
General Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2025
Time Analyzed	School PM
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Corner Creek/High School Road
Jurisdiction	
East/West Street	High School Road
North/South Street	Corner Creek Lane
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		8	96				115	51						37		6
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10													52	
Capacity, c (veh/h)		1363													699	
v/c Ratio		0.01													0.08	
95% Queue Length, Q_{95} (veh)		0.0													0.2	
Control Delay (s/veh)		7.7	0.1												10.6	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		0.6												10.6		
Approach LOS		A												B		

HCS Two-Way Stop-Control Report

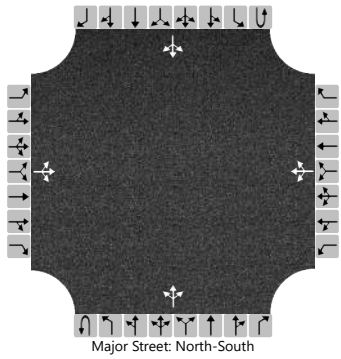
General Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2025
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	South Park Loop/High School
Jurisdiction	
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	4	2		59	8	45		0	90	123		50	70	4
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			11				158			0				70		
Capacity, c (veh/h)			485				569			1481				1255		
v/c Ratio			0.02				0.28			0.00				0.06		
95% Queue Length, Q_{95} (veh)			0.1				1.1			0.0				0.2		
Control Delay (s/veh)			12.6				13.7			7.4	0.0	0.0		8.0	0.5	0.5
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)	12.6				13.7				0.0				3.5			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

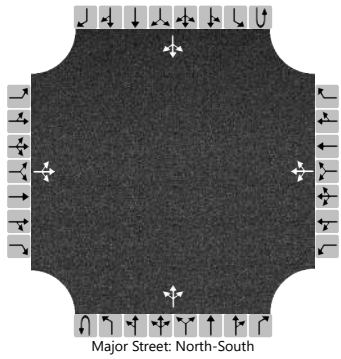
General Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2025
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	South Park Loop/High School
Jurisdiction	
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	4	2		59	8	45		0	90	123		49	70	4
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			11				158			0				69		
Capacity, c (veh/h)			487				572			1481				1255		
v/c Ratio			0.02				0.28			0.00				0.05		
95% Queue Length, Q_{95} (veh)			0.1				1.1			0.0				0.2		
Control Delay (s/veh)			12.6				13.7			7.4	0.0	0.0		8.0	0.5	0.5
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)		12.6				13.7				0.0				3.5		
Approach LOS		B				B				A				A		

HCS Two-Way Stop-Control Report

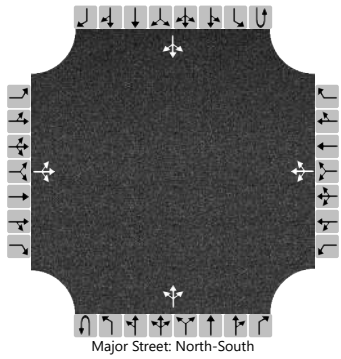
General Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2025
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	South Park Loop/High School
Jurisdiction	
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	15	0		30	13	16		0	86	85		21	50	2
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			18				68			0				24		
Capacity, c (veh/h)			599				702			1537				1370		
v/c Ratio			0.03				0.10			0.00				0.02		
95% Queue Length, Q_{95} (veh)			0.1				0.3			0.0				0.1		
Control Delay (s/veh)			11.2				10.7			7.3	0.0	0.0		7.7	0.1	0.1
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)		11.2				10.7				0.0				2.3		
Approach LOS		B				B				A				A		

HCS Two-Way Stop-Control Report

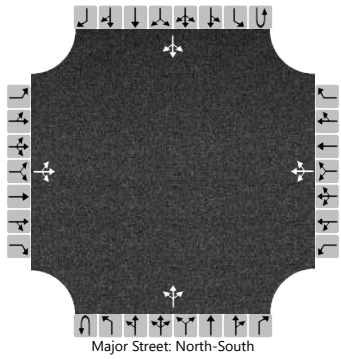
General Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2025
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	South Park Loop/High School
Jurisdiction	
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	15	0		28	13	15		0	86	84		20	50	2
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			18				64			0				23		
Capacity, c (veh/h)			603				704			1537				1372		
v/c Ratio			0.03				0.09			0.00				0.02		
95% Queue Length, Q_{95} (veh)			0.1				0.3			0.0				0.1		
Control Delay (s/veh)			11.2				10.6			7.3	0.0	0.0		7.7	0.1	0.1
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)		11.2				10.6				0.0				2.2		
Approach LOS		B				B				A				A		

HCS Two-Way Stop-Control Report

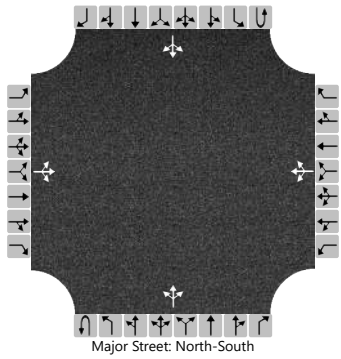
General Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2025
Time Analyzed	School PM
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	South Park Loop/High School
Jurisdiction	
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	6	1		81	3	42		1	62	67		24	64	5
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			10				143			1				27		
Capacity, c (veh/h)			645				751			1514				1429		
v/c Ratio			0.02				0.19			0.00				0.02		
95% Queue Length, Q_{95} (veh)			0.0				0.7			0.0				0.1		
Control Delay (s/veh)			10.7				10.9			7.4	0.0	0.0		7.6	0.2	0.2
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)	10.7				10.9				0.1				2.1			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

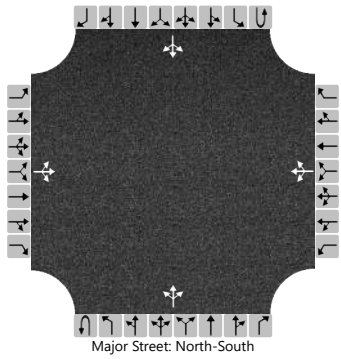
General Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2025
Time Analyzed	School PM
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	South Park Loop/High School
Jurisdiction	
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	6	1		79	3	41		1	62	66		23	64	5
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			10				140			1				26		
Capacity, c (veh/h)			649				754			1514				1431		
v/c Ratio			0.02				0.19			0.00				0.02		
95% Queue Length, Q_{95} (veh)			0.0				0.7			0.0				0.1		
Control Delay (s/veh)			10.6				10.9			7.4	0.0	0.0		7.6	0.1	0.1
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)		10.6				10.9				0.1				2.0		
Approach LOS		B				B				A				A		

HCS Two-Way Stop-Control Report

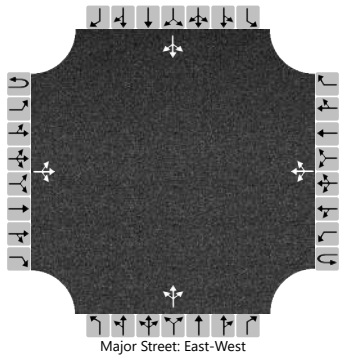
General Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2035
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Corner Creek/High School Rd
Jurisdiction	
East/West Street	High School Road
North/South Street	Corner Creek Lane
Peak Hour Factor	0.81
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		6	217	4		24	113	40		0	0	0		105	0	6
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7				30					0				137	
Capacity, c (veh/h)		1379				1285					0				470	
v/c Ratio		0.01				0.02									0.29	
95% Queue Length, Q_{95} (veh)		0.0				0.1									1.2	
Control Delay (s/veh)		7.6	0.0	0.0		7.9	0.2	0.2							15.8	
Level of Service (LOS)		A	A	A		A	A	A							C	
Approach Delay (s/veh)	0.2				1.2								15.8			
Approach LOS	A				A								C			

HCS Two-Way Stop-Control Report

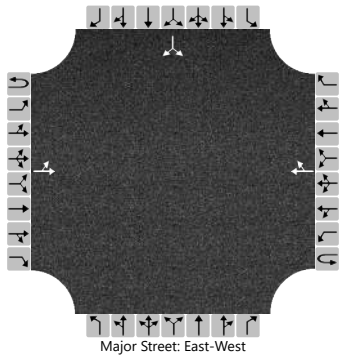
General Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2035
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Corner Creek/High School Rd
Jurisdiction	
East/West Street	High School Road
North/South Street	Corner Creek Lane
Peak Hour Factor	0.81
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		6	217				113	40						105		7
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7													138	
Capacity, c (veh/h)		1379													577	
v/c Ratio		0.01													0.24	
95% Queue Length, Q_{95} (veh)		0.0													0.9	
Control Delay (s/veh)		7.6	0.0												13.2	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		0.3												13.2		
Approach LOS		A												B		

HCS Two-Way Stop-Control Report

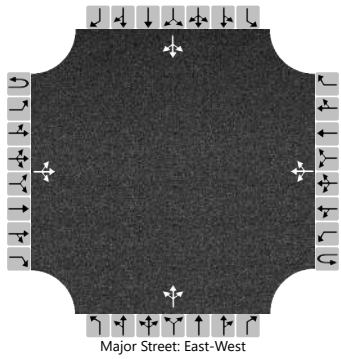
General Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2035
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Corner Creek/High School Road
Jurisdiction	
East/West Street	High School Road
North/South Street	Corner Creek Lane
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		4	126	3		26	108	48		2	0	21		45	0	3
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5				31					27				57	
Capacity, c (veh/h)		1383				1421					847				547	
v/c Ratio		0.00				0.02					0.03				0.10	
95% Queue Length, Q_{95} (veh)		0.0				0.1					0.1				0.3	
Control Delay (s/veh)		7.6	0.0	0.0		7.6	0.2	0.2			9.4				12.3	
Level of Service (LOS)		A	A	A		A	A	A			A				B	
Approach Delay (s/veh)	0.3				1.2				9.4				12.3			
Approach LOS	A				A				A				B			

HCS Two-Way Stop-Control Report

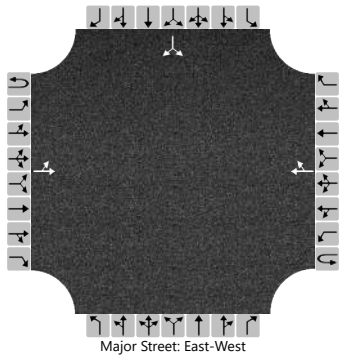
General Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2035
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Corner Creek/High School Road
Jurisdiction	
East/West Street	High School Road
North/South Street	Corner Creek Lane
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		4	126				108	48						55		3
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5													69	
Capacity, c (veh/h)		1383													680	
v/c Ratio		0.00													0.10	
95% Queue Length, Q_{95} (veh)		0.0													0.3	
Control Delay (s/veh)		7.6	0.0												10.9	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		0.3												10.9		
Approach LOS		A												B		

HCS Two-Way Stop-Control Report

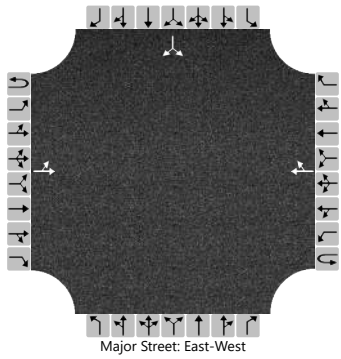
General Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2035
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Corner Creek/High School Rd
Jurisdiction	
East/West Street	High School Road
North/South Street	Corner Creek Lane
Peak Hour Factor	0.81
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		8	268				139	49						129		7
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10													168	
Capacity, c (veh/h)		1330													499	
v/c Ratio		0.01													0.34	
95% Queue Length, Q_{95} (veh)		0.0													1.5	
Control Delay (s/veh)		7.7	0.1												15.8	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)		0.3												15.8		
Approach LOS		A												C		

HCS Two-Way Stop-Control Report

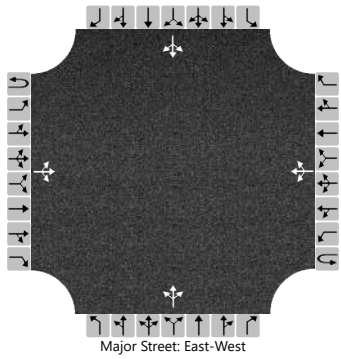
General Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2025
Time Analyzed	School PM
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Corner Creek/High School Road
Jurisdiction	
East/West Street	High School Road
North/South Street	Corner Creek Lane
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		10	117	1		14	140	62		3	0	15		45	0	7
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12				17					22				63	
Capacity, c (veh/h)		1314				1432					806				546	
v/c Ratio		0.01				0.01					0.03				0.12	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1				0.4	
Control Delay (s/veh)		7.8	0.1	0.1		7.5	0.1	0.1			9.6				12.5	
Level of Service (LOS)		A	A	A		A	A	A			A				B	
Approach Delay (s/veh)	0.7				0.6				9.6				12.5			
Approach LOS	A				A				A				B			

Appendix D

2035 Intersection Traffic Analysis

JORGENSEN

HCS Two-Way Stop-Control Report

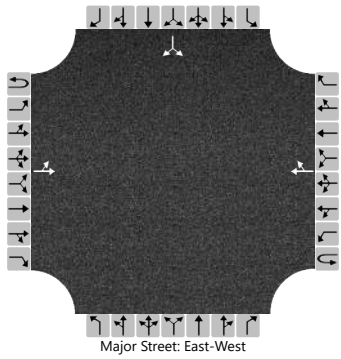
General Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2025
Time Analyzed	School PM
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Corner Creek/High School Road
Jurisdiction	
East/West Street	High School Road
North/South Street	Corner Creek Lane
Peak Hour Factor	0.82
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		10	117				140	62						45		7
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

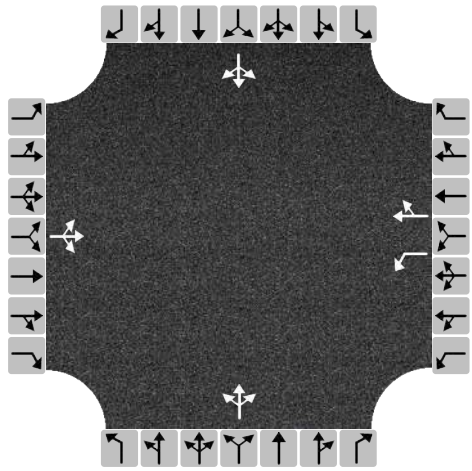
Flow Rate, v (veh/h)		12													63	
Capacity, c (veh/h)		1314													639	
v/c Ratio		0.01													0.10	
95% Queue Length, Q_{95} (veh)		0.0													0.3	
Control Delay (s/veh)		7.8	0.1												11.2	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		0.7												11.2		
Approach LOS		A												B		

HCS All-Way Stop Control Report

General and Site Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2035
Analysis Time Period (hrs)	0.25
Time Analyzed	AM
Project Description	
Intersection	Middle School/High School
Jurisdiction	
East/West Street	High School Rd
North/South Street	Middle School Rd
Peak Hour Factor	0.81

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	18	198	99	291	152	109	5	9	13	110	107	24
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	389			359	322		33			298		
Percent Heavy Vehicles	2			2	2		2			2		
Initial Departure Headway, h_d (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.346			0.319	0.286		0.030			0.264		
Final Departure Headway, h_d (s)	5.96			6.83	6.02		7.24			6.58		
Final Degree of Utilization, x	0.644			0.681	0.539		0.067			0.543		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, t_s (s)	3.96			4.53	3.72		5.24			4.58		

Capacity, Delay and Level of Service

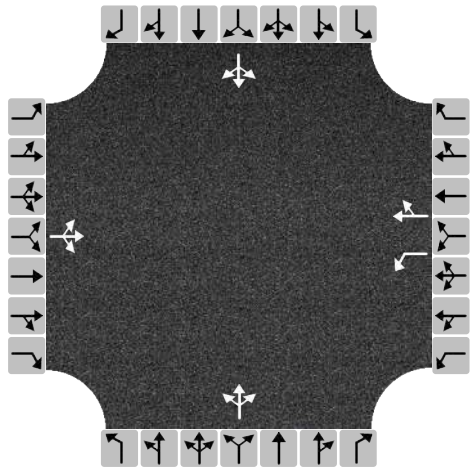
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	389			359	322		33			298		
Capacity (veh/h)	604			527	598		497			547		
95% Queue Length, Q_{95} (veh)	4.6			5.2	3.2		0.2			3.2		
Control Delay (s/veh)	19.1			22.9	15.5		10.8			17.1		
Level of Service, LOS	C			C	C		B			C		
Approach Delay (s/veh) | LOS	19.1	C		19.4	C		10.8	B		17.1	C	
Intersection Delay (s/veh) | LOS	18.6						C					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2035
Analysis Time Period (hrs)	0.25
Time Analyzed	AM
Project Description	
Intersection	Middle School/High School
Jurisdiction	
East/West Street	High School Rd
North/South Street	Middle School Rd
Peak Hour Factor	0.81

