TOWN OF JACKSON
PLANNING & BUILDING DEPARTMENT
TRANSMITTAL MEMO

Town of Jackson
☒ Public Works/Engineering
☒ Building
☐ Environmental Stewardship
☒ Town Attorney
☒ Police

Joint Town/County
☒ Parks and Recreation
☒ Pathways
☒ Housing Department

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
☒ Regional Transportation

Date: October 13, 2025

Item #: P25-179 & P25-180

Planner: Tyler Valentine

Phone: 733-0440 ext. 1305

Email: tvalentine@jacksonwy.gov

Owner:
Teton County General Services
PO Box 3594
Jackson, WY 83001

Applicant:
Berning Project Management
Wember, Owner Representative
PO Box 485
Victor, ID 83455

REQUESTS:

The applicant is submitting a request for a Development Plan & Large Building CUP for the new Teton County Justice Center at 180 S King Street, legally known as PT. LOT 2, BLK. 5, CACHE-3 (COUNTY COURTHOUSE, SOCIAL SERVICES, JAIL & PARKING LOT).

PIDN: 22-41-16-34-2-07-003

For questions, please call Tyler Valentine at 307-733-0440 x 1305 or by email to tvalentine@jacksonwy.gov. Thank you.

Please respond by: October 27, 2025 (with Comments)

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

PLANNING PERMIT APPLICATION
Planning & Building Department

150 E Pearl Ave.
P.O. Box 1687
Jackson, WY 83001

ph: (307) 733-0440
www.townofjackson.com

For Office Use Only

Fees Paid_____ Date & Time Received _____

Application #s _____ _____ _____

Please note: *Applications received after 3 PM will be processed the next business day.*

PROJECT.

Name/Description: Teton County Justice Center

Physical Address: 150 E. Simpson Ave

Lot, Subdivision: Lot 2 and Lot 3, Block 5 PIDN: 22-41-16-34-2-07-003

PROPERTY OWNER.

Name: Teton County General Services - Mark Erwin Phone: 307-732-8409

Mailing Address: P.O. Box 3594 | 185 S. Willow Street. ZIP: 83001

E-mail: merwin@tetoncountywy.gov

APPLICANT/AGENT.

Name: Berning Project Management / Wember, Owner Representative Phone: 307-699-3733

Mailing Address: PO Box 485 / Victor, ID 83455 ZIP: 83455

E-mail: berningpm@gmail.com

DESIGNATED PRIMARY CONTACT.

_____Property Owner X_____Applicant/Agent

TYPE OF APPLICATION. *Please check all that apply; review the type of application at www.townofjackson/200/Planning*

Use Permit

_____Basic Use

X_____Conditional Use

_____Special Use

Relief from the LDRs

_____Administrative Adjustment

_____Variance

_____Beneficial Use Determination

_____Appeal of an Admin. Decision

Physical Development

_____Sketch Plan

X_____Development Plan

_____Design Review

Subdivision/Development Option

_____ Subdivision Plat

_____Boundary Adjustment (replat)

_____Boundary Adjustment (no plat)

_____Development Option Plan

Interpretations

_____Formal Interpretation

_____Zoning Compliance Verification

Amendments to the LDRs

_____LDR Text Amendment

_____Map Amendment

Miscellaneous

_____**Other:**_____

_____ Environmental Analysis

PRE-SUBMITTAL STEPS. *To see if pre-submittal steps apply to you, go to www.townofjackson.com/200/Planning and select the relevant application type for requirements. Please submit all required pre-submittal steps with application.*

Pre-application Conference #: P24-125 Environmental Analysis #:

Original Permit #: Date of Neighborhood Meeting: 12/10/25

SUBMITTAL REQUIREMENTS. *Please ensure all submittal requirements are included. The Planning Department will not hold or process incomplete applications. Partial or incomplete applications will be returned to the applicant. Go to www.townofjackson.com/200/Planning and select the relevant application type for submittal requirements.*

Have you attached the following?

N/A **Application Fee.** Fees are cumulative. Go to www.townofjackson.com/200/Planning and select the relevant application type for the fees.

X **Notarized Letter of Authorization.** A notarized letter of consent from the landowner is required if the applicant is not the owner, or if an agent is applying on behalf of the landowner. Please see the Letter of Authorization template at http://www.townofjackson.com/DocumentCenter/View/845/LetterOfAuthorization-PDF.

X **Response to Submittal Requirements**. The submittal requirements can be found on the TOJ website for the specific application. If a pre-application conference is required, the submittal requirements will be provided to applicant at the conference. The submittal requirements are at www.townofjackson.com/200/Planning under the relevant application type.

Note: Information provided by the applicant or other review agencies during the planning process may identify other requirements that were not evident at the time of application submittal or a Pre-Application Conference, if held. Staff may request additional materials during review as needed to determine compliance with the LDRs.

Under penalty of perjury, I hereby certify that I have read this application and associated checklists and state that, to the best of my knowledge, all information submitted in this request is true and correct. I agree to comply with all county and state laws relating to the subject matter of this application, and hereby authorize representatives of Teton County to enter upon the above-mentioned property during normal business hours, after making a reasonable effort to contact the owner/applicant prior to entering.

Signature of Property Owner or Authorized Applicant/Agent — Date: 9/22/25

Jason Berning — Name Printed

Owner's Representative — Title

Town of Jackson
150 E Pearl Avenue
PO Box 1687, Jackson, WY 83001
P: (307)733-3932 F: (307)739-0919
www.jacksonwy.gov

Date:

LETTER OF AUTHORIZATION

NAMING APPLICANT AS OWNER'S AGENT

PRINT full name of property owner as listed on the deed when it is an individual OR print full name and title of President or Principal Officer when the owner listed on the deed is a corporation or an entity other than an individual

Being duly sworn, deposes and says that Teton County is the owner in fee of the premises located at:
Name of property owner as listed on deed

Address of Premises: 180 S King Street / Jackson, WY 83001 & 460 E. Pearl Ave, Jackson, WY 83001

Legal Description: PT. LOT 2, BLK 5, CACHE-3 / LOT 1, SUNRISE ADDITION
Please attach additional sheet for additional addresses and legal descriptions

And, that the person named as follows: Name of Applicant/agent: Jason Berning / Berning Project Management

Mailing address of Applicant/agent: PO Box 485 / Victor, ID 83455

Email address of Applicant/agent: berningpm@gmail.com

Phone Number of Applicant/agent: 307-699-3733

Is authorized to act as property owner's agent and be the applicant for the application(s) checked below for a permit to perform the work specified is this(these) application(s) at the premises listed above:

☑ Development/Subdivision Plat Permit Application ☑ Building Permit Application

☑ Public Right of Way Permit ☑ Grading and Erosion Control Permit ☑ Demolition Permit

☐ Other (describe) _____

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.

Sarah Mann
Property Owner Signature

Director of General Services
Title if signed by officer, partner or member of corporation, LLC (secretary or corporate owner) partnership or other non-individual Owner

STATE OF Wyoming)
) SS.
COUNTY OF Teton)

The foregoing instrument was acknowledged before me by Sarah Mann director of General Services this 1st day of January, 2024. WITNESS my hand and official seal.

Corri Dorman
Notary Public

CORRI DORMAN
NOTARY PUBLIC
STATE OF WYOMING
COMMISSION ID: 148103
MY COMMISSION EXPIRES: 07/01/2027

My commission expires: 7/1/27

AndersonMasonDale

Town of Jackson Planning
150 E Pearl Avenue / PO Box 1687
Jackson, WY 83001

September 19, 2025

RE: Teton County Justice Center – Sketch Plan Submittal

Dear Paul Anthony,

Thank you, and thanks to Town Engineering, the DRC, Planning Commission, and the Town Council, for the thorough review and comments on the Teton County Justice Center Sketch Plan Submittal.

Please find attached the Development Plan Submittal, which addresses the comments and requested design updates, from the Sketch Plan application review process. Additionally, we have included a response log that specifically addresses each TOJ pre-application comment.

Drawings Redaction (for security):
We have intentionally included simplified Floor Plans as part of the drawings submittal conforming with County Statutes and security requirements. However, we request The Code Plans - Drawing Sheets G-102 and G-103 - be redacted prior to public distribution. The rest of the drawing set complies with the security requirements set forth by the County.

The project has wrapped up Design Development in coordination with this Sketch Plan Submittal. The building size and program remain largely consistent with the Sketch Plan Submittal: a three-story facility housing the county courts, associated court offices, sheriff's office, county jail, and a new 911 emergency response dispatch center.

One noteworthy revision enhances the pedestrian experience along King Street AND along Simpson Ave creating a more urban, storefront environment. The design continues to position the primary entry at the prominent corner of King and Simpson. The updated design introduces a covered porch now on both Simpson Ave and King Street - a familiar building typology to Jackson. The 'porch' along King Street continues to be elevated above street level and the introduction of planters, a large multi-purpose room and a glass storefront along that façade.

Similarly, the design team has introduced a contextually sensitive building massing – stepping back level 3 slightly while pulling out level 2 to create the overhanging porch condition on Simpson Ave. This dramatic massing revision helps with perception of a 2

story building from Simpson Ave. ROW – respecting the immediate urban character and surrounding building heights.

We would also like to highlight two high-priority items that have caused a shift in proposed site plan from the Sketch Plan Submittal.

- The Removal of Hansen Courthouse:
  The County has gone through an extensive re-evaluation process weighing the benefits and costs of keeping vs removing the Hansen Courthouse. After reviewing the data and financial implications the Board of County Commissioners has voted to demolish Hansen Courthouse as part of this project. Benefits to project include:
  - Avoids Costly Re-routing of Sewer Line and avoids disruption of 2 blocks of Willow Street (from Simpson Ave to the north.)
  - Improves Pedestrian Safety: Omits Access to Willow St.
  - Avoids Project Cost Required to Mitigate Snow Drifts onto Hansen
  - Saves Cost of short-term & long-term Renovations to Hansen
  - Improves Construction Schedule & Streamlines Staging
  - Less Disruption to Neighboring properties with construction site traffic routed primarily along Simpson Ave.

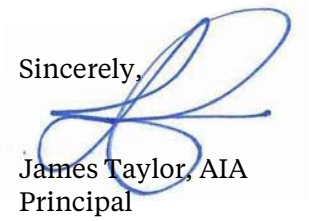
- Vehicle Access on to Willow Street No Longer Required
  - With Hansen Courthouse removed, the primary access point to the Sheriff's secure yard can be from Simpson Ave. allowing for the elimination of the secure yard access point directly onto Willow Street
  - The site will function very similar as it does today as the sheriff's primary access point remains largely where it exists today.

Attached Drawings Exhibits Included in this Submittal:

- 02 TOJ_TetonCountyJusticeCenter - Narrative Description.pdf
- 03 TOJ_TetonCountyJusticeCenter - Department Comment Responses.pdf
- 04 TOJ_TetonCountyJusticeCenter - Geotechnical Engineering Report.pdf
- 05 TOJ_TetonCountyJusticeCenter - Traffic Letter.pdf
- 06 TOJ_TetonCountyJusticeCenter - DevelopmentPlan Drawings.pdf
- 07 TOJ_TetonCountyJusticeCenter - DevelopmentPlan Construction Logistics.pdf
- 08 TOJ_TetonCountyJusticeCenter - Neighborhood Meeting Notification.pdf
- 09 TOJ_TetonCountyJusticeCenter - Neighborhood Meeting.pdf

We look forward to the continued conversation and to your review of the Development Plan. We truly appreciate your time, consideration and partnership in delivering the best project possible for the community.

Sincerely,



James Taylor, AIA
Principal

AndersonMasonDale

Teton County Justice Center – Development Plan Narrative Description

Date: 19 September 2025
Project #: 24-031
Project: Teton County Courthouse – 180 S. King Street

The is a Narrative Description of the project including response to Finding of Approval of Sketch Plan (LDR Sec. 8.3.2.C). The narrative describes the entire project including: its square footage breakdown totals and by level, describes uses by level and who uses the building, provides a full master parking analysis that justifies the proposed parking meeting the needs of the New Justice Center / Town Hall / Teton County General Services Building (in accordance with the condition of approval for TCGSB CUP), discusses how the site access and circulation work, describes changes to the alley and states which sections are one way or two way, describes preliminarily how snow storage/management will be handled, lists all applicable LDR standards and whether the project complies (i.e., FAR, LSR, height, stories, parking requirements, parking dimensions, setbacks, bike parking, EVSE parking, etc.), provides a statement that housing requirements are not provided as this project is exempt, describes proposed materials and architecture inspiration, describes the proposed pedestrian frontage changes, describes how loading/trash will work and where it is located, etc. The narrative goes through the LDRs and lists all applicable standards and a written response to whether the project complies or not. The applicable sections are listed in the Pre-application Conference Checklist attached (P24-125). Even though this project is in the P/SP zone, which is exempt from many standards, the narrative demonstrates what is proposed. For example, even though there are no street or alley setbacks, it is provided in writing the setbacks proposed on each street, setbacks from the alley, and from internal lot lines. In general, the narrative assumes that the Town knows nothing about the use of a courthouse/jail or its demands and needs for employees, parking, peak busy times during the week, hours of operation, etc.

Table of Contents

A General Project Description, Uses and Sketch Plan Conditions of Approval Responses

General Project Description and Building Uses
The project consists of a new three-story Justic Center building on the existing County Owned Property at 180 S. King Street.

Level 1
Sheriff's office functions, including secure elected official / staff parking, a secure sally port, public sheriff's lobby, sheriff's office manager and public transaction windows, multi-purpose room, interview rooms, booking / holding, investigations, Sheriff's IT and servers, evidence processing, evidence storage, restrooms, break areas, print/copy/work areas, general storage, gear storage and armory.

Level 2
The primary public entry from the west along King Street. Program at this level consists of public courts entry, lobby and security screening, a separate employee entrance on the Northwest corner of the building, a large multi-purpose meeting room that will also serve the Town of Jackson Municipal Court, chair and table storage, kitchenette, restrooms and wellness rooms / mother's room.

The County Attorney office suite, includes a waiting area, large conference room, open workstations, private attorney offices, storage, high-density storage solutions.

Victim Services Office suite including waiting area, meeting / break room, private offices, storage and a restroom.

Sheriff's dispatch / 911 call center including: (6) control workstations, private offices, breakroom, storage, file storage, restrooms, lockers, and a quiet room w/ operable window.

Detention center including: a secure man-lock / vestibule, secure elevators with access to courtroom holding, contact visit / attorney room, video arraignment / visit room, control center, 7 holding pods / day rooms, indoor / outdoor fitness space
Shared storage and employee showers, restrooms and employee support areas.

Level 3
(3) Courtrooms that maintain 3 distinct paths of travel that do not cross – judges access from the rear directly to Dais, public access from the public gallery from the south and detainee's access from the middle, rising from secure / in-custody elevators and holding cells. Meeting rooms and courtroom sound-locks are accessed from public gallery side.

(2) District court judges chambers / suite with offices, open office space, copy/print area, storage, break room, restrooms. Courts Security office suite sits between both judges chambers.

District Court Clerk office suite with a waiting area, project room, public file viewing room, private offices, open office space, breakroom, active file storage, vault and restroom

Circuit Court judge's chambers with direct access to circuit court clerk suite consisting of: waiting area, private office, open office area, copy/ print a, active file storage and a break room

Sketch Plan Conditions of Approval and Comment Responses

DRC Conditions of Approval Responses

1. In response to the DRC's request to ***improve pedestrian experience and massing along the south elevation***, the design team proposes the following key enhancements:
    i. **Covered Porch on Simpson Avenue:** A new covered porch has been introduced by extending the Level 2 massing, offering shelter and a more defined pedestrian entry sequence.
    ii. **Plaza at Sheriff's Office Entry:** A welcoming public plaza has been created to enhance visibility and accessibility at the Sheriff's Office entrance.
    iii. **Expanded Storefront and Glazing:** Street-level transparency has been significantly improved by expanding the storefront and glazing, and removing site walls to foster a more open and engaging pedestrian interface, while maintaining security requirements for the Sheriff's office's behind - including ballistic rated glass system.
    iv. **Glass Curtainwall Accents:** A refined glass curtainwall system has been added to accentuate vertical massing and provide visual interest along the south façade.
    v. **South Façade Windows:** Additional windows have been incorporated into the blackened steel mass to improve natural light and break down the scale of the elevation.
    vi. **Public Art Opportunities:** Designated areas at the public corner and main entry have been identified for future art installations to enrich the cultural and visual experience. Jackson Hole Public is facilitationArt has release the RFP
    vii. **Streetscape Refinements:** The pedestrian realm has been further enhanced with additional plantings, site furnishings, and tree canopy to promote comfort, shade, and visual continuity.

    These improvements collectively aim to create a more inviting, human-scaled environment that supports pedestrian activity and strengthens the architectural identity of the south elevation.

2. In response to the DRC's request to ***improve the articulation along the East façade, and landscape screening to break up façade from distance***, the design team proposes the following key enhancements:

viii. **Removal of Secure Yard Access on Willow Street:** The Sheriff's secure yard access point has been removed from Willow Street to reduce visual and operational impact on the public realm.

ix. **Dense Planting Edge:** A robust edge of native and adaptive plantings has been added along Willow Street to soften the building interface and enhance ecological value.

x. **Coniferous Tree Screening:** Large upright coniferous trees have been strategically placed to provide year-round screening of the east elevation and secure yard, improving visual separation from the street and enhancing the overall landscape character.

These enhancements aim to break up the building's massing from a distance, improve pedestrian experience, and integrate the east façade more harmoniously with its surroundings.

3. In response to the DRC's request to ***Improve fenestration interest along North & East Side of Building AND Study materiality on north façade and make the overall materiality less imposing,*** the design team proposes the following key enhancements:

xi. **Refined Metal Panel Strategy:** The metal panel system on the north and east façades has been enhanced with varied panel profiles and a palette of three variegated specular metal colors in light silver and champagne tones to introduce texture, rhythm, and visual lightness.

xii. **Grounding with Brick Base:** The metal panels are grounded by an iron spot brick base, which visually anchors the building and ties into the tone of the blackened stainless steel, creating a cohesive material transition.

xiii. **Enhanced Fenestration Depth:** Window openings have been refined with vertical plate jambs and fins to create depth, shadow, and articulation, enriching the façade's visual complexity and pedestrian-scale interest.

These updates aim to soften the building's presence, enrich its architectural expression, and enhance the pedestrian experience along the north and east elevations.

Planning Conditions of Approval & Engineering Project Specific Response Comment Responses:

Refer to Town Provided Sketch Plan Final Approval Letter and Engineering Comments. Refer to attached file "Town Comment Responses" for Owner and Design Team Responses

B Project Design Drivers, Mission Statement & Design Concept

Fundamental Design Concepts

- Functional
- Safe
- Secure
- Appropriately Scaled to Context
- Civic Presence
- A Dynamic Entry Experience
- Timeless and Durable
- Sustainability on Display

Mission Statement

The Justice Center will serve as a symbol of safety, justice, and community, uniting all branches of Teton County's Judicial System under one roof. The building draws its unique character from Jackson's alpine and mountain-west heritage – fostering a sense of belonging and a part of Jackson's unique identity. Thoughtfully chosen materials embody strength, warmth and civic character. Built sustainably, this center will support Teton County's public servants and citizens for generations to come.

Massing and Contextual Sensitivity Public Façades

(see plan and axon diagrams below description)

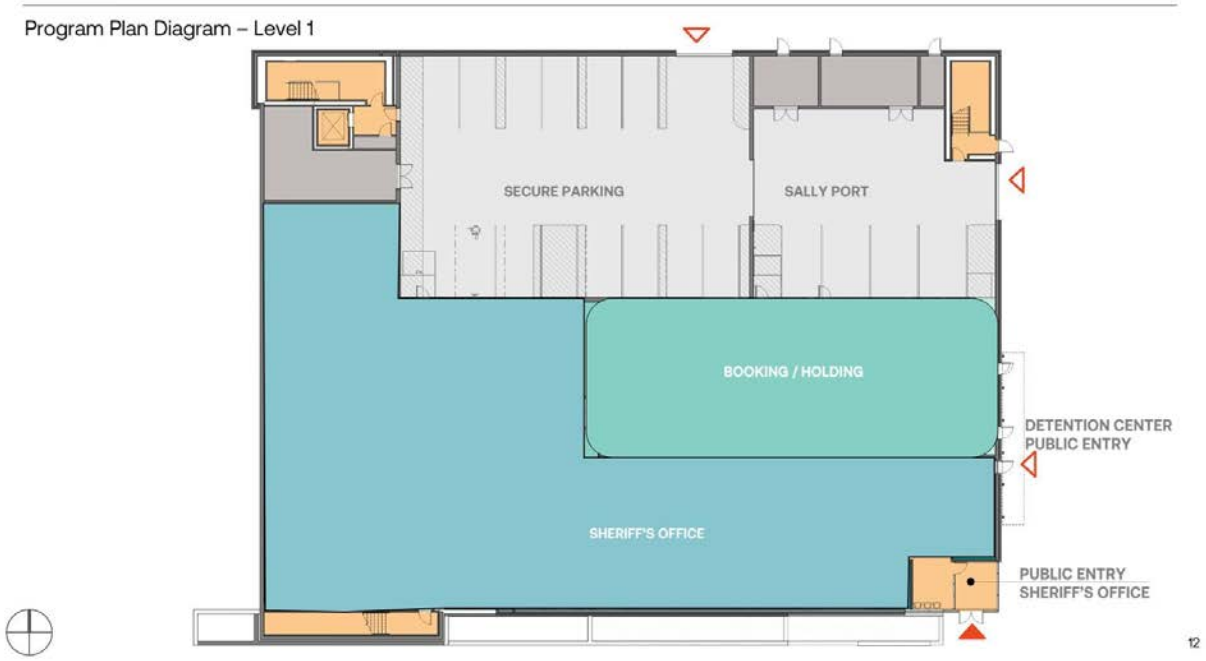
Pedestrian Experience, Safety and Building Security are the primary considerations in siting the building. King Street is the primary pedestrian oriented façade and along the most public route from the center of Jackson. To support the spirit and intent of LDR's, the King Street Frontage is setback 28' from the street curb giving ample room for a tree lined sidewalk in grates and an elevated and covered porch. This façade has 45% ground level storefront glazing aligning with the community focused programming behind the façade. The raised and covered porch takes precedent from Historic Downtown Jackson building forms. The main public entry is at the corner of King and Simpson, at the terminus of this pedestrian porch, inviting the public into the public gallery and directly up an interconnected stair to the 3rd level Courts Gallery. The building is experienced as 2 stories from King Street as the grade climbs almost a full story from ground level mid-block on the east up to level 2 on the west. Street Parking and loading areas along curb will remain as exists today.

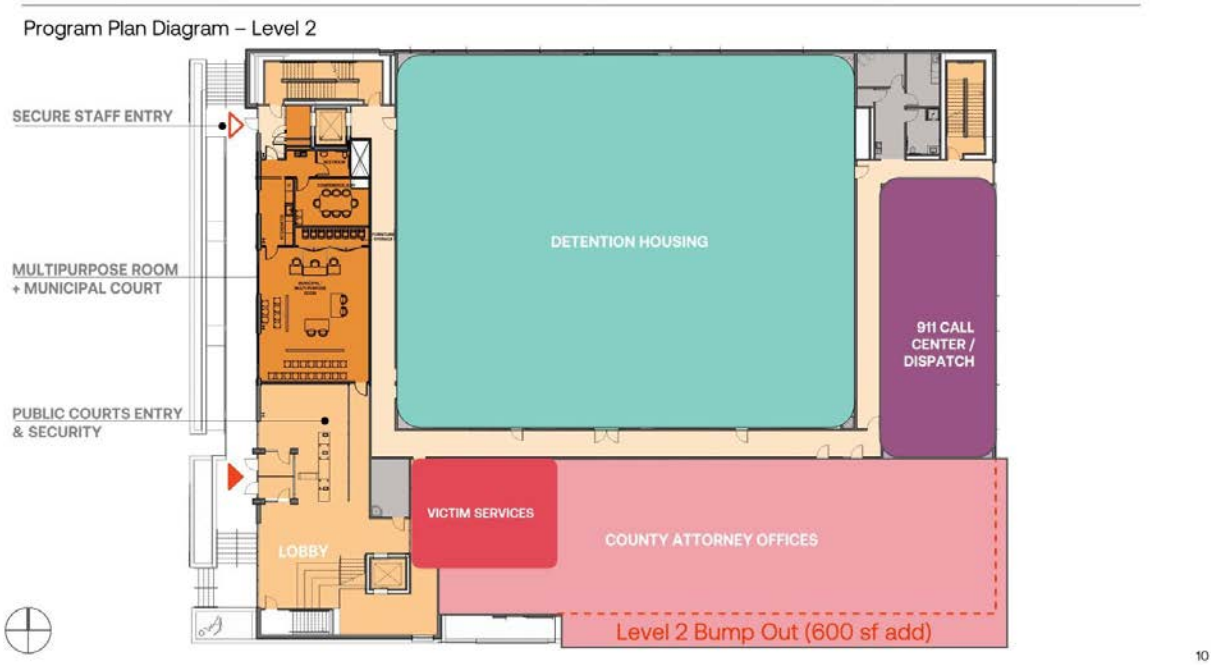
Simpson Avenue is the secondary street but still an important public facing façade. As mentioned prior, the street slope drops from west to east nearly 8'-0" from King Street down to the mid-block, sheriff's office entry. The ground floor's primary massing is setback from 19'-8" from the curb, with the Southwest (primary entry) corner setback 13'-8" from the street curb. This provides a generous buffer with a tree lawn between the sidewalk and curb – on-street parking will remain as exists today. The ground floor along Simpson ave. is 40% glazing. Large portions of the level 1 glazing is required to be ballistic rated to provide sufficient security to the Sheriff's Offices along this façade.

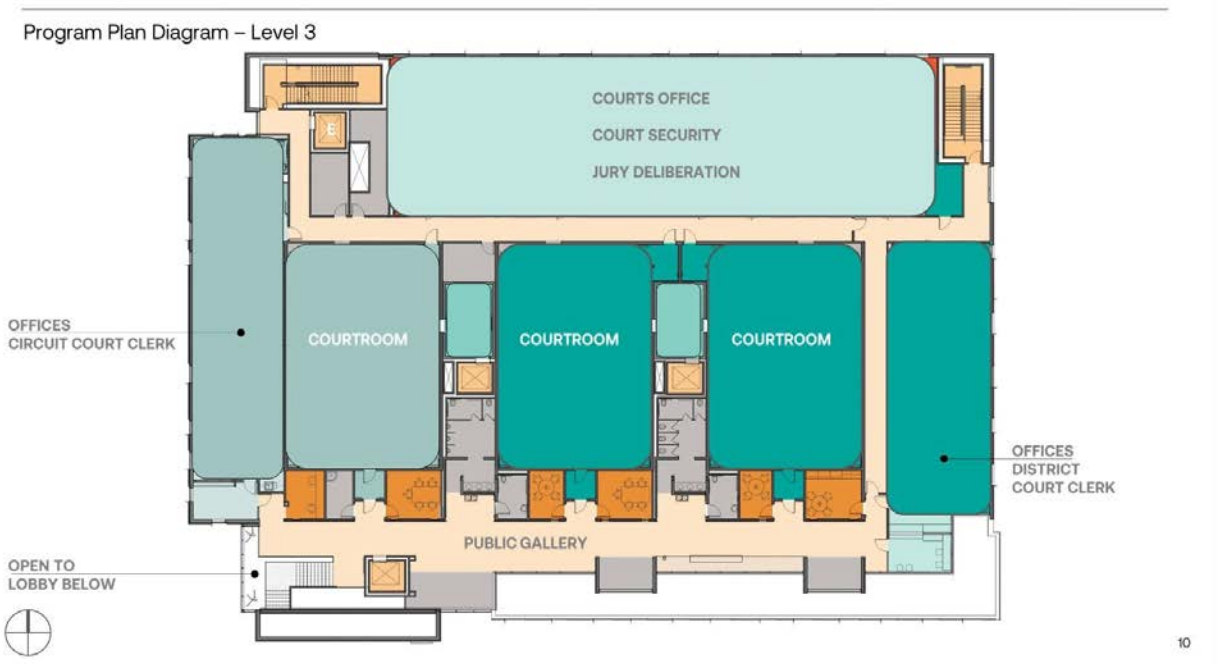
The level 2 massing of the building along King Street overhangs the pedestrian walk, to create a covered porch enhancing the pedestrian experience in a similar although slightly smaller scale than.

Level 3 along Simpson Ave. is setback from the street edge allowing the building to be read as a 2-story building along this edge as well. An exposed steel framed canopy projects over the level 3 – protecting the courts gallery from solar gain while also breaking down the massing and providing shadow and warmth to the building experience.

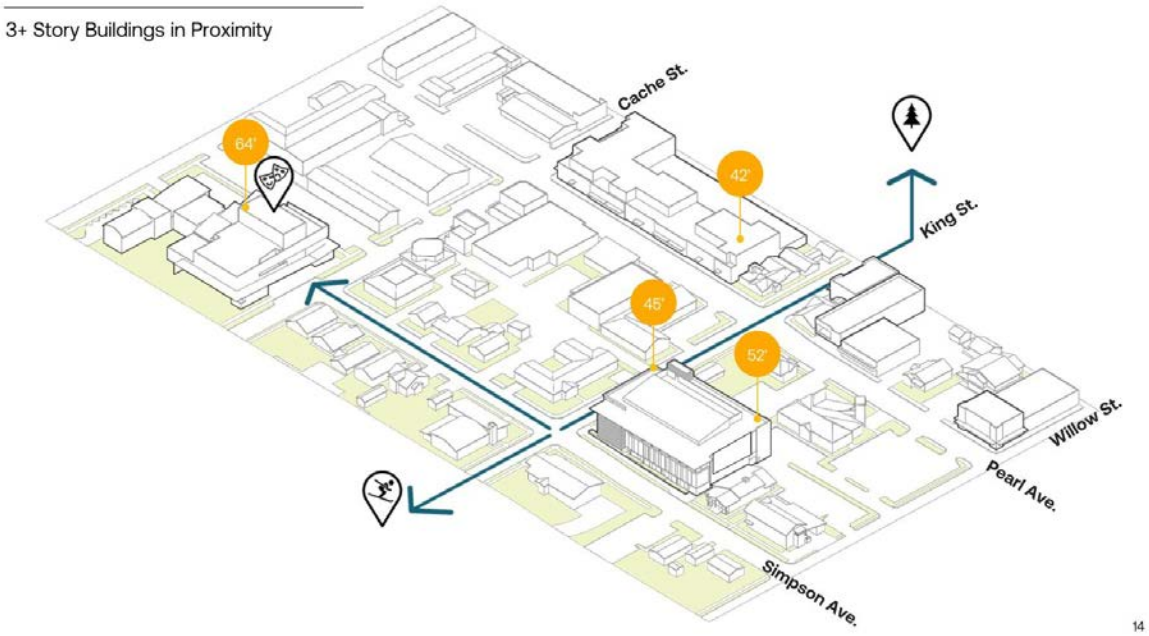
Floor Plans Diagram



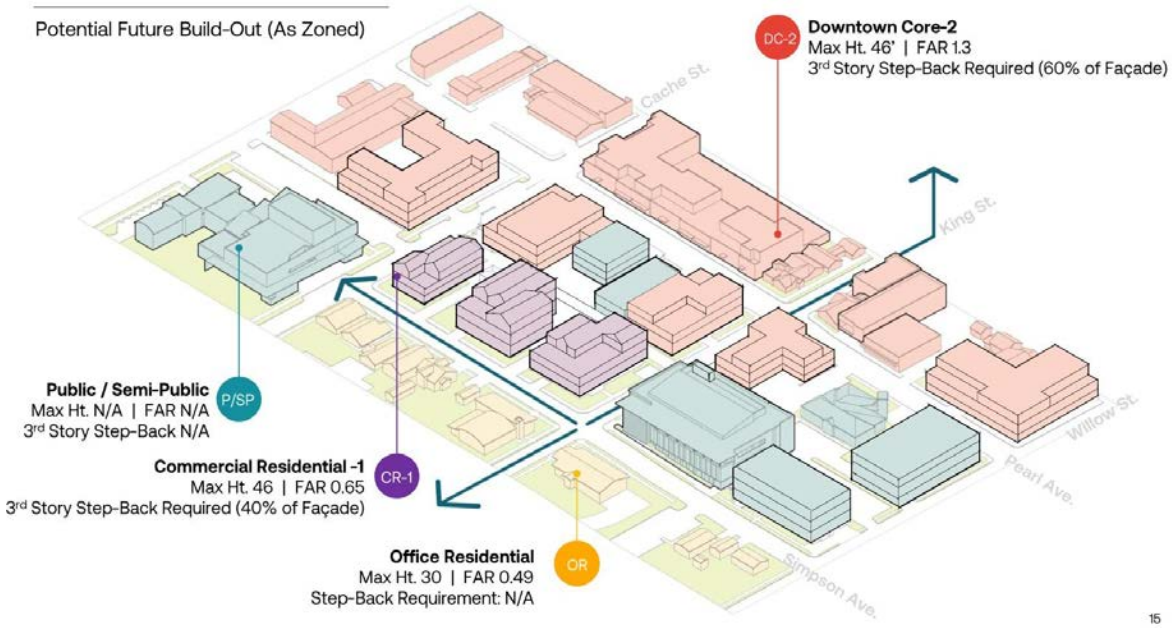

Program Plan Diagram – Level 2
SECURE STAFF ENTRY
MULTIPURPOSE ROOM
+ MUNICIPAL COURT
PUBLIC COURTS ENTRY
& SECURITY
DETENTION HOUSING
911 CALL
CENTER /
DISPATCH
VICTIM SERVICES
COUNTY ATTORNEY OFFICES
LOBBY
Level 2 Bump Out (600 sf add)
10


Program Plan Diagram – Level 3
COURTS OFFICE
COURT SECURITY
JURY DELIBERATION
OFFICES
CIRCUIT COURT CLERK
COURTROOM
COURTROOM
COURTROOM
OFFICES
DISTRICT
COURT CLERK
PUBLIC GALLERY
OPEN TO
LOBBY BELOW
10

Context Diagram (showing other 3 story buildings in the immediate vicinity)

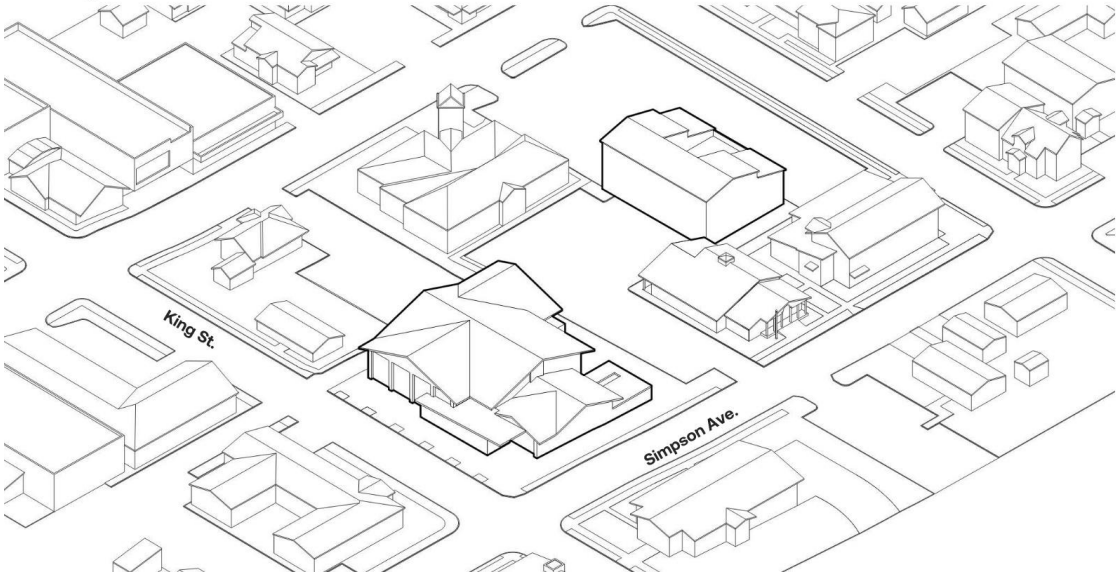


Context Diagram (showing surrounding zoning and allowable building heights adjacent)

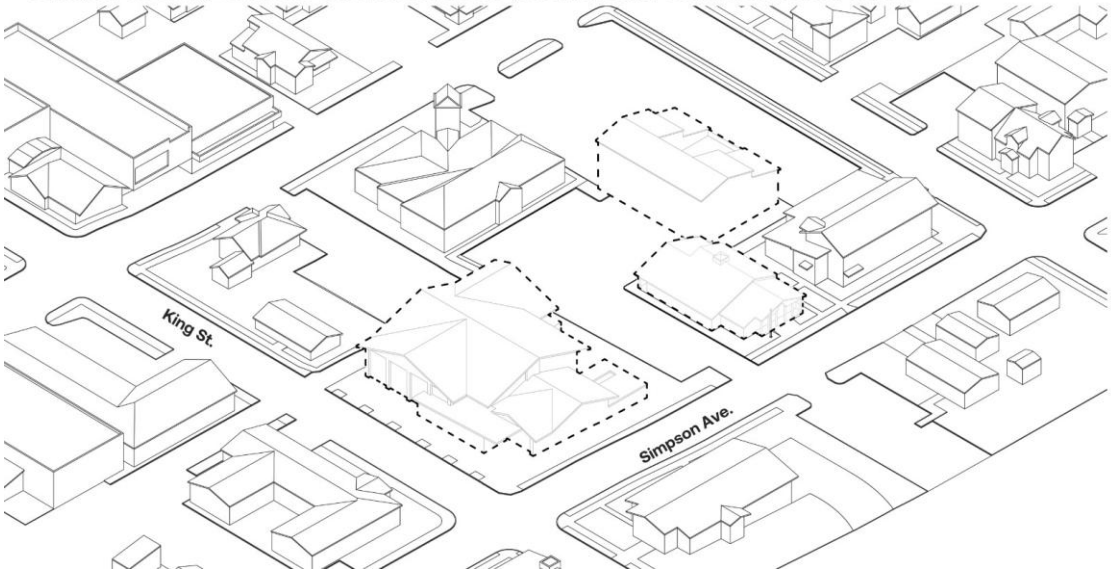


Concept Massing Diagrams

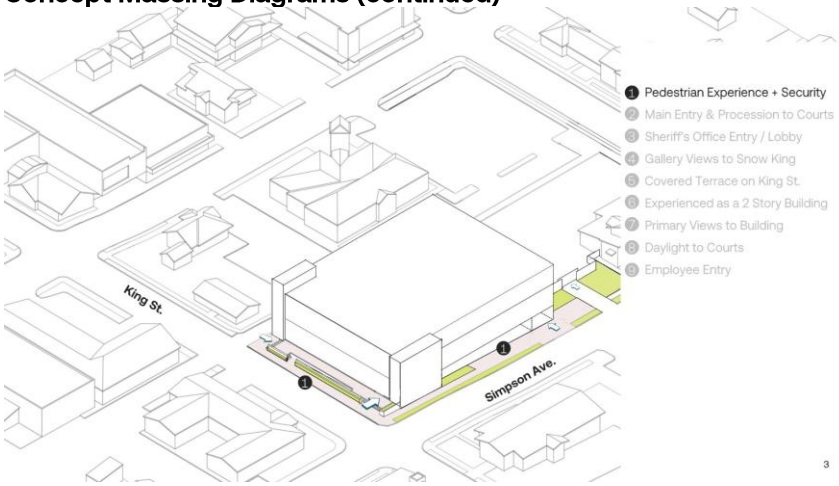
Existing Courthouse, Hansen Courthouse and Detention Center



Demolition of Existing Courthouse & Hansen Courthouse (Detention Center Demolished at end of Project)



Concept Massing Diagrams (continued)



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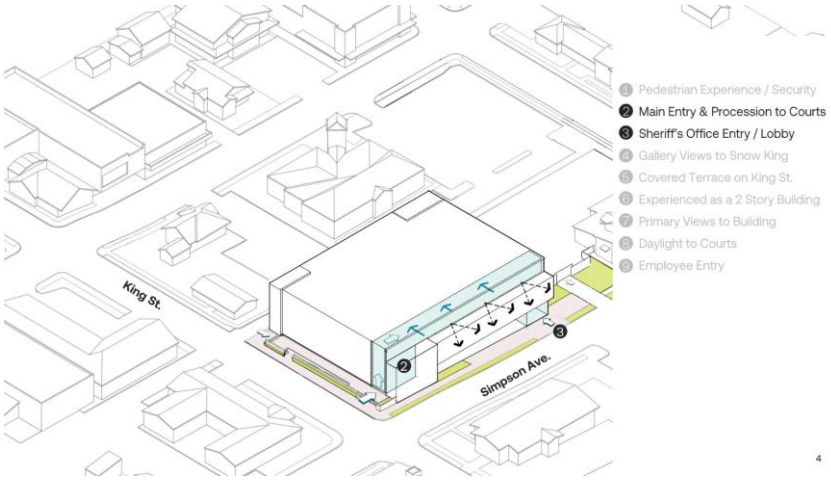
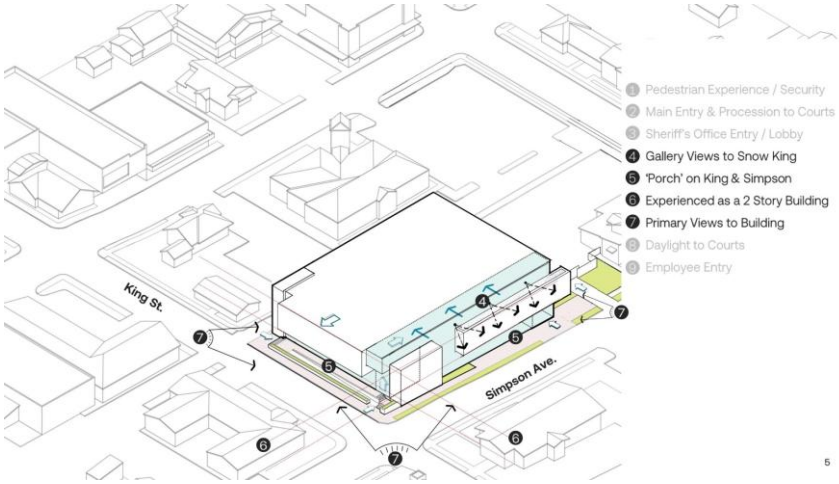


4



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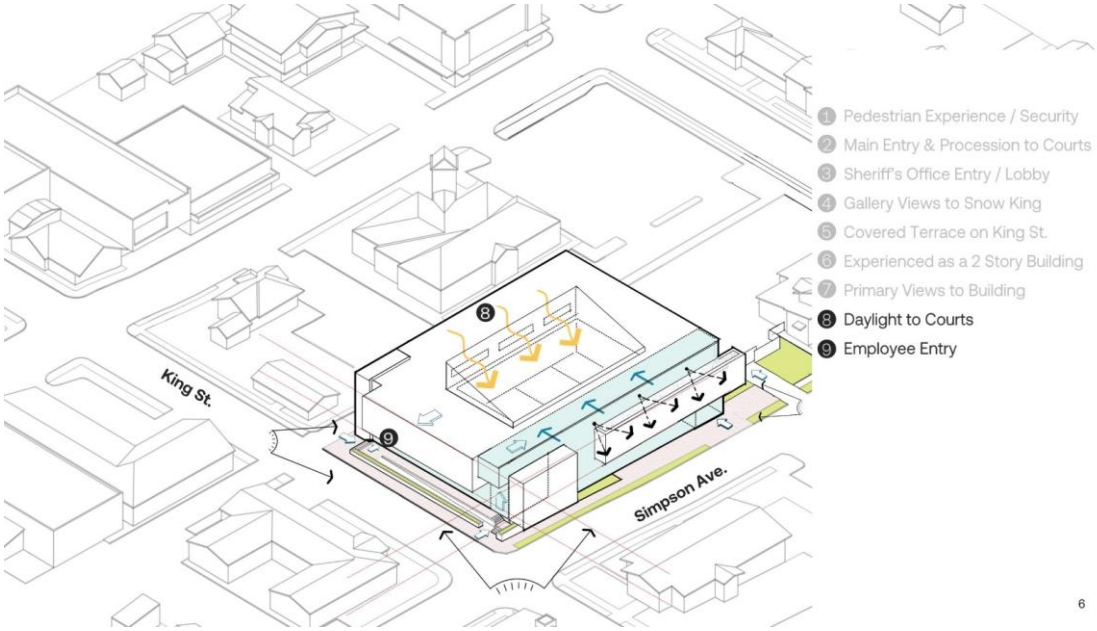
Concept Massing Diagrams (continued)



Proposed Exterior Materials (RE: A-201 through A-215 in Sketch Plan Drawings)

- The primary exterior Materials (on the King St. and Simpson Ave. Façade)
    - Wood Look Fiber Cement Panels (to meet fire resistance code requirements)
    - Large format Blackened Stainless Steel Panels
- The Secondary Exterior Materials (Base of the Building on the South, East and North Elevations)
    - A Variegated Grey Blend Masonry Veneer, with brick recesses and articulation
    - Metal Panels with
        - A range of panel profiles and
        - Variegated Colors ranging from Light Grey, Medium Grey to Champaign

Architecture Inspiration

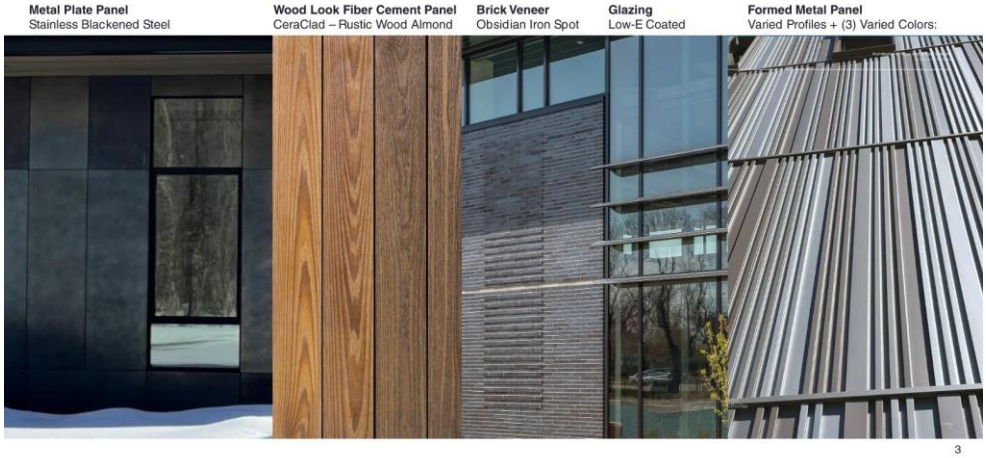
Inspiration is Derived from Jackson Identity and Local Character. Particularly the use of wood-look and natural materials and building forms that create covered boardwalks using canopies and elevated sidewalks. The following projects provided inspiration for their warmth and use of natural materials, especially wood – the perceived depth of building façades, with the use of deep recesses and canopies that accentuate light and shadow play. Exhibit Below includes: The SE Wyoming Welcome Center, Jackson Home Ranch Visitors Center, JH Airport, Cloud Veil JH.

Precedents and Materiality

Material Palette

2

Materials Board | Update



3

C Building Data and Occupancy Data

Total Site Area:
1.9 Acres (84,400 SF)

Justice Center Building
77,740 Total GSF

Breakdown of Totals by Level
Level 1 – 26,140
Level 2 – 26,320
Level 3 – 25,280

Building Occupants Employee (FTE) Count & Hours of Operation

New Justice Center
Current Teton County Courthouse:
Attorney's Office - 12
Clerk of Court - 6
Sheriff (Communications) - 14
Sheriff (Detention) - 17
Sheriff (Sheriff's Office) - 47
District Court – 4
Circuit Court – 4
Total Employees: 104

New Justice Center (Includes 25 yr Future Growth):
Attorney's Office - 19
Clerk of Court - 7
Sheriff (Communications) – 14*
Sheriff (Detention) – 20*
Sheriff (Sheriff's Office) – 50*
District Court – 8
Circuit Court – 8
Total Projected Employees: 126

*Note: approximately 1/3rd of Sheriff Office Employees in building at peak hours

21% Growth projected over the next 30 years

Justice Center Hours of Operation
The New Justice Center hours of operation will match the existing Teton County Courthouse Hours of Operation
Courts and Associated Office Spaces: 9am-5pm Business Hours
Sheriff Office: 24/7 (limited Staff / Personnel after hours)
911 Call Center: 24/7 (2 to 4 staff after hours)

Existing General Service Building:
Total Employees: 20 employees
Hours of Operation 9am-5pm

Existing Town Hall Building

Total Employees: 65 (plus 6 part time / occasional employees)
Mayor and Council – 5 occasionally
Admin – 2
Building and Planning – 8
IT – 7
Finance – 5
Muni Court – 1 plus 1 occasionally
Attorney – 2
External Affairs – 2
Police – 38 (see specific breakdown of PD Employes Below)

Jackson Police (expanded occupancy information)
7 days a week (4) patrol officers working in the city (+1 at the airport). Our dayshift starts at 0700 and our night shift starts at 1900. Each shift has 5 officers, with 1 dedicated to the airport from 0500-2130. Any given day the maximum number of patrol officers is 10, if no one is on vacation or training (spread out over 24 hours). Four parking spaces during business hours for patrol alone (We have three marked spaces on the south side for emergency vehicles now). We rarely have all of the officers in the office at the same time.

2 admin officers (Chief and Lieutenant) that park 0800-1700 M-F.

1.5 Information Coordinators that park 0730-1730 M-F with one not working on Wednesdays.

5 Detectives that work mostly day shift (10 hour shifts four days/week) with at least one working on Saturday (they rotate).

1 Police Social Worker (M-F)

1 Code Enforcement Officer (T-F) (I'm not sure if Roxanne counted this person in building/planning or not)

1 CSO Sergeant (M-Th)
1 CSO Corporal (T-F)
1 CSO (M-Th)
1 CSO (Sat-Tue)

2 IT (M-Th) (Roxanne's IT numbers may include these two)

Building to be Demolished

Existing Teton County Courthouse - 32,000 GSF
Existing Teton County Jail - 16,000 GSF
Hanson Courthouse - 3,800 GSF

Existing Buildings to Remain

Jackson Town Hall (not within County Property or project scope)
Teton County General Services Building – 11,312 GSF

D Construction Management, Staging & Temporary Operations

The narrative and exhibits below are provided by DPR, Construction Manager at Risk (CMAR). A higher resolution pdf of this exhibit is submitted as a part of Development Plan Package.

DPR Project Contacts:

Steve Piel, Senior Superintendent, piels@dpr.com, 720.585.1411
John Seal, Project Manager, sealj@dpr.com, 719.300.9453

Proposed Schedule of Construction

Proposed schedule would begin demolition activities in February 2026 for the Courthouse and new construction of the Justice Center starting in May 2026. The existing Detention Center and associated secured parking will remain active until the full occupancy of the new Justice Center in May 2028. Demolition of the Detention Center and construction of the new parking areas will begin in May 2028 and be complete in October 2028. Total construction duration is approximately 31 months.