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	18	198	99	291	131	109	4	9	13	110	107	20
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	389			359	296		32			293		
Percent Heavy Vehicles	2			2	2		2			2		
Initial Departure Headway, h_d (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.346			0.319	0.263		0.029			0.260		
Final Departure Headway, h_d (s)	5.90			6.79	5.96		7.15			6.54		
Final Degree of Utilization, x	0.638			0.677	0.490		0.064			0.532		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, t_s (s)	3.90			4.49	3.66		5.15			4.54		

Capacity, Delay and Level of Service

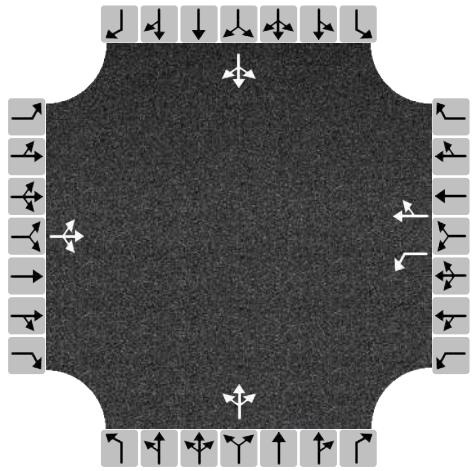
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	389			359	296		32			293		
Capacity (veh/h)	610			530	604		503			550		
95% Queue Length, Q_{95} (veh)	4.5			5.1	2.7		0.2			3.1		
Control Delay (s/veh)	18.7			22.6	14.2		10.6			16.7		
Level of Service, LOS	C			C	B		B			C		
Approach Delay (s/veh) | LOS	18.7	C		18.8	C		10.6	B		16.7	C	
Intersection Delay (s/veh) | LOS	18.1						C					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	PM
Project Description	
Intersection	Middle School/High School
Jurisdiction	
East/West Street	High School Rd
North/South Street	Middle School Rd
Peak Hour Factor	0.87

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	17	162	4	87	170	48	6	5	19	95	4	13
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	210			100	251		34			129		
Percent Heavy Vehicles	2			2	2		2			2		
Initial Departure Headway, h_d (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.187			0.089	0.223		0.031			0.114		
Final Departure Headway, h_d (s)	4.91			5.70	5.04		5.14			5.40		
Final Degree of Utilization, x	0.287			0.158	0.351		0.049			0.193		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, t_s (s)	2.91			3.40	2.74		3.14			3.40		

Capacity, Delay and Level of Service

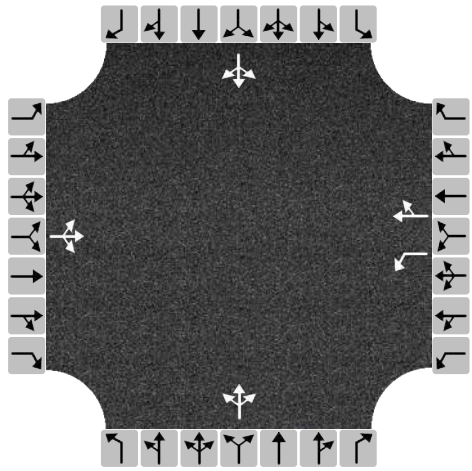
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	210			100	251		34			129		
Capacity (veh/h)	732			632	714		700			667		
95% Queue Length, Q_{95} (veh)	1.2			0.6	1.6		0.2			0.7		
Control Delay (s/veh)	9.9			9.5	10.4		8.4			9.7		
Level of Service, LOS	A			A	B		A			A		
Approach Delay (s/veh) | LOS	9.9	A		10.2	B		8.4	A		9.7	A	
Intersection Delay (s/veh) | LOS	9.9						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	PM
Project Description	
Intersection	Middle School/High School
Jurisdiction	
East/West Street	High School Rd
North/South Street	Middle School Rd
Peak Hour Factor	0.87

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	15	135	3	87	146	48	5	5	19	95	4	11
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	176			100	223		33			126		
Percent Heavy Vehicles	2			2	2		2			2		
Initial Departure Headway, h_d (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.156			0.089	0.198		0.030			0.112		
Final Departure Headway, h_d (s)	4.86			5.64	4.96		4.96			5.26		
Final Degree of Utilization, x	0.237			0.157	0.307		0.046			0.185		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, t_s (s)	2.86			3.34	2.66		2.96			3.26		

Capacity, Delay and Level of Service

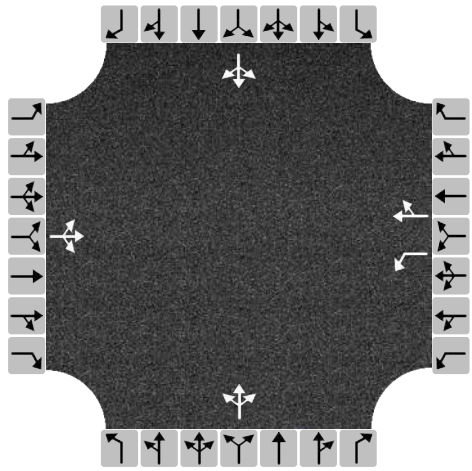
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	176			100	223		33			126		
Capacity (veh/h)	741			638	725		726			684		
95% Queue Length, Q_{95} (veh)	0.9			0.6	1.3		0.1			0.7		
Control Delay (s/veh)	9.4			9.4	9.9		8.2			9.5		
Level of Service, LOS	A			A	A		A			A		
Approach Delay (s/veh) | LOS	9.4	A		9.7	A		8.2	A		9.5	A	
Intersection Delay (s/veh) | LOS	9.5						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	School PM
Project Description	
Intersection	Middle School/High School
Jurisdiction	
East/West Street	High School Rd
North/South Street	Middle School Rd
Peak Hour Factor	0.75

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	20	134	4	25	155	84	18	37	54	72	11	16
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	211			33	319		145			132		
Percent Heavy Vehicles	2			2	2		2			2		
Initial Departure Headway, h_d (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.187			0.030	0.283		0.129			0.117		
Final Departure Headway, h_d (s)	5.37			6.10	5.35		5.39			5.72		
Final Degree of Utilization, x	0.314			0.057	0.474		0.218			0.210		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, t_s (s)	3.37			3.80	3.05		3.39			3.72		

Capacity, Delay and Level of Service

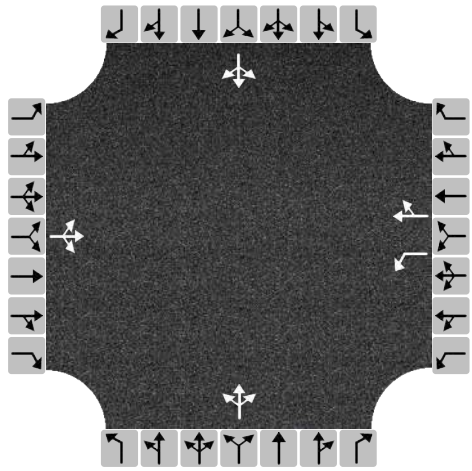
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	211			33	319		145			132		
Capacity (veh/h)	671			590	673		668			630		
95% Queue Length, Q_{95} (veh)	1.3			0.2	2.6		0.8			0.8		
Control Delay (s/veh)	10.8			9.2	12.8		9.9			10.2		
Level of Service, LOS	B			A	B		A			B		
Approach Delay (s/veh) | LOS	10.8	B		12.4	B		9.9	A		10.2	B	
Intersection Delay (s/veh) | LOS	11.2						B					

HCS All-Way Stop Control Report

General and Site Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	School PM
Project Description	
Intersection	Middle School/High School
Jurisdiction	
East/West Street	High School Rd
North/South Street	Middle School Rd
Peak Hour Factor	0.75

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	18	121	3	25	143	84	16	37	54	72	11	14
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	189			33	303		143			129		
Percent Heavy Vehicles	2			2	2		2			2		
Initial Departure Headway, h_d (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.168			0.030	0.269		0.127			0.115		
Final Departure Headway, h_d (s)	5.30			6.04	5.27		5.26			5.60		
Final Degree of Utilization, x	0.279			0.056	0.443		0.208			0.201		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, t_s (s)	3.30			3.74	2.97		3.26			3.60		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	189			33	303		143			129		
Capacity (veh/h)	679			596	683		685			642		
95% Queue Length, Q_{95} (veh)	1.1			0.2	2.3		0.8			0.7		
Control Delay (s/veh)	10.3			9.1	12.1		9.6			10.0		
Level of Service, LOS	B			A	B		A			B		
Approach Delay (s/veh) | LOS	10.3	B		11.8	B		9.6	A		10.0	B	
Intersection Delay (s/veh) | LOS	10.8						B					

HCS Two-Way Stop-Control Report

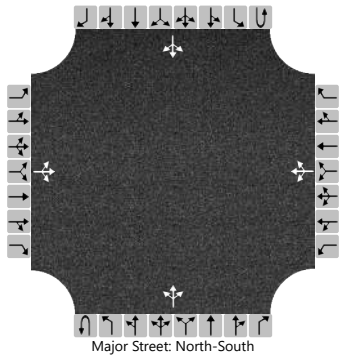
General Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2035
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	South Park Loop/High School
Jurisdiction	
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	4	2		71	9	55		0	110	151		61	86	4
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			11				190			0				86		
Capacity, c (veh/h)			408				495			1453				1185		
v/c Ratio			0.03				0.38			0.00				0.07		
95% Queue Length, Q_{95} (veh)			0.1				1.8			0.0				0.2		
Control Delay (s/veh)			14.1				16.8			7.5	0.0	0.0		8.3	0.6	0.6
Level of Service (LOS)			B				C			A	A	A		A	A	A
Approach Delay (s/veh)		14.1				16.8				0.0				3.7		
Approach LOS		B				C				A				A		

HCS Two-Way Stop-Control Report

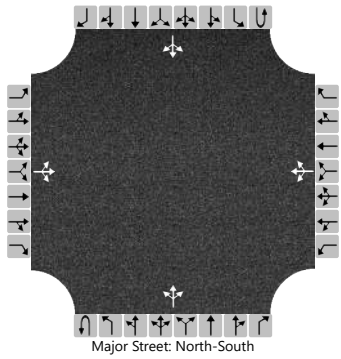
General Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2035
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	South Park Loop/High School
Jurisdiction	
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	4	2		71	9	55		0	110	150		60	86	4
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			11				190			0				85		
Capacity, c (veh/h)			410				497			1453				1187		
v/c Ratio			0.03				0.38			0.00				0.07		
95% Queue Length, Q_{95} (veh)			0.1				1.8			0.0				0.2		
Control Delay (s/veh)			14.0				16.7			7.5	0.0	0.0		8.3	0.6	0.6
Level of Service (LOS)			B				C			A	A	A		A	A	A
Approach Delay (s/veh)	14.0				16.7				0.0				3.7			
Approach LOS	B				C				A				A			

HCS Two-Way Stop-Control Report

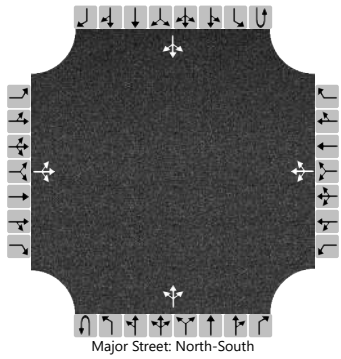
General Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2035
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	South Park Loop/High School
Jurisdiction	
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	19	0		36	16	19		0	86	85		25	61	2
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			23				82			0				29		
Capacity, c (veh/h)			580				677			1521				1370		
v/c Ratio			0.04				0.12			0.00				0.02		
95% Queue Length, Q_{95} (veh)			0.1				0.4			0.0				0.1		
Control Delay (s/veh)			11.5				11.0			7.4	0.0	0.0		7.7	0.2	0.2
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)	11.5				11.0				0.0				2.3			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

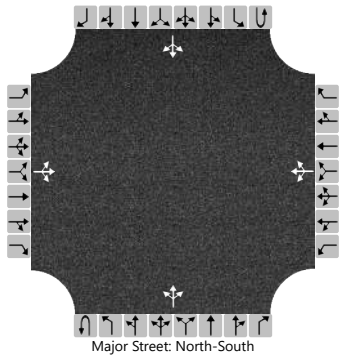
General Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2035
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	South Park Loop/High School
Jurisdiction	
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	19	0		34	16	18		0	105	103		24	61	2
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			23				78			0				28		
Capacity, c (veh/h)			550				647			1521				1322		
v/c Ratio			0.04				0.12			0.00				0.02		
95% Queue Length, Q_{95} (veh)			0.1				0.4			0.0				0.1		
Control Delay (s/veh)			11.8				11.3			7.4	0.0	0.0		7.8	0.2	0.2
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)	11.8				11.3				0.0				2.3			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

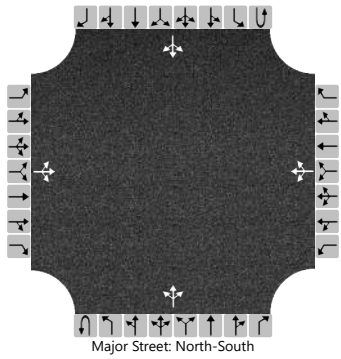
General Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2035
Time Analyzed	School PM
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	South Park Loop/High School
Jurisdiction	
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	8	1		98	4	52		1	75	81		29	79	6
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			14				175			1				33		
Capacity, c (veh/h)			586				699			1491				1393		
v/c Ratio			0.02				0.25			0.00				0.02		
95% Queue Length, Q_{95} (veh)			0.1				1.0			0.0				0.1		
Control Delay (s/veh)			11.3				11.9			7.4	0.0	0.0		7.6	0.2	0.2
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)	11.3				11.9				0.1				2.1			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

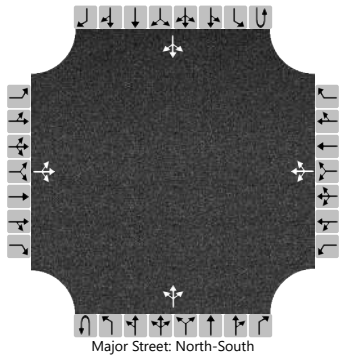
General Information

Analyst	Jorgensen
Agency/Co.	
Date Performed	
Analysis Year	2035
Time Analyzed	School PM
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	South Park Loop/High School
Jurisdiction	
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	8	1		96	4	50		1	75	80		28	79	6
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			14				170			1				32		
Capacity, c (veh/h)			590				701			1491				1394		
v/c Ratio			0.02				0.24			0.00				0.02		
95% Queue Length, Q_{95} (veh)			0.1				1.0			0.0				0.1		
Control Delay (s/veh)			11.2				11.8			7.4	0.0	0.0		7.6	0.2	0.2
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)		11.2				11.8				0.1				2.0		
Approach LOS		B				B				A				A		