Construction and Impacts within Right-Of-Way, Easements, or Land

Site fencings and limits of construction will be changing through multiple phases of construction activities. Due to the limited access locations to the areas of work, construction fencing will be installed along the parking lane adjacent to the existing Courthouse on King St. and Simpson as shown on the attached site logistics plan from the start of construction in February 2026, to the completion of the Justice Center construction in May 2028. This fencing will extend north of the ally between King St. and encompass all parking spots south of Town Hall. Egress pathways will be maintained from the south access of Town Hall to Simpson St. Town Police spaces, including electric parking spaces, and the dumpster will be relocated to the parking lot to the East of Town Hall, as indicated in the site logistics plan. Fencing will be relocated to provide full access to the Justice Center in May 2028 and will block public access to the existing Detention Center and all parking East of Town Hall to complete the final demolition activity and new parking lot configuration until October 2028. Parking will be made available to the Town and County at the parking lot to the South of Simpson Ave. directly across from the new Justice Center in the areas indicted in the site logistics plan until the completion of this phase of work.

Public Impact

Owner / DPR will coordinate with the neighboring households and businesses to identify access pathways and drop off locations that will provide the least amount of impact to adjacent properties while will allowing a safe and clear delineation from construction activities.

Fence location and Sidewalk Access (Along King and Simpson)

There will be times when the construction fence line will be beyond the existing curb line – i.e. when curb and sidewalk work is being performed. However as much as possible through construction the fence line will allow for protected pedestrian access along King St. and Simpson ave. When sidewalk access is not

feasible clear signage will be provide as intersections / corners to inform pedestrian to cross to opposite side of the street at corners and crosswalk, not at mid-block.

Construction Parking

Contractor shall implement a clear and self-enforcing construction parking plan that does not use/or encumber the limited parking on King St. and Simpson Ave. Contractor will encourage carpooling and bus riding, and when possible, provide shuttles into the project. Limited contractor parking will be provided in a rental lot off Hansen Ave. between King St. and Willow St. during the duration of the Justice Center construction as indicated in the site logistics plan. Contractor parking will be held onsite during the duration of the demolition of the Detention Center and parking lot completion activities.

County and Town Trash Operations

As indicated on construction logics plans, access to Town and County dumpster will remain operational. The town dumpster specifically will be located in a stripped space on the east side of the NE parking lot during phase 1.

Site Logistics

The anticipated work hours will be Monday through Friday, 7 AM to 7 PM, and weekends and holidays from 8 AM to 5 PM, but may vary occasionally. Major material deliveries will be coordinated to the jobsite location prior to 9am

All temporary facilities, i.e. trash dumpsters, temporary toilets, etc., will be minimally located within the project site and relocated as needed to facilitate work. Jobsite trailers and storage will be located offsite to limit the area needed for construction laydown as indicated in the site logistics plan.

Stormwater Management

DPR and Contractors shall participate, implement, and comply with stormwater pollution prevention minimum control measures, protocols, and best management practices to ensure that water quality standards are not violated in accordance with all regulations and policies. DPR will provide the minimum control measures where applicable:

- Construction Site storm water run – off control;
- Pollution prevention/ good housekeeping;
- Practicing spill prevention;
- Installing and managing erosion and sediment control (where applicable);
- Provide vehicle tracking control pads.

Site Logistics Plan

Please see exhibits below and attached logistics plans

Crane

Please see attached site plan and anticipated crane swing locations outside the construction area. Material picks are not allowed adjacent to areas open to the public unless they are within a fenced construction zone. Cranes will be operated by a certified operator and follow industry and OSHA standards. Crane

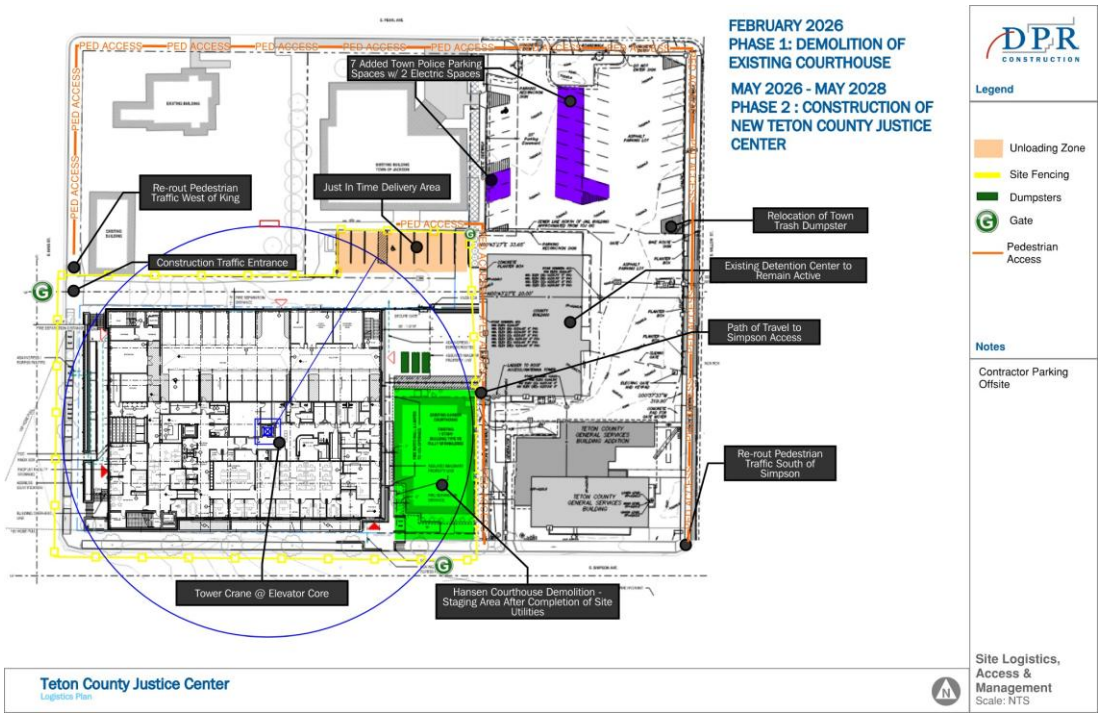
swing will be limited/restricted to the project extents as shown on the attached logistics plans.

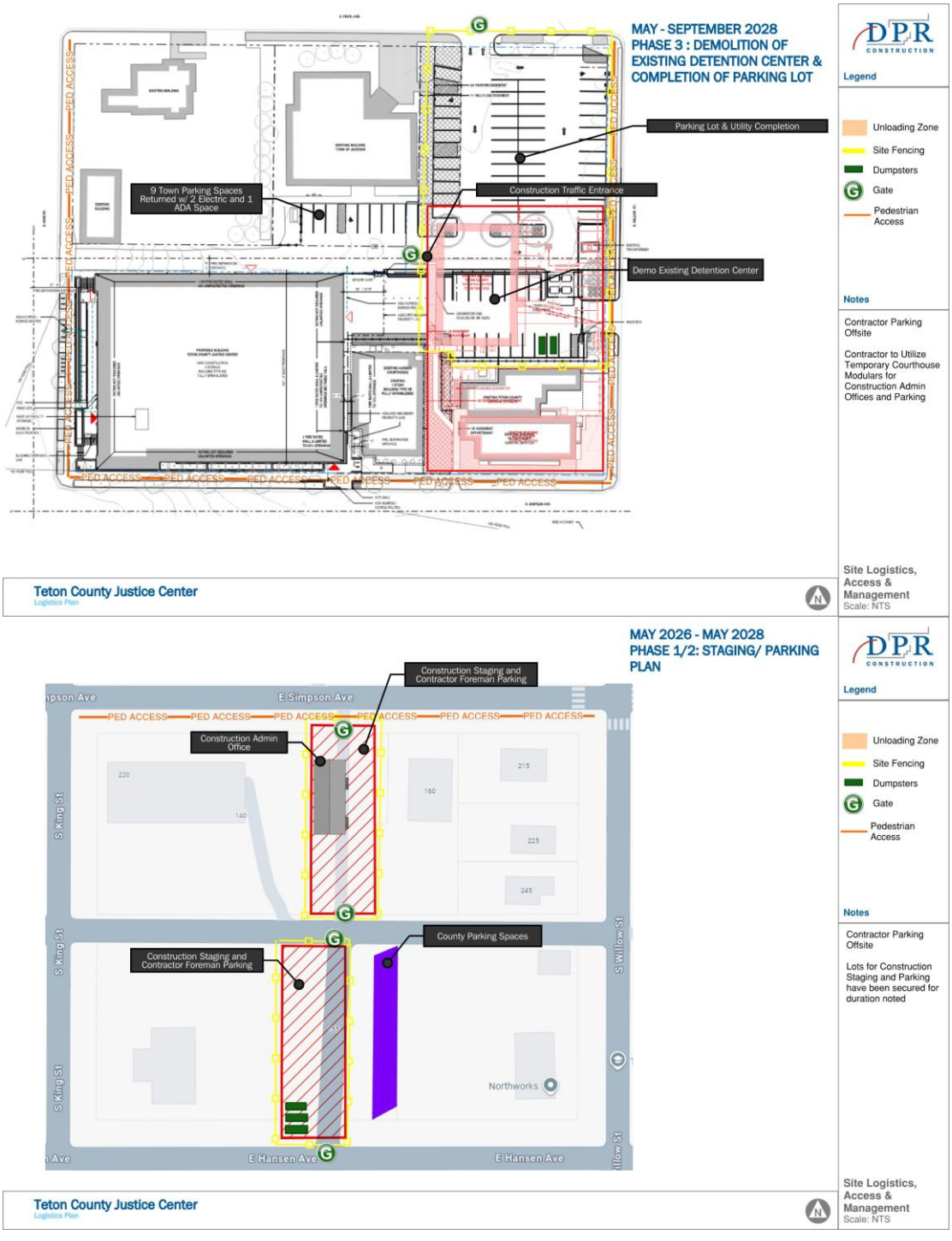
Traffic Control

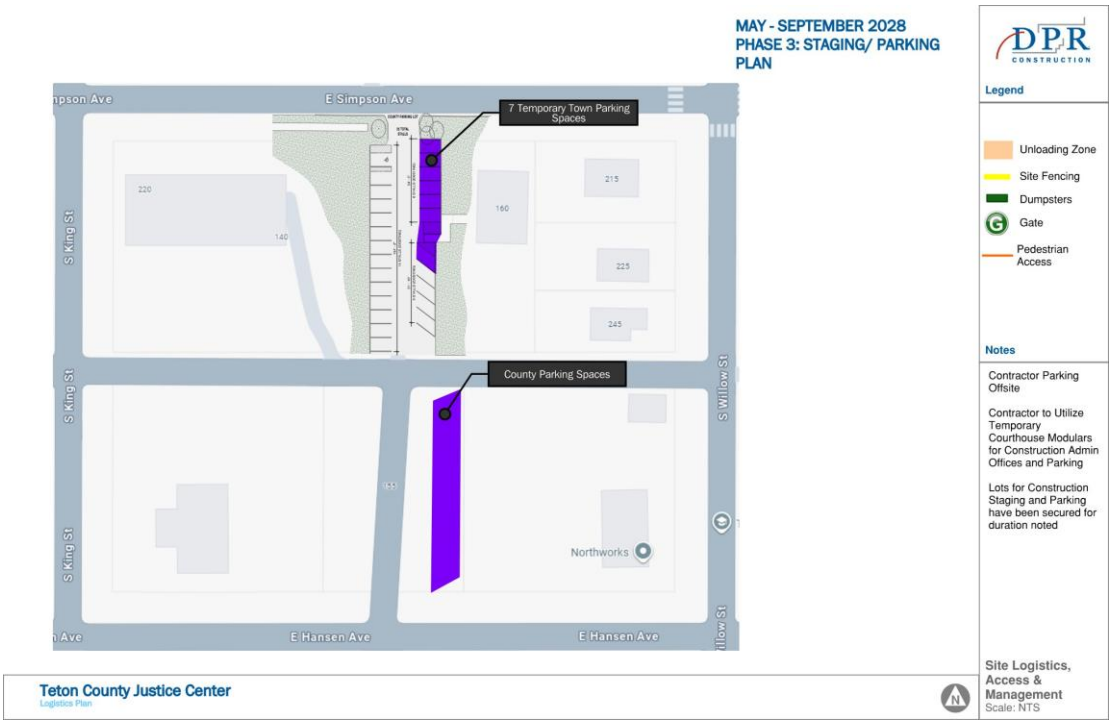
Please see exhibits below and attached logistics plans

Temporary Buildings and Additional Clarifications

- The Hanson Courthouse and Existing Courthouse will be removed in an early demo phase.
- Temporary Manufactured buildings (on adjacent county owned land) will serve court functions for the County through the course of construction
- The General Services Building will remain operational during construction
- The Town Hall will remain fully accessible and operational during with full access to the NE parking lot adjacent to Town Hall from Pearl street as currently exists.
- Is it anticipated that the existing alley running east / west will be blocked off and behind construction fencing at certain points during construction.
- The dedicated Town Hall parking (directly south of Town Hall) will be supplement making 7 spaces in the NE county owned lot dedicated to Town Police Parking + 2 electric vehicle charging spaces.
- The trash operation and dumpster location for Town Hall will be accommodated as indicated on site logistic plan
- The existing jail will remain until New Justice Center is complete and prisoners can be moved directly from the existing jail to the new detention center. After the move the existing jail will be demolished.




MAY - SEPTEMBER 2028
PHASE 3 : DEMOLITION OF EXISTING DETENTION CENTER & COMPLETION OF PARKING LOT
Parking Lot & Utility Completion
9 Town Parking Spaces Returned w/ 2 Electric and 1 ADA Space
Construction Traffic Entrance
Demo Existing Detention Center
PED ACCESS
Legend
Unloading Zone
Site Fencing
Dumpsters
Gate
Pedestrian Access
Notes
Contractor Parking Offsite
Contractor to Utilize Temporary Courthouse Modulars for Construction Admin Offices and Parking
Teton County Justice Center
Logistics Plan
Site Logistics, Access & Management
Scale: NTS
MAY 2026 - MAY 2028
PHASE 1/2: STAGING/ PARKING PLAN
Construction Staging and Contractor Foreman Parking
Construction Admin Office
E Simpson Ave
S King St
S Willow St
County Parking Spaces
Construction Staging and Contractor Foreman Parking
Northworks
E Hansen Ave
Legend
Unloading Zone
Site Fencing
Dumpsters
Gate
Pedestrian Access
Notes
Contractor Parking Offsite
Lots for Construction Staging and Parking have been secured for duration noted
Teton County Justice Center
Logistics Plan
Site Logistics, Access & Management
Scale: NTS


MAY - SEPTEMBER 2028
PHASE 3: STAGING/ PARKING PLAN
DPR CONSTRUCTION
Legend
Unloading Zone
Site Fencing
Dumpsters
Gate
Pedestrian Access
Notes
Contractor Parking Offsite
Contractor to Utilize Temporary Courthouse Modulars for Construction Admin Offices and Parking
Lots for Construction Staging and Parking have been secured for duration noted
7 Temporary Town Parking Spaces
County Parking Spaces
E Simpson Ave
S King St
S Willow St
E Hansen Ave
Northworks
Teton County Justice Center
Logistics Plan
Site Logistics, Access & Management
Scale: NTS

Temporary Facilities for County Functions

- The County functions that currently take place in the existing Teton County Courthouse - Courts, Sheriff's office, County Attorney's office, District and Circuit Clerks - will be moved to the following temporary facilities.
    - Renting private office space within the County
    - Using temporary manufactured buildings on county owned land. A separate Building Use Permit has been submitted to the town for review for this temporary use. See exhibit below for temporary manufactured building locations.

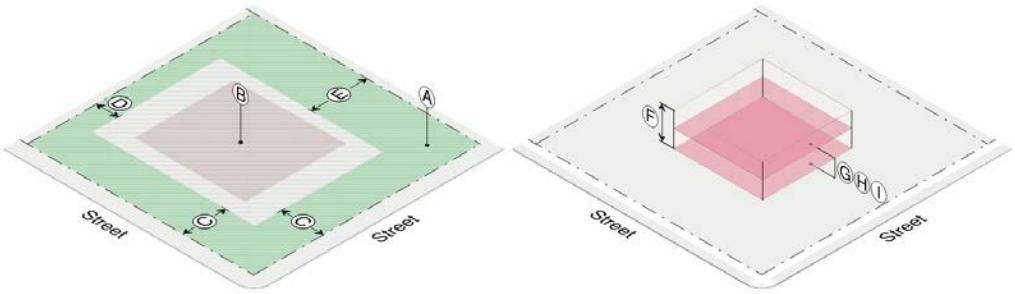
- With the Removal of Hansen Courthouse the following non-county organizations will be moved to the following temporary locations
    - It is anticipated that Municipal Court will be moved from Hansen Courthouse to the Town Council Chambers temporarily during construction. This is ultimately up to the Town to decide.
    - Victim Services office will be temporarily moved to county or town office space. They are tentatively planned to be located in the basement of county general services building, through construction.
    - Federal Court operations will be temporarily moved to other federal buildings in the region. Temporary location is TBD and up to Federal Court Magistrate.

E LDR Standards / Compliance-4.2.1 Public / Semi-Public – Town (P/SP-ToJ)

A. Intent

The purpose of the Public/Semi Public - Town (P/SP-ToJ) zone is to provide locations for new and existing uses and facilities of a public or semi-public nature. In particular, the P/SP-ToJ 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-ToJ 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. It is not the intent of these LDRs that property in the P/SP-ToJ zone retain that designation after the property is divested by the public entity. At the time P/SP-ToJ designated land is transferred, or is proposed to be transferred, into private ownership, the property shall be reclassified to an appropriate zoning district to allow private use pursuant to the Jackson/Teton County Comprehensive Plan.

Although many requirement in the P/SP-ToJ zoning are not applicable. The Justice Center aspires to comply or come close to complying with adjacent property LDR standards form Downtown Design Area 2. The intent is for the proposed building to fit the quality and character of the surrounding neighborhood as much as possible.



1. Structure Location and Massing

A. LSR (MIN): N/A	LSR Proposed: 0.06 (5,000/84,400)
B. Lot Coverage (MAX): N/A	Lot Coverage Proposed: 0.42 (35,400/84,400)
C. Street Setback (MIN): N/A	King Street: 20’ Setback (Building Face at Grade) King Street: 14’ Setback (To Building Overhang) Simpson Ave: 8’ Setback (To Main Building Mass) Simpson Ave: 1’ Setback (Limited to Building Corner @ King & Simpson)
D. Side Setback (MIN): N/A	Distance from Hanson Courthouse: 6’-2”
E. Rear Setback (MIN): N/A	Distance from Alley Property Line: 1’
F. Height (MAX): N/A	Level 3 Low Roof (Public ROW facing): 51’-6” High Roof (Courtroom Pop-Up)” 65’-6”
G. Stories (MAX): N/A	3 Stories
H. Stories (LO): N/A	N/A
G. FAR (MAX): N/A	1.52 (includes all building on Teton County Property)

2. Maximum Scale of Development: N/A

3. **Building Design**
   Non-residential building design guidelines (Div. 5.8 LDR)
   -Note North Half of Lot 2 in "Downtown Design Area 2"

4. **Site Development: N/A**
5. **Landscaping (Div. 5.5): N/A**
6. **Fencing: N/A**
7. **Environmental Standards**
   - Natural Resources Buffers
     - Cache Creek 20': N/A
     - Flat Creek North of Hansen Ave. 25': N/A
     - Flat Creek South of Hansen Ave. 50': N/A
     - Wetland 30': N/A
   - Irrigation Ditch Setback (MIN) (7.7.4.D): N/A
   - Natural Resource Overlay (NRO) (SEC 5.2.1) N/A
8. **Scenic Standards**
   - Exterior Lighting
     - Light Trespass Prohibited - Complies
     - Lights of 600 Initial Lumens Fully Shielded - Complies
     - Lumens per SF of Dev. (Max): 3 Lumens - Complies
     - Lumens Per Site (Max)
       - All Fixtures: 100,000 Lumens - Complies
       - Unshielded Fixtures: 5,500 Lumens – Complies
     - Light Color: ≤3000 KELVIN
9. **Natural Hazards to Avoid (Project is NOT located within):**
   - Steep Slopes (Lot Average Cross-Slope ≥ 10%)
   - Areas of Unstable Soils
   - Fault Areas
   - Floodplain
   - Wildland Urban Interface

10. **Signs (Div. 5.6): N/A** Signs Proposed: Building Identity / Address, RE: Exterior Elevations on King Street and Simpson Ave.
11. **Grading, Erosion Control, Stormwater**
    - Grading (SEC. 5.7.2) - Compliant
    - Erosion Control (SEC. 5.7.3.) – Compliant
      - Erosion Shall be Controlled at all times - Compliant
    - Storm Water Management (SEC. 5.7.4)
      - No Increase in Peak Flow Rate or Velocity Across Property Lines – Compliant
12. **Required Physical Development Permits**
    - **Sketch Plan (SEC. 8.3.2)**
    - **Development Plan (SEC 8.3.3)**
    - **Building Permit (SEC 8.3.4)**
    - **DRC Review (SEC 8.2.6)**

Parking Requirements (SEC. 6.2.2-A)
- Institutional & Assembly Uses
  (Courts, Institutional Offices, Detention Center)
- Ratio: Independent Calculation Based on Existing Use & Percent Growth of Justice Center.
- Existing On-Site Parking Count (on County Owned Lots) 109 Total Stalls

- Proposed On-Site Parking Count (on County Owned Lots) 120 Total Stalls
- Total Property Parking Increased By 11 Stalls (10%) increase
- 5 Accessible Parking Spaces are required per LDR 6.2.2-C and 5 Accessible parking spaces are to provided
- **Refer to Master Parking Analysis Section of this Narrative for more Information and Justification (pg. 16 of this narrative)**

Parking Space Dimensions (SEC. 6.2.5_D)

- Requirement 90 deg. parking spaces are required to be 9 feet wide by 20 feet Long
- Spaces can be reduced to 18 feet depth, including wheel stop, if an additional space of 2 feet in length is provided in front of the overhang of the car, provided that an overhang shall not reduce the width of an adjacent walkway to less than 4 feet in width.
- Spacing backing into the Alley must be 22 feet depth
- All spaces provided meet the requirements above
    - All Spaces are 9 feet wide x 20 feet depth with exception to two locations as described below
    - The south bank of parking in the sheriff's secure lot is 18 feet depth with 2 feet overhang space in front of the vehicle and wheel stops
    - The bank of parking just south of Town Hall access directly from the alley is 22 feet depth

EVSE Parking Requirements (SEC. 6.2.2 for Other Nonresidential use)

- 5% of total parking spaces will be EVSE installed and 30% will be EVSE capable. Refer to Sheet A-001 for EVSE parking stall information.

Bike Parking Requirements (SEC. 6.2.2-D)

- Required: One bicycle parking space shall be provided for every 10 vehicle space
- Proposed bicycle parking count complies see below for details.
- Total Provided18 short term spaces and 7 long term spaces.
- Long Term spaces are provided inside the building on Level 1.5 near the employee entrance on King Street (RE: Drawings Sheet A-101.5)
- Short Term Spaces are provided in the ROW along King Street between Tree Grates between the sidewalk / walking path and the curb and along Simpson Street (RE: Drawings Sheet A-001 and L-301)
- LDR Compliant Calculations:
    Assembly: 8,200 SF
    - Bike Parking Ratio: 1 PER 2,200 SF
    - 8,200 / 2,200 = 4 Bike Spaces (2 Short Term + 2 Long Term)

    Business / Office 34,980 SF
    - Bike Parking Ratio: 1 PER 1,650 SF
    - 34,980 / 1,650 = 21 Bike Spaces (15.75 Long Term + 5.25 Short Term)

    Total: 18 Short Term / 7 Long Term Located within Building

Exterior Lighting (LDR 5.3.1)

Per LDR Section 5.3.1:

- All exterior fixtures that exceed 600 lumens shall be shielded at 90 degrees.
- The maximum lumens for shielded fixtures is 3 lumen per 1 square foot of site development not to exceed 50,000 lumens per acre of site development.

- Fixtures less than 600 lumens may be unshielded, but the total lumens allowed cannot exceed 2,000 lumens per acre of site development.

Housing Requirements (LDR 6.3.2 C)
The project is exempt from providing housing per LDR Section 6.3.2(C)-13
"Any use in the P/SP zone is exempt from standards of this division"

F Civil: Sanitary Sewer, Storm System, Water Service, Grading

Sanitary Sewer

North/South TOJ Sewer Realignment – Sewer Line A:
The existing sanitary sewer line located east of the Teton County Courthouse requires realignment for the construction of the Justice Center. The proposed realignment of the sewer main will route east of the Justice Center at the location of the Hansen Courthouse – Sewer Main A. The Hansen Courthouse will be demolished prior to realignment of the sewer main.

East/West TOJ Sewer Realignment – Sewer Line B:
The current TOJ sewer routing east/west is under the existing Detention Center. There is a bypass north of the Detention Center. Following demolition of the Detention Center, a new realigned sewer main will be installed at this location – Sewer Main B.

Building Sewer Services:
The Justice Center sewer service will connect to the ToJ sewer main located between the Justice Center and Town Hall. The General Service Building sewer service will be connected to the realigned Sewer Main B.

Storm System:

Final Conditions:
The roof drains for the Justice Center, along with storm inlets at the secure parking lot and alley will route to a subsurface detention center located north of the General Service Building. An overflow pipe will be provided that connects to the Willow St storm drain. Storm calculations will be provided with final design.