Appendix E

Parking Strategies
&
Travel Demand Management Program

JORGENSEN

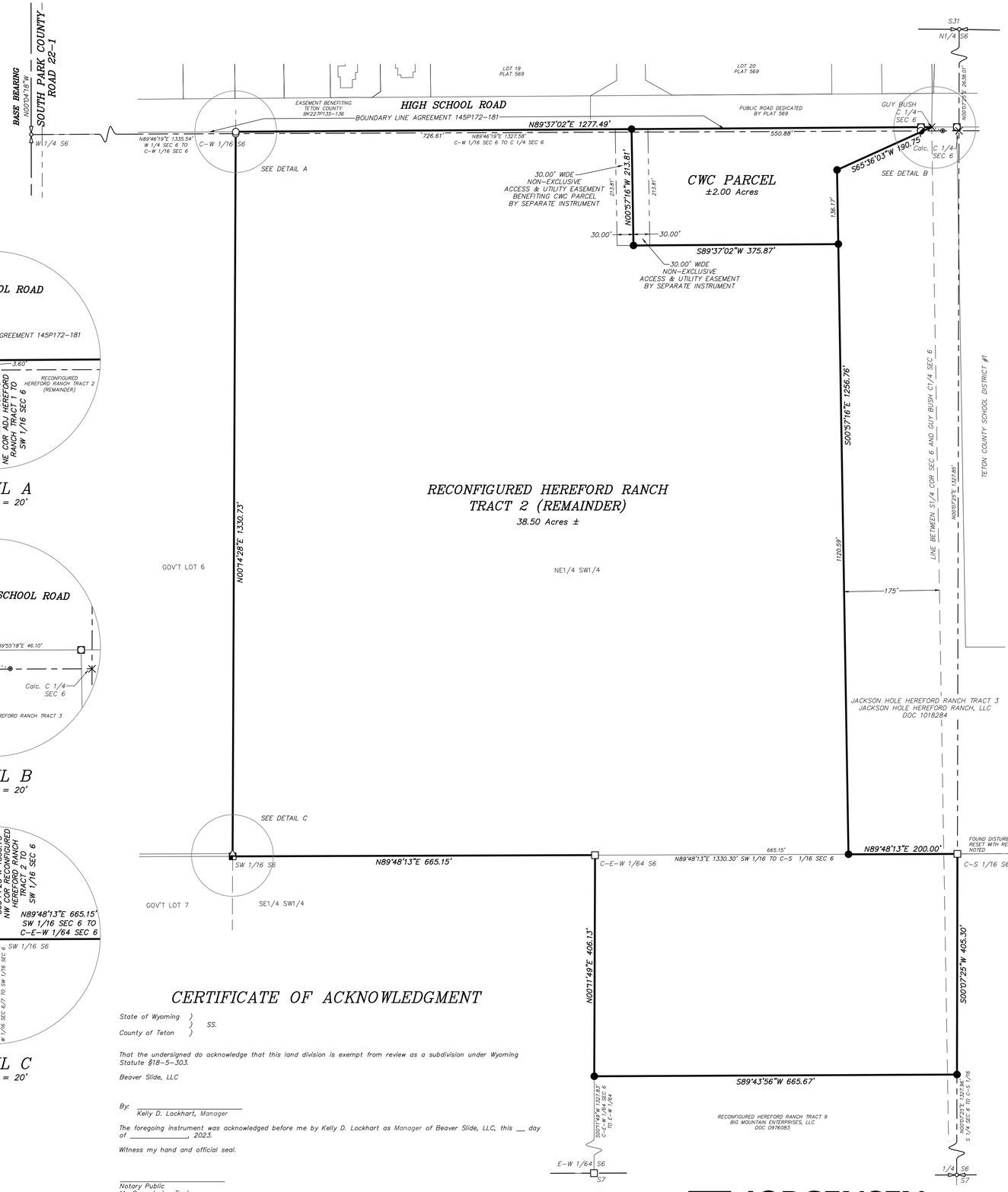
CWC Parking Strategies and Travel Demand Management Program

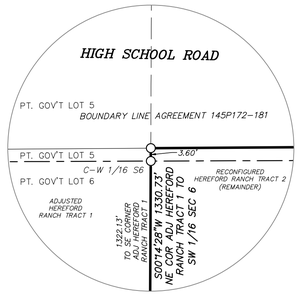
Category	Tier 1	Tier 2	Tier 3	Tier 4
General Description	**CWC Opening Conditions**	**As Built Evaluation and Fees/Incentives**	**Advanced Management Techniques**	**Offsite and Overflow**
Timing	Year 1 of opening Conditions	Should the outcome of the evaluation of Tier 1 result in parking demand issues, proceed to Tier 2.	Should the outcome of the evaluation and implementation strategy of Tier 2 result in parking demand issues, proceed to Tier 3.	Should the outcome of the evaluation and implementation strategy of Tier 3 result in parking demand issues, proceed to Tier 4.
Evaluate	Conduct survey to learn from students, faculty and staff on how to better improve transportation options and to understand preferences and ideal incentives. The CWC is currently organizing a survey in the spring of 2024 to understand ridership and will conduct another survey in the fall of 2024.	Conduct user surveys to learn how to better improve transportation options, understand current transportation patterns, preferences and ideal incentives.	Conduct detailed study to understand how students, faculty and staff are traveling to and from the CWC. This may include a surveys, discussion with the Town, nearby schools, neighborhoods, and START to understand the existing travel and parking conditions and to develop solutions. A CWC parking monitoring study should also be conducted to understand peak hours at the CWC.	Continue long term evaluations to understand trends, identify challenges and solutions.
Partner and Coordination	Continue to work with the Town, County and START as part of the development process.	Continue conversations with the Town and County about relevant developments in the area and transportation solutions; Coordinate with START about bus schedule Talk with High School about available parking during non-peak hours. Coordinate with businesses regarding incentive program. Continued participation in the Teton County Modernizing Mobility for West Jackson	Continue coordination with the Town of Jackson to learn about transportation developments within the area and START.	Continue partnering with the Town of Jackson regarding community transportation improvements. Coordinate with surrounding businesses and property owners about off site parking.
Schedule	CWC has the ability to adjust the class schedule in a manner that can alleviate peak parking needs on site. Utilize dynamic scheduling program to predict parking demands throughout the day.	Conduct a building occupancy and parking occupancy survey once CWC is operational to evaluate “build out” parking behaviors at CWC and assess the need for imposing further scheduling balances and management strategies such as specific fees and incentives.		Consider select classes to be off site during peak hours, where adequate transportation and parking is available.
Infrastructure	Provide adequate parking facilities for vehicles and bikes and connectivity to existing pathway and sidewalk infrastructure.	Incorporate excellent walking facilities, including sidewalk upgrades if needed to allow convenient access to nearby destinations.	Install permanent sensors, on each parking spot to better understand parking utilization throughout to the day and for parking permit enforcement. From the information, adjustments can be made to alleviate parking during peak time periods.	Install parking pedestals where individuals have to pay to park and track parking usage.
Permits	CWC will issue free parking permits to students, faculty and staff to support a balance of parking availability and demand.	Implement parking permit enforcement program to ensure users are appropriately utilizing parking on site is.	Upgrade parking permit system and permit requirements. This may include rotation schedule.	Install parking pedestals where individuals have to pay to park and track parking usage.
Multimodal	Provide promotional information and incentives to students, employees and visitors regarding transit (START), rideshare and taxi services, and bicycling facilities. Educate about the benefits and need for alternative travel modes.	Incentivize multimodal transportation options and provide method for students to record travel mechanism.		
START	Provide incentives for students to use START. CWC has begun conversations with START to identify opportunities for partnerships.	In addition to incentives, work closely with START to develop a bus schedule to encourage additional ridership.	Continue coordination with START to learn about ridership and bus schedule modifications. This may include implementation of an eastbound bus route and stop on High School Road.	Discuss options with START about transportation options between satellite parking and CWC.
Parking	Utilize on-site parking.	Coordinate with Jackson Hole High School for available overflow parking during the evenings and when High School is not in session.	Car share spots: Typically substitutes for 5 personal vehicles reducing 4 parking spaces. Coordinate with local establishments and property owners to find alternative parking for full time staff.	Develop a contingency-based overflow parking plan that indicates where is available nearby if on-site facilities are full, and how and spillover impacts will be addressed. For example, identify where additional parking spaces can be rented if needed. Begin providing offsite parking opportunities including: Public on-street parking supplies - Satellite parking - Private partnerships with nearby entities with parking supplies or entities in the Town of Jackson that are close the Town Shuttle
Incentives	Incentives to utilize START and multimodal options	Incentives could include discounts to local cafes and restaurants using punch cards for utilizing multimodal options among others.	Trip reduction program: cashing out parking spaces. Staff and students are offered, as an example, $50 per month.	

SECTION 5 – TITLE DOCUMENTS

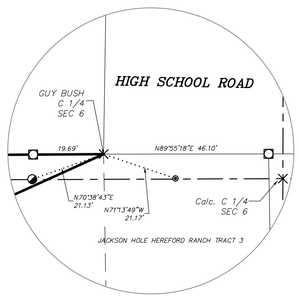
- **EXD MAP OF SURVEY**

- **COVENANTS, CONDITIONS & RESTRICTIONS**

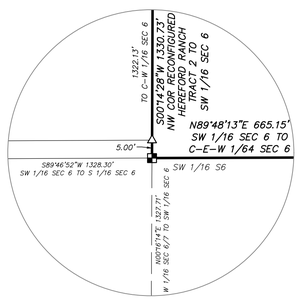




DETAIL A
SCALE: 1" = 20'



DETAIL B
SCALE: 1" = 20'



DETAIL C
SCALE: 1" = 20'

CERTIFICATE OF ACKNOWLEDGMENT

State of Wyoming)
) SS.
County of Teton)

That the undersigned do acknowledge that this land division is exempt from review as a subdivision under Wyoming Statute §18-5-303.

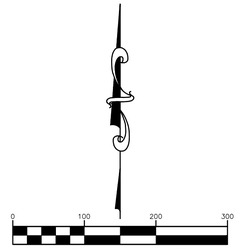
Beaver Slide, LLC

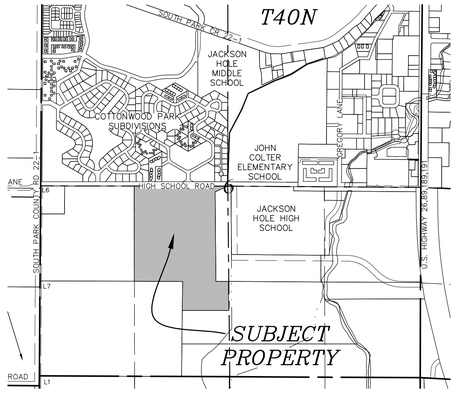
By: _____
Kelly D. Lockhart, Manager

The foregoing instrument was acknowledged before me by Kelly D. Lockhart as Manager of Beaver Slide, LLC, this __ day of _____, 2023.

Witness my hand and official seal.

_____
Notary Public
My Commission Expires:





VICINITY MAP
SCALE: 1" = 1000'

NOTES

The basis of bearings for this survey is N00°04'18"W along the west line of Section 6 between the SW and NW section corners.

LEGEND

⋈	indicates a monument with Land Corner Recordation Certificate of record in the Office of the Clerk of Teton County, Wyoming
◻	aluminum pipe with 3" diameter aluminum cap inscribed "PLS 3831" with other appropriate markings
□	reinforcing steel bar with 3" diameter aluminum cap inscribed "JORGENSEN ASSOCIATES PLS 13002" with other appropriate markings
△	reinforcing steel bar with 2" diameter aluminum cap inscribed "JORGENSEN ASSOCIATES INC. PLS 13002"
⊛	reinforcing steel bar without cap
◒	reinforcing steel bar with 1-1/2" diameter aluminum cap inscribed "NELSON ENGR LS"
○	reinforcing steel bar with 1-1/2" diameter aluminum cap inscribed "NELSON ENGR PLS 6193"
◪	iron pipe with 3" diameter brass cap inscribed "NELSON ENGINEERING PLS 6193 2008" with other appropriate markings
●	reinforcing steel bar with 2" diameter aluminum cap inscribed "JORGENSEN ASSOCIATES INC. PLS 13002" set this survey
×	no monument found or set, depicted for drawing clarity only
———	section line
— — —	sectional subdivision line
———	boundary, subject properties
———	boundary, adjoining property
— - — - —	boundary, road right-of-way
– – – –	boundary, record easement, as noted

CERTIFICATE OF SURVEYOR

I, Matthew P. Gotham, Wyoming Professional Land Surveyor No. 13002 do hereby certify:

that this map was prepared from data collected during field surveys performed under my direction in November & December, 2022; from previous surveys performed by Jorgensen Associates, P.C. and Jorgensen Associates, Inc., and from information of record in the Office of the Clerk of Teton County, Wyoming;

that all corners will be monumented as depicted hereon by March 31, 2023.

that to the best of my belief and knowledge, it correctly represents the that parcel of record described in Document 1004169 in said Office and the exempt land division thereof.

Professional Land Surveyor
MATTHEW P. GOTHAM
LS 13002
Date
WYOMING

Matthew P. Gotham, Wyoming PLS 13002

JORGENSEN
JACKSON, WYOMING 307.733.5150
www.jorgeng.com

MAP OF SURVEY
Central Wyoming College
Exempt Land Division

LOCATED WITHIN
NE1/4SW1/4, PT. GLO Lot 5, Section 6
T.40N., R.116W., 6th P.M.
Teton County, Wyoming

PREPARED BY: MPG MAP PREPARED: 2022-01-05 PROJECT NUMBER: 22070.60

Wyoming Title & Escrow - Jackson
1110 Maple Way
Jackson, Wyoming 83001

GRANTOR: LOCKHART, KELLY
GRANTEE: THE PUBLIC
Doc 1053788 Filed At 16:43 ON 02/06/23
Maureen Murphy Teton County Clerk fees: 134.00
By Corrina Dorman Deputy Clerk

RESTRICTIVE COVENANTS
FOR
CWC PROPERTY

These Restrictive Covenants for CWC Property (the "**Covenants**") are made by Kelly Lockhart and Elizabeth Lockhart (collectively, and subject to the provisions of Section 25, the "**Declarant**") and Beaver Slide LLC, a Wyoming close limited liability company ("**Fee Owner**"), as the owner of the "Property" defined below, and shall be effective as of the date of recordation in the land records of Teton County, Wyoming (the "**Effective Date**").

Preamble

Fee Owner owns the real property legally described in the attached Exhibit "A" (the "**Property**"). Fee Owner is owned by the Declarant. Other entities owned by Declarant own the real property described herein at Exhibit "B" (the "**Benefitted Parcels**"). Declarant and Fee Owner are contemplating the sale of the Property for use as a community college campus and desire to impose certain restrictive covenants on the Property governing the use and development of the Property. Each owner of the Property (other than Fee Owner or Declarant), or any portion thereof (the "**Owner**"), shall, by acceptance of a deed or other conveyance of any portion of the Property, be deemed to have consented and agreed to all of the terms and conditions of these Covenants.

USE AND CONDUCT

1. Development and Use Restriction. The Property shall only be used as the Jackson Campus for Central Wyoming College or other early childhood, primary, secondary or tertiary education. The term "**Jackson Campus for Central Wyoming College**" means (i) a use that is authorized, empowered or required to be performed under or pursuant to the Wyoming Community College System Code, W.S. § 21-18-101 or any successor statute, or regulations adopted thereunder and any post-secondary, community-college, graduate, college, vocational or long-distance education use, which may include the education of high school students and other students at classes for such education or other early childhood, primary, secondary or tertiary education that is conducted by a public entity or private entity, (ii) joint, collective, collaborative or partnership efforts and ventures with public and private parties to perform any of the uses in (i) above, (iii) Owner-authorized public or private parties that perform any of the above, (iv) student services, student recreational activities, outdoor recreation, wilderness skills outdoor education, and leadership training, (v) faculty and staff housing uses, (vi) practicum, clinical classes, laboratories and experimental activities that are accretive to the foregoing, whether or not provided by a public or a private entity, (vii) uses that are ancillary to the foregoing, (viii) community meetings in the buildings on the Property, occasional outdoor fundraising and social events on the Property which outdoor events shall be limited to 5 events per year and capped at 50 people, though one additional event not to exceed 300 people may occur each calendar year (any outdoor events may use amplified sound and shall end by 10:30 pm) and (ix) the use of the Property for any of the foregoing by the Owner's invitees, guests, students, staff, customers, employees and agents (collectively "**Permitted Uses**"). The allowance of a Permitted Use shall not be construed to be an allowance for floor area above the 21,000 square feet of floor area permitted under Section 2.

a. The following is a non-exclusive list of uses which are strictly prohibited on the Property: (i) uses of temporary structures such as trailers, tents, shacks and bully barns, (ii) the use of the Property in a manner that presents a material risk that Hazardous Substances could be spilled onto, leach into or otherwise damage the Property or any adjacent real property, (iii) outdoor sports fields for football, soccer, lacrosse or similar outdoor team sports other than purely intramural competitions among students who take classes that are allowed as part of the Permitted Use, provided, however, that any intramural competitions shall not be lighted or involve amplified sound, (iv) any other use outside of a Building or Mobile Instruction Unit (as defined below) that could constitute a nuisance to neighboring property owners, including without limitation, the Benefited parcels, and (v) the presence of all animals, except for service animals qualified as such under the Americans With Disabilities Act and the periodic (up to 4 times per calendar year) butchering of cattle, provided that cattle are present on the Property for no more than 2 days prior to being butchered and all butchering takes place either within an enclosed structure or Building or within a mobile butchering trailer placed on the Property for no more than 5 days. "**Hazardous Substances**" shall mean all hazardous or toxic materials, substances, pollutants, contaminants, or wastes currently identified as a hazardous substance or waste in the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (commonly known as "CERCLA"), as amended, the Superfund Amendments and Reauthorization Act (commonly known as "SARA"), the Resource Conservation and Recovery Act (commonly known as "RCRA"), or any other similar federal, state or local legislation or ordinances applicable to the Property.

b. It is the intent of the parties to these Covenants that the Permitted Uses shall be conducted within permanent Buildings to the maximum extent practical. To the extent that any Permitted Uses are conducted outside of permanent Buildings meeting the then-applicable building code for commercial or residential structures, as applicable, such activities shall (i) not cause any nuisance or disturbance to neighboring properties, including the Benefited Parcels, by virtue of noise produced, smell or unsightliness, and (ii) be screened or maintained and conducted in a slightly manner, provided, however, that as to "occasional outdoor fundraising and social events on the Property" that are part of the Permitted Use and such events may be conducted within a tent or similar structure which shall not remain on the Property for more than an aggregate of 6 days surrounding an event as necessary to coordinate setup and takedown of the tent or similar structure. All activities conducted within a given Building shall not produce noise that is audible beyond the boundary of the Property.

c. Notwithstanding that any State of Wyoming agency requires or proposes a requirement that the Owner provide any good or service that is authorized, empowered or required to be performed under or pursuant to the Wyoming Community College System Code, W.S. § 21-18-101 or any successor statute, any such use not expressly allowed in these Covenants is prohibited.