Interim Conditions:
The subsurface detention system cannot be constructed until the Detention Center is demolished. For the interim condition when the Justice Center is constructed, but the Detention Center is being demolished and site work is ongoing a storm drain will connect the Justice Center drains to the Simpson Ave storm system. Following install of the storm detention system and site improvements the storm pipe that connects the Justice Center to the Simpson Ave storm system will be capped and abandoned in place.

Water Service Connection to ToJ Main:
A single water service connection to the Simpson Ave water main will be provided at the southeast corner of the Justice Center. The existing water service will be capped and abandoned at the main in Simpson Ave.

Grading:
The ROW will have a uniform cross slope from back of sidewalk to the top back of curb. Longitudinal slopes will match the adjacent streets. ROW improvements and access to the Justice Center will be ADA compliant.

G Site Access | Site Circulation | Trash | Delivery | Snow Storage

Site Access & Vehicle Circulation

Vehicular Access to and through the campus will be similar as it exists today

- Alley
  - The Alley will not connect to Willow Street
  - The Alley will accommodate Two-way access at a 20'-0" width
- Only the western most access point - from Pearl Avenue into the N/E parking lot adjacent to Town Hall will remain
- The N/E Parking Lot adjacent to Town Hall will function similar as it does today, except the drive aisles and re-stripping of parking stalls at 90-degrees will accommodate additional parking stalls.
- No access points are proposed onto Willow Street to school ensure pedestrian and bike safety along this designated Safe Route to School.
- The primary access point into the secure yard for the sheriff will be from Simpson Avenue – similar to the existing condition today.
- Refer to Traffic Study for additional data and information

Site Trash Pick Up & Deliveries

County Trash and recycling dumpster are planned to be located on the northeast side of the secure sheriff yard, surrounded by fencing and a gate accessed from the Alley. Town dumpsters are planned to be located as they existing today in the final built condition. Trash trucks will access the dumpster from Pearl St. traveling through the NE parking lot. RE: A-001 drawing sheet for dumpster locations.

Scheduled, large deliveries (infrequent occurrence), and food truck deliveries (serving the detention center kitchen) will occur in secure yard and sally port. Delivery truck will access the secure yard from the Simpson Ave. entry point and may exit from the Alley onto King Street, avoiding maneuvering through the NE parking lot.

Daily business deliveries (USPS, Fed X, UPS, etc.) will occur at the front door along King Street and at the front door to the Sheriff's office along Simpson Ave.

Snow Storage (LDR Section 6.2.5.C)

Required: A minimum site area representing 2.5% of the total required off-street parking and loading area, inclusive of drive aisle and access drives, shall be provided as the snow storage area.

Provided:
Sheriff's Secure Parking Lot and associated driveway:

- Paved Area: 13,650 SF
- 2.5% Snow Storage; 341 SF (equivalent to 2 Parking Spaces)

- Snow Storage will occur inside the secure yard on the north end of the site taking up two parking spaces in the winter months.

NE Parking Lot and associated driveways

- Paved Area: 20,200 SF
- 2.5% Snow Storage; 505 SF (equivalent to 2.75 Parking Space)
- Snow Storage will occur in NE parking lot taking up three adjacent parking spaces in winter months.

South Parking Lot and associated driveways

- Paved Area: 8,075 SF
- 2.5% Snow Storage; 200 SF (equivalent to 1.25 Parking Space)
- Snow Storage will occur in South Parking lot taking up two adjacent parking spaces in winter months.

The sidewalks and roadways will be clear and snow storage removed from site by Town and County Operations.

H Master Plan Parking Analysis and Parking Access

This narrative includes a summary of parking access and data demonstrating parking demand using independent parking calculations derived from current and projected growth building employee and visitor count. The following summarizes the justification of the parking counts provided, showing that the proposed parking meets the needs of the New Justice Center and Teton County General Services Building. See notes and separate calculations below regarding Town Hall.

For additional data and information please refer to the Traffic Impact Study submitted with Development Plan Collateral. The traffic impact study includes, but is not limited to, the following data:

- Turning movement data and vehicle trips (collected in December 2024)
- Existing parking lot utilization data (collected January 2025),
- Future Trip Generation Projections based on estimated future conditions

Parking Access

Pearl St:

The eastern access to Town Hall Parking will be removed. Western access will be improved along with the circulation within the parking lot to allow for two-way traffic.

Willow St:

The existing secure parking lot access north of the General Service Building will be removed. No access is provided to Willow St.

Simpson Ave:

Access to the secure parking lot will be provided at the approximate location of the Hansen Building.

Alley Access:
There will be two access points to the alley from the Town Hall Parking lot. One access to the secure parking lot will be provided near the Justice Center. The alley access on King St will remain but converted to 2-way access.

Parking Demand Summary

Justice Center Parking Demand
(employee counts + infrequent jury/court visitors. Data includes Future Growth)

- General Services, 20 people, assume 15% use non-auto modes**.....17 spaces of demand**
- Attorney, Office Clerk, and Courts, 42 people, assume 15% use non-auto modes....**36 spaces of demand**
- Sherriff, 84 total people, assumes approximately 33% present during work day. The rest majority of sheriff patrol will be in the field during the work day Sheriff patrol staff takes cars home, thus personal vehicles are not left on site all day, thus not further burdening the parking demand.....**28 spaces of demand**
- Sherriff patrol vehicles, assume 6 would be parked on-site at peak times.....**6 spaces of demand**
- Visitors, consider providing 4 spaces for visitors/deliveries.....**4 spaces of demand**
- Jury pools called for voir dire, totals 62 people, since these are not a regular occurrence, and currently no dedicated parking is provided – those called for Jury Duty can and do currently park on-street or are encourage in the Town Parking garage 2 blocks West.....**0 spaces of demand**

Total for County Operations (Justice Center + General Service), 91 spaces.

Town Hall Parking Demand
(Employee Counts provided by Tyler Valentine February 25, 2025)

Employees - 22 staff people plus 5 (Mayor and Council (occasional count as 1/5th of the time parked vehicle), assume 15% use non-auto modes.....**20 spaces of demand**
Police, 38 total people. Assume 13 people, approximately 33%, are present during the work day while others are on patrol**.....13 spaces of demand**
Police Patrol vehicles assumed 4 would be parked on site at peak times (per Town's input).....**4 spaces of demand**
Visitors, Consider 4 spaces for visitors/deliveries.....**4 spaces of demand**

Total Demand for Town Hall Operations, 41 spaces.*

Town and County Total Parking Demand 132 Spaces

On-Site Parking Provided – 126 Spaces (Existing Spaces 109)

- See “Parking Utilization Data Table” and “Parking Analysis Conclusions” below justifying this provided parking count
- 47 Spaces N/E Parking Lot (Including 10 Spaces Dedicated to TOJ Easement)*
- 9 Spaces Town of Jackon Immediately South of Town Hall**
- 70 Spaces – all other Teton County owned Lots on Campus

**The Town Hall Parking Demand Data is provided for reference as requested by the Town to be part of the Development Plan narrative. The Town Hall is not within the boundary or property line of the county owned property in question. The County has provided a parking easement to the Town, in the existing northeast parking lot allowing the Town to utilize the parking spaces up against the East side of the Town Hall (20 feet). Otherwise, all parking in both parking lots is solely parking for county vehicles and guests. At present this parking lot does not have signage nor is regularly monitored. The New Justice Center proposed conditions will not impact the parking spaces held by the Town up against the Town Hall on the East side, per the existing easement agreement.*

***Parking Spaces on the Town owned property immediately south of Town Hall are not on the county owned property in question. However, to maximize parking for the block the sketch plan submittal is proposing re-paving / restriping to increase the parking count at this particular location from 6 existing to 9 proposed.*

Parking Utilization Data Table

The parking demand calculations are estimated based on real world employee and visitor numbers. The actual building occupants will vary, depending on TOJ police operations and County Sheriffs operations and Court / Jury Trail Activity on any given day and so the other piece of data (see full Traffic Impact Study for more info) that is critical in demonstrating that current parking demand is met and exceeded by current supply is the parking utilization study and data collection table below. Parking lots around the site were 68% full on this representative data collection. This number can vary throughout the year, but the point remains that real world conditions recorded below must also be taken into account.

Table 3. Campus Parking Data (January 14th, 2025)

Parking Area	Counted Parked Vehicles	Approx. Space Capacity	Percentage Utilized
Town Hall	29	36	81%
Detention Facility	7	14	50%
Central Area	18	33	55%
South of Simpson Ave.	17	26	65%
Along Pearl Ave[1].	23	24	96%
Along Willow St.[1,2]	16	24	67%
Along Simpson Ave.[1]	20	25	80%
Along King St.[1]	9	20	45%
Totals	138	202	68%

1.Includes both sides of the roadway.
2.Parallel parking allowed in winter. Parking lanes are used as bicycle lanes during summer.

The parking on and around the site was 68 percent utilized on January 14th, 1:45 PM (plus or minus 15 minutes). The on-street parking along Pearl Avenue was the most highly utilized with essentially all of its parking being used. The businesses along the north side also generate parking along this roadway. The second highest utilizing was the Town Hall lot and the parallel parking along Simpson Avenue which were each 80 percent utilized.

While on-street parking along the adjacent roads serves the uses, it is not all being generated by campus uses. For purposes of this study, 50 percent was assumed to be associated with either the courthouse or Town Hall. Given that assumption and the parking counts in the lots, the courthouse and Town Hall collectively generated an estimated 104 parked vehicles.

Master Parking Analysis Conclusion

The estimated Parking Damand (131 Spaces) is not met by the off-street parking spaces provided at 126 Spaces. The two numbers are very close and it is important to keep in mind there is a margin of error in the parking demand estimations. However, when paired with the real-world data collection of parking utilization rates, the overall conclusion is that parking demand is met, on most average days, by parking to be provided by the project.

TETON COUNTY

TETON COUNTY JUSTICE CENTER

AndersonMasonDale

ABBREVIATIONS

NOTE: NOT ALL ABBREVIATIONS AND SYMBOLS ARE USED ON DRAWINGS CONTAINED IN THE SET. SYMBOLS AND ABBREVIATIONS ON THIS SHEET APPLY ONLY TO ARCHITECTURAL DRAWINGS

A/C	AIR CONDITIONING	FBO	FURNISHED BY OWNER	QTY	QUANTITY
ACF	ACCESS FLOORING	FD	FLOOR DRAIN		
ACR	ACRYLIC	FEC	FIRE EXTINGUISHER CABINET	R	RESISTANCE, THERMAL, RISER
ACST	ACOUSTIC	FEX	FIRE EXTINGUISHER	RAD	RADIUS
AD	AREA DRAIN	FIN	FINISH (ED)	RB	RESILIENT BASE
ADD	ADDENDUM	FLR(G)	FLOOR (ING)	RCP	REFLECTED CEILING PLAN
ADH	ADHESIVE	FND	FOUNDATION	RD	ROOF DRAIN
ADJ	ADJACENT	FOS	FACE OF STUD	RE	REFERENCE, REFER TO
ADJST	ADJUSTABLE	FR	FIRE RESISTIVE	REINF	REINFORCING
AFF	ABOVE FINISHED FLOOR	FT	FOOT, FEET	REM	REMOVE
AHU	AIR HANDLING UNIT	FTG	FOOTING	REQ	REQUIRED (D)
AL, ALUM	ALUMINUM	FUT	FUTURE	RM	ROOM
ALT	ALTERNATE			RO	ROUGH OPENING
ANOD	ANODIZED	GA	GAUGE, GAGE	ROW	RIGHT OF WAY
APC	ACOUSTICAL PANEL CEILING	GALV	GALVANIZED	RR	RESTROOM
APPROX	APPROXIMATE (LY)	GB	GYPSUM BOARD		
ARCH	ARCHITECT(URAL)	GBAR	GRAB BAR	SBLK	SPLASH BLOCK
ARGB	ABUSE RESISTANT GYPSUM BOARD	GC	GENERAL CONTRACT (OR)	SC	SOLID CORE
ASPH	ASPHALT	GL	GLASS, GLAZING	SCH	SCHEDULE
AUTO	AUTOMATIC	GR	GRILLE	SD	STORM DRAIN
AW	ALUMINUM WINDOW			SEC	SECTION
		HB	HOSE BIB	SF	STOREFRONT
BD	BOARD	HC	HOLLOW CORE	SHT	SHEET
BLDG	BUILDING	HDW	HARDWARE	SHTH	SHEATHING
BLK(G)	BLOCK (ING)	HM	HOLLOW METAL	SIM	SIMILAR
BM	BEAM	HOR	HORIZONTAL	SOG	SLAB ON GRADE
BO	BY OTHERS	HPT	HIGH POINT	SPEC	SPECIFICATION (S)
BOT	BOTTOM	HR	HOUR	SPL	SPECIAL
BR	BACKER ROD	HT	HEIGHT	SQ	SQUARE
BRG	BEARING	HTR	HEATER	SST	STAINLESS STEEL
BRK	BRICK	HVAC	HEATING/VENTILATION/AC	STC	SOUND TRANSMISSION CLASS
BS	BOTH SIDES	HW	HOT WATER	STD	STANDARD
BSMT	BASEMENT	HWH	HOT WATER HEATER	STL	STEEL
BTWN	BETWEEN			STO	STORAGE
BUR	BUILT UP ROOFING	ID	INSIDE DIAMETER	STRUC	STRUCTURAL
BZD	BRONZE DOOR	IN	INCH (ES)	SUS	SUSPENDED
BZF	BRONZE FRAME	INCAN	INCANDESCENT	SYM	SYMMETRICAL
		INCL	INCLUDE (D, ING)		
CAB	CABINET	INFO	INFORMATION	T	TREAD
CFM	CUBIC FEET/MINUTE	INS	INSULATE (D, ION)	T&B	TOP AND BOTTOM
CG	CORNER GUARD	INT	INTERIOR	T&G	TONGUE AND GROOVE
CIPC	CAST-IN-PLACE CONCRETE	INV	INVERT	TEL	TELEPHONE
CJ	CONTROL JOINT			TEMP	TEMPERATURE
CL	CENTERLINE	JT	JOINT	THK	THICK (NESS)
CLG	CEILING			THR	THRESHOLD
CLO	CLOSET	LAB	LABORATORY	THRU	THROUGH
CLR	CLEAR (ANCE)	LAM	LAMINATE (D)	TO	TOP OF
CMU	CONCRETE MASONRY UNIT	LAV	LAVATORY	TOB	TOP OF BEAM
CNC	CONCRETE COUNTERTOP	LB	POUND (S)	TOC	TOP OF CURB
CO	CLEANOUT	LIB	LIBRARY	TOI	TOP OF INSULATION
COL	COLUMN	LIN	LINEAL	TOM	TOP OF MASONRY
COMP	COMPRESSED (ED, ION, IBLE, OR)	LKR	LOCKER	TOP	TOP OF PARAPET
CONC	CONCRETE	LT	LIGHT	TOS	TOP OF SLAB
CONST	CONSTRUCTION			TOSTL	TOP OF STEEL
CONT	CONTINUOUS OR CONTINUE	MAINT	MAINTAIN (ENANCE)	TOW	TOP OF WALL
CONTR	CONTRACT (OR)	MAS	MASONRY	TPART	TOILET PARTITION
COORD	COORDINATE	MAX	MAXIMUM	TPD	TOILET PAPER DISPENSER
CORR	CORRIDOR	MC	MECHANICAL CONTRACTOR	TR	TRANSOM
CORRUG	CORRUGATED	MECH	MECHANIC (AL)	TS	TUBE STEEL
CP	CEMENT PLASTER (STUCCO)	MET	METAL	TV	TELEVISION
CPT	CARPET (ED)	MFR	MANUFACTURE (ER)	TYP	TYPICAL
CS	CAST STONE	MH	MANHOLE	TZ	TERRAZZO
CSNK	COUNTERSINK/COUNTERSUNK	MIN	MINIMUM		
CT	CERAMIC TILE	MIR	MIRROR	UL	UNDERWRITERS LABORATORY
CTR	CENTERLINE	MISC	MISCELLANEOUS	UNFIN	UNFINISHED
CW	CURTAIN WALL	MO	MASONRY OPENING	UON	UNLESS OTHERWISE NOTED
		MR	MOISTURE RESISTANT	UR	URINAL
DBL	DOUBLE	MT	MOUNT (ED, ING)		
DEMO	DEMOLISH, DEMOLITION	MTL	MATERIAL (S)	VAR	VARIABLE (VARIES)
DF	DRINKING FOUNTAIN			VB	VAPOR BARRIER
DG	DECORATIVE GLAZING	NA	NOT APPLICABLE	VCT	VINYL COMPOSITION TILE
DIAM	DIAMETER	NIC	NOT IN CONTRACT	VERT	VERTICAL
DIM	DIMENSION	NO	NUMBER	VEST	VESTIBULE
DISP	DISPOSAL	NOM	NOMINAL	VIF	VERIFY IN FIELD
DM	DECORATIVE METAL	NR	NONE REQUIRED		
DN	DOWN	NRC	NOISE REDUCTION COEFFICIENT	W	WIDE OR WIDTH
DP	DEMOUNTABLE PARTITION	NTS	NOT TO SCALE	W/	WITH
DPF	DAMP PROOFING			W/O	WITHOUT
DR	DOOR	OA	OVERALL	WC	WATER CLOSET
DRY	DRYER	OB	OBSCURE	WD	WOOD
DS	DOWNSPOUT	OC	ON CENTER (S)	WP (G)	WATERPROOF (ING)
DTL	DETAIL	OD	OUTSIDE DIAMETER	WR	WATER RESISTANT
DWG	DRAWING	OFCI	OWNER FURNISHED CONTRACTOR INSTALLED	WWF	WELDED WIRE FABRIC
		OFOI	OWNER FURNISHED OWNER INSTALLED		
EA	EACH	OH	OVERHEAD		
EC	EXPANSION CONTROL	OPG	OPENING		
EF	ENTRANCE FLOORING (GRILLES OR MATTS)	OPH	OPPOSITE HAND		
EFC	ENTRANCE FLOOR CARPETING	OPP	OPPOSITE		
EJ	EXPANSION JOINT	ORD	OVERFLOW ROOF DRAIN		
EL	ELEVATOR	OZ	OUNCE		
ELEC	ELECTRIC (AL)				
ELEV	ELEVATION	PAR	PARALLEL		
ENC	ENCLOSE (URE)	PC	PRECAST CONCRETE		
ENT	ENTRANCE	PERP	PERPENDICULAR		
EPNT	EPOXY PAINT	PL	PLATE		
EQ	EQUAL	PLAM	PLASTIC LAMINATE		
EQP	EQUIPMENT	PLBG	PLUMBING		
EWC	ELECTRIC WATER COOLER	PNT	PAINT (ED)		
EXH	EXHAUST	PRN	PORCELAIN		
EXIST, EX. (E)	EXISTING	PSF	POUNDS PER SQUARE FOOT		
EXP	EXPOSED	PSI	POUNDS PER SQUARE INCH		
EXPN	EXPANSION	PTN	PARTITION		
EXT	EXTERIOR	PVC	POLYVINYL CHLORIDE		
		PVMT	PAVEMENT		
		PWD	PLYWOOD		

SYMBOLS LEGEND

GRAPHIC SYMBOLS

1 A101 / 1 A101 — BUILDING SECTION SYMBOL:
UPPER=THE SECTION NUMBER
LOWER=THE SHEET WHERE DRAWN

1 A101 — WALL SECTION SYMBOL:
UPPER=THE SECTION NUMBER
LOWER=THE SHEET WHERE DRAWN

1 A101 — DETAIL SYMBOL:
UPPER=THE SECTION NUMBER
LOWER=THE SHEET WHERE DRAWN

1 A101 — EXTERIOR ELEVATION SYMBOL:
UPPER=THE ELEVATION NUMBER
LOWER=THE SHEET WHERE DRAWN

A101 (1, 2, 3, 4) — INTERIOR ELEVATION SYMBOL: THE DARKENED CORNERS INDICATE DRAWN WALLS. ELEVATION DRAWINGS ARE ARRANGED NUMERICALLY BY ROOM NUMBER ON THE INTERIOR ELEVATION SHEETS.

A 30 — CABINET TYPE SYMBOL:
UPPER=CABINET STYLE
LOWER=CABINET SIZE IN INCHES

E-1 — EQUIPMENT TYPE INDICATOR:
LETTER= GROUP FUNCTION
NUMBER= ITEM NUMBER

TA-2 — TOILET ACCESSORY INDICATOR:
TA= TOILET ACCESSORY
NUMBER= ITEM NUMBER

APC-1 — FINISH TYPE INDICATOR:
REFER TO FINISH SCHEDULE FOR LEGEND

A — STRUCTURAL GRIDLINE IDENTIFIER

Name / Elevation — HEIGHT INDICATOR

MATCHLINE FLAG

TRUE NORTH — PLAN AND TRUE NORTH INDICATOR: THE HEAVY LINE REPRESENTS PLAN NORTH (USUALLY TOWARD THE TOP OF THE SHEET) THE SMALL ARROW INDICATES TRUE NORTH (IF DIFFERENT FROM PLAN NORTH).

109 / 311 — PARTITION TYPE INDICATOR

W00 — EXTERIOR ASSEMBLY TYPE INDICATOR

AC-1 — WINDOW OR LOUVER TYPE INDICATOR:

601 — WORK NOTE INDICATOR

1 A101 — DETAIL IDENTIFICATION: DASHED LINE INDICATES EXTENT OF ENLARGED PLAN OR DETAIL

ROOM NAME / 2308 — ROOM IDENTIFICATION:

230A — DOOR IDENTIFICATION:
DOOR NUMBER=NUMBER OF ROOM ACCESSED

ADD-01 — REVISION MARKER: CLOUD INDICATES AREA OF REVISION

TEXT SYMBOLS

&	AND
@	AT
X OR x	BY
#	POUND OR NUMBER
/ OR :	PER
X'	(X) FEET
X"	(X) INCHES

DISCIPLINE INDEX

G	GENERAL INFORMATION
C	CIVIL DRAWINGS
L	LANDSCAPE DRAWINGS
IR	IRRIGATION DRAWINGS
S	STRUCTURAL DRAWINGS
A	ARCHITECTURAL DRAWINGS
AD	ARCHITECTURAL DETENTION DRAWINGS
IP	INTERIOR PUBLIC FINISH DRAWINGS
FS	FOOD SERVICE
M	MECHANICAL DRAWINGS
P	PLUMBING DRAWINGS
FA	FIRE ALARM DRAWINGS
FP	FIRE PROTECTION DRAWINGS
E	ELECTRICAL DRAWINGS
T	TECHNOLOGY DRAWINGS

CONTENT INDEX

0	GENERAL INFORMATION AND STANDARDS
1	PLANS INCLUDING SITE, FLOOR, CEILING, FINISH AND ROOF DRAWINGS
2	EXTERIOR ELEVATIONS AND BUILDING SECTIONS
4	ENLARGED FLOOR PLANS AND INTERIOR ELEVATIONS
5	SCHEDULES AND ASSOCIATED DETAILS
6	WALL SECTIONS AND EXTERIOR DETAILS
7	INTERIOR DETAIL DRAWINGS
8	POWER AND SIGNAL DRAWINGS

SHEET NUMBERING

A-401
- DISCIPLINE ABBREVIATION
- DRAWING CONTENT CATEGORY
- SHEET NUMBER

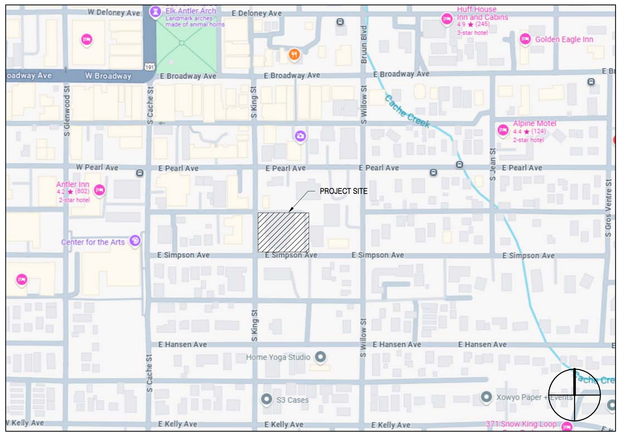
KEYNOTES

08 71 11 A01
- INTERNAL IDENTIFIER, NOT RELATED TO SPEC
- SPEC SECTION FOR IDENTIFIED ELEMENT

MATERIAL PATTERNS

- BRICK MASONRY
- CEMENT PLASTER
- CONCRETE - CAST-IN-PLACE
- CONCRETE MASONRY
- EARTH OR BACKFILL
- GRAVEL OR ROAD BASE
- GYPSUM BOARD
- INSULATION - BATT
- INSULATION - BATT - MINERAL WOOL
- INSULATION - RIGID
- INSULATION - RIGID - MINERAL WOOL
- INSULATION - SPRAY FOAM
- LIMESTONE
- METAL - ALUMINUM
- METAL - STEEL
- MORTAR
- PLYWOOD
- WOOD
- DAMPPROOFING (BROWN)
- WATERPROOFING (BLUE)
- AIR BARRIER (GREEN)
- FLEXIBLE FLASHING - AIR BARRIER (GREEN)
- WEATHER BARRIER (GREEN)
- UNDERLAYMENT (BLUE)
- VAPOR RETARDER (BROWN)
- FLEXIBLE FLASHING - MASONRY (BLUE)
- FLASHING, ROOF MEMBRANE (BLUE)

VICINITY MAP



DRAWING INDEX

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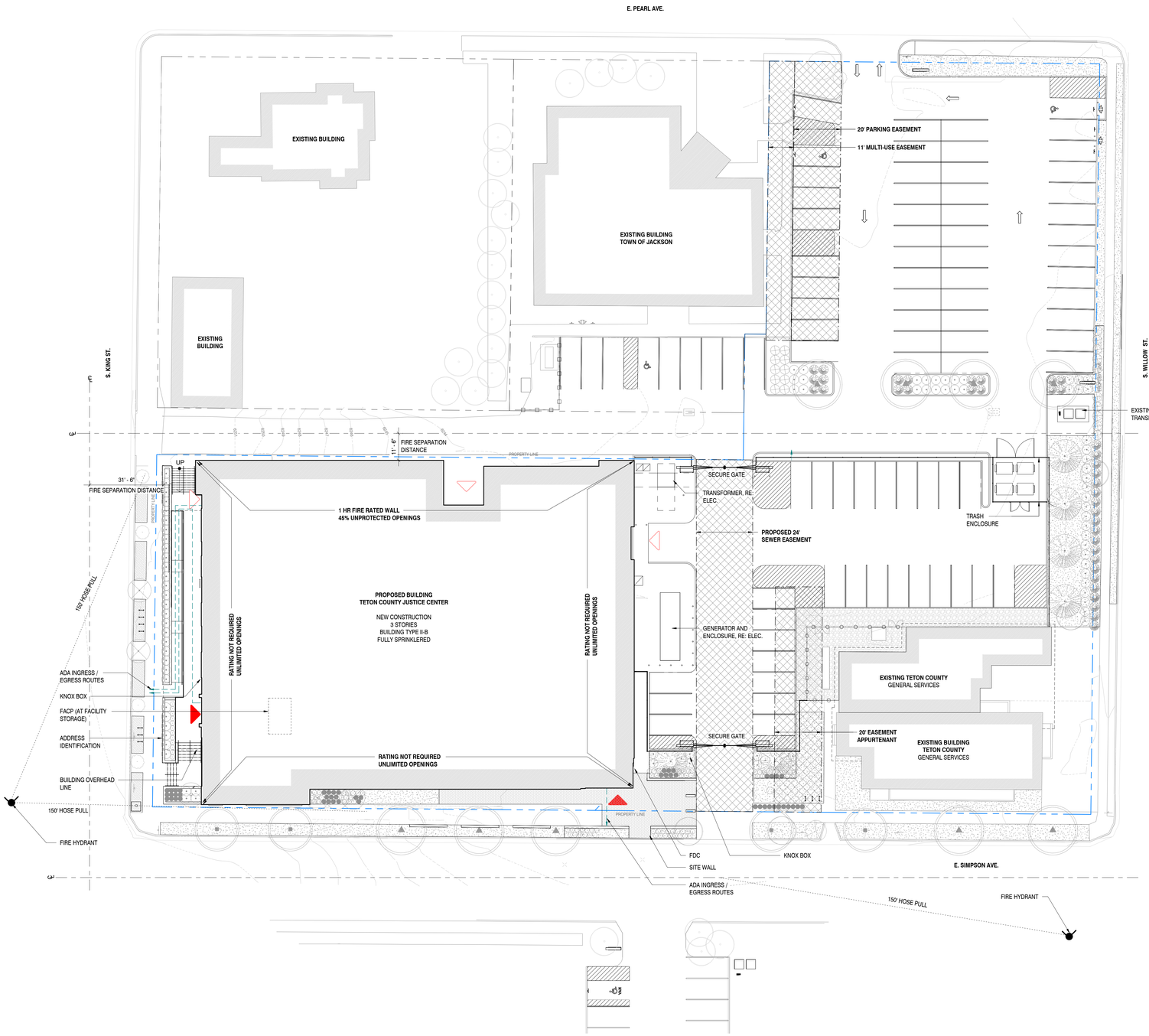
SCHEMATIC DESIGN	06 DECEMBER 2024
ToJ: SKETCH PLAN	04 MARCH 2025
100% DESIGN DEVELOPMENT	07 AUGUST 2025
ToJ: DEVELOPMENT PLAN	19 SEPTEMBER 2025

INDEX & ABBREVIATIONS

G-001

9/19/2025 9:35:42 AM



CODE SITE PLAN 1
5' 10' 20' 40' A-201 1" = 20'-0" G-101

CODE ANALYSIS

APPLICABLE CODES			
JACKSON MUNICIPAL CODE TITLE 15 BUILDINGS & CONSTRUCTION			
2024 INTERNATIONAL BUILDING CODE			
2024 INTERNATIONAL MECHANICAL CODE			
2024 INTERNATIONAL PLUMBING CODE			
2024 INTERNATIONAL FIRE CODE & INTERNATIONAL WILDLAND-URBAN INTERFACE CODE			
2021 INTERNATIONAL ENERGY CONSERVATION CODE			
2024 INTERNATIONAL FUEL GAS CODE			
2023 NATIONAL ELECTRIC CODE			
2017 ICC A117.1			
STANDARDS			
NFPA STANDARDS: 3 (2024), 4 (2024), 13 (2022), 14 (2022), 20 (2022),			
25 (2023), 70 (2023), 72 (2022), 101 (2024),			
170 (2021), 1225 (2022)			
CODE SUMMARY			
BUILDING	TETON COUNTY JUSTICE CENTER		
LOCATION	180 S KING STREET, JACKSON, WY 83001		
GENERAL	3 STORY, STEEL FRAMING		
	LEVEL 1-3 SEPARATED MIXED-USE OCCUPANCY		
	FULLY SPRINKLERED		
	77,004	GSF	
USE AND OCCUPANCY			
OCCUPANCY CLASSIFICATION	GROUP A-3, B, I-3, S-1	IBC 303, 304, 309, 310, 311	
MIXED USE OCCUPANCY	SEPARATED OCCUPANCY	IBC 508.4	1 HR SEPARATION BETWEEN I-3 AND A, B, S-1. NO SEPARATION REQUIRED BETWEEN A, B, AND S-1 OCCUPANCIES. BUILDING AREA, HEIGHT AND STORIES BASED ON MOST RESTRICTIVE (I-3)
INCIDENTAL USE AREAS	LAUNDRY ROOMS (OVER 100 SF, L2)	IBC TABLE 509.1	PROVIDED WITH AUTOMATIC SPRINKLER SYSTEM
	ROOMS WITH BOILERS, LARGEST PIECE OF EQUIP IS OVER 15 PSI & 10 HP	IBC TABLE 509.1	PROVIDED WITH AUTOMATIC SPRINKLER SYSTEM
	GROUP I-3 CELLS EQUIPPED WITH PADDED SURFACES	IBC TABLE 509.1	1 HOUR PROVIDED AT PADDED CELLS LOCATED IN BOOKING / HOLDING AREA.
HAZARDOUS MATERIALS	EVIDENCE STORAGE (L1)	IBC 414.2, 414.3	
SPECIAL REQUIREMENTS FOR I-3 OCCUPANCY			
LOCKING ARRANGEMENT	GROUP I-3 CONDITION 3	IBC TABLE 408.1	
SLIDING DOOR IN MEANS OF EGRESS PATH	PERMITTED	IBC 408.3.2	PERMITTED
SALLY PORT IN MEANS OF EGRESS PATH	PERMITTED	IBC 408.3.7	
LOCKED DOORS IN MEANS OF EGRESS PATH	PERMITTED	IBC 408.4	
20 MIN. DOOR NOT REQUIRED IN SECURE PERIMETER		IBC 716.2.2.1	EXCEPTION 4 IBC 408.7 MODIFIES OPENINGS TO ACCOMMODATE DETENTION DOOR AND INDIVIDUAL SECURITY GLAZING PANELS UP TO 1296 SQ INCHES
SMOKE COMPARTMENTS & SMOKE BARRIERS	REQUIRED	IBC 408.6	
SMOKE BARRIER ARE CONTINUOUS FROM OUTSIDE	WALL TO OUTSIDE WALL	IBC 709.4	
SMOKE BARRIER AT SLEEPING AREAS	NOT REQUIRED	IBC 408.8.1	DISTANCE FROM SLEEPING AREA THROUGH COMMON SPACE TO CORRIDOR IS LESS THAN 50 FEET
ENGINEERED SMOKE CONTROL SYSTEM	REQUIRED	IBC 408.9	AT WINDOWLESS SMOKE COMPARTMENTS
HEIGHT AND AREA- ALLOWABLE			
CONSTRUCTION TYPE	IIB, SEPARATED MIXED OCCUPANCY	IBC TABLE 601	
ALLOWABLE HEIGHT	75 FT	IBC TABLE 504.3	A, B, S-1, I-3 OCCUPANCY, AUTO SPRINKLER
ALLOWABLE STORIES ABOVE GRADE PLANE	A-3 3 STORIES B 4 STORIES S-1 4 STORIES I-3 2 STORIES	IBC TABLE 504.4 IBC 508.4.3	AUTO SPRINKLER, EACH SEPARATED OCCUPANCY SHALL COMPLY WITH THE BUIDING HEIGHT LIMITATIONS AND STORY LIMITATIONS BASED ON THE TYPE OF CONSTRUCTION ON THE BUILDING
ACTUAL HEIGHT	55 FT		
ROOFTOP STRUCTURES		IBC 1511.2.1	MECHANICAL SCREENING & STAIR PENTHOUSE ARE BELOW HEIGHT RESTRICTIONS (MAX 18')
ACTUAL NUMBER OF STORIES ABOVE GRADE	3 STORIES		
ALLOWABLE AREA PER FLOOR	A-3 28500 B 69,000 S-1 152,500 I-3 30,000	IBC TABLE 506.2 IBC 508.4.2	SEPARATED MIXED OCCUPANCY

GROSS SQUARE FOOTAGE	**FLOOR AREA**	**OVERHANGS**
LEVEL 1	25,281	567
LEVEL 2	25,722	1,762
LEVEL 3	26,001	2,019
TOTAL GSF	**77,004**	WITHOUT OVERHANGS
TOTAL	**81,352**	INCLUDING EXTERIOR SF BELOW OVERHANGS

FIRE PROTECTION SYSTEMS			
SPRINKLER SYSTEM	THROUGHOUT PER NFPA 13	IBC 903	
	EXTERIOR PROJECTIONS	NFPA 13 SECTION 9.2.3.2	EXTERIOR ROOF PROJECTIONS NOT REQUIRED TO HAVE SPRINKLERS
FIRE ALARM SYSTEM	PROVIDED	IBC 901.2	FA EMERGENCY VOICE COMMUNICATION PROVIDED. LOCATION OF FACP TO BE FIELD APPROVED BY THE FIRE DEPARTMENT.
SHUNT TRIP		IBC 3007.4	
STANDPIPES	CLASS I	IBC 905.3.1 EXCEPTION-1	AUTOMATIC SPRINKLER SYSTEM
PORTABLE FIRE EXTINGUISHERS	YES	IBC 906.1, IFC	DISTANCE NOT TO EXCEED 75 FT.
FIRE RESISTANCE RATED CONSTRUCTION			
TYPE IIB			
SHAFTS	1 HR	IBC 713.4	ALL SHAFTS CONNECT LESS THAN 4 STORIES
PASSENGER ELEVATOR HOISTWAY	1 HR	IBC 3002.1	1 HR RATED ELEVATOR HOISTWAY
FLOOR ASSEMBLIES	0 HR	IBC TABLE 601	1 HR FOR OCCUPANCY SEPARATION OF I-3
ROOF ASSEMBLIES	0 HR	IBC TABLE 601	
STRUCTURAL FRAME	0 HR	IBC TABLE 601	
EXTERIOR LOAD BEARING WALLS	0 HR	IBC TABLE 601	
INTERIOR LOAD BEARING WALLS	0 HR	IBC TABLE 601	
EXTERIOR NONBEARING WALLS/PARTITIONS	0 HR	IBC TABLE 705.5	FIRE SEPARATION DISTANCE GREATER THAN 10 FT LESS THAN 30 FT
INTERIOR PARTITIONS	0 HR	IBC TABLE 601	
CORRIDORS	A, B, S: 0 HR I I-3: 1 HR	IBC TABLE 1020.2	WITH SPRINKLER, I-3 MOST STRINGENT, **MAY BE REDUCED BY 408.8**
EXTERIOR WALLS	1 HR	IBC TABLES 705.5 & 705.8	FIRE SEPARATION DISTANCE VARIES RE: CODE SITE PLAN
EXTERIOR WALL OPENINGS	Varies Per Elevation	IBC TABLE 705.8	NORTH & WEST - UNLIMITED / EAST 15% / NORTH 45%
SMOKE BARRIERS		IBC 408.6 & 709	DETENTION HOUSING TO BE DIVIDED INTO 2 SMOKE COMPARTMENTS
DWELLING UNITS WALL ASSEMBLIES	30 MIN	IBC 408.8.1	SEPARATED BY SMOKE TIGHT PARTITION WHERE DISTANCE OF TRAVEL TO CORRIDOR EXCEEDS 50 FT *(NOT SURE THIS CONDITION EXISTS)*
MEANS OF EGRESS			
OCCUPANT LOAD FACTORS		IBC TABLE 1004.5	
ASSEMBLY WITHOUT FIXED SEATING, STANDING SPACE	1/5 NET	IBC TABLE 1004.5	
ASSEMBLY WITHOUT FIXED SEATING, CONCENTRATED	1/7 NET	IBC TABLE 1004.5	CHAIRS ONLY, NOT FIXED
ASSEMBLY WITHOUT FIXED SEATING, UNCONCENTRATED	1/15 NET	IBC TABLE 1004.5	TABLES AND CHAIRS, NOT FIXED
ASSEMBLY WITH FIXED SEATING	1 SEAT/18" L	IBC 1004.6	
COURTROOMS - OTHER THAN FIXED SEATING	1/40 NET	IBC TABLE 1004.5	
EXERCISE ROOMS	1/50 GROSS	IBC TABLE 1004.5	
INSTITUTIONAL - SLEEPING AREAS	1/20 GROSS	IBC TABLE 1004.5	
BUSINESS	1/150 GROSS	IBC TABLE 1004.5	
COMMERCIAL KITCHENS AND PARKING GARAGES	1/200 GROSS	IBC TABLE 1004.5	
STORAGE, MECHANICAL, ELECTRICAL, PLUMBING	1/300 GROSS	IBC TABLE 1004.5	
TWO-WAY COMMUNICATION SYSTEM	PROVIDED	IBC 1009.8	PER 1009.8. WHERE FLOORS DO NOT HAVE DIRECT ACCESS TO GRADE, A MONITORED 2-WAY COMMUNICATION SYSTEM IS PROVIDED AT EACH ELEVATOR LANDING.
FIRE-ALARM VOICE COMMUNICATION	PROVIDED	IBC 907.2.3	
EXIT DOORS AT ASSEMBLY OCCUPANCY	PROVIDED WITH PANIC HARDWARE		
OCCUPANTS (CALCULATED FOR EXITING):			
LEVEL 1	191		
LEVEL 2	426		
LEVEL 3	629		
TOTAL	1246		
MEANS OF EGRESS SIZING			
36 INCH WIDE DOORS	33/0.15 = 220	IBC 1005.3.2 EX. #1	
72 INCH WIDE DOORS	69/0.15 = 460	IBC 1005.3.2 EX. #1	
MINIMUM CORRIDOR WIDTH	44 INCHES	IBC 1020.3	
CORRIDORS	WIDTH/0.15	IBC 1005.3.2 EX. #1	
STAIRS	WIDTH/0.20	IBC 1005.3.1 EX. #1	
MINIMUM NUMBER OF EXITS	(3) REQD.	IBC TABLE 1006.3.3	(3) PROVIDED @ L1-I5; (1) PROVIDED @ ROOF (UNOCCUPIED)
EXIT SIGNS	PROVIDED IN COMPLIANCE WITH	IBC 1013	
EXIT SIGN ILLUMINATION	PROVIDED IN COMPLIANCE WITH	IBC 1013	
EXIT ACCESS TRAVEL DISTANCE	250 FT AT A, B, & S-1 OCCUPANCY; 200 FT AT I-3 OCCUPANCY	IBC 1017.2	WITH SPRINKLER SYSTEM
EXIT THROUGH INTERVENING SPACES		IBC 1016.2	
NUMBER OF EXITS FROM ROOM	1 REQUIRED IF OCC LOAD < 50 2 REQUIRED IF OCC LOAD > 49	IBC TABLE 1006.2.1 IBC TABLE 1006.2.1	
EXIT SEPARATION	SEPARATION DISTANCE NOT LESS THAN 1/3 THE MAXIMUM OVERALL DIAGONAL	IBC 1007.1.1 EXCEPTION 2	
DEAD END CORRIDOR	20 FT AT A-3 & 50 FT AT B, S & I-3	1020.5 EXCEPTION 1 & 2	AUTOMATIC SPRINKLER
	UNLIMITED WHERE CORRIDOR LENGTH < 2.5 TIMES LEAST WIDTH	IBC 1020.5 EXCEPTION 3	
PANIC HARDWARE	REQUIRED AT ALL EXIT DOORS SERVINGS A OCCUPANCIES AND THOSE WITH OCC LOAD >49	IBC 1010.2.9	
COMMON PATH OF TRAVEL	75 FT A, 100 FT AT B, S and I-3	IBC TABLE 1006.2.1	AUTOMATIC SPRINKLER, A OCCUPANCY MOST STRINGENT.
INTERIOR EXIT ACCESS STAIRWAY	AT PUBLIC STAIR SERVING A OCCUPANCY	IBC 1019.3	EXCEPTION 1 – STAIR SERVES & ATMOSPHERCALLY COMMUNICATES BETWEEN ONLY TWO ADJACENT STORIES.
ELEVATORS	1 HR HOISTWAY ENCLOSURE PROTECTION	IBC 3002, IBC 713.4	1-HR FRR HOISTWAY PROVIDED
	1 HR SUPPORTING CONSTRUCTION	IBC 707.5.1	THE SUPPORTING CONSTRUCTION FOR A FIRE BARRIER SHALL BE PROTECTED TO AFFORD THE REQUIRED FIRE-RESISTANCE RATING OF THE FIRE BARRIER SUPPORTED. 1-HR RATED SUPPORTING CONSTRUCTION PROVIDED.
	HOISTWAY DOOR PROTECTION	IBC 3006.2	REQUIRED BECAUSE BUILDING CONTAINS GROUP I-3 OCCUPANCY
	SMOKE-PROTECTIVE CURTAIN ASSEMBLY	IBC 3006.3 OPTION 5	PROVIDED AT ALL LEVELS EXCEPT AT EXIT DISCHARGE
INTERIOR FINISHES			
INTERIOR WALL AND CEILING FINISH REQUIREMENTS			
	INTERIOR EXIT STAIRWAYS AND EXIT PASSAGEWAYS	A, IBC TABLE 803.13	I-3 MOST STRINGENT
	CORRIDORS	A, IBC TABLE 803.13	I-3 MOST STRINGENT
	ROOMS AND ENCLOSED SPACES	C, TABLE 803.13	I-3 MOST STRINGENT
SPECIAL INSPECTIONS			
SPECIAL INSPECTIONS TO INCLUDE THE FLOWING ARCHITECTURAL ITEMS:		IBC 1704.2.3	
	ARCHITECTURAL COMPONENTS FOR SEISMIC RESISTANCE	IBC 1705.13.5	ERECTION AND FASTENING OF EXTERIOR CLADDING, INTERIOR AND EXTERIOR NONBEARING WALLS AND INTERIOR AND EXTERIOR VENEER.
	STORAGE RACKS	IBC 1705.13.7	
	SPRAYED FIRE-RESISTIVE MATAERIALS (SFRM)	IBC 1705.15	
	FIRE-RESISTANT PENETRATIONS AND JOINTS	IBC 1705.18	
IECC COMPLIANCE			
DESIGN TEAM WILL DEMONSTRATE COMPLIANCE WITH IECC 2021 USING THE PERFORMANCE PATH ENERGY MODEL			

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SCHEMATIC DESIGN	06 DECEMBER 2024
ToJ: SKETCH PLAN	04 MARCH 2025
100% DESIGN DEVELOPMENT	07 AUGUST 2025
ToJ: DEVELOPMENT PLAN	19 SEPTEMBER 2025

CODE STUDY - CODE SITE PLAN AND ANALYSIS

G-101

9/19/2025 9:35:45 AM

GENERAL PROJECT NOTES:

1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS, THE WYOMING DEPARTMENT OF ENVIRONMENTAL QUALITY RULES AND REGULATIONS, AND THE LATEST EDITION OF THE WYOMING PUBLIC WORKS STANDARD SPECIFICATIONS OR AS MODIFIED BY THE SPECIAL PROVISIONS AND THE SUPPLEMENTARY SPECIFICATIONS.
2. PROJECT SCOPE: BUILD SITE AND UTILITY INFRASTRUCTURE AND GRADING TO ACCOMMODATE A NEW COURTHOUSE BUILDING, PARKING LOT, AND THE DEMOLITION OF THE EXISTING DETENTION CENTER AND COURTHOUSE.
3. PROPERTY ZONE: PUBLIC/SEMI-PUBLIC - TOWN (P/SP-ToJ)
4. PROPERTY AREA: 1.94 ACRES
   TOTAL AREA OF DISTURBANCE: 1.70 ACRES
5. PROJECT SCHEDULE: CONSTRUCTION SCHEDULED TO START IN SPRING 2026 AND BE COMPLETED BY FALL 2028.
6. BASE MAPPING PREPARED FROM SURVEYS PERFORMED BY JORGENSEN ASSOCIATES IN MAY 2021 AND SUPPLEMENTED IN MAY AND JULY 2023.
7. GEOTECHNICAL REPORT PREPARED BY JORGENSEN GEOTECHNICAL IN JUNE 2023.
8. THE PROJECT AREA IS NOT LOCATED IN A FLOODPLAIN.
9. NO AVALANCHE PATHS ARE PRESENT ON THIS SITE.
10. BUILDING TIES ARE TO FOUNDATION STEM WALLS.

WATER AND SEWER UTILITY NOTES

1. WATER AND SEWER INSTALLATIONS SHALL BE IN ACCORDANCE WITH CURRENT WYOMING DEPARTMENT OF ENVIRONMENTAL QUALITY, WATER QUALITY DIVISION RULES AND REGULATIONS. AND CONFORM TO TOWN OF JACKSON WATER AND SEWER REGULATIONS
2. TYPE A TRENCH BACKFILL SHALL APPLY TO ALL PAVED SURFACES AND AROUND ALL APPURTENANCES INCLUDING VALVES, FIRE HYDRANTS AND MANHOLES. TYPE B TRENCH BACKFILL SHALL APPLY ONLY TO NON-TRAVELED AREAS. SEE SPECIFICATIONS.
3. CONTINUOUS RIGID TYPE A PIPELINE INSULATION SHALL BE PROVIDED AS SHOWN ON THE TYPICAL TRENCH DETAIL, AT ALL LOCATIONS WHERE DEPTH OF COVER IS LESS THAN 5 FEET FOR SEWER MAINS AND SERVICES; LESS THAN 7 FEET FOR WATER MAINS AND SERVICES OR AS SHOWN ON THE PLANS. ALL SERVICES UNDER ROADWAYS, DRIVEWAYS, AND SIDEWALKS SHALL BE INSTALLED WITH 2" TYPE A INSULATION.
4. MAINTAIN A MINIMUM OF 10 FEET HORIZONTAL SEPARATION BETWEEN WATER PIPES AND SEWER PIPES/MANHOLES, MEASURED EDGE TO EDGE. MAINTAIN A MINIMUM OF 18 INCHES VERTICAL SEPARATION AT WATER-SEWER PIPE CROSSINGS. WHERE SEWER PIPE CROSSES ABOVE WATER PIPE, SPECIAL CONSTRUCTION IS REQUIRED. SEE TYPICAL DETAILS.
5. WATER SERVICE LINE SHALL BE POLYETHYLENE (PE) CONFORMING TO THE REQUIREMENTS OF AWWA C 901. PE PIPE SHALL BE PRESSURE TUBING CONFORMING TO TABLE 7 OF SAID SPECIFICATION. TUBING SHALL BE CLASS 200 WITH A DR OF 9.
6. SANITARY SEWER GRAVITY LINES AND FITTINGS SHALL BE SCH 40 PVC AND CONFORM TO ASTM D1785. PRESSURE SEWER SERVICE LINES SHALL BE POLYETHYLENE, SDR11 IPS PE.
7. LOCATIONS OF EXISTING FACILITIES ARE FROM DRAWINGS PROVIDED TO JORGENSEN ASSOCIATES. CONTRACTOR SHALL POT HOLE IN THE PRESENCE OF THE ENGINEER AND ANY ADJUSTMENTS NEEDED SHALL BE REFLECTED ON AS-CONSTRUCTED DRAWINGS.

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.