2. Site Restrictions. The minimum distance (i.e., setback) between the boundary property line of the Property and any structure or mobile instruction units shall be 15 feet. Construction trailers are permitted during the time period when an active building permit has been approved. Owner shall locate any construction trailers on the northern half of the Property. The maximum floor

area of all Buildings, mobile instructional units, "pole-barns" or other structures that may only have one or two walls and are not fully enclosed, on the Property shall be 21,000 square feet, provided, however, that a temporary construction trailer shall not count towards the 21,000 square foot cap.

The term "floor area" shall mean the area of all floors interior to an enclosed Building that have at least 5 feet of clearance between floor and ceiling. Floor area shall be measured to the exterior face of the structural members of the wall. Roofed architectural recesses and open covered porches are not considered interior to the building. Floor area shall not include any basements. A basement is any story for which the finish floor of the story above is less than 4 feet above finished grade for at least 50% of the perimeter of the story and at no point greater than 10 feet above finished grade. Finished grade means the final elevation of the ground surface after physical development of a Building or other development. The term "finished grade" may also mean natural grade when no terrain alteration is proposed, or where otherwise applicable. Fill which is not necessary to achieve positive drainage or slope stabilization, or which is otherwise proposed clearly to manipulate the measurement of another standard of these Covenants, shall not be considered finished grade

The maximum height of any Building on the Property shall be 38' feet, except for the following, which may exceed that limit: (i) architectural projections such as chimneys, vents and roof-top mechanical equipment, such as HVAC systems, which shall not exceed the maximum height by more than 4 feet, or (ii) antenna used for the reception or broadcast of communication systems. Any third story of a Building must be stepped back 10' from the façade, except that encroachments in the step-back are allowed up to 20% of each overall façade width. The external materials of all physical development shall be non-reflective and the exterior colors of all physical development on the Property shall either be of "earth tone" materials or "traditional ranch colors," which shall include, but not be limited to, shades of grey, red or brown, or simulated barn wood, except for any fencing required under these Covenants, where (i) the colors and general types of materials described on Exhibit "C" are deemed approved, and (ii) to the extent colors or types of materials other than are described on Exhibit "C" are to be used, such colors and materials shall be subject to the prior written approval of Declarant in accordance with the foregoing standards, not to be unreasonably denied; provided, however, that to the extent that any other colors are mandated by any State of Wyoming agency for physical development of the Property, then such other colors shall be permitted. The term "**Building**" means any structure having a roof supported by columns or walls, including any enclosed structure. There shall not be any unshielded light trespass directly projecting from the Property onto adjacent parcels or the Benefitted Parcels, where the parties acknowledge that shielded and properly directed lighting shall be required for parking and exterior areas on the Property, such lighting shall be compliant with best management practices of the International Dark-Sky Association or a similar organization as to such lighting. Erosion on the site shall be controlled at all times. No development of the Property shall cause any increase in peak flow rate or flow velocity across the Property's boundary lines. The design of the Buildings and other improvements on the Property shall be subject to the reasonable approval of the Declarant, not to be unreasonably withheld, provided, however, that the general Building designs described on Exhibit "C" or additional Buildings with similar design characteristics are deemed approved by the Declarant.

Owner, at its expense, shall also install a vegetative buffer on the Property along the south property line, along the inside of the access and utility easements that runs along the west property line, and along the inside of the eastern property line. The vegetative buffer shall be installed prior to issuance of any final certificate of occupancy for any structure on the Property. The vegetative buffer shall consist of tapering age native spruce stands to provide an effective visual screen between the CWC property and adjacent properties. The buffer must provide 90% screening up to a height of 10' and 80% screening above 10' at the time of installation, or a similar species and diameter as approved by Declarant in its sole discretion. Prior to installation of the vegetative buffer, Owner shall provide Declarant with a landscape plan prepared by a licensed landscape architect showing the vegetative buffer for Declarant's approval, which approval shall not be unreasonably withheld so long as the landscape plan satisfies the conditions herein.

Owner shall be solely responsible for installing and maintaining the vegetative buffer in good condition. If any trees or other approved vegetation within the vegetative buffer are deemed dead, diseased, or hazardous, Owner shall timely remove and replace said trees or vegetation at its sole expense. Owner shall also be responsible for all damage and repair to the Required Fencing (as defined below) caused by the vegetative buffer.

3. Fencing. The Owner shall be responsible for the construction and perpetual maintenance and replacement of Required Fencing along the entire Property boundary, with exits along the easements described in the Western Easement referenced in Section 4 below. The term "Required Fencing" means, to the extent permitted by Teton County, (i) so long as livestock are grazed or penned on or along the relevant eastern, western or southern Property boundary or the land surrounding the Property is zoned "suburban" "rural" or a similar category as "Rural-1" "Rural-2" or "Rural-3" as exist under Teton County zoning, 6' tall fencing with woven wire (chain link), wooden posts and three strands of barb wire above the woven wire fence for a total height of 9' along such southern and eastern Property boundaries and along the outside boundary of the access and utility easement running along the western property line (within the Benefitted Parcels and wholly outside of the Property) pursuant to the Western Easement, which fences shall be tied to any existing fencing on such boundaries or in such areas, where such fence shall be of sufficient quality to exclude livestock stock from the Property, and (ii) when livestock are grazed or penned on or along the relevant eastern, western or southern Property, then a fence of at least 6' of materials approved pursuant to the following provision. To the extent that residential development has been constructed adjacent to either the eastern, western or southern Property boundary, then fencing shall be consistent with such residential development. Design and construction of such fence, and any substitute materials, shall be coordinated with, and subject to, Declarant's written approval which shall not be unreasonably withheld. Fencing shall be installed prior to removal of the existing fencing on the CWC Property and prior to any construction or site grading taking place on the Property. Until such time as the fencing contemplated in this section is installed, Owner accepts that Declarant's agricultural operations will continue on the Property (including but not limited to, grazing, irrigating and cultivation of pastures). For the avoidance of doubt, there should be no fencing along the northern boundary line of the Property and Benefitted Parcels abutting the public right-of-way that restricts access to the Property via a multimodal network trail.

4. Easements. Contemporaneously with the recording of these Covenants, an Access and Utility Easement will be recorded in the Teton County, Wyoming real property records encumbering the Property and other portions of land constituting the Benefitted Parcels (the "**Western Easement**").

5. Irrigation Ditches. The Owner, prior to submitting any request for development of the Property to any governmental authority, shall abandon all surface water rights for irrigation of land on the Property. The Owner shall be responsible for the relocation of irrigation ditches on the Property if required for the Owner's development of the Property. Such relocation of the irrigation ditches shall be at the Owner's sole expense and to the Declarant's reasonable satisfaction, with the exclusive criteria for satisfaction being uninterrupted and unaffected historical irrigation flows off the Property for downstream ditch users' water rights to irrigate such downstream areas at the same flow rate and quantity as existed prior to any such relocation with all ditches being piped in concrete pipes on the Property. Prior to any ditch relocation, the Owner shall provide Declarant with an engineer's report as to the relocation design for such irrigation ditches. Until such relocation of irrigation ditches occurs, the Declarant maintains the right to enter the Property to maintain, repair and improve irrigation ditches. Upon the foregoing criteria, the Owner may relocate the irrigation ditches, where such relocation may be to areas within the Benefitted Parcels and wholly outside of the Property, subject to the ability to maintain uninterrupted and unaffected historical irrigation flows.

6. Maintenance. Prior to the construction of improvements, the Owner shall maintain the Property in a garbage, weed and nuisance-free condition. If the Owner fails to maintain the Property as required herein, the Declarant, after 30 days' advance written notice, shall have the right to perform such maintenance on the Owner's behalf without liability, and the costs of such maintenance shall be paid by Owner within 30 days of request by Declarant.

7. Vehicle Parking, Storage, Operation and Repair. No boats, trailers, buses, motorhomes, campers (off-road vehicles), snow mobiles, recreational vehicles, golf carts, industrial or commercial vehicles (both cabs or trailers), abandoned or inoperable vehicles (not displaying a current motor vehicle license plate or which has not been driven on its own power for up to 3 weeks or longer), or other similar vehicles may be parked or stored outside of Buildings, and no repair or maintenance of any of the foregoing may be conducted outside of Buildings. Notwithstanding the foregoing, (i) cars, motorcycles, truck, bicycles and similar vehicles used for the transport of faculty, staff and other users to and from the Property may park on a temporary parking basis on paved parking lots outside of an existing Buildings so long as such parking is related to the provision of Permitted Uses on the Property, and where the Owner can park its owned vehicles for use as permitted herein, which parking may include overnight parking.

8. Mobile Instruction Units. Mobile Instruction Units are defined as structures or vehicles attached to a chassis which are connected to power and may be connected to water and sewer whose primary purpose is to provide space for instruction of Permitted Uses. Mobile Instruction Units must be semi-permanent and are permissible until the earlier to occur of the following: (i) 5 years following the recordation of this Declaration; or (ii) 60 days following the issuance of a certificate of occupancy for the primary educational instruction Building on the Property. The Mobile instruction Units are permitted to allow the Owner the benefit of the Permitted Uses prior to the

completion of permanent structures on the Property, but no longer. Mobile Instruction Units shall count towards the 21,000 sf cap.

9. Garbage & Storage. The Property shall be kept in a clean and orderly fashion. Garbage shall be stored in wildlife-proof containers and screened from view from the adjacent properties. No outdoor storage of any materials (including, but not limited to, debris, trash, building materials, or abandoned vehicles) is permitted provided, however, that (i) temporary construction storage in conjunction with building or remodeling improvements on the Property is permitted during the time period when an building permit from the relevant governmental authority with jurisdiction over the Property is active, (ii) the uses described in Section 7 are permitted in relation to the Jackson Campus for Central Wyoming College, and (iii) a fully enclosed in a structure no larger than 650 sq. ft is permitted for dumpster and similar outdoor maintenance or trash uses. Such trash structure need not be airtight, but must be set back 30' from any Property Line.

10. Nuisance. No noxious or offensive activity shall be carried on upon the Property, nor shall anything be done or placed on the Property which may be or become a nuisance to the Benefitted Parcels. Without limiting the foregoing, no horns, whistles, bells or other sound devices, except security devices used exclusively to protect the security of the Property and persons thereon and such items as are routinely included as safety elements in vehicles, bicycles and similar modes of travel, shall be placed on the Property.

11. Adjacent Uses. The Owner acknowledges that at the time of the recordation of these Covenants, portions of the adjacent property are being used as an active agricultural operation which includes breeding, raising, and feeding livestock and hay production. Inherent in the agricultural operation are noises, odors, lights, and work which can occur at all times of the day or night. The Owner, by taking title to the Property, explicitly acknowledges such uses may constitute a nuisance and waives all rights at law or equity to claim the agricultural uses as nuisance and release and hold the adjacent landowners harmless from any and all claims related in any way to the adjacent agricultural operation.

12. No Mining, Excavating or Drilling. The Property shall not be used for mining, quarrying, drilling, or exploring for or removing geothermal resources, oil, gas, or other hydrocarbons, minerals, crocks, stones, gravel and, topsoil or earth. This section shall not be construed to limit earth disturbing activities for the uses permitted by these Covenants.

RIGHT OF ENTRY REVERSIONARY INTEREST

13. Right of Entry Reversionary Interest. The Declarant reserves a right of entry reversionary interest in the Property, on the following terms and conditions: (a) in the event the Property ceases to be used as the Jackson Campus for Central Wyoming College and its Permitted Uses for a period of 1 year, and (b) subsequent to such 1 year period Declarant sends written notice to the Owner and the Owner does not cause the property to be used (on a substantial and material basis) for the Jackson Campus for Central Wyoming College within 120 days of delivery of such written notice, then upon (i) a written election recorded by Declarant within 12 months of the Owner failing to cure during such 120 day period, and (ii) the Declarant's payment to Owner of the fair market value of the Property at the time of the reversionary interest conveyance, the Owner shall execute

all necessary documentation to re-convey the Property, and all improvements thereon, to the Declarant. The fair market value shall be the sum of:

a. $3,200,000 increased by the percentage increase (rounded to two (2) decimal places), if any, in (A) the Cost of Living Index (hereinafter defined) published for the month of the Effective Date, over (B) the Cost of Living Index published for the month that is two (2) months prior to the date the fair market value is paid;
b. the value (positive or negative) of any improvements on the Property, as to a reasonable use, given all relevant circumstances or cost to be removed, as a may be determined by an independent appraiser; and
c. Less the diminution in value due to (i) encumbrances placed on the Property by CWC after the date the Property is conveyed to CWC or (ii) any conveyance of any portion of the Property by CWC which limits the developable square footage of the Property, as such diminution in value may be determined by an independent appraiser.

The term "**Cost of Living Index**" shall mean the U.S. Department of Labor, Bureau of Labor Statistics, Consumer Price Index for Urban Wage Earners and Clerical Workers, West Urban, All Items, 1982-84 = 100, published by the Bureau of Labor Statistics, U.S. Department of Labor or any successor thereto, or a reasonable successor index. In the event that Declarant does not record such written election within 12 months of the Owner failing to cure within such 120 day period, then Owner shall be deemed to have waived the specific default that gave rise to the right of entry reversionary interest, but the right of entry reversionary interest shall be deemed to continue to exist as to all other aspects of the Property and the use of it as the Jackson Campus for Central Wyoming College. In the event that the Property is vacant, such vacancy shall be deemed to be Permitted Use of the Jackson Campus for Central Wyoming College and an absence of activities on the Property shall not cause Declarant to have any rights in relation to the right of entry reversionary interest.

14. No Subdivision. The Property shall not be subdivided or its dimensions reconfigured in any manner without the prior approval of Declarant.

15. Governmental Exactions; Mitigation Fees. The Owner shall pay, at its sole expense, all monetary exactions and mitigation fees imposed by Teton County or the Town of Jackson (should the Property be annexed) on the Property, and the development thereon.

LANDSCAPING AND CONSTRUCTION

16. Noxious Weeds. The Owner shall be responsible for controlling all noxious weeds on the Property. In the event the Owner fails to do so, Declarant may, after 30 days' advance written notice to the Owner, enter onto the Property to abate any weed issues and shall be entitled to charge the costs of such abatement. In such event, the Owner shall pay, within 30 calendar days of receipt of such written notice, such sums to the Declarant.

17. Landscaping. All plantings shall be plant species native to Teton County, other than gardens or horticultural activities that are part of the Jackson Campus for Central Wyoming College.

18. Construction. Once Owner commences the construction of any Building or other improvement, Owner shall diligently pursue the completion of such structure.

GENERAL

19. Enforcement. Any structure, non-structural improvement, grading, clearing or landscaping placed on the Property in violation of these Covenants shall be deemed nonconforming. Upon written request from the Declarant, the Owner shall, at its own cost and expense, remove such nonconformity and restore the Property to substantially the same condition as existed prior to the nonconforming work. Should an Owner fail to remove and restore the Property as required where the Owner does not commence and reasonably pursue to completion within 60 days of written request by Declarant, the Declarant shall have the right to, at Declarant's sole election: (i) commence an action to cause Owner to comply with its obligations under these Covenants or (ii) enter the Property, remove the violation, and restore the Property to substantially the same condition as previously existed without liability to the Declarant. All costs, together with interest at a rate of 12% per year from the date that is 30 days after demand from payment, shall be paid by Owner to the Declarant within 30 days of receipt of an invoice along with reasonable attorney's fees incurred by Declarant in obtaining such compliance.

DISPUTE RESOLUTION

20. Exclusive Methods of Resolving Disputes; Venue. All parties bound by these Covenants agree that any dispute, claim, cause of action arising out of or relating to the interpretation, application or enforcement of these Covenants shall be resolved using alternative dispute resolution in lieu of filing suit in any court through the processes set forth in Sections 22 and 23, subject however, to those specific rights of enforcement provided in Section 21 below. The sole venue for the mediation and arbitration pursuant to Sections 22 and 23 shall be a mediator or arbitrator practicing in Teton County, and any court action pursuant to Section 21 shall be in Teton County.

21. Items Not Subject to Mandatory Mediation or Arbitration. Temporary restraining orders or equivalent emergency equitable relief, and suits in which an indispensable party is not a party to mediation or arbitration and cannot be joined or made a party to such mediation or arbitration, are not subject to Sections 22 and 23 of these Covenants.

22. Mediation. Parties to these covenants are encouraged to engage in direct negotiations to resolve disputes. Any matter not resolved by such direct negotiations shall be submitted to mediation through a mutually agreeable independent mediation agency providing (or willing to provide) dispute resolution services in Teton County, Wyoming. The timing and format of such mediation shall be determined by the mediator. Any settlement of a claim through mediation shall be documented in writing by the mediator and signed by the parties. If a claim is not settled within 30 days of the submittal to mediation, then the mediator shall issue a notice of termination of mediation setting forth that the parties are at an impasse and the date the mediation was terminated. Each party shall bear its own costs and attorney fees in conjunction with the mediation, and the parties shall the allocate a pro-rata share of the costs of the mediator.

23. Arbitration. Within 20 days of a notice of termination of mediation, any party has the right to pursue such claims through binding arbitration, which is the exclusive remedy other than as set forth in Section 21 above. The arbitration shall be in accordance it the Uniform Arbitration Act as adopted by Wyoming, as may be amended, W.S. § 1-36-101 *et seq.* and shall be limited as follows,

arbitration shall be no more than 3 days, discovery shall be limited to 4 depositions per side, 10 interrogatories, 20 requests for production and 20 requests to admit. Except to the extent provided in the Uniform Arbitration Act as adopted by Wyoming, discovery shall be governed by the Wyoming Rules of Civil Procedure. The arbitration demand shall be submitted in writing to the other parties. Arbitration shall be conducted in Teton County by a single arbitrator. In the event the parties are unable to agree upon an arbitrator, any party may apply to the Teton County District Court to appoint an arbitrator. The award rendered by the arbitrator shall be final and judgment shall be entered upon it in and enforced through the Teton County District Court. The prevailing party shall be entitled to recover from the other party the arbitrator's fees, reasonable attorney's fees, and costs and expenses incurred in bringing the arbitration, including statutory interest. All defenses and claims otherwise available to the parties in any court proceeding under Wyoming law in relation to these Covenants shall be available in arbitration.

MISCELANEOUS

24. Binding Effect; Termination & Right to Enforce. The Property shall be owned, conveyed and used subject to the provisions of these Covenants. These Covenants benefit the Benefitted Parcels, subject to the provisions of this Section. These Covenants shall be binding upon all persons having any right, title or interest in any portion of the Property, their heirs, successors, and assigns. These Covenants shall be enforceable by the Declarant and shall inure and be enforceable by the owner of Benefitted Parcels. These Covenants shall be appurtenant to both the Property and the Benefitted Parcels on the terms of this Section. The Covenants shall run with both the Property and the Benefitted Parcels, shall burden the Property and benefit the Benefitted Parcels, on the terms of this Section.

a. The Benefitted Parcels are made up of +/- 380.1 acres, divided into 11 parcels of land. Such parcels as they as may be further divided as of the time one of events described in Section 24(b) occur, are each referred to as an "**Individual Benefitted Parcel.**" To the extent that any of the events described in Section 24(b) occur as to an Individual Benefitted Parcel, then such Individual Benefitted Parcel shall be deemed to no longer be part of the Benefitted Parcels and the owner or owners of such Individual Benefitted Parcel shall be deemed to have automatically released such Individual Benefitted Parcel from the benefits and burdens of these Covenants.

b. To the extent that any Individual Benefitted Parcel is no longer wholly or partially owned by Kelly Lockhart or Elizabeth Lockhart or any of their lineal descendants, then such Individual Benefitted Parcel shall be deemed to no longer be part of the Benefitted Parcels.

c. Within 15 days of request by the Owner of the Property, the owners of an Individual Benefitted Parcel shall execute and record a statement as to whether any of the foregoing events have occurred, but failure to execute and record such statement shall not affect the validity of the foregoing provisions.

d. Notwithstanding any other provision in these Covenants, to the extent that the area adjacent to the Property has been developed for residential use, the Owner may (i) be annexed into the adjacent neighborhood and subject itself to the covenants governing

such neighborhood, (ii) to the extent annexation is not permitted or approved by the adjacent neighborhood, be subjected to covenants that are substantially similar to that governing the adjacent neighborhood, or (iii) or may remain under these Covenants. In the event of such annexation or covenant imposition meeting the foregoing requirements, these Covenants shall be terminated by Declarant.

e. Separate from the provisions and rights pursuant to Section 24(d), in addition to the provisions of Section 1 and the defined terms "Jackson Campus for Central Wyoming College" and "Permitted Use," in the event that the Owner determines that the Property is no longer usable or sufficient for Owner's use as the Jackson Campus for Central Wyoming College, then Owner may sell or otherwise transfer the Property to a third party for use for (i) early childhood, primary or secondary or (to the extent administered by the State of Wyoming or an agency of the State of Wyoming) tertiary education subject to these Covenants or (ii) residential use in conjunction with being annexed into the adjacent neighborhood and subjected to the covenants governing such neighborhood, or (iii) to the extent annexation is not permitted or approved by the adjacent neighborhood, residential use in conjunction with being subjected to covenants that are substantially similar to that governing the adjacent neighborhood. In the event of such annexation or covenant imposition meeting the foregoing requirements, these Covenants shall be terminated by Declarant.

25. Declarant Rights. Any of the rights or obligations of the Declarant set forth in these Covenants shall automatically be deemed transferred to the single person or entity who holds legal title to the majority of acreage that comprises the Benefitted Parcels, and the rights of the Declarant shall be deemed to automatically transfer to such majority acreage owner and be appurtenant to the owner of the majority of acreage of the Benefitted Parcels, without the need to record any written assignment. The rights of Declarant hereunder will be exercisable solely by such single, majority acreage owner, and any notices or payments by Owner hereunder shall be made solely to such single, majority acreage owner.

26. Severability. If any provision of these Covenants is deemed invalid or unenforceable by a court of competent jurisdiction, such invalidity or unenforceability shall not affect the validity or enforceability of any other provisions in these Covenants.

27. Headings. Article and Section headings contained herein are for informational purposes only and shall not control or affect the meaning or construction of any of the provisions contained herein.

28. Governing Law. These Covenants shall be governed by the laws of Wyoming, without regard to its conflict of law principles.

29. Amendment. These Covenants may be amended by an instrument signed and acknowledged by the Owner and the owners of the Benefitted Parcels.

30. Notices. Notices under these Covenants shall be sent by U.S. Mail, return receipt requested, postage prepaid to the address of record on the County Assessor/Treasurer website, and in the case of the Owner, also: (i) to the following address, Attn: President, Central Wyoming College,

Main Campus, 2660 Peck Ave, Riverton, WY 82501, or such other address as Owner may inform Declarant, and (ii) by e-mail to the President of Central Wyoming College.

[REMAINDER OF PAGE INTENTIONALLY BLANK]

IN WITNESS WHEREOF, the undersigned have executed these Covenants on the date of signature below.

Kelly Lockhart

Kelly Lockhart

STATE OF WYOMING)
) ss
COUNTY OF TETON)

On this 2nd day of FEBRUARY, 2023, before me, the undersigned Notary Public, personally appeared Kelly Lockhart.

S.J. FODOR
NOTARY PUBLIC
STATE OF WYOMING
COMMISSION ID: 152060
MY COMMISSION EXPIRES: 08/16/2028

Notary Public

Elizabeth Lockhart

Elizabeth Lockhart

STATE OF WYOMING)
) ss
COUNTY OF TETON)

On this 2nd day of FEBRUARY, 2023, before me, the undersigned Notary Public, personally appeared Elizabeth Lockhart.

S.J. FODOR
NOTARY PUBLIC
STATE OF WYOMING
COMMISSION ID: 152060
MY COMMISSION EXPIRES: 08/16/2028

Notary Public

IN WITNESS WHEREOF, the undersigned have executed these Covenants on the date of signature below.

Beaver Slide LLC, a Wyoming close limited liability company

By: Kelly Lockhart
Name: Kelly Lockhart
Title: Manager

STATE OF WYOMING)
) ss
COUNTY OF TETON)

On this 2nd day of February, 2023, before me, the undersigned Notary Public, personally appeared Kelly Lockhart, as Manager of Beaver Slide LLC, a Wyoming close limited liability company.

S.J. FODOR
NOTARY PUBLIC
STATE OF WYOMING
COMMISSION ID: 152060
MY COMMISSION EXPIRES: 08/16/2028

Notary Public

EXHIBIT A
Legal Description of Property

A parcel of land lying within the NE1/4SW1/4 and SE1/4NW1/4 of Section 6, T.40N., R.116W., 6th P.M., Teton County, Wyoming, being more particularly described as follows:

BEGINNING at the Guy Bush position for the center one-quarter corner of said Section 6 as shown on map T-313A on file in the Office of the Clerk of Teton County, Wyoming;

THENCE S65°36'03"W, 190.75 feet, along the westerly line of Jackson Hole Hereford Ranch Tract 3 as described in that Quitclaim Deed recorded as doc. no.1018284 in said Office to a point marked by a 5/8"x24" rebar with aluminum cap inscribed "PLS 13002";

THENCE S00°57'16"E, 136.17 feet, continuing along said westerly line to a point marked by a 5/8"x24" rebar with aluminum cap inscribed "PLS 13002";

THENCE S89°37'02"W, 375.87 feet, parallel with that boundary agreement line set forth in doc. no. 0248124 in said Office to a point marked by a 5/8"x24" rebar with aluminum cap inscribed "PLS 13002";

THENCE N00°57'16"W, 213.81 feet, parallel with said westerly line of Jackson Hole Hereford Ranch Tract 3 to a point of intersection with said boundary agreement line, marked by a 5/8"x24" rebar with aluminum cap inscribed "PLS 13002";

THENCE N89°37'02"E, 550.88 feet, along said boundary agreement line to the Point of Beginning.

Said parcel encompasses 2.00 acres, more or less.

The basis of bearings for this description is N00°04'18"W along the west line of said Section 6.

December 12, 2022
Jorgensen Associates, Inc.

TMP 006057

EXHIBIT B
Legal Description & Depiction of the 11 Benefitted Parcels--attached

EXHIBIT "B"
LEGAL DESCRIPTION
OF
RECONFIGURED HEREFORD RANCH TRACT 2 (REMAINDER)

A parcel of land lying within the NE1/4SW1/4, E1/2SE1/4SW1/4, and SE1/4NW1/4 of Section 6, T.40N., R.116W., 6th P.M., Teton County, Wyoming, being more particularly described as follows:

BEGINNING at the SW 1/16 corner of said Section 6, marked by a 3" diameter brass cap inscribed Nelson Engineering PLS 6193";

THENCE N00°14'28"E, 1330.73 feet, along the west line of said NE1/4SW1/4 to the C-W 1/16 corner of said Section 6, marked by a 5/8" rebar with a 1-1/2" diameter aluminum cap inscribed "Nelson Engineering PLS 6193";

THENCE continuing N00°14'28"E, 3.60 feet to an intersection with that boundary agreement line set forth in doc. no. 0248124 in the Office of the Clerk of Teton County, Wyoming, marked by a 5/8" rebar with a 1-1/2" diameter aluminum cap inscribed "Nelson Engineering PLS 6193";

THENCE N89°37'02"E, 726.61 feet, along said boundary agreement line to a point marked by a 5/8"x24" rebar with aluminum cap inscribed "PLS 13002";

THENCE S00°57'16"E, 213.81 feet, parallel with the westerly line of Jackson Hole Hereford Ranch Tract 3 as described in that Quitclaim Deed recorded as doc. no.1018284 in said Office to a point marked by a 5/8"x24" rebar with aluminum cap inscribed "PLS 13002";

THENCE N89°37'02"E, 375.87 feet, parallel with said boundary agreement line to a point on said west line of Jackson Hole Hereford Ranch Tract 3 to a point marked by a 5/8"x24" rebar with aluminum cap inscribed "PLS 13002";

THENCE S00°57'16"E, 1120.59 feet, along said westerly line of Tract 3 to a point of intersection with the south line of said NE1/4SW1/4, marked by a 5/8"x24" rebar with aluminum cap inscribed "PLS 13002";

THENCE N89°48'13"E, 200.00 feet, along said south line of the NE1/4SW1/4 to the C-S 1/16 corner of said Section 6, marked by a 5/8"x24" rebar with aluminum cap inscribed "PLS 13002" driven inside a found 3-1/4" iron pipe;

THENCE S00°07'25"W, 405.30 feet, along the east line of said E1/2SE1/4SW1/4 to a point marked by a 5/8"x24" rebar with aluminum cap inscribed "PLS 13002";

THENCE S89°43'56"W, 665.67 feet to a point of intersection with the west line of said E1/2SE1/4SW1/4, marked by a 5/8"x24" rebar with aluminum cap inscribed "PLS 13002";

THENCE N00°11'49"E, 406.13 feet, along said west line of the E1/2SE1/4SW1/4 to the C-E-W 1/64 corner of Section 6, marked by a 5/8"x24" rebar with aluminum cap inscribed "PLS 13002";

THENCE S89°48'13"W, 665.15 feet, along the south line of said NE1/4SW1/4 to the Point of Beginning.

Said parcel encompasses 38.50 acres, more or less.

The basis of bearings for this description is N00°04'18"W along the west line of said Section 6.

December 12, 2022
Jorgensen Associates, Inc.
P:\2022\22070-CWC-High School Rd\60-Survey\Docs\Legal Descriptions\22070_Tract 2 Remainder Legal Description.docx

TMP 006056

Exhibit B continued

Legal Description for South Beaver Slide Property
PIDN 22-40-16-06-3-00-017

A parcel of land in the S1/2SE1/4 and SE1/4SW1/4 of Section 6 and the N1/2NE1/4 of Section 7, T. 40 N., R. 116 W. 6th P.M., Teton County, Wyoming, being more particularly described as follows:

BEGINNING at the quarter corner common to said Sections 6 and 7;

THENCE along the line common to said Sections 6 and 7, S 89°46'32" W, 666.82 feet to a point;

THENCE departing said common line, N 00°09'13" E, 454.98 feet to a point;

THENCE N 89°29'02" E, 2450.4 feet, more or less, to a point on the thread of Flat Creek,

THENCE along said thread, which is approximated by the following courses:

S 44°45' E, 34.6 feet to a point;
S 61°43' E, 71.0 feet to a point;
S 56°18' E, 55.7 feet to a point;
S 47°28' E, 42.9 feet to a point;
S 25°59' E, 39.2 feet to a point;
S 05°34' E, 15.3 feet to a point;
S 27°36' W, 24.5 feet to a point;
S 01°41' W, 75.5 feet to a point;
S 08°30' W, 67.8 feet to a point;
S 04°02' W, 54.2 feet to a point;
S 01°09' E, 98.2 feet to a point;
S 01°05' E, 144.9 feet to a point;
S 02°21' E, 115.0 feet to a point;

THENCE departing said thread, S 89°20'31" W, 1949.7 feet, more or less, to a point on the north-south center section line of Section 7;

THENCE N00°06'21" W, 292.68 feet to the **POINT OF BEGINNING.**

Said parcel encompasses 40.2 acres more or less.

The base bearing for this description is N 00°06'21" W along the north-south center section line between the center one-quarter corner and the north quarter corner of Section 7, Township 40 North, Range 116 West, 6th P.M., Teton County, Wyoming, per the 2008, boundary survey performed by John Batson, PLS 6193.

This description was written from record data and from said 2008 boundary survey performed by John Batson.

Exhibit B continued

Legal Description of Leeks Canyon Property-PIDN 22-40-16-06-4-00-006

A parcel of land in the N1/2SE1/4 of Section 6 and the NW1/4SW1/4 Section 5, T 40 N., R. 116 W. 6th P.M., Teton County, Wyoming, being more particularly described as follows:

BEGINNING at the SE1/16 corner of said Section 6;

THENCE along the south line of said N1/2SE1/4 S 89°50'16" W, 50.00 feet to a point,

THENCE departing said south line N 00°39'08" W, 373.66 feet to a point on the south line of the High School parcel as shown on that map recorded as T-313C in the Office of the Clerk of Teton County;

THENCE along the south line of said parcel N 89°57'40" E, 118.04 feet to the southeast corner of said parcel;

THENCE along the east line of said parcel N 00°04'31" W, 42.00 feet to a point;

THENCE continuing along said east line N 10°19'24" E, 231.12 feet to a point;

THENCE continuing along said east line N 35°11'39" W, 72.33 feet to a point;

THENCE continuing along said east line N 00°02'35" E, 117.46 feet to a point;

THENCE continuing along said east line N 67°19'59" E, 150.29 feet to a point;

THENCE continuing along said east line N 14°25'31" E, 314.30 feet to a point;

THENCE continuing along said east line N 16°25'24" E, 92.61 feet to a point on the southerly Right-of-Way line of High School County Road No. 22-12;

THENCE along said Right-of-Way line N 89°53'12" E, 961.94 feet to an intersection with the westerly Right-of-Way line of US Highway 26/89/189/191;

THENCE along said highway Right-of-Way line S 01°17'40" E, 110.31 feet to a point of curvature;

THENCE continuing along said highway Right-of-Way line following a non-tangent curve to the left with an arc length of 1164.10 feet, a radius of 7698.40 feet and whose chord bears S 04°30'47" E, a distance of 1163.00 feet to a point of intersection with the south line of said NW1/4SW1/4 of said Section 5;

THENCE along said south line N 87°31'43" W, 21.27 feet to the S1/16 corner common to said Sections 5 and 6;

THENCE along said south line S 89°50'16" W, 1341.42 feet to the **POINT OF BEGINNING.**

Said parcel encompasses 35.1 acres more or less.