CONSTRUCTION NOTES & SPECIFICATIONS:

1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE PERMITS AND AGREEMENTS INCLUDING: TOWN OF JACKSON GRADING AND EROSION CONTROL PERMIT, WYDEQ PERMIT TO CONSTRUCT, WYDEQ WYPDES PERMIT, CONTACT ENGINEER FOR COPIES OF PERMITS AND PERMIT REQUIREMENTS. CONTRACTOR SHALL REVIEW AND BE RESPONSIBLE FOR PERMIT COMPLIANCE.
2. IF NECESSARY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN A WYOMING DEPARTMENT OF ENVIRONMENTAL QUALITY NPDES STORMWATER PERMIT PRIOR TO COMMENCING ANY LAND DISTURBING ACTIVITIES.
3. CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN THE FIELD AND SHALL PROMPTLY NOTIFY THE ENGINEER OF ANY VARIATIONS OR DISCREPANCIES.
4. 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 AND SEWER LINES.
5. CONTRACTOR TO CONFIRM STOCKPILE AND STAGING LOCATIONS WITH THE OWNER.
6. CONTRACTOR TO LOCATE ALL UTILITIES PRIOR TO CONSTRUCTION.
7. 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.
8. 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.
9. CRUSHED GRAVEL BASE MATERIAL SHALL BE GRADING H OR GRADING W.
10. 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).
11. 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.
12. STRIP AND SALVAGE TOPSOIL FROM ALL EXCAVATED AREAS.
13. WEEDS SHALL BE CONTROLLED BY SPRAYING, LIMITING DISTURBANCE AREA, OR OTHER MEANS PRIOR TO REVEGETATION AND AFTER REVEGETATION IS COMPLETE.
14. REVEGETATION SHALL OCCUR AFTER CONSTRUCTION IS COMPLETE AND WILL BE COMPLETED IN THE SPRING OF 2028.
15. FUGITIVE DUST WILL BE CONTROLLED BY WATERING DURING DRY PERIODS OR AS REQUIRED BY OWNER.
16. ALL EXCAVATED MATERIALS SHALL BE STOCKPILED AND PROCESSED ON-SITE ONLY AT LOCATIONS AS DESIGNATED ON THE PLANS.
17. TOPS OF CUT AND FILL SLOPES SHALL BE ROUNDED TO AVOID RAVELING AND EROSION.
18. TOPSOIL SHALL BE PLACED ON ALL SLOPES AND AREAS STRIPPED FOR GRADING.
19. CUT AND FILL SLOPES SHALL NOT EXCEED 2:1 WITHOUT SPECIAL STABILIZATION AND APPROVAL FROM ENGINEER.
20. NO WETLANDS SHALL BE DISTURBED WITHOUT FIRST OBTAINING NECESSARY PERMITS FROM THE U. S. ARMY CORPS OF ENGINEERS.
21. AREAS WITH UNSUITABLE SUBGRADE UNDER ROADWAYS OR BUILDING SHALL BE SUB-EXCAVATED AND REPLACED WITH APPROVED STRUCTURAL FILL. COORDINATE WITH ENGINEER FOR REMOVAL DEPTHS AND STRUCTURAL FILL SELECTION.
22. ENGINEER SHALL BE CONTACTED PRIOR TO CONSTRUCTION TO PROVIDE CONSTRUCTION OBSERVATION.
23. ALL DEVELOPMENT SHALL BE SETBACK A MINIMUM OF THIRTY (30) FEET FROM WETLANDS.
24. ALL FENCING MUST COMPLY WITH SECTION 49220, WILDLIFE FRIENDLY FENCING, OF THE TETON COUNTY LAND DEVELOPMENT REGULATIONS. THIS SECTION INCLUDES A PROVISION FOR SPECIAL PURPOSE FENCING. ALL SPECIAL PURPOSE FENCING MUST BE APPROVED BY THE TETON COUNTY PLANNING DIRECTOR.
25. BEFORE START OF CONSTRUCTION INSTALL CONSTRUCTION FENCE/SILT FENCE TO DEFINE LIMITS OF LAND DISTURBING ACTIVITIES. FENCE FILTER FABRIC SHALL BE SPUN BOND GEOTEXTILE FABRIC.
26. CONTRACTOR IS RESPONSIBLE FOR PERIODIC INSPECTIONS, MAINTENANCE AND REPAIR OF EROSION CONTROL STRUCTURES TO INSURE PROPER SEDIMENT CONTAINMENT AND EROSION CONTROL.
27. STORMWATER RUNOFF SHALL BE MANAGED IN ACCORDANCE WITH TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS. RUNOFF FROM THE SITE SHALL NOT EXCEED THE PRE-CONSTRUCTION VALUES, AND VOLUME OF STORAGE SHALL NOT BE REDUCED.
28. ALL AVAILABLE TOPSOIL SHALL BE STORED FOR USE IN REVEGETATION OPERATIONS. 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.
29. HARD PACKED OR CAKED TOPSOIL SURFACES SHALL BE SCARIFIED OR DISKED PRIOR TO SEEDING. REVEGETATE ALL DISTURBED AREAS AS SOON AS PRACTICAL AFTER GRADING.
30. EXISTING VEGETATION IS TO BE MAINTAINED TO THE EXTENT POSSIBLE.
31. DURING CONSTRUCTION CONTRACTOR SHALL OBSERVE THE PROJECT SITE FOR THE GROWTH OF NOXIOUS WEEDS. THE GROWN OF NOXIOUS WEED SHALL BE REPORTED TO THE TETON COUNTY WEED AND PEST DISTRICT OFFICE. CONTRACTOR AND OWNER SHALL IMPLEMENT A WEED CONTROL PROGRAM TO CONTROL NOXIOUS WEEDS.
32. UNLESS OTHERWISE SPECIFIED, GRADING SHALL PROVIDE A MINIMUM OF 6 INCHES OF FALL IN THE FIRST 10 FEET AWAY FROM FOUNDATION WALL ADJACENT TO LANDSCAPED AREAS. HARDSCAPES SHALL BE SLOPED AT A MINIMUM 2% AWAY FROM THE BUILDING FOR THE FIRST 10 FEET.

=EXISTING LEGEND=

Symbol	Description
	IRON PIPE WITH 3" DIAMETER BRASS CAP INSCRIBED "RLS 164"
	NO MONUMENT FOUND OR SET, DEPICTED FOR DRAWING CLARITY ONLY
	REINFORCING STEEL BAR WITH 1½" DIAMETER ALUMINUM CAP INSCRIBED "PLS 6193"
	BOUNDARY, SUBJECT PROPERTY
	BOUNDARY, ADJOINING PROPERTY
	BOUNDARY, EASEMENT, AS NOTED
N25°25'25"E 100.00'	MEASURED BEARING & DISTANCE OR CURVE GEOMETRY
	CENTERLINE ROAD
	EDGE OF PAVEMENT
	TOP BACK OF CURB
	PAINT STRIPE, PARKING SPACE
	SIDEWALK
	BRICK/STONE PAVER SIDEWALK
	FLOWLINE
6205	INDEX CONTOUR, 5' INTERVAL
6208	INTERMEDIATE CONTOUR, 1' INTERVAL
6201.5	SPOT ELEVATION
	POST, CIRCULAR AND SQUARE
	SIGN
	BOLLARD
	FLAGPOLE
	HANDICAP PARKING SPACE
x x x	FENCE, CHAINLINK
	FENCE, WOODEN, POST AND RAIL
	EDGE OF CONCRETE
	HANDRAIL
	MONITORING WELL
	BORE HOLE
C	COMMUNICATIONS PEDESTAL
com	UNDERGROUND COMMUNICATIONS LINE
fo	UNDERGROUND FIBER OPTIC LINE
K	KEYPAD
S	SPRINKLER VALVE
HVAC	CLIMATE CONTROL UNIT
U	UTILITY VAULT
ut	UNDERGROUND UTILITY LINE
G	GAS METER
gas	UNDERGROUND GAS LINE
	ELECTRIC JUNCTION BOX
	ELECTRIC METER
E	ELECTRIC TRANSFORMER
	LIGHT POLE
	UTILITY POLE
	GUY ANCHOR
ohp	OVERHEAD POWER LINE
ugp	UNDERGROUND POWER LINE
©	CLEANOUT
S	SEWER MANHOLE
s	SANITARY SEWER LINE
	STORM DRAIN INLET
D	STORM DRAIN MANHOLE
stm	STORM DRAIN LINE
	HYDRANT, FIRE SUPPRESSION
	CURBSTOP
W	WATER MANHOLE
	WATER VALVE
w	WATER LINE
	ASPEN TREE
	COTTONWOOD TREE
	DECIDUOUS TREE
	CONIFER TREE
	SHRUB

=PROPOSED LEGEND=

Symbol	Description
5825	MAJOR CONTOUR
5822	MINOR CONTOUR
162.09	SPOT ELEVATION
TOS 162.09	TOP OF STEPS SPOT ELEVATION
BOS 162.09	BOTTOM OF STEPS SPOT ELEVATION
TOW 162.09	TOP OF WALL SPOT ELEVATION
TBC 162.09	TOP BACK OF CURB SPOT ELEVATION
FL 162.09	FLOWLINE SPOT ELEVATION
	LIMITS OF DISTURBANCE
x x	SECURITY FENCE
	STRAW WATTLE
	BUILDING FOOTPRINT
	ASPHALT DRIVEWAY
	CONCRETE SURFACE
	CONCRETE SITE WALL
	BOLLARD
UT	CABLE UTILITY TRENCH
	LIGHT POLE
	EV CHARGING STATION OR JUNCTION BOX
S	SEWER LINE
S	SEWER MANHOLE
©	SEWER CLEANOUT
W	WATER LINE
	WATER VALVE
	WATER CURBSTOP
STM	STORM WATER LINE
	STORM WATER INLET
D	STORM WATER MANHOLE
	TRENCH DRAIN
	PERFORATED PIPE/STORMWATER INFILTRATOR
FO	FIBER OPTIC LINE

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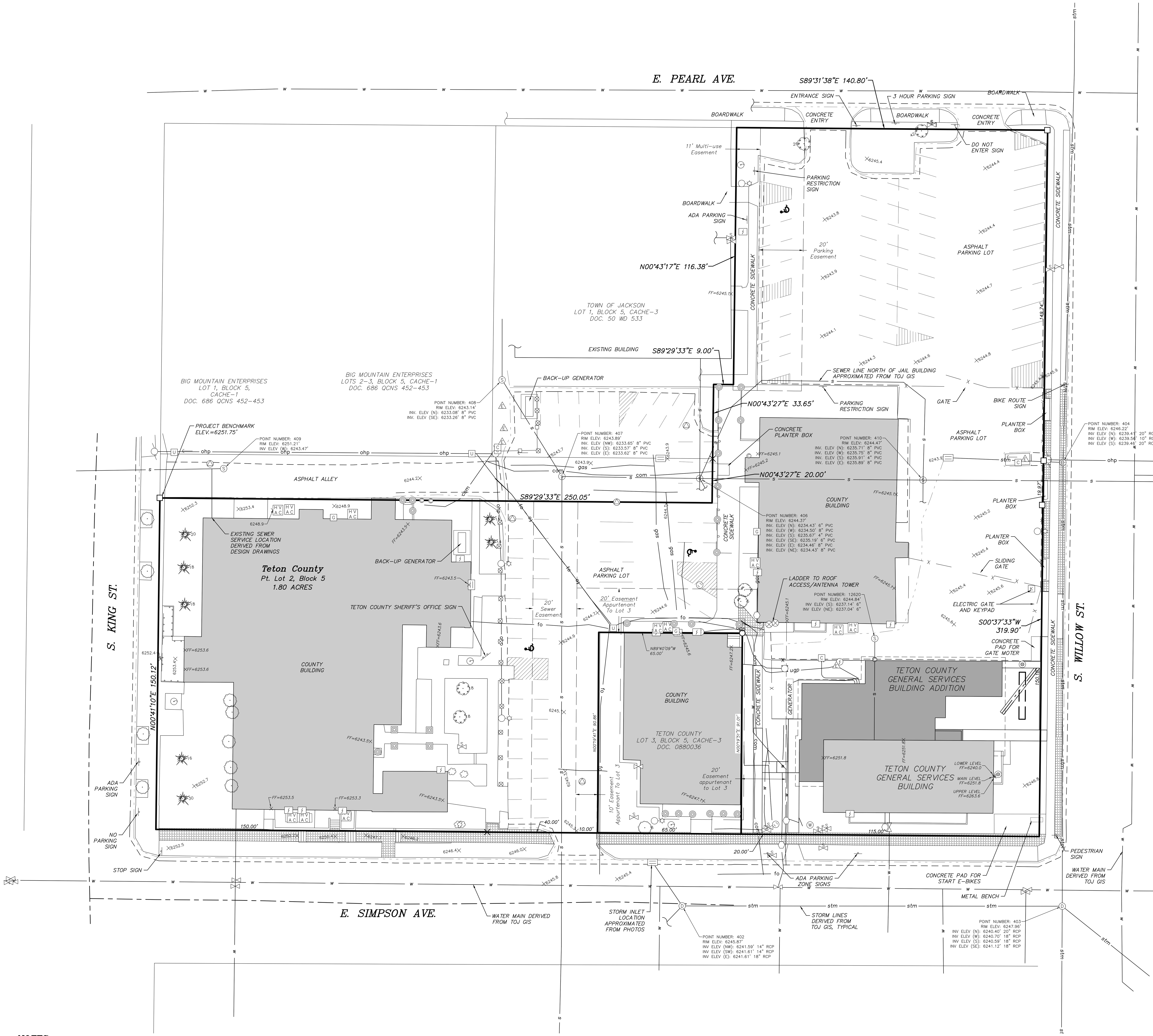
GENERAL CIVIL NOTES & LEGEND

C1.0

— PRELIMINARY —
SUBJECT TO CORRECTION AND APPROVAL

9/17/2025 2:09 PM



SCALE: 1 INCH = 20 FEET
THIS SCALE VALID ONLY FOR 30x42 PRINTS

LEGEND

- iron pipe with 3" diameter brass cap inscribed "RLS 164"
- no monument found or set, depicted for drawing clarity only
- reinforcing steel bar with 1½" diameter aluminum cap inscribed "PLS 6193"
- boundary, subject property
- boundary, adjoining property
- boundary, easement, as noted
- N25°25'25"E 100.00' — measured bearing & distance or curve geometry
- centerline road
- edge of pavement
- top back of curb
- paint stripe, parking space
- sidewalk
- brick/stone paver sidewalk
- flowline
- 6205 — index contour, 5' interval
- 6208 — intermediate contour, 1' interval
- 6201.5 — spot elevation
- post, circular and square
- sign
- bollard
- flagpole
- handicap parking space
- fence, chainlink
- fence, wooden, post and rail
- edge of concrete
- handrail
- monitoring well
- bore hole
- communications pedestal
- com — underground communications line
- fo — underground fiber optic line
- keypad
- sprinkler valve
- HVAC — climate control unit
- utility vault
- ut — underground utility line
- gas meter
- gas — underground gas line
- electric junction box
- electric meter
- electric transformer
- light pole
- utility pole
- guy anchor
- ohp — overhead power line
- ugp — underground power line
- cleanout
- sewer manhole
- s — sanitary sewer line
- storm drain inlet
- storm drain manhole
- stm — storm drain line
- hydrant, fire suppression
- curbstop
- water manhole
- water valve
- w — water line
- aspen tree
- cottonwood tree
- deciduous tree
- conifer tree
- shrub

NOTES

This survey was conducted in May 2021 and May 2023 and prepared under the direction of Matthew Gotham, Wyoming PLS 13002, and does not include an engineering review.

Locations of utilities depicted hereon are derived from surveyed visible structures. Underground locations derived from utility locates performed by NU Locating in May 2023. All utilities must be verified prior to any construction activity.

Easements shown are based on record information, however, a complete search of public records was not conducted. Easements of sight or record may exist that are not shown.

Elevations were derived using GPS RTK observation methods from the Town of Jackson permanent base station and reference NAVD88, geoid 12B. Site benchmark elevation is 6251.75' at the northwest corner of Lot 2 as shown hereon.

Lot boundary and dimensions shown hereon are per 2007 boundary survey as part of Jorgensen Associates project number 07137.

BASIS OF BEARING for this survey is grid north based on the Wyoming West State Plane Coordinate System with a project convergence angle of −0°27'55".

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ToJ: SKETCH PLAN	04 MARCH 2025
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ToJ: DEVELOPMENT PLAN	19 SEPTEMBER 2025

EXISTING CONDITIONS

C2.0

DEMOLITION LEGEND

- ASPHALT
- CONCRETE
- BRICK PAVERS
- CURB & GUTTER/VALLEY GUTTER
- BUILDING
- CONCRETE RETAINING WALL
- WOOD RETAINING WALL/RAILROAD TIES
- WATER LINE
- IRRIGATION CONTROL VAULT
- SANITARY SEWER LINE
- SANITARY SEWER MANHOLE
- GAS LINE
- MISCELLANEOUS CABLE UTILITY LINE
- FIBER OPTIC LINE
- BURIED POWER LINE
- OVERHEAD POWER LINE
- LIGHT POLE
- ELECTRICAL EQUIPMENT, AS NOTED
- HVAC UNIT
- STORM WATER LINE
- STORM WATER STRUCTURE
- FENCE
- HANDRAIL
- BOLLARD
- FLAG POLE
- SIGN
- TREES, VARIOUS SPECIES

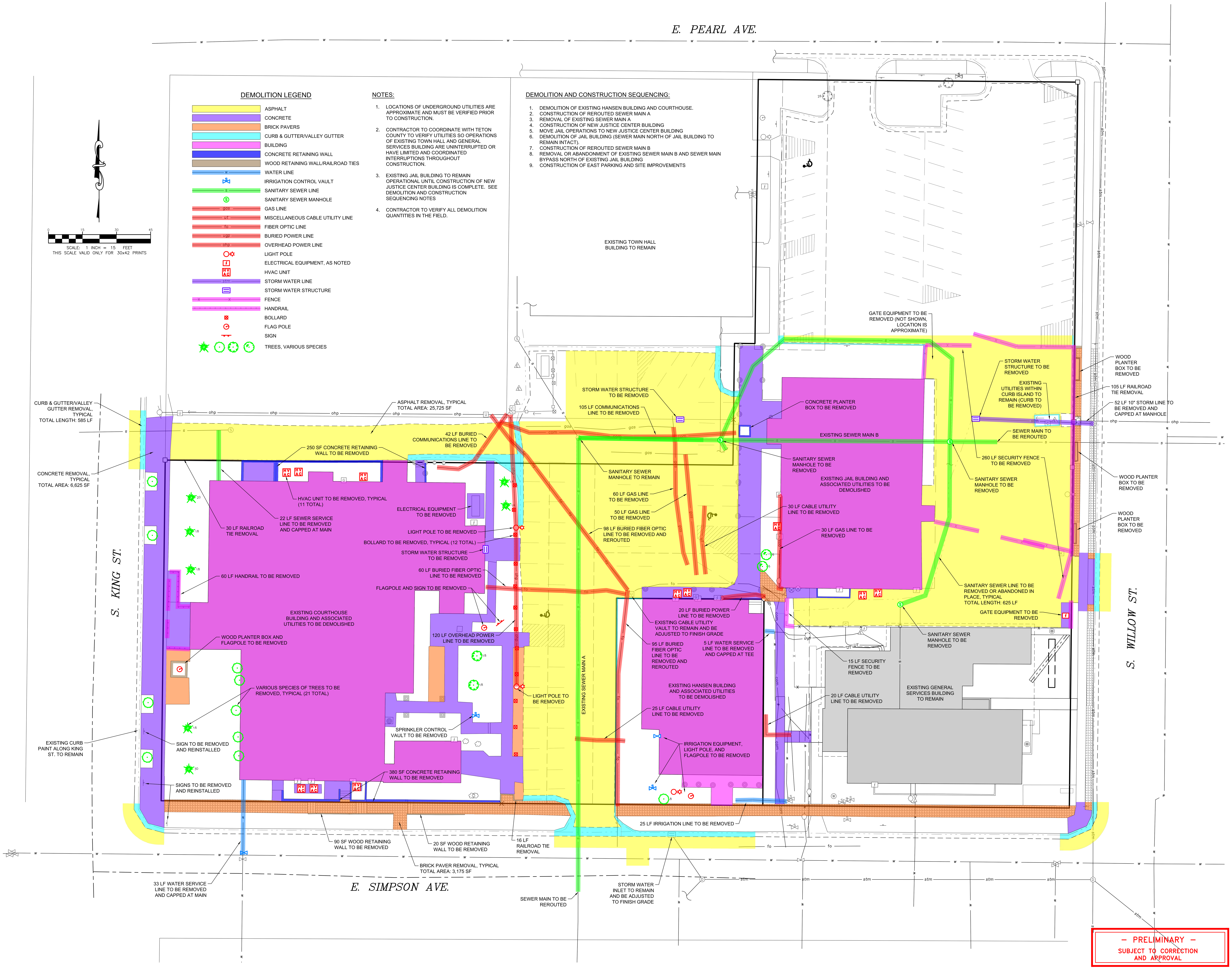
SCALE: 1 INCH = 15 FEET
THIS SCALE VALID ONLY FOR 30x42 PRINTS

NOTES:

1. LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE AND MUST BE VERIFIED PRIOR TO CONSTRUCTION.
2. CONTRACTOR TO COORDINATE WITH TETON COUNTY TO VERIFY UTILITIES SO OPERATIONS OF EXISTING TOWN HALL AND GENERAL SERVICES BUILDING ARE UNINTERRUPTED OR HAVE LIMITED AND COORDINATED INTERRUPTIONS THROUGHOUT CONSTRUCTION.
3. EXISTING JAIL BUILDING TO REMAIN OPERATIONAL UNTIL CONSTRUCTION OF NEW JUSTICE CENTER BUILDING IS COMPLETE. SEE DEMOLITION AND CONSTRUCTION SEQUENCING NOTES
4. CONTRACTOR TO VERIFY ALL DEMOLITION QUANTITIES IN THE FIELD.

DEMOLITION AND CONSTRUCTION SEQUENCING:

1. DEMOLITION OF EXISTING HANSEN BUILDING AND COURTHOUSE.
2. CONSTRUCTION OF REROUTED SEWER MAIN A
3. REMOVAL OF EXISTING SEWER MAIN A
4. CONSTRUCTION OF NEW JUSTICE CENTER BUILDING
5. MOVE JAIL OPERATIONS TO NEW JUSTICE CENTER BUILDING
6. DEMOLITION OF JAIL BUILDING (SEWER MAIN NORTH OF JAIL BUILDING TO REMAIN INTACT).
7. CONSTRUCTION OF REROUTED SEWER MAIN B
8. REMOVAL OR ABANDONMENT OF EXISTING SEWER MAIN B AND SEWER MAIN BYPASS NORTH OF EXISTING JAIL BUILDING
9. CONSTRUCTION OF EAST PARKING AND SITE IMPROVEMENTS



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DEMOLITION PLAN

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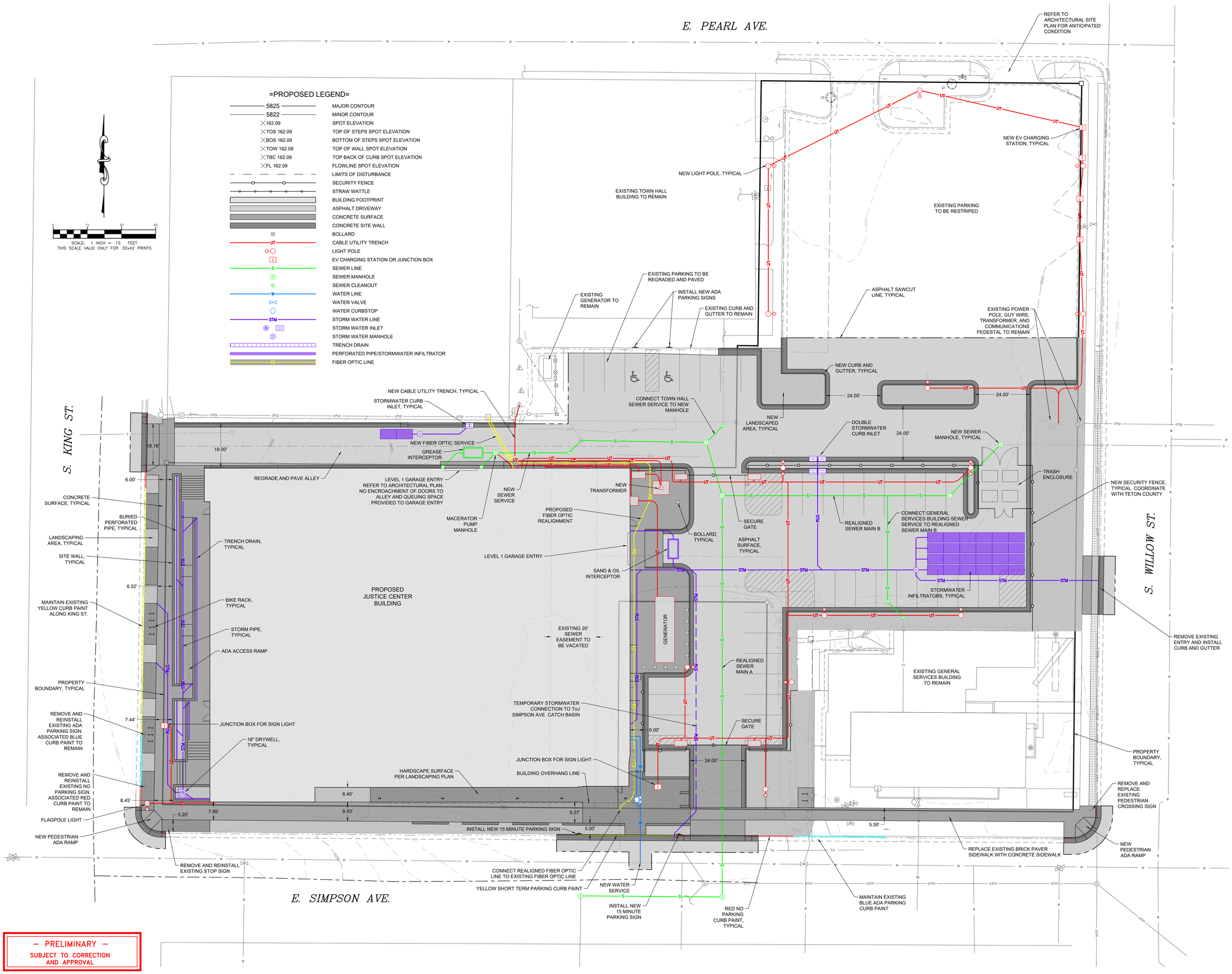

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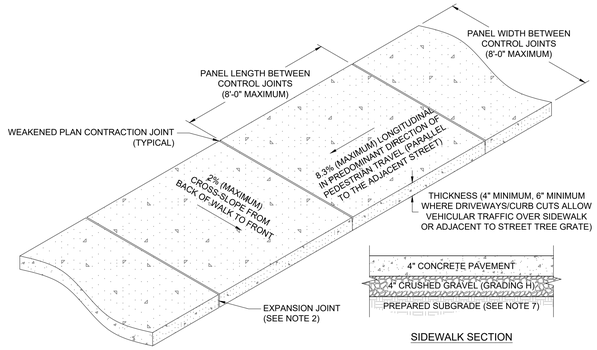
SITE OVERVIEW

C3.0



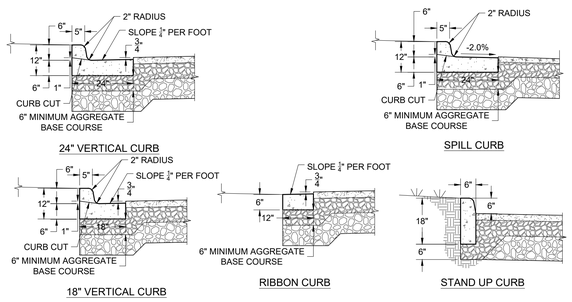
SIDEWALK SECTION

NOTE

1. SIDEWALK SHALL CONFORM TO ALL APPLICABLE ADA STANDARD REQUIREMENTS SIDEWALKS SHALL CONFORM TO WPWSS SECTION 02776, EXCEPT THAT PORTLAND CEMENT CONCRETE CLASS 4000 CONCRETE CONFORMING WITH WPWSS SECTION 03304, PART 2.07.
2. EXPANSION JOINTS SHALL BE PLACED IN SIDEWALK AT THE SAME LOCATIONS AS THOSE IN CURB AND GUTTER WHEN SIDEWALK IS ADJACENT TO CURB. (PER WPWSS SECTION 03251, PART 3.04 SPACING SHALL NOT EXCEED 32'-0" ON CENTER.)
3. FOR SIDEWALKS GREATER THAN EIGHT FEET IN WIDTH, A LONGITUDINAL CONTROL JOINT SHALL BE INSTALLED AT THE CENTER OF THE WALK.
4. REMOVAL AND REPLACEMENT OF SIDEWALK SHALL TAKE PLACE IN FULL PANELS.
5. AGGREGATE BASE COURSE SHALL BE FOUR INCH MINIMUM THICKNESS, CONFORM TO WPWSS SECTION 02190, PART 2.03 GRADING H, AND BE INSTALLED PER WPWSS SECTION 02231, PART 3.03.
6. CLEAR VEGETATION AND STRIP TOPSOIL TO SUBGRADE. SCARIFY, CONDITION, AND COMPACT. PROOF ROLL IN THE PRESENCE OF THE ENGINEER
7. MATERIAL STRIPPED TO DEPTH LOWER THAN SUBGRADE SHALL BE REPLACED WITH STRUCTURAL MATERIAL TO SUBGRADE ELEVATION.
8. WHERE UNSUITABLE SUBGRADE SOIL EXISTS, OVER EXCAVATION AND REPLACEMENT WILL BE REQUIRES. GEOGRID MAY BE SUBSTITUTED FOR OVER EXCAVATION UPON APPROVAL FROM GEOTECHNICAL ENGINEER.