The base bearing for this description is N 00°06'21" W along the north-south center section line between the center one-quarter corner and the north quarter corner of Section 7, Township 40 North, Range 116 West, 6th P.M., Teton County, Wyoming, per the 2008, boundary survey performed by John Batson, PLS 6193.

This description was written from record data and from said 2008 boundary survey performed by John Batson.

2/1/2010
Pierson Land Works LLC
08135

Exhibit B continued

Legal Description of Leeks Canyon Property—PIDN 22-40-16-07-2-00-012

A parcel of land in the N1/2NE1/4 of Section 7, T.40 N., R.116 W. 6th P.M., Teton County, Wyoming, being more particularly described as follows:

COMMENCING at the C1/4 corner of said Section 7;

THENCE along the north-south center section line, N 00°06'21" W, 2362.88 feet to the **POINT OF BEGINNING;**

THENCE N 89°20'31" E, 1949.7 feet, more or less, to a point on the thread of Flat Creek;

THENCE along said thread, which is approximated by the following courses:

S 03°15' E, 177.9 feet to a point;
S 04°38' E, 149.1 feet to a point;
S 19°13' W, 75.3 feet to a point;
S 04°17' W, 108.4 feet to a point;
S 05°51' W, 36.7 feet to a point;
S 13°02' W, 90.9 feet to a point;
S 01°01' E, 56.6 feet to a point;
S 04°36' E, 70.5 feet to a point;
S 10°43' W, 29.6 feet to a point;

THENCE departing said thread, S 89°25'02" W, 1914.5 feet, more or less, to a point on the north-south center section line of said section 7;

THENCE along said north-south center section line, N 00°06'21" W, 783.59 feet to the **POINT OF BEGINNING.**

Said parcel encompasses 35.0 acres more or less.

The base bearing for this description is N 00°06'21" W along the north-south center section line between the center one-quarter corner and the north quarter corner of Section 7, Township 40 North, Range 116 West, 6th P.M., Teton County, Wyoming, per the 2008, boundary survey performed by John Batson, PLS 6193.

This description was written from record data and from said 2008 boundary survey performed by John Batson.

Exhibit B continued

Legal Description of Leeks Canyon Property—PIDN 22-40-16-07-2-00-013

A parcel of land in the NE1/4 of Section 7, T.40 N., R.116 W. 6th P.M., Teton County, Wyoming, being more particularly described as follows:

COMMENCING at the C1/4 corner of said Section 7;

THENCE along the north-south center section line, N 00°06'21" W, 1579.29 feet to the **POINT OF BEGINNING;**

THENCE departing said north-south center section line, N 89°25'02" E, 1914.5 feet, more or less, to a point on the thread of Flat Creek;

THENCE along said thread, which is approximated by the following courses:

S 10°43' W, 18.7 feet to a point;
S 08°10' W, 76.1 feet to a point;
S 01°30' E, 107.4 feet to a point;
S 05°57' W, 31.7 feet to a point;
S 30°39' E, 47.9 feet to a point;
S 18°47' E, 54.5 feet to a point;
S 03°45' E, 50.7 feet to a point;
S 18°40' W, 62.8 feet to a point;
S 21°16' E, 6.0 feet to a point;
S 27°45' E, 55.4 feet to a point;
S 16°13' E, 33.0 feet to a point;
S 22°05' W, 15.8 feet to a point;
S 14°55' W, 34.9 feet to a point;
S 40°54' W, 51.4 feet to a point;
S 02°24' W, 27.4 feet to a point;
S 25°28' E, 39.9 feet to a point;
N 79°45' E, 63.2 feet to a point;
S 83°06' E, 31.2 feet to a point;
S 33°25' E, 22.2 feet to a point;
S 21°49' E, 20.0 feet to a point;
S 04°18' E, 60.9 feet to a point;
S 03°29" W, 24.2 feet to a point;

THENCE departing said thread, S 89°19'23" W, 2044.1 feet, more or less, to a point on the north-south center section line of said section 7;

THENCE along said north-south center section line, N 00°06'21" W, 791.58 feet to the **POINT OF BEGINNING.**

Said parcel encompasses 35.2 acres more or less.

The base bearing for this description is N 00°06'21" W along the north-south center section line between the center one-quarter corner and the north quarter corner of Section 7, Township 40 North, Range 116 West, 6th P.M., Teton County, Wyoming, per the 2008, boundary survey performed by John Batson, PLS 6193.

This description was written from record data and from said 2008 boundary survey performed by John Batson.

Exhibit B continued

Leeks Canyon Ranch Property—PIDN 22-40-16-07-1-00-017

A parcel of land in the S1/2NE1/4 of Section 7, T.40 N., R.116 W. 6th P.M., Teton County, Wyoming, being more particularly described as follows:

BEGINNING at the C1/4 corner of said Section 7,

THENCE along the north-south center section line, N 00°06'21" W, 787.71 feet to a point;

THENCE departing said line, N 89°19'23" E, 2044.1 feet, more or less, to a point on the thread of Flat Creek;

THENCE along said thread, which is approximated by the following courses:

S 03°29' W, 24.0 feet, more or less, to a point;
S 21°09' E, 30.6 feet, more or less, to a point;
S 03°00' E, 42.7 feet, more or less, to a point;

THENCE departing said thread, S 13°03'39" W, 459.1 feet, more or less, to a point on the thread of Flat Creek;

THENCE along said thread, which is approximated by the following courses:

S 34°13' E, 59.6 feet, more or less, to a point;
S 14°40' E, 37.1 feet, more or less, to a point;
S 01°50' W, 55.4 feet, more or less, to a point;
S 13°57' W, 126.4 feet, more or less, to a point of intersection on the east-west center section line;

THENCE departing said thread, along said east-west center section line, S 89°48'52" W, 1961.2 feet, more or less, to the **POINT OF BEGINNING.**

Said parcel encompasses 36.5 acres more or less.

The base bearing for this description is N 00°06'21" W along the north-south center section line between the center one-quarter corner and the north quarter corner of Section 7, Township 40 North, Range 116 West, 6th P.M., Teton County, Wyoming, per the 2008, boundary survey performed by John Batson, PLS 6193.

This description was written from record data and from said 2008 boundary survey performed by John Batson.

Exhibit B continued

Legal Description of Leeks Canyon Ranch Property—PIDN 22-40-16-05-3-00-013

A parcel of land in the SW1/4SW1/4 of Section 5, SE1/4SE1/4 of Section 6, NE1/4NE1/4 of Section 7 and the NW1/4NW1/4 of Section 8, T. 40 N., R. 116 W. 6th P.M., Teton County, Wyoming, being more particularly described as follows:

BEGINNING at a point of curvature (PC) at Station 249+50.59 on the westerly Right-of-Way line of US Highway 26/87/189/191 as shown on that map recorded as T-302C in the Office of the Clerk of Teton County Wyoming, from which the corner common to Sections 5, 6, 7 & 8 bears S56°53'56" W, 337.23;

THENCE along said westerly Right-of-Way line, S 17°36'07" E, 211.07 feet to the northeast corner of Tract A as described in Book 134 of Photo, page 664-666;

THENCE along the northerly boundary line of said Tract, N 87°23'09" W, 294.78 feet to the northwest corner of said Tract;

THENCE along the westerly boundary line of said tract, S 02°36'11" E, 395.80 feet to the southwest corner of said Tract;

THENCE S 60°01'15" W, 937.5 feet, more or less, to a point on the thread of Flat Creek;

THENCE along said thread, which is approximated by the following courses:

THENCE N 13°02' E, 46.4 feet to a point;
THENCE N 05°51' E, 36.7 feet to a point;
THENCE N 04°17' E, 108.4 feet to a point;
THENCE N 19°13' E, 75.3 feet to a point;
THENCE N 04°38' W, 149.1 feet to a point;
THENCE N 03°15' W, 177.9 feet to a point;
THENCE N 02°21' W, 115.0 feet to a point;
THENCE N 01°05' W, 144.9 feet to a point;
THENCE N 01°09' W, 98.2 feet to a point;
THENCE N 04°02' E, 54.2 feet to a point;
THENCE N 08°30' E, 67.8 feet to a point;
THENCE N 01°41' E, 75.5 feet to a point;
THENCE N 27°36' E, 24.5 feet to a point;
THENCE N 05°34' W, 15.3 feet to a point;
THENCE N 25°59' W, 39.2 feet to a point;
THENCE N 47°28' W, 42.9 feet to a point;
THENCE N 56°18' W, 55.7 feet to a point;
THENCE N 61°43' W, 71.0 feet to a point;
THENCE N 44°45' W, 69.3 feet to a point;
THENCE N 28°52' W, 69.7 feet to a point;
THENCE N 33°54'W, 25.1 feet to a point;
THENCE N 29°25' W, 58.8 feet to a point;
THENCE N 32°10' W, 119.9 feet to a point;
THENCE N 25°52' W, 80.1 feet to a point;
THENCE N 23°31' W, 72.5 feet to a point;

GRANTOR: HEREFORD CAPITAL CO LLC
GRANTEE: LEEKS CANYON RANCH LLC
Doc 0906227 bk 921 pg 810-811 Filed At 11:54 ON 06/06/16
Sherry L. Daigle Teton County Clerk fees: 15.00
By Mary Smith Deputy

THENCE N 16°41' W, 22.8 feet to a point;
THENCE N 22°23' W, 34.3 feet to a point;
THENCE N 06°05' W, 39.6 feet to a point;
THENCE N 09°37' W, 37.8 feet to a point;
THENCE N 30°33' W, 49.8 feet to a point;
THENCE N 69°04' W, 59.9 feet to a point;
THENCE N 78°17' W, 42.5 feet to a point;
THENCE S 82°36' W, 57.7 feet to a point;
THENCE N 42°17' W, 37.1 feet to a point;

THENCE departing said thread N 89°18'31" E, 1399.0 feet, more or less, to a point on the westerly Right-of-Way line of U.S. Highway 26/89/189/191, being a point on a non-tangent curve concave to the east, and bearing S 79°56'57" W from the radius point of said curve;

THENCE along said westerly Right-of-Way line, following said non-tangent curve to the left with an arc length of 946.91 feet, a radius of 7698.40 fee and whose chord bears S 14°04'28" E, a distance of 946.31 feet to the POINT OF BEGINNING.

Said parcel encompasses 39.1 acres more or less.

The base bearing for this description is N 00°06'21" W along the north-south center section line between the center one-quarter corner and the north quarter corner of Section 7, Township 40 North, Range 116 West, 6th P.M, Teton County, Wyoming, per the 2008, boundary survey performed by John Batson, PLS 6193.

This description was written from record data and from said 2008 boundary survey performed by John Batson.

Exhibit B continued

Legal Description of Lockharts Property—PIDN 22-40-16-08-2-00-004

That part of the NW¼NW¼ of Section 8, T40N, R116W, Teton County, Wyoming being part of that tract of record in the Office of the Clerk of Teton County in Book 63 of Photo on pages 163-165 described as follows:

BEGINNING at a point, S87°-23 7'E, 52.00 feet from the northwest corner of the said Section 8 as described in the Certified Land Corner Recordation Certificate of record in said Office,
thence S87°-23 7'E, 120.00 feet to a point on the center-line of an existing roadway;
thence continuing S87°-23 7'E, 174.78 feet to a point on the westerly right-of-way line of State Highway 26-89-189-191, S17°-37.5'E, 211.10 feet from Wyoming Highway Department Station P.C. 249+46.62;
thence S17°-37.5'E, 385.27 feet along the said westerly right-of-way line to a point, N17°-37.5'W, 253 80 feet from Wyoming Highway Department Station P.T. 241+00.44;
thence S87°-51.0'W, 393.51 feet to a point;
thence N02°-35.5'W, 180.00 feet to a point;
thence continuing N02°-35.5'W, 215.76 feet to the POINT OF BEGINNING;

ENCOMPASSING an area of 3.01 acres, more or less;

TOGETHER with a right of ingress and egress across the following described roadway:
A strip of land sixty (60) feet in width being part of the NW¼NW¼ of said Section 8 and the SW¼SW¼ of Section 5, T40N, R116W, Teton County, Wyoming being part of that tract of record in said Office in Book 63 of Photo on pages 163-165 with the center-line described as follows:

BEGINNING at a point on the north line of the foregoing tract, S87°-23.7'E, 172.00 feet from the northwest corner of said Section 8, and S87°-23.7'E, 120.00 feet from the northwest corner of said foregoing tract;

Description for Kelly and Elizabeth Lockhart from R. Bruce Porter Estate

Tract A

thence N04°-23.3'E, 133.08 feet to a point;
thence Northeasterly, 140.75 feet along a circular curve to the right through a central angle of 64°-55' and radius of 124 23 feet to a point,
thence N69°-18 3'E, 55 78 feet to a point within the right-of-way of said State Highway 26-89-191-189, N51°-20 5'E, 402 30 feet from the said northwest corner of Section 8; the said easement to be prolonged or shortened to meet at angle-point intersections at the north line of the foreging tract and within the said right-of-way;
the base bearing for this description is the west line of the NW¼ of said Section 8 being S00°-15'E,

each "point" marked by a steel T-shaped stake 24" long with metal cap inscribed "PAUL N SCHERBEL RLS164 SURVEY POINT",

each "station" marked by a 6"x6" concrete post with brass marked inscribed "STATE HIGHWAY DEPT R O W MARKER" and appropriate details,

all in accordance with the plat prepared and to be filed in said Office titled "PLAT TO ACCOMPANY LOT DIVISION APPLICATION FOR R BRUCE PORTER ESTATE KELLY & ELIZABETH LOCKHART BEING PART OF NW¼NW¼ SECTION 8 N½NE¼ SECTION 7 T40N R116W TETON COUNTY, WYOMING" dated 16 June 1982 and revised 28 October 1982, consisting of two sheets

Exhibit B continued

Legal Description of Crane Creek Property—PIDN 22-40-16-07-1-00-015

A parcel of land in the E1/2NE1/4 of Section 7 and the W1/2NW1/4 of Section 8, T 40 N , R. 116 W. 6th P.M., Teton County, Wyoming, being more particularly described as follows:

BEGINNING at the southeast corner of that Tract A recorded in Book 134 of Photo Page 664-666, being part of the original westerly Right-Of-Way line of US Highway 26/89/189/191, and being coincident with that easterly line of that Right-Of-Way easement recorded in Book 361 of Photo, Page 806-807, from which the corner common to Sections 5, 6, 7 & 8 bears N 50°18'36" W, 601.64 feet;

THENCE along the westerly line of said original Highway Right-of-Way and easterly line of said Right-of-Way easement S 17°34'05" E, 253.56 feet to a point;

THENCE continuing along said westerly Right-of-Way following a non-tangent curve to the right with an arc length of 1048.41 feet, a radius of 11194.90 feet and whose chord bears S 14°54'55" E, a distance of 1048.07 feet to a point;

THENCE departing said Right-of-Way line S 88°15'17" W, 1562.5 feet, more or less, to a point a point on the thread of Flat Creek;

THENCE along said thread, which is approximated by the following courses:

THENCE N 02°24'E, 10.5 feet more or less, to a point;
THENCE N 40°54' E, 51.4 feet, more or less, to a point;
THENCE N 14°55' E, 34.9 feet, more or less, to a point;
THENCE N 22°05' E, 15.8 feet, more or less, to a point;
THENCE N 16°13' W, 33.0 feet, more or less, to a point;
THENCE N 27°45' W, 55.4 feet, more or less, to a point;
THENCE N 21°16' W, 6.1 feet, more or less, to a point;
THENCE N 18°40' E, 62.8 feet, more or less, to a point;
THENCE N 03°45' W, 50.8 feet, more or less, to a point;
THENCE N 18°47' W, 54.5 feet, more or less, to a point;
THENCE N 30°39' W, 47.9 feet, more or less, to a point;
THENCE N 05°57' E, 31.7 feet, more or less, to a point;
THENCE N 01°30' W, 107.4 feet, more or less, to a point;
THENCE N 08°10' E, 76.1 feet, more or less, to a point;
THENCE N 10°43' E, 48.3 feet, more or less, to a point;
THENCE N 04°36' W, 70.5 feet, more or less, to a point;
THENCE N 01°01' W, 56.6 feet, more or less, to a point;
THENCE N 13°02' E, 44.5 feet, more or less, to a point;

THENCE departing said thread N 60°01'15" E, 937.5 feet, more or less, to the southwest corner of said Tract A;

THENCE along the southerly line of said Tract A, N 87°51'24" E, 393.38 feet to the **POINT OF BEGINNING.**

Said parcel encompasses 36.1 acres more or less.