TYPICAL CONCRETE SIDEWALK DETAIL

NOT TO SCALE — REVISED TOJ ST-127

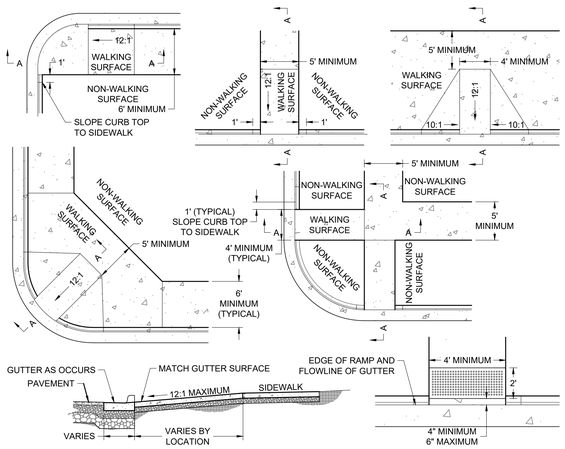


NOTE

1. CURBS SHALL CONFORM TO SPECIFICATION 32 16 13, EXCEPT THAT PORTLAND CEMENT CONCRETE SHALL BE FIBERMESH-REINFORCED CLASS 4000 CONCRETE CONFORMING WITH SPECIFICATION 32 13 13.
2. AGGREGATE BASE COURSE SHALL BE SIX INCH MINIMUM THICKNESS, CONFORM TO SPECIFICATION 31 05 16, PART 2.03, GRADING H, AND BE INSTALLED PER SPECIFICATION 32 11 23, PART 3.03.
3. REMOVAL AND REPLACEMENT OF CURB SHALL TAKE PLACE IN FULL PANELS.
4. VERTICAL CURB SHALL BE USED IN PREFERENCE TO ROLL CURB.

CURB SECTION DETAIL

NOT TO SCALE

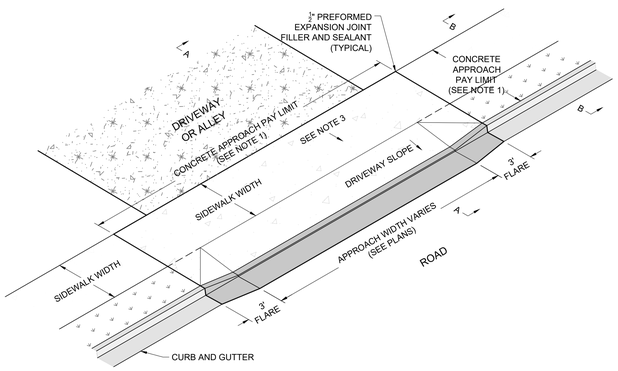


NOTE

1. SIDEWALKS SHALL CONFORM TO ALL APPLICABLE ADA STANDARD REQUIREMENTS.
2. LIP AT GUTTER TO BE NO MORE THAN ¼" HIGH
3. CONCRETE TO BE BROOM FINISH.
4. ALL PEDESTRIAN RAMPS SHALL INCLUDE PLACEMENT OF CAST IRON TRUNCATED DOME DETECTION PANELS IN A BRICK RED COLOR. (PANELS SHALL BE PROVIDED BY TOJ.)

PEDESTRIAN RAMP DETAIL

NOT TO SCALE — TOJ ST-112

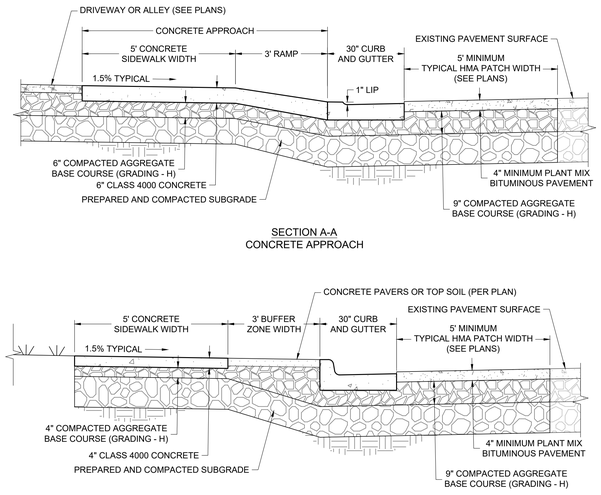


NOTE

1. **DRIVEWAYS AND ALLEYWAY APPROACHES:** LABELED AREAS ARE PAY LIMITS FOR "CONCRETE APPROACH" BID ITEM. THE FLARES AND/OR RAMPS SHALL BE THE SAME THICKNESS AS THE APPROACH.
2. **RAMP SLOPE:** DO NOT EXCEED A 1C:12H RAMP SLOPE.
3. **CROSS SLOPE:** SLOPE SIDEWALK TOWARD STREET. DO NOT EXCEED 1X:50H (2%).

TYPE "A" DRIVEWAY/ALLEY APPROACH DETAIL

NOT TO SCALE — TOJ ST-TBD



SECTION A-A
CONCRETE APPROACH

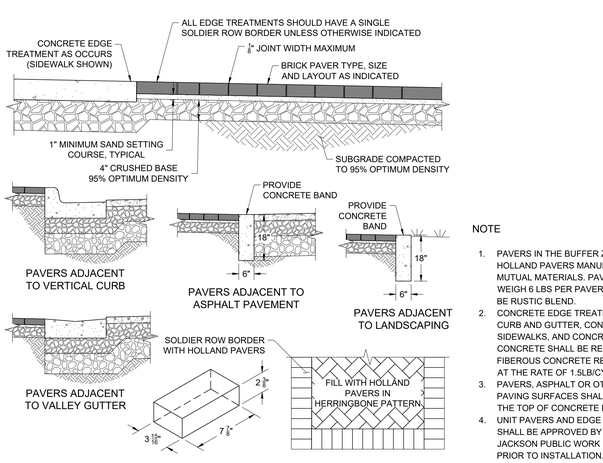
SECTION B-B
DETACHED CONCRETE SIDEWALK AND BUFFER ZONE

TYPE "A" DRIVEWAY/ALLEY APPROACH SECTIONS

NOT TO SCALE — TOJ ST-TBD

PAVEMENT SECTION

NOT TO SCALE

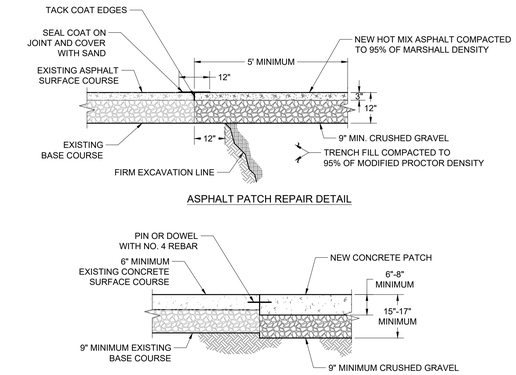


NOTE

1. PAVERS IN THE BUFFER ZONE SHALL BE HOLLAND PAVERS MANUFACTURED BY MUTUAL MATERIALS. PAVERS. SHALL WEIGH 6 LBS PER PAVER. COLOR SHALL BE RUSTIC BLEND.
2. CONCRETE EDGE TREATMENTS INCLUDE CURB AND GUTTER, CONCRETE SIDEWALKS, AND CONCRETE BANDS. CONCRETE SHALL BE REINFORCED WITH FIBEROUS CONCRETE REINFORCEMENT AT THE RATE OF 1.5LB/CY.
3. PAVERS, ASPHALT OR OTHER HARD PAVING SURFACES SHALL BE FLUSH WITH THE TOP OF CONCRETE EDGES.
4. UNIT PAVERS AND EDGE TREATMENT SHALL BE APPROVED BY TOWN OF JACKSON PUBLIC WORK DEPARTMENT PRIOR TO INSTALLATION.

PAVING AND UNIT PAVER INSTALLATION DETAIL

NOT TO SCALE — ST-124



ASPHALT PATCH REPAIR DETAIL

CONCRETE PATCH REPAIR DETAIL

NOTE

1. REPLACEMENT ASPHALT SHALL BE 1" THICKER THAN EXISTING WITH A MINIMUM THICKNESS OF 3".
2. ASPHALT SHALL BE PLACED IN TWO (2) LIFTS, EACH NO LESS THEN 1½" IN THICKNESS, AND COMPACTED TO 95% OF MARSHALL DENSITY.
3. BITUMINOUS MATERIAL SHALL MEET THE APPLICABLE REQUIREMENTS OF SECTION 02545 BITUMINOUS MATERIAL OF WYOMING PUBLIC WORKS STANDARDS AND SPECIFICATIONS.
4. PORTLAND CEMENT CONCRETE PAVEMENT SHALL MEET APPLICABLE REQUIREMENTS OF SECTION 02520, 02776 AND 03304 AS DIRECTED BY TOWN OF JACKSON PUBLIC WORKS DEPARTMENT.

CONCRETE AND ASPHALT PATCH DETAIL

NOT TO SCALE — TOJ ST-118

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GRADING DETAILS

C8.0

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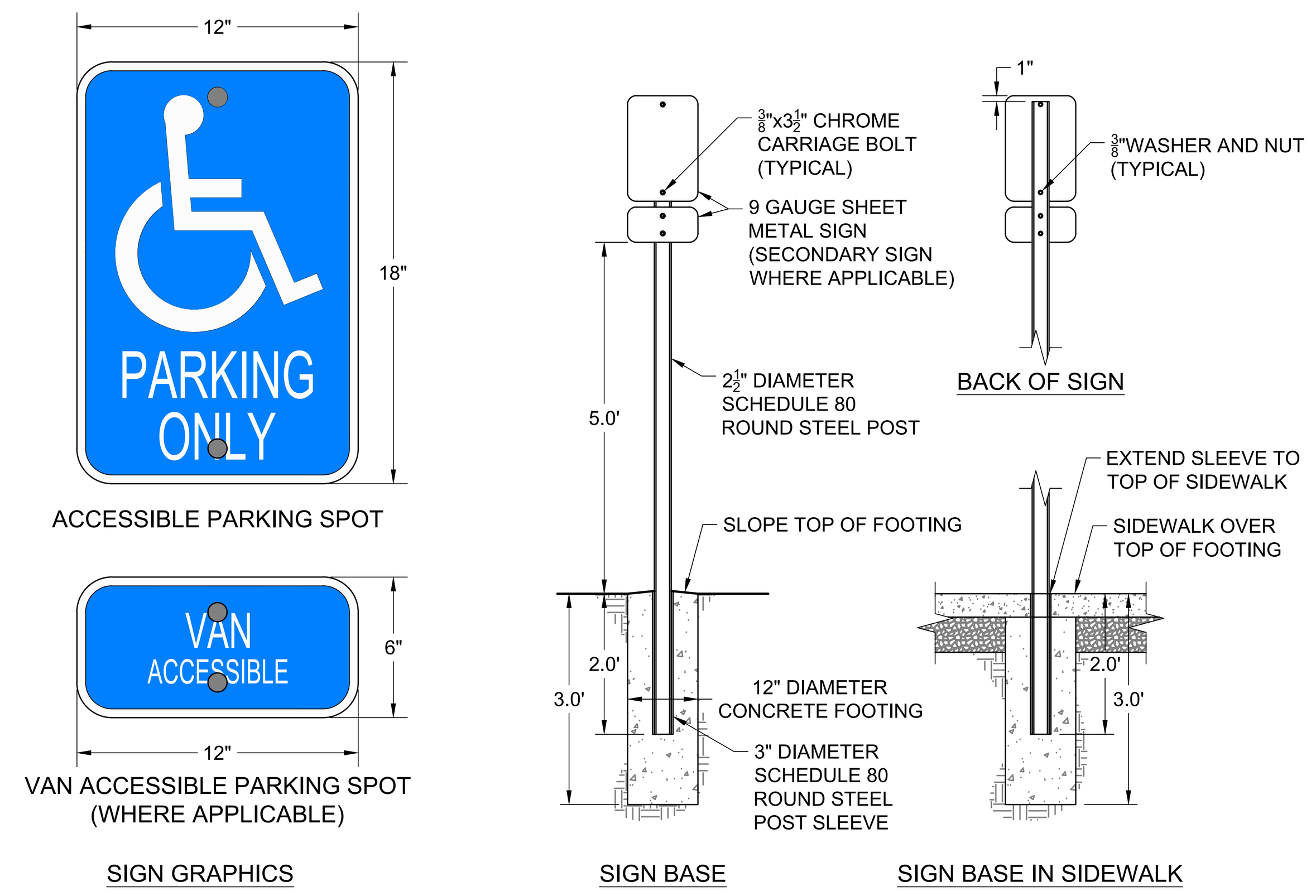
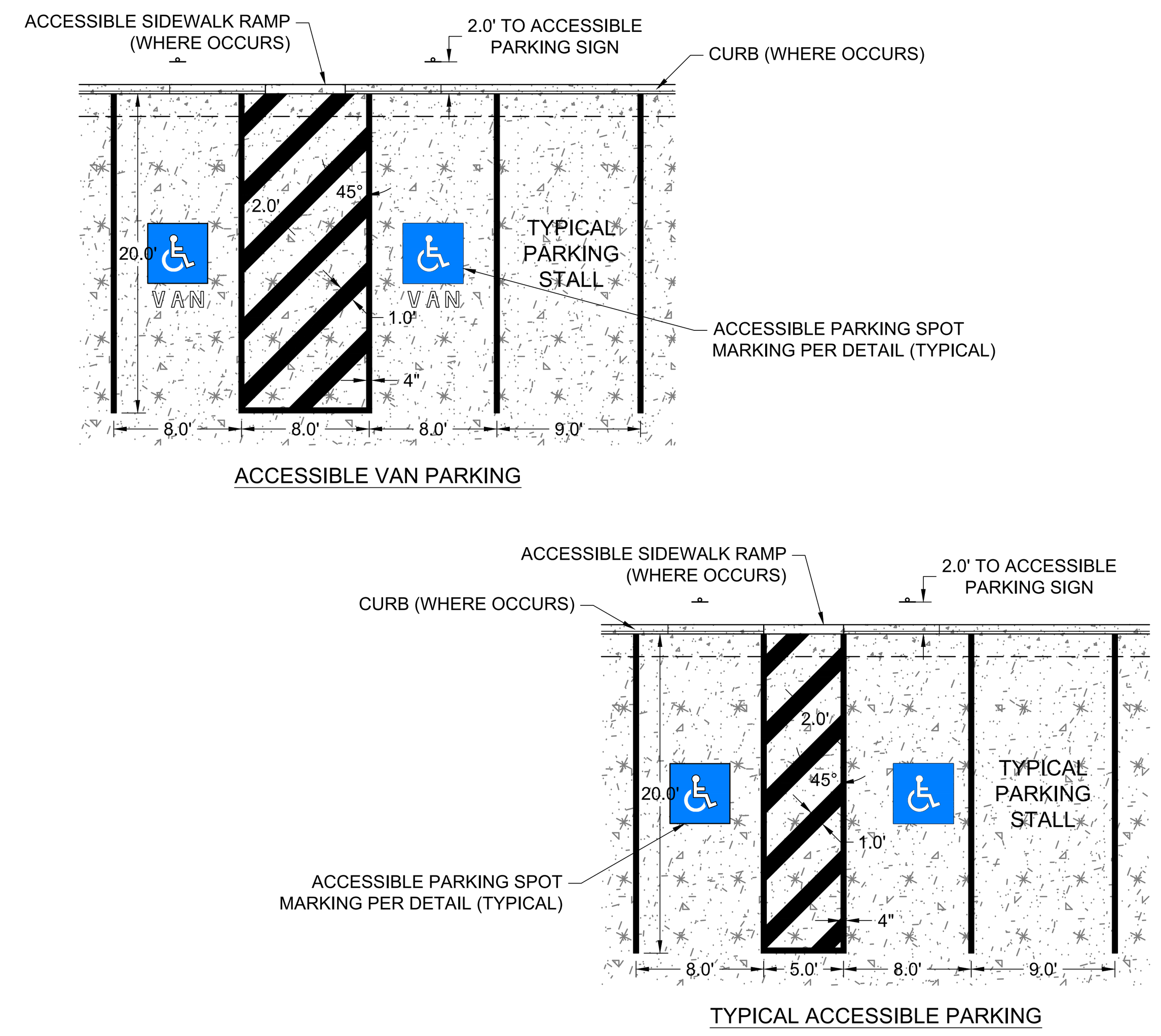


ACCESSIBLE PARKING SIGN DETAIL
NOT TO SCALE



NOTE

1. PAVEMENT MARKINGS TO BE TYPE B, SOLID WHITE UNLESS OTHERWISE SPECIFIED

ACCESSIBLE PARKING STALL DETAIL
NOT TO SCALE

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ACCESSIBLE PARKING DETAILS

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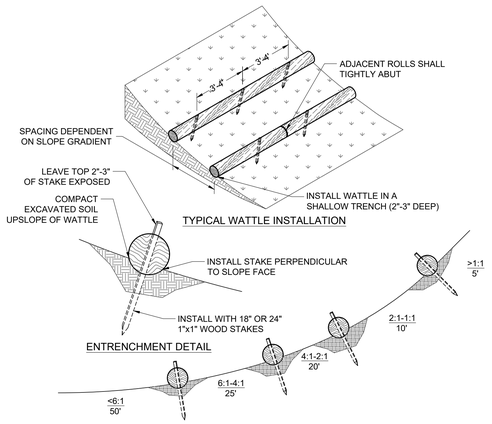
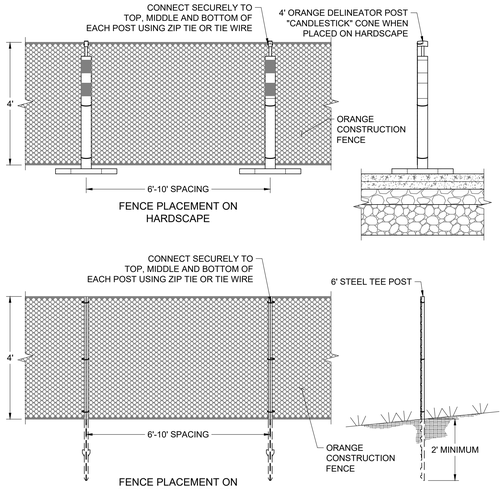


NOTE

1. BEGIN AT THE LOCATION WHERE THE WATTLE IS TO BE INSTALLED BY EXCAVATING A 2"-3" DEEP BY 9" WIDE TRENCH ALONG THE CONTOUR OF THE SLOPE. EXCAVATED SOIL SHALL BE PLACED UP-SLOPE FROM THE ANCHOR TRENCH.
2. PLACE THE WATTLE IN THE TRENCH SO THAT IT CONTOURS TO THE SOIL SURFACE. COMPACT SOIL FROM THE EXCAVATED TRENCH AGAINST THE WATTLE ON THE UPHILL SIDE. ADJACENT WATTLES SHOULD TIGHTLY ABUT.
3. SECURE THE WATTLE WITH 18"-24" STAKES EVERY 3'-4' AND WITH A STAKE ON EACH END. STAKES SHALL BE DRIVEN THROUGH THE MIDDLE OF THE WATTLE LEAVING AT LEAST 2"-3" OF STAKE EXTENDING ABOVE THE WATTLE. STAKES SHALL BE DRIVEN PERPENDICULAR TO THE SLOPE FACE.
4. EROSION CONTROL PLAN AND LOCATION OF STRAW WATTLES SHALL BE APPROVED BY THE TOWN OF JACKSON PUBLIC WORKS DEPARTMENT.

TYPICAL STRAW WATTLE DETAIL

NOT TO SCALE TOJ STM-107

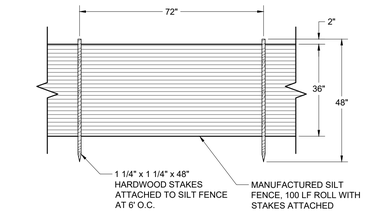


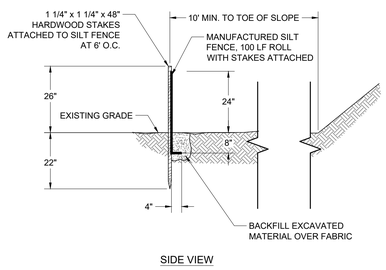
NOTE

1. CONSTRUCTION FENCE SHALL BE INSPECTED PERIODICALLY THROUGHOUT DURATION OF CONSTRUCTION AND REPAIRED AS NEEDED
2. FENCE SHALL BE HEAVY DUTY HDPE PLASTIC (APPROXIMATELY 1.4oz/ft^2)

CONSTRUCTION FENCE DETAIL

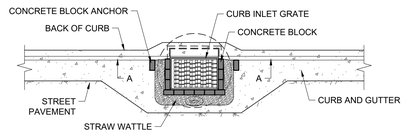
NOT TO SCALE

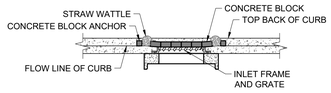




MANUFACTURED SILT FENCE DETAIL

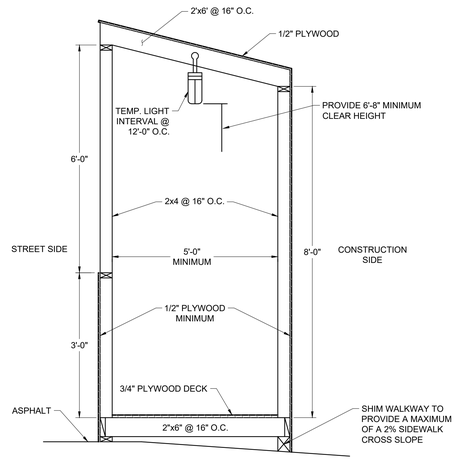
NOT TO SCALE





CURB INLET SILTATION PROTECTION DETAIL

NOT TO SCALE



NOTES:

1. CONSTRUCTION SIDEWALKS SHALL BE INSTALLED ONLY IN TOWN APPROVED LOCATIONS.
2. WALKWAY & RAMPED "END SECTION" SHALL MEET ADA STANDARDS.
3. ANCHORING SHALL BE PROVIDED TO PREVENT HOARDING FROM DISPLACEMENT DUE TO WIND.
4. HOARDING CONSTRUCTION SHALL BE APPROVED AND INSPECTED BY T.O.J. BUILDING DEPT.