The base bearing for this description is N 00°06'21" W along the north-south center section line between the center one-quarter corner and the north quarter corner of Section 7, Township 40 North, Range 116 West, 6th P.M., Teton County, Wyoming, per the 2008, boundary survey performed by John Batson, PLS 6193.

Exhibit B continued

Legal Description of Buckrake Property—PIDN 22-40-16-07-1-00-016

A parcel of land in the SE1/4NE1/4 of Section 7 and the SW1/4NW1/4 of Section 8, T 40 N., R. 116 W. 6th P.M., Teton County, Wyoming, being more particularly described as follows:

BEGINNING at the 1/4 corner common to said Sections 7 and 8;

THENCE along the E-W center section line of said Section 7, S 89°48'52" W, 710.3 feet, more or less, to a point on the thread of Flat Creek;

THENCE along said thread approximated by the following courses:

THENCE N 13°57' E, 126.4 feet, more or less, to a point;
THENCE N 01°50' E, 55.4 feet, more or less, to a point;
THENCE N 14°40' W, 37.1 feet, more or less, to a point;
THENCE N 34°13' W, 59.6 feet, more or less, to a point;

THENCE departing said thread, N 13°03'39" E, 459.1 feet, more or less, to a point on the thread of Flat Creek;

THENCE along said thread approximated by the following courses:

THENCE N 03°00' W, 42.7 feet, more or less, to a point;
THENCE N 21°09' W, 30.6 feet, more or less, to a point;
THENCE N 03°29' E, 48.2 feet, more or less, to a point;
THENCE N 04°18' W, 60.9 feet, more or less, to a point;
THENCE N 21°49' W, 20.0 feet, more or less, to a point;
THENCE N 33°25' W, 22.2 feet, more or less, to a point;
THENCE N 83°06' W, 31.2 feet more or less, to a point;
THENCE S 79°45' W, 63.2 feet, more or less, to a point;
THENCE N 25°28' W, 39.9 feet, more or less, to a point;
THENCE N 02°24' E, 16.9 feet, more or less, to a point;

THENCE departing said thread, N 88°15'17" E, 1562.5 feet, more or less, to a point on the westerly Right-of-Way line of U.S. Highway 26/89/189/191, being coincident with the easterly line of that Right-of-Way line easement recorded in Book 361 of Photo, Page 800-801 in the Office of the Clerk of Teton County, Wyoming, being a point on a curve concave to the west, and bearing N 77°46'04" E from the radius point of said curve;

THENCE along said original westerly Right-of-Way line and easterly line of said Right-of-Way easement, following a curve to the left with an arc length of 28.81 feet, a radius of 11194.90 feet and whose chord bears S 12°09'30" E, a distance of 28 81 feet to a point of tangency (PT);

THENCE continuing along said Right-of-Way line S 12°05'05" E, 175.90 feet to a point of curvature (PC);

THENCE continuing along said Right-of-Way line following a curve to the left with an arc length of 881.07 feet, a radius of 11315.03 feet and whose chord bears S 14°18'56" E, a distance of 880.84 feet to a point of intersection south line of said SW1/4NW1/4 of Section 8;

THENCE departing said westerly Right-of-Way line along said south line of the SW1/4NW1/4 of Section 8, N 88°04'54" W, 1061 55 feet to the **POINT OF BEGINNING**

Said parcel encompasses 36 8 acres more or less

The base bearing for this description is N 00°06'21" W along the north-south center section line between the center one-quarter corner and the north quarter corner of Section 7, Township 40 North, Range 116 West, 6th P M , Teton County, Wyoming, per the 2008, boundary survey performed by John Batson, PLS 6193

This description was written from record data and from said 2008 boundary survey performed by John Batson

Exhibit B continued

Legal Description for Big Mountain Property—PIDN 22-40-16-05-3-00-014

A parcel of land in the SW1/4SW1/4 of Section 5 and the E1/2SE1/4SW1/4 and S1/2SE1/4 of Section 6, T. 40 N., R. 116 W. 6th P.M., Teton County, Wyoming, being more particularly described as follows:

BEGINNING at the SE1/16th corner of said Section 6,

THENCE along the north line of said S1/2SE1/4 of said Section 6, N 89°50'16" E, 1341.42 feet to the S1/16th corner common to said Sections 5 and 6;

THENCE along the north line of said SW1/4SW1/4 of section 5, S 87°31'43" E, 21.27 feet to a point on the westerly right-of-way line of U.S. Highway 26/89/189/191, being a point on a non-tangent curve concave to the east, and bearing S 81°09'45" W from the radius point of said curve;

THENCE along said westerly right-of-way, following said non-tangent curve to the left with an arc length of 229.20 feet, a radius of 7698.40 feet and whose chord bears S 09°41'52" E, a distance of 229.19 feet to a point;

THENCE departing said westerly right-of-way, S 89°18'31" W, 1399.0 feet, more or less, to a point on the thread of Flat Creek;

THENCE along said thread, which is approximated by the following courses:

S 42°17' E, 37.1 feet to a point;
N 82°36' E, 57.7 feet to a point;
S 78°17' E, 42.5 feet to a point;
S 69°04' E, 59.9 feet to a point;
S 30°33' E, 49.8 feet to a point;
S 09°37' E, 37.8 feet to a point;
S 06°05' E, 39.6 feet to a point;
S 22°23' E, 34.3 feet to a point;
S 16°41' E, 22.78 feet to a point;
S 23°31' E, 72.5 feet to a point;
S 25°52' E, 80.0 feet to a point;
S 32°10' E, 119.9 feet to a point;
S 29°25' E, 58.8 feet to a point;
S 33°54' E, 25.1 feet to a point;
S 28°52' E, 69.7 feet to a point;
S 44°45' E, 34.7 feet to a point;

THENCE departing said thread, S 89°29'02" W, 2450.4 feet, more or less, to a point on the West line of said E1/2SE1/4SW1/4 of said Section 6;

THENCE along said West line of said E1/2SE1/4SW1/4, N 00°09'13" E, 466.52 feet to a point;

THENCE N 89°21'53" E, 648.50 feet to a point to a point on the north-south center section line of said Section 6;

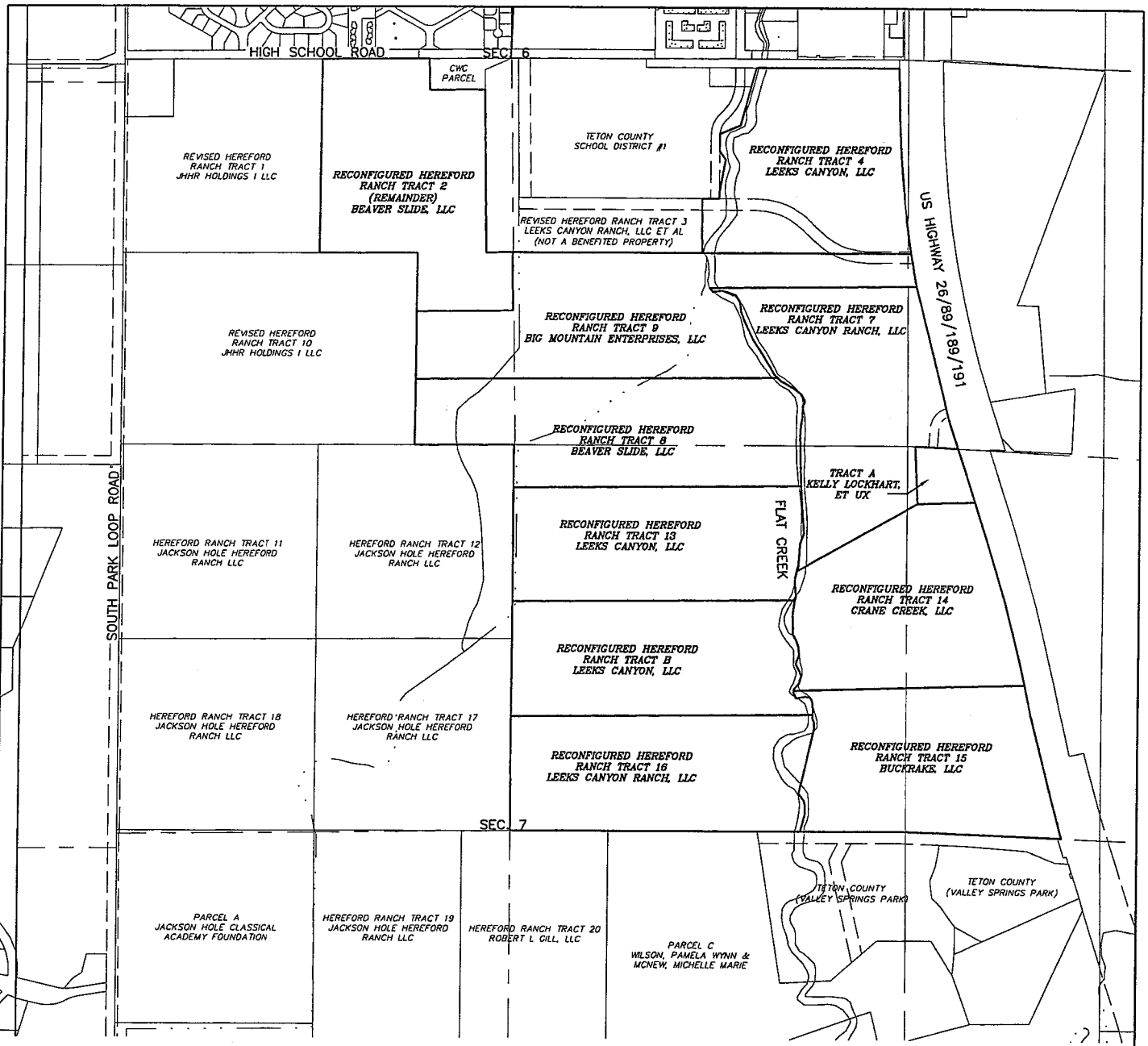
THENCE along said north-south center section line, N 00°58'58" W, 405.24 feet to a point coincident with the C-S 1/16th corner of said Section 6;

THENCE departing said north-south center section line, N 89°50'16" E, 1341.42 feet along the North line of said S1/2SE1/4 of said Section 6 to the **POINT OF BEGINNING;**

Said parcel encompasses 45.1 acres more or less.

The base bearing for this description is N 00°06'21" W along the north-south center section line between the center one-quarter corner and the north quarter corner of Section 7, Township 40 North, Range 116 West, 6th P.M., Teton County, Wyoming, per the 2008, boundary survey performed by John Batson, PLS 6193.

This description was written from record data and from said 2008 boundary survey performed by John Batson.



LEGEND

- section line
- sectional subdivision line
- boundary, Lockhart Entity Parcel
- boundary, adjoining property
- boundary, easement

NOTES

Parcel boundaries shown hereon are per Teton County GIS data and have not been surveyed.

0 200 400 600

SCALE: 1 INCH = 200 FEET
THIS SCALE VALID ONLY FOR 8x11 PRINTS

EXHIBIT B

Map of Benefitted Parcels

LOCATED WITHIN
Sections 5, 6, 7 & 8
T.40N., R.116W., 6th P.M.
Teton County, Wyoming

JORGENSEN
JACKSON, WYOMING 307.733.5150
www.jorgeng.com

PREPARED BY: RF MAP PREPARED: 2023-02-01 PROJECT NUMBER: 22070

P:\2022\22070-CWC-High School Rd\60-Survey\CAD\EXHIBITS\22070_Exhibit C-1 - Lockhart Properties.dwg

EXHIBIT C
Pre-Approved Palate--attached

Exhibit C to CWC CCRS

Exterior Wall Construction:

1. Board formed concrete
2. Weathered-steel wall panels
3. Aluminum wall cladding with wood veneer powder coated finish
4. Aluminum windows and doors with three-coat fluoropolymer finish.
5. Low-E insulated glazing

Roofing:

1. Low Slope Roof - Poly-vinyl chloride membrane
2. Weathered-steel standing seam roof
3. Simulated standing seam roof – Poly-vinyl chloride membrane

[END OF DOCUMENT]

SECTION 6 – APPLICATION MATERIALS

- **DEVELOPMENT PLAN AND CONDITIONAL USE PERMIT APPLICATION**
- **PREAPPLICATION CONFERENCE CHECKLIST**
- **DEEDS & LETTER OF AUTHORIZATION**

Teton County Planning and Building Department
200 S. Willow, P.O. Box 1727
Jackson, WY 83001
Phone (307)733-7030

LETTER OF AUTHORIZATION BY OWNER

THE LETTER OF AUTHORIZATION IS TO BE SUBMITTED ONLY IF THE APPLICANT/AGENT IS NOT THE RECORDED OWNER OF THE PROPERTY. THE RECORDED OWNER MUST SIGN THE LETTER OF AUTHORIZATION AND HAVE IT NOTARIZED.

OWNER, CO-OWNER, OR CORPORATE OWNER:

Name: Fremont County Community College District dba Central Wyoming College
Physical Address of Property: N/A
Mailing Address: 2660 Peck Avenue Riverton, WY
Zip code: 82501 Phone: 307-855-2149
Email: wnoseep@cwc.edu

AGENT OR CONTRACTOR: (If authorizing Agent and Contractor, fill out a form for each)

Name: Jorgensen Associates P.C.
Mailing Address: PO Box 9950
Zip code: 83302 Phone: 307-733-5150
Email: mdi@jorgeng.com

Owner, Co-Owner, or Corporate Owner, ("Owner") which property is specifically described as N/A hereby authorizes Agent or Contractor, as stated above, to represent and/or act for Owner in making application for, receiving, and accepting on Owner's behalf, any permits or other action by the Teton County Commissioners, Planning and Development, Building, and/or Engineering Departments relating to Owner's Property in Teton County, and the modification, development, planning, platting, replatting, improvements, use or occupancy of land, or energy mitigation in Teton County. Owner acknowledges and agrees to be bound and must abide by the written terms or conditions of issuance of any such named Agent or Contractor, whether actually delivered to Owner or not. Owner agrees that no modification, development, planning, platting or replatting, improvements, use or occupancy of land, or energy mitigation involved in any application, as it relates to Owner's Property, shall take place until approved by the appropriate official(s) of Teton County, in accordance with all applicable codes and regulations. Owner agrees to pay any fines and/or mitigation fees to Teton County and will be liable for any other penalties arising out of the failure to comply with the terms of any permit or arising out of any violation of the applicable laws, codes, and/or regulations applicable to the action sought to be permitted by the application authorized herein. Owner agrees and authorizes Agent or Contractor to pay any fines and/or mitigation fees to Teton County and for the Agent or Contractor to accept and receive any reimbursement or fee payments due to Owner from Teton County, including but not limited to energy mitigation fees.

Under penalty of perjury, the undersigned swears that the foregoing is true and, if signing on behalf of a corporation, partnership, limited liability company or other entity, the undersigned swears that this authorization is given with the appropriate approval of such entity, if required.

OWNER, CO-OWNER, CORPORATE OWNER:

Print Name: Willie Noseep

Signature: _____

Title: Vice President for Administrative Services

STATE OF Wyoming

COUNTY OF Fremont

SS.

Subscribed and sworn to before me by Jenna Hague this 14 day of November, 2023.

JENNA L. HAGUE
NOTARY PUBLIC
STATE OF WYOMING
COMMISSION ID: 168021
MY COMMISSION EXPIRES: 01/13/2029

WITNESS my hand and official seal.

_____
Notary Public

My commission expires: 1/13/2029

Wyoming Title & Escrow - Jackson
1110 Maple Way
Jackson, Wyoming 83001

GRANTOR: BEAVER SLIDE LLC
GRANTEE: FREMONT COUNTY COMMUNITY COLLEGE
Doc 1053789 Filed At 16:44 ON 02/06/23
Maureen Murphy Teton County Clerk fees: 18.00
By Corrina Dorman Deputy Clerk

SPECIAL WARRANTY DEED

As of February 3, 2023, **BEAVER SLIDE LLC**, a Wyoming close limited liability company, GRANTOR, for Ten Dollars ($10.00) and other good and valuable consideration in hand paid, receipt of which is hereby acknowledged, CONVEYS AND SPECIALLY WARRANTS against all who claim by, through or under the Grantor, but none other, to **Fremont County Community College District d/b/a Central Wyoming College**, GRANTEE, whose mailing address is 2660 Peck Avenue, MAIN HALL 104C, Riverton, WY, 82501, the real estate described in the attached Exhibit A, situated in the County of Teton, State of Wyoming, together with and including all improvements thereon and all appurtenances and hereditaments thereunto belonging; subject to all covenants, conditions, restrictions, easements, encumbrances, reservations, and rights-of-way of record or that would be shown by an accurate survey, and taxes not yet due and payable. Grantor hereby releases and waives all rights under and by virtue of the homestead exemption laws of the State of Wyoming.

[REMAINDER OF PAGE INTENTIONALLY BLANK]

WITNESS the due execution and delivery of this Special Warranty Deed as of the date first set forth above.

BEAVER SLIDE LLC, a Wyoming close limited liability company

By: Kelly D. Lockhart
Name: Kelly D. Lockhart
Its: Manager

STATE OF Wyoming)
) ss
COUNTY OF Teton)

This instrument was acknowledged before me on this 3 day of February, 2023 by Kelly D. Lockhart, as Manager of BEAVER SLIDE LLC, a Wyoming close limited liability company.

Notary Public

My Commission Expires:

JEREMY J. GOSINSKI
NOTARY PUBLIC
STATE OF WYOMING
COMMISSION ID: 102006
MY COMMISSION EXPIRES: 10/30/2028

EXHIBIT A

to

SPECIAL WARRANTY DEED

A parcel of land lying within the NE1/4SW1/4 and SE1/4NW1/4 of Section 6, T.40N., R.116W., 6th P.M., Teton County, Wyoming, being more particularly described as follows:

BEGINNING at the Guy Bush position for the center one-quarter corner of said Section 6 as shown on map T-313A on file in the Office of the Clerk of Teton County, Wyoming;

THENCE S65°36'03"W, 190.75 feet, along the westerly line of Jackson Hole Hereford Ranch Tract 3 as described in that Quitclaim Deed recorded as doc. no.1018284 in said Office to a point marked by a 5/8"x24" rebar with aluminum cap inscribed "PLS 13002";

THENCE S00°57'16"E, 136.17 feet, continuing along said westerly line to a point marked by a 5/8"x24" rebar with aluminum cap inscribed "PLS 13002";

THENCE S89°37'02"W, 375.87 feet, parallel with that boundary agreement line set forth in doc. no. 0248124 in said Office to a point marked by a 5/8"x24" rebar with aluminum cap inscribed "PLS 13002";

THENCE N00°57'16"W, 213.81 feet, parallel with said westerly line of Jackson Hole Hereford Ranch Tract 3 to a point of intersection with said boundary agreement line, marked by a 5/8"x24" rebar with aluminum cap inscribed "PLS 13002";

THENCE N89°37'02"E, 550.88 feet, along said boundary agreement line to the Point of Beginning.

Said parcel encompasses 2.00 acres, more or less.

The basis of bearings for this description is N00°04'18"W along the west line of said Section 6.

TMP 006057

PRE-APPLICATION CONFERENCE SUMMARY

Planning & Development Department
Planning Division

150 E Pearl Ave. | ph: (307) 733-o440
P.O. Box 687 | fax: (307) 734-3563
Jackson, WY 83001 | www.townofjackson.com

This Summary will be prepared by Planning Staff. The applicant, or the applicant's agent, shall receive a copy of this summary for their reference in submitting a sufficient application.

Staff may request additional materials during review as needed to determine compliance with the LDRs.

PRE-APPLICATION MEETING GENERAL INFORMATION.

PAP#: P23-172

Date of Conference: 10/27/23

Planning Staff: Tyler Valentine

PROJECT.

Name/Description: Central Wyoming College Jackson Center

Physical Address: No address assigned

Lot, Subdivision _____ PIDN: 22-40-16-06-3-00-019

Zoning District(s): Public/Semi-Public

Overlay(s): _____

STAKEHOLDERS.

Applicant: Jorgensen Associates – Mila Dunbar-Irwin

Owner: Beaver Slide, LLC

Agent: _____

REQUIRED APPLICATIONS. *This project will require the following applications:*

Application	Reason	Fee
Neighborhood Meeting (Sec. 8.2.3)	Required prior to Sketch Plan submittal	n/a
Sketch Plan (Sec. 8.3.2)	Required for projects that exceed 15,000 sf of base FAR (Sec. 4.2.1.B.12)	$3,198
Conditional Use Permit (Sec. 8.4.3)	Required for Institutional Uses – Education (Sec. 4.2.1.C.1)	$640
Development Plan (Sec. 8.3.3)	Required for projects that exceed 5,000 sf of base FAR (Sec. 4.2.1.B.12)	$3,198
Design Review Committee (DRC)	Required for Sketch Plan & Development Plan (Sec. 4.2.1.B.3)	$255 each submittal
Grading Pre-App (Sec. 8.2.1)	Required prior to Building Permit for site disturbance greater than 3,000 sf	$192

Building Permit (Sec. 8.3.4)	Required for all physical development.	TBD
Right-Of-Way Permits	Required to do work in the ROW (i.e., water/sewer connection, road/lane closures, etc.)	TBD

MEETING ATTENDEES:

Name	Company	Phone/Email
Tyler Valentine	Town Planning	tvalentine@jacksonwy.gov
Brian Schilling	Pathways	bschilling
Brian Lenz	Town Engineering	Blenz@jacksonwy.gov
Mila Dunbar-Irwin	Jorgensen Associates	mdi@joreng.com
Pat Davies	Jorgensen Associates	pdavies@jorgeng.com
Brendan Schulte	Jorgensen Associates	bschulte@jorgeng.com
Jessica Jaubert	Three Elephants PR	jessica@threeelephantpr.com
	CWC	sdurfee@cwc.edu
	CWC	wnoseep@cwc.edu

TIMELINES. *This table is intended to provide general information regarding the review process and timing of decisions. See Article 8 for a complete explanation of the review process.*

The following timelines are generally applicable:

Application Types:	Sufficiency	Decision-Maker	Timeline
Neighborhood Meeting	n/a	n/a	Needs to be completed before Sketch Plan submittal
Sketch Plan	14 days	Town Council	120 - 150 days
Conditional Use Permit	14 days	Town Council	120 - 150 days
Development Plan	14 days	Town Council	120 - 150 days
DRC (concurrent with Sketch Plan & Development Plan)		Design Review Committee	DRC: Meets 2nd Wednesday of each month
Grading Pre-App (submittal after Development Plan approval)	1 week	Town Engineer	2-3 weeks
Building Permit (submittal after Development Plan approval)	Upon submittal	Building Official	-First round of review is 8 weeks. -Subsequent reviews are 30 days
Right-of-way Permits (can occur after the building is under construction and near completion)	14 days	Staff	TBD

Checklist Key.

√ Required*. Applicant must demonstrate compliance with this requirement.*

N/A Not Applicable*. Review requirement is not applicable to this project.*

General Information

Requirement		Notes
√	**Planning Permit Application.** The application should list all pertinent permits (use, physical development, interpretation, relief from the LDRs, Development Option/Subdivisions, Amendments to the LDRs) for which you are applying.	
√	**Notarized Letter of Authorization.** See "Permit and Applications" section on Planning Department website for copy of form.	Required if the applicant is different than owner.
√	**Application Fees.** Fees are cumulative. Applications for multiple types of permits, or for multiple permits of the same type, require multiple fees. See the currently adopted Fee Schedule in the Administrative Manual for more information.	Please see above.
N/A	**Review fees.** The applicant is responsible for paying any review fees and expenses from consulting services necessitated by the review of the application by the County Surveyor, Town Engineer, Title Company and any other required consultant. Such fees shall be paid prior to approval of the permit.	
√	**Mailed Notice fee.** See Section 8.2.14.C.2 for notice requirements. If mailed notices are required, the applicant is responsible for paying for any mailing in excess of 25 notices.	Landowners within two hundred (200) feet of the land subject to the application. Done by Town Staff.
√	**Digital Format.** All applications submitted to the Town Planning Department must be submitted in digital format.	Please provide a digital copy of the application.
√	**Response to Submittal Checklist.** All applications require a response to applicable review standards. For applications where a pre-application conference is required, applicable standards are identified below. If a pre-application conference is optional, see the submittal checklist for the relevant application type, established in the Administrative Manual.	This checklist serves as a guideline for the process but has additional concerns/recommendations throughout.
N/A	**Title Report.** A title report, title certificate or record document guarantee prepared within the last six months that includes evidence of ownership and all encumbrances on the subject property. Copies of the documents referenced in the report should not be submitted unless requested by the planner during review.	
√	**Narrative description of the proposed development.** Describe in detail the existing condition of the property and the proposed development, use, or subdivision for which you are seeking approval.	
√	**Findings for approval.** Include in your narrative a response to the findings for approval found in LDR Sec. 8.3.2, as applicable.	Findings for each application must be provided in each application.

√	**Proposed Development Program.** Provide a table that summarizes the projects compliance with the primary development standards (setbacks, heights, FAR, LSR, etc.).	
√	**Site Plan.** Provide a detailed site plan of the proposed project. A list of minimum standards for a site plan are established in the Administrative Manual.	Please provide a site plan to scale and dimensioned.
√	**Floor Plans.** Include floor plans for any existing buildings that will be occupied by a proposed use. If changes to existing buildings are proposed, indicate those on the floor plans.	Floor plans need to be dimensioned and show square footages for all areas.
√	**Neighborhood Meeting Summary.** See Section 8.2.3 for Neighborhood Meeting requirements.	
√	**Posted Notice.** See Section 8.2.14.C.4 for Posted Notice requirements for all public hearings.	

ARTICLES 2 (COMPLETE NEIGHBORHOODS), 3 (RURAL AREA ZONES), and 4 (SPECIAL PURPOSE ZONES).

Applicable Zone: Public/Semi-Public (P/SP)

Applicable LDR Section: Sec. 4.2.1

PHYSICAL DEVELOPMENT. *Please see Subsection B in the applicable Zone District for specific standards.*

Requirement		Notes
√	**Structure Location and Mass** (setbacks, height, FAR, etc.)	Show proposed setbacks, FAR, height, etc.
N/A	**Maximum Scale of Development** (individual building size)	
√	**Design Review** (Design Guidelines and Design Review Committee)	DRC meets second Wednesday of each month.
√	**Site Development** (Driveway and Access limits)	
√	**Landscaping** (see Div. 5.5 for more information)	
√	**Fencing** (see Sec. 5.1.2 for more information)	
√	**Environmental Standards (see Div. 5.1 and 5.2 for more information)** • Natural Resource Buffers • Irrigation Ditch Setback • Wild Animal Feeding • Natural Resource Overlay Standards • Bear Conflict Area Standards	
√	**Scenic Standards (see Div. 5.3 for more information)** • Exterior Lighting • Scenic Resource Overlay (SRO) Standards	Provide exterior lighting worksheet with building permit submittal, and provide manufacturer cut sheets.

√	**Natural Hazards to Avoid (see Div. 5.4 for more information)** • Steep Slopes • Areas of Unstable Soils • Fault Areas • Floodplains • Wildland Urban Interface	Only if applicable
√	**Signs (see Div. 5.6 for more information)**	Signs approved separately.
√	**Grading, Erosion Control, Stormwater (see Div. 5.7 for more information)** • Grading • Erosion Control • Stormwater Management	Grading pre-app will be required. All grading info will be included in the building permit.

USE STANDARDS. *Please see Subsection C in the applicable Zone District for specific standards.*

Requirement		Notes
√	**Allowed Uses** (see Div. 6.1 for more information)	Education use falls under "Institutional" which requires a CUP.
√	**Parking** (see Div. 6.2 for more information)	Education uses requires an independent calculation to determine the necessary amount of parking to meet the needs of the school.
N/A	**Affordable Workforce Housing** (see Div. 6.3 for more information)	Exempt because the project is located in the P/SP zone.
√	**Maximum Scale of Use**	
√	**Operational Standards (see Div. 6.4 for more information)** • Outside Storage • Refuse and Recycling • Noise • Vibration • Electrical Disturbances • Fire and Explosive Hazards • Heat and Humidity • Radioactivity	Refuse and recycling enclosure req'd. Please show on site plan.

DEVELOPMENT OPTIONS. *Please see Subsection D in the applicable Zone District for specific standards.*

Requirement	Notes

N/A **Allowed Subdivision and Development Options** (see Div. 7.1 and 7.2 for more information)

N/A **Residential Subdivision Requirements** (see Div. 7.4 and 7.5 for more information)

- School and Parks Exactions

√ **Infrastructure** (see Div. 7.6 and 7.7 for more information)

- Transportation Facilities
- Required Utilities

OTHER APPLICABLE LDR STANDARDS

Requirement **Notes:**

N/A **Division 1.9, Nonconformities**

- **1.9.2** Nonconforming Physical Development
- **1.9.3** Nonconforming Uses
- **1.9.4** Nonconforming Development Options and Subdivisions
- **1.9.5** Nonconforming Signs

N/A **Division 7.3, Open Space Standards**

- **7.3.3** Configuration and Location of Required Open Space
- **7.3.4** Use of Open Space
- **7.3.5** Physical Development Permitted in Open Space
- **7.3.6** Record of Restriction
- **7.3.7** Ownership of Open Space

ADDITIONAL COMMENTS

1. **Staff was made aware that CWC may have the entire project reviewed by the state which may not involve Town Building Permits. The applicant stated that they plan to know how they plan to proceed by the end of 2023.**

2. **HOUSING MITIGATION: This development is exempt from housing per the P/SP zone.**

3. **PEDESTRIAN IMPROVEMENTS: Planning will defer to Engineering and Pathways on pedestrian and/or pathway improvements along this stretch of High School Road. Based on the meeting is was clear that a pathway will likely be built along the northern portion of the property.**

4. **FENCING: Based on the meeting the applicant clarified that the original 9' fence has been replaced with a 6' tall fence. The new fence would straddle the property line and would be considered a county fence.**

5. **EV PARKING: EV parking standards will apply to this development. 30% of required parking falls under the EV requirements (5% must be EV installed and 25% must be EV capable)**

6. **BIKE PARKING: The new bike parking standards will likely apply to this development as those standards should be effective in mid/late December 2023.**

7. **UPCOMING LDR CLEAN-UP: It is possible that the new LDR clean-up items will apply to this development. Notable changes would be the increase in snow storage requirements from 2.5% to 10%. Those standards should be effective in mid/late December 2023**

8. **LIGHTING: Dark sky lighting is required per Sec. 5.3.1.**

9. **LANDSCAPE SURFACE RATIO AND PLANT UNITS: Although this zone is exempt from Landscaping, the CUP has separate findings that require minimizing adverse visual impacts. This finding addresses how a building, site and/or use is viewed from adjacent properties and thus screening this site from the street and sides is highly recommended in order to meet this finding.**

10. **PARKING REQUIRED: Need clarification on the amount of parking required. Education uses require an independent calculation to determine how much parking is needed to meet the demands. Is the high school to the east allowing shared parking?**

11. **TRASH AND RECYCLING: Required for this project. Please refer to Sec. 6.4.2.**

12. **FINDINGS FOR A CUP: A conditional use permit shall be approved upon finding the application:**
    1. **Is compatible with the desired future character of the area;**
    2. **Complies with the use specific standards of Division 6.1;**
    3. **Minimizes adverse visual impacts;**
    4. **Minimizes adverse environmental impacts;**
    5. **Minimizes adverse impacts from nuisances;**
    6. **Minimizes adverse impacts on public facilities;**
    7. **Complies with all other relevant standards of these LDRs and all other Town Ordinances; and**
    8. **Is in substantial conformance with all standards or conditions of any prior applicable permits or approvals.**

PLAN REVIEW COMMITTEE. *The Plan Review Committee consists of the following listed agencies. Planning Staff will transmit pertinent portions of the application to each agency.* ***Other agencies and individuals not checked off on this list may be added to the PRC if necessary.***

	Agency	Required for:
√	Building Official	
√	Town Attorney	
√	Town Engineer	
√	Title Company – for subdivision plat	
√	County Surveyor – for subdivision plat	
√	Jackson Hole Fire EMS	
√	Housing Authority	
	Integrated Solid Waste & Recycling	
	National Park Service	

√	Parks and Recreation Department
√	Pathways Coordinator
	Public and Environmental Health
√	Police Department
	Teton Conservation District
	Teton County School District
	Teton County (required when subdividing land within one mile of the Teton County)
	U.S. Forest Service (if adjacent to or accessing through forest service lands)
	Wyoming Department of Environmental Quality
	Wyoming Department of Game & Fish
	WYDOT