TEMPORARY CONSTRUCTION SIDEWALK

NOT TO SCALE TOJ ST-129

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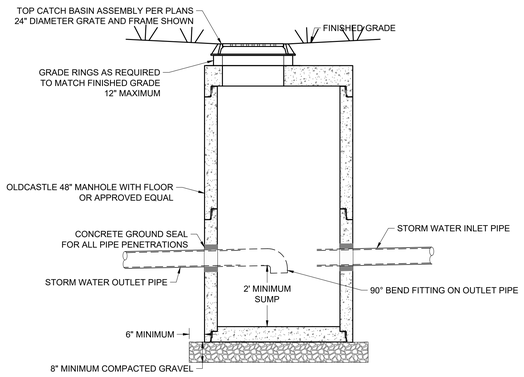
EROSION CONTROL & SITE PREPARATION DETAILS

C8.2

– PRELIMINARY –
SUBJECT TO CORRECTION AND APPROVAL

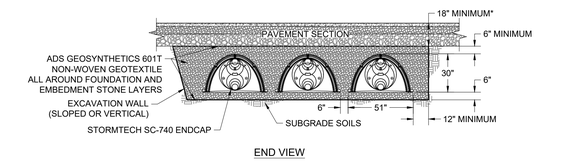


NOTE

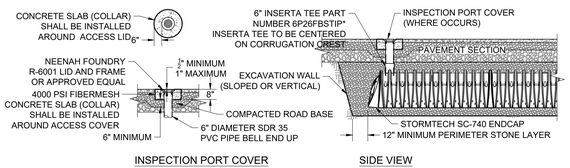
1. GRAVEL SHALL BE 8" MINIMUM THICKNESS, CONFORM TO WPWSS SECTION 02190, PART2.03, GRADING H. AND BE INSTALLED PER WPWSS SECTION 02231, PART 3.03
2. ALL DIMENSIONS TO BE APPROVED BY THE ENGINEER.
3. MANHOLE COVER SHALL BE DESIGNED FOR H20S LOADING.
4. SEE DETAIL FOR CAST IRON FRAME AND COVER OR GRATE.
5. SEE ADJUSTMENT AND COLLAR DETAIL.
6. SEE DETAIL FOR CURB INLET.

PRECAST CATCH BASIN/STORMWATER MANHOLE DETAIL

NOT TO SCALE



END VIEW



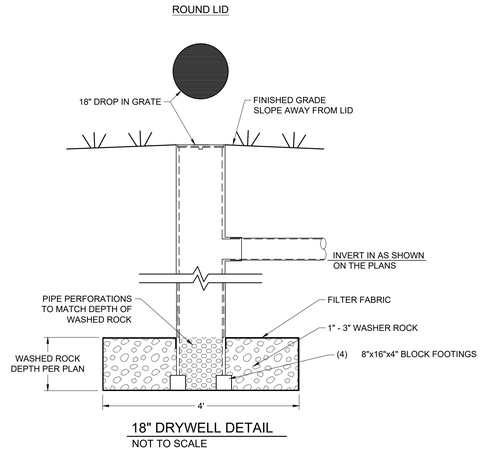
INSPECTION PORT COVER SIDE VIEW

NOTE

1. SC-740 CHAMBERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F2418 "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS", OR ASTM F2922 "STANDARD SPECIFICATION FOR POLYETHYLENE (PE) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
2. SC-740 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
3. "ACCEPTABLE FILL MATERIALS" TABLE ABOVE PROVIDES MATERIAL LOCATIONS, DESCRIPTIONS, GRADATIONS, AND COMPACTION REQUIREMENTS FOR FOUNDATION, EMBEDMENT, AND FILL MATERIALS.
4. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS.
5. PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
6. FOUNDATION, EMBEDMENT AND PERIMETER STONE TO BE ¾"-1½" CLEAN, ANGULAR GRAVEL.
7. FOUNDATION STONE TO BE RAKED OR DRAGGED TO ACHIEVE A FLAT SURFACE.

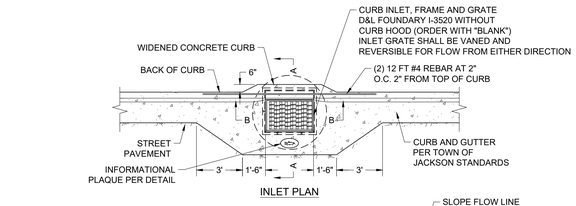
STORMTECH SC-740 CHAMBER SYSTEM DETAIL

NOT TO SCALE PAVED SURFACE

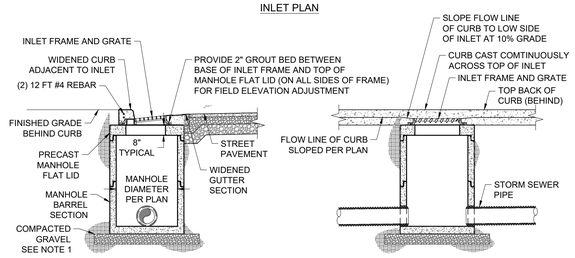


18" DRYWELL DETAIL

NOT TO SCALE



INLET PLAN



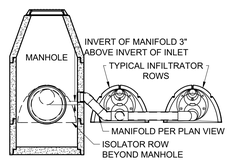
SECTION B-B SECTION A-A

NOTE

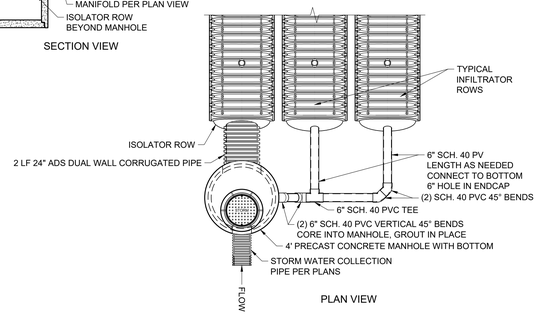
1. GRAVEL SHALL BE EIGHT INCH MINIMUM THICKNESS, CONFORM TO WPWSS SECTION 02190, PART 2.03, GRADING H, AND BE INSTALLED PER WPWSS SECTION 02231, PART 3.03.

CURB INLET WITHOUT HOOD DETAIL

NOT TO SCALE REVISED TOJ STM-101



SECTION VIEW



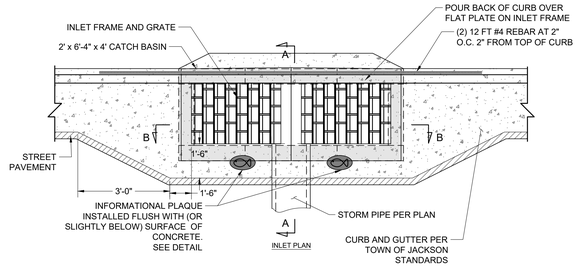
PLAN VIEW

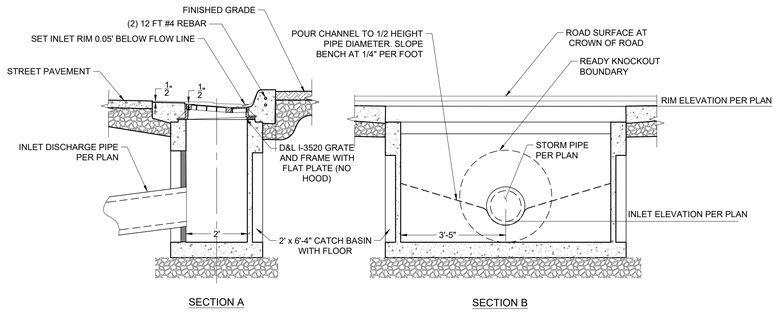
NOTE

1. ISOLATOR ROW SHALL HAVE TWO LAYERS OF 5' MINIMUM WIDTH CONTINUOUS STRIPS OF ADS GEOSYNTHETIC 315WTK, MIRAFI 600X OR APPROVED EQUAL WOVEN GEOTEXTILE BETWEEN FOUNDATION STONE AND CHAMBERS.
2. COVER ENTIRE ISOLATOR ROW WITH 8' WIDE STRIP OF ADS GEOSYNTHETIC 601T OR MIRAFI 160N OR APPROVED EQUAL NON-WOVEN GEOTEXTILE.

INFILTRATION SYSTEM DETAIL

NOT TO SCALE

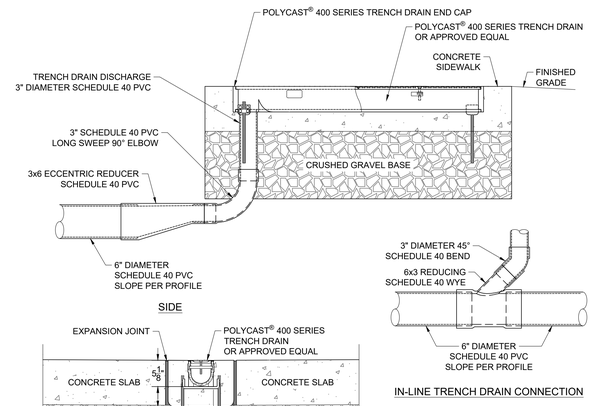




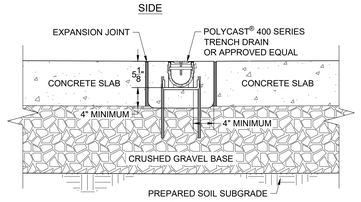
SECTION A SECTION B

DOUBLE STORM INLET DETAIL

NOT TO SCALE



SIDE IN-LINE TRENCH DRAIN CONNECTION



END

NOTE

1. ADJACENT CONCRETE AND EXPANSION JOINTS ACCORDING TO TYPICAL CONCRETE SIDEWALK DETAIL.
2. REFER TO POLYCAST® INSTALLATION GUIDE FOR COMPLETE DETAILS.
3. EXPANSION JOINT SHOULD BE USED TO PROTECT THE CHANNEL AND CONCRETE ENCASEMENT

TRENCH DRAIN DETAIL

NOT TO SCALE

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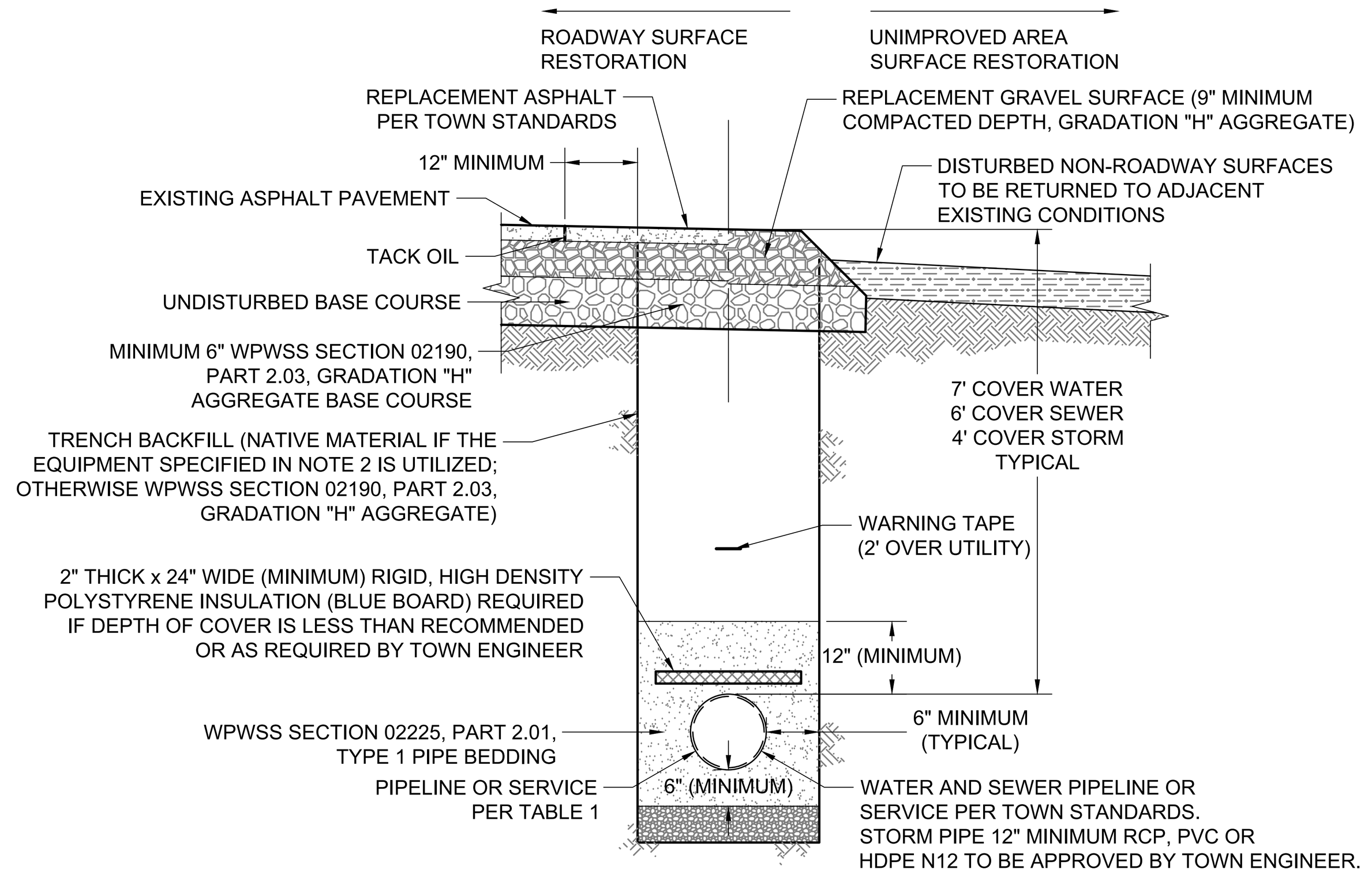
STORM WATER DETAILS

C8.3

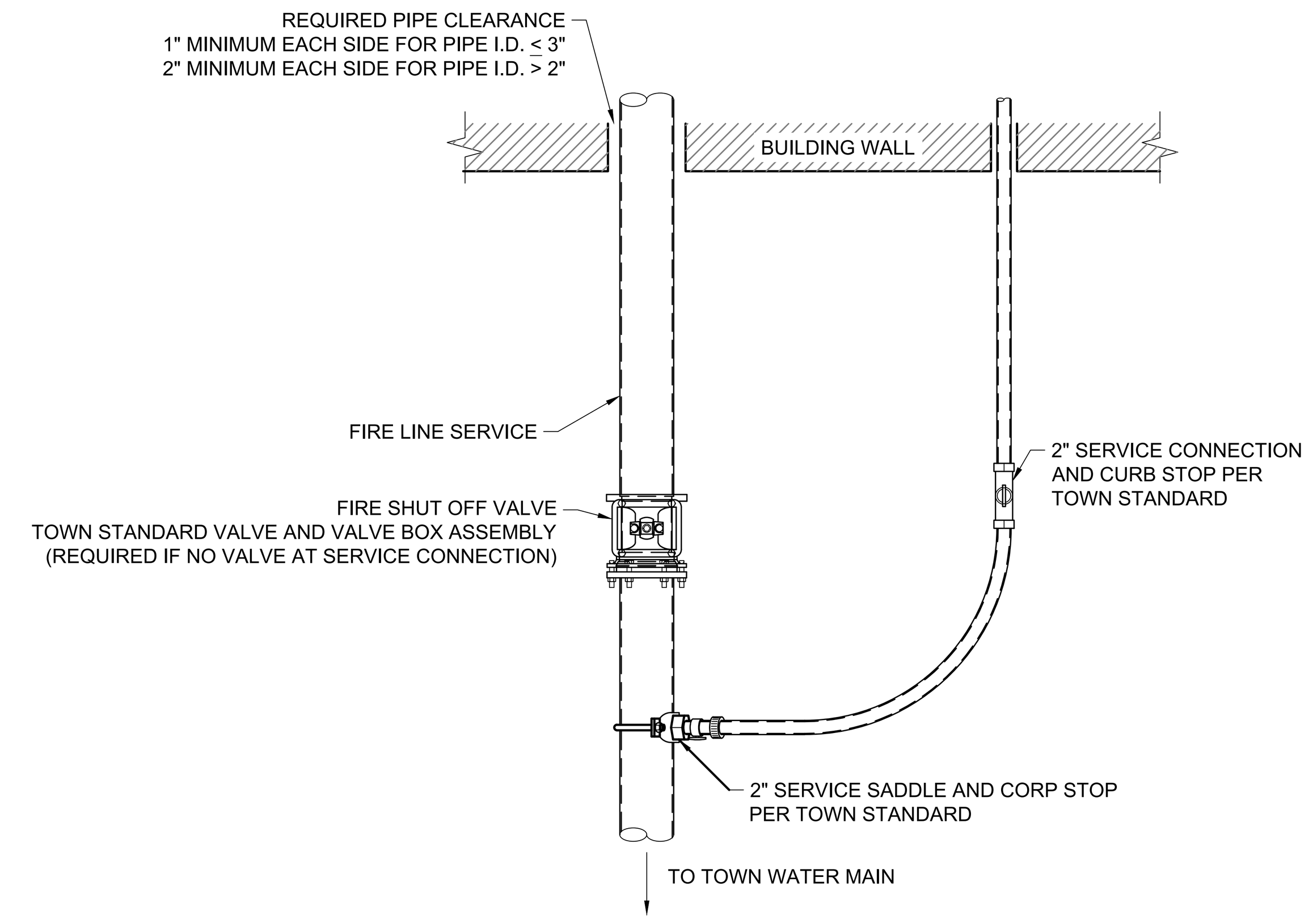


NOTE

1. TRENCH BACKFILL BELOW THE SURFACE SHALL MEET THE FOLLOWING CRITERIA:
   - 95% MODIFIED PROCTOR DENSITY WITHIN STREET AND ALLEY RIGHTS-OF-WAY.
   - 90% MODIFIED PROCTOR DENSITY OUTSIDE STREET AND ALLEY RIGHTS-OF-WAY.
2. COMPACTION OF NATIVE TRENCH BACKFILL, WITH ALL ROCK LARGER THAN 6" REMOVED, SHALL BE CARRIED OUT IN 2' LIFTS WITH A HOE-PACK OR A VIBRATORY SHEEPS FOOT ROLLER (COMPACTION METHOD AND EQUIPMENT SHALL BE REVIEWED AND APPROVED BY TOWN ENGINEER PRIOR TO BACKFILLING).
3. PIPE BEDDING SHALL BE PLACED IN 6" LIFTS AND THOROUGHLY COMPACTED WITH A JUMPING JACK TO PROVIDE UNIFORM PIPE SUPPORT.
4. UNLESS OTHERWISE DIRECTED, ALL BASE COURSE AND GRAVEL SURFACE REPLACEMENT SHALL BE INSTALLED PER WPWSS SECTION 02231, PART 3.03.
5. ALL TRENCH EXCAVATION SHALL CONFORM TO WYOMING OCCUPATIONAL HEALTH AND SAFETY ADMINISTRATION (WYOSHA) REGULATIONS.
6. PROVIDE INSULATION WHERE COVER OVER WATER LINES AND FORCE MAINS ARE LESS THAN 7 FEET AND WHERE SANITARY SEWER AND STORM LINES ARE LESS THAN 5 FEET.

PIPE TRENCH DETAIL

NOT TO SCALE — TOJ W-100, SS-100, STM-100

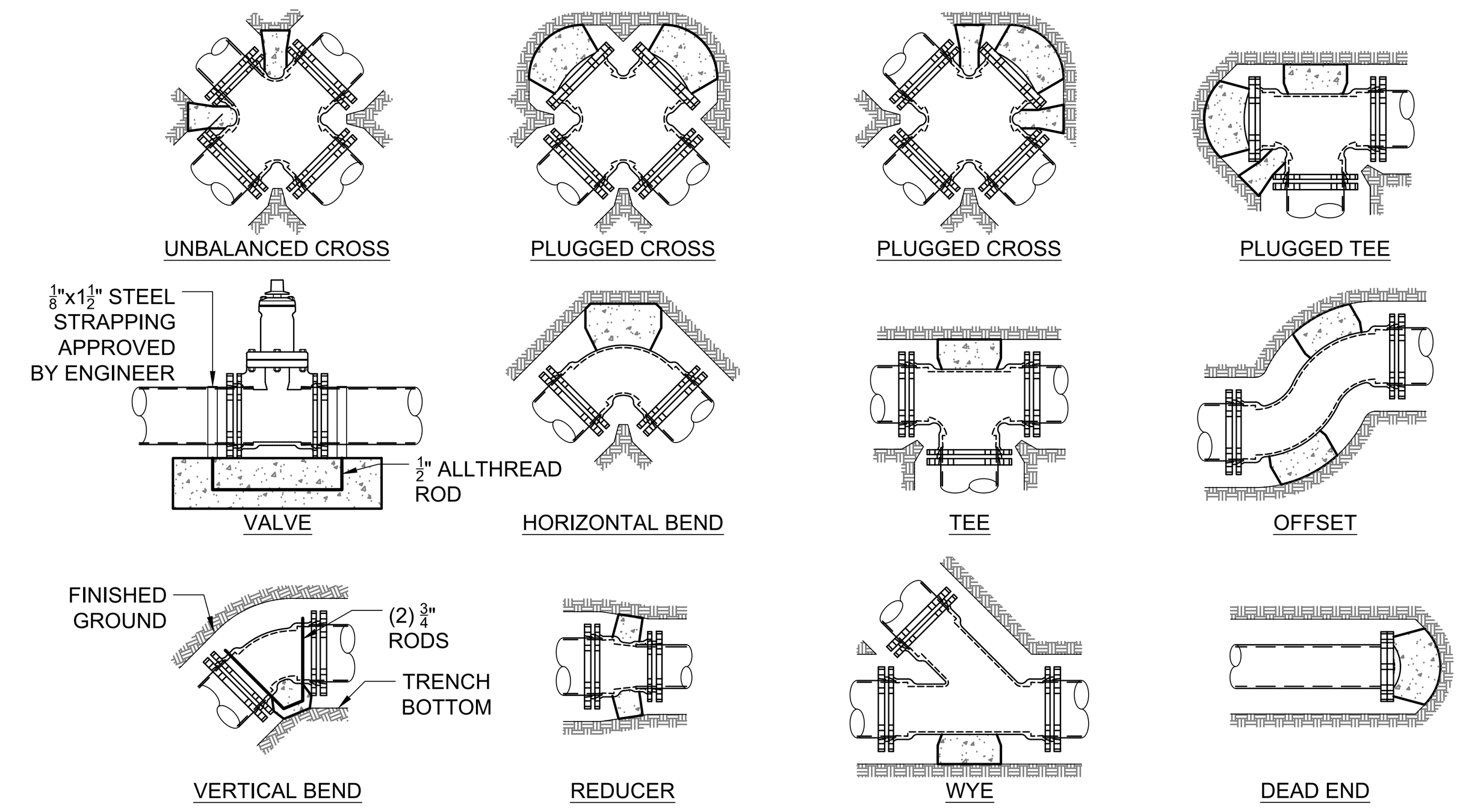


NOTE

1. FIRE SERVICE LINE ENTRY INTO BUILDING OR STRUCTURE SHALL BE SUBJECT TO REGULATIONS OF AND REVIEW BY THE TOWN OF JACKSON BUILDING DEPARTMENT AND FIRE MARSHALL.

FIRE LINE WITH 2" WATER SERVICE DETAIL

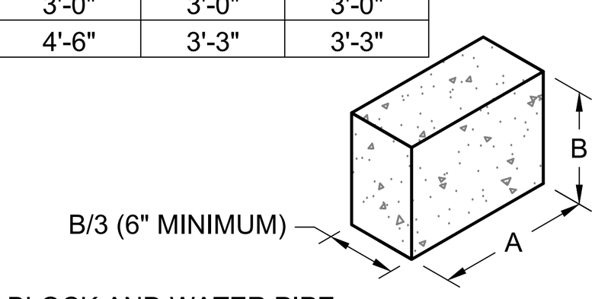
NOT TO SCALE — TOJ W-110



MINIMUM DIMENSIONS FOR THRUST BLOCKING NOTES										
FITTING SIZE	TEES AND PLUGS		90° BENDS		45° BENDS AND WYES		REDUCERS AND 22 1/2° BENDS		11 1/2° BENDS	
	A	B	A	B	A	B	A	B	A	B
4"	1'-7"	1'-2"	1'-9"	1'-6"	1'-8"	0'-10"	1'-7"	0'-6"	0'-6"	0'-6"
6"	2'-0"	1'-11"	2'-5"	2'-2"	1'-10"	1'-7"	1'-9"	0'-10"	1'-0"	0'-6"
8"	2'-8"	2'-6"	3'-2"	3'-0"	2'-5"	2'-1"	1'-9"	1'-6"	1'-0"	1'-0"
10"	3'-4"	3'-3"	4'-0"	3'-10"	3'-0"	2'-9"	2'-2"	1'-11"	1'-6"	1'-0"
12"	4'-0"	3'-10"	4'-8"	4'-8"	3'-8"	3'-3"	2'-7"	2'-3"	2'-0"	1'-0"
14"	5'-5"	3'-10"	6'-6"	4'-11"	4'-9"	3'-5"	3'-5"	2'-5"	2'-0"	1'-6"
20"	5'-0"	5'-0"	6'-0"	6'-0"	5'-0"	4'-0"	3'-6"	3'-0"	3'-0"	2'-0"
24"	6'-0"	6'-0"	7'-0"	7'-0"	5'-0"	5'-0"	4'-6"	3'-0"	3'-0"	3'-0"
30"	7'-6"	7'-6"	8'-0"	8'-0"	6'-3"	6'-3"	4'-9"	4'-6"	3'-3"	3'-3"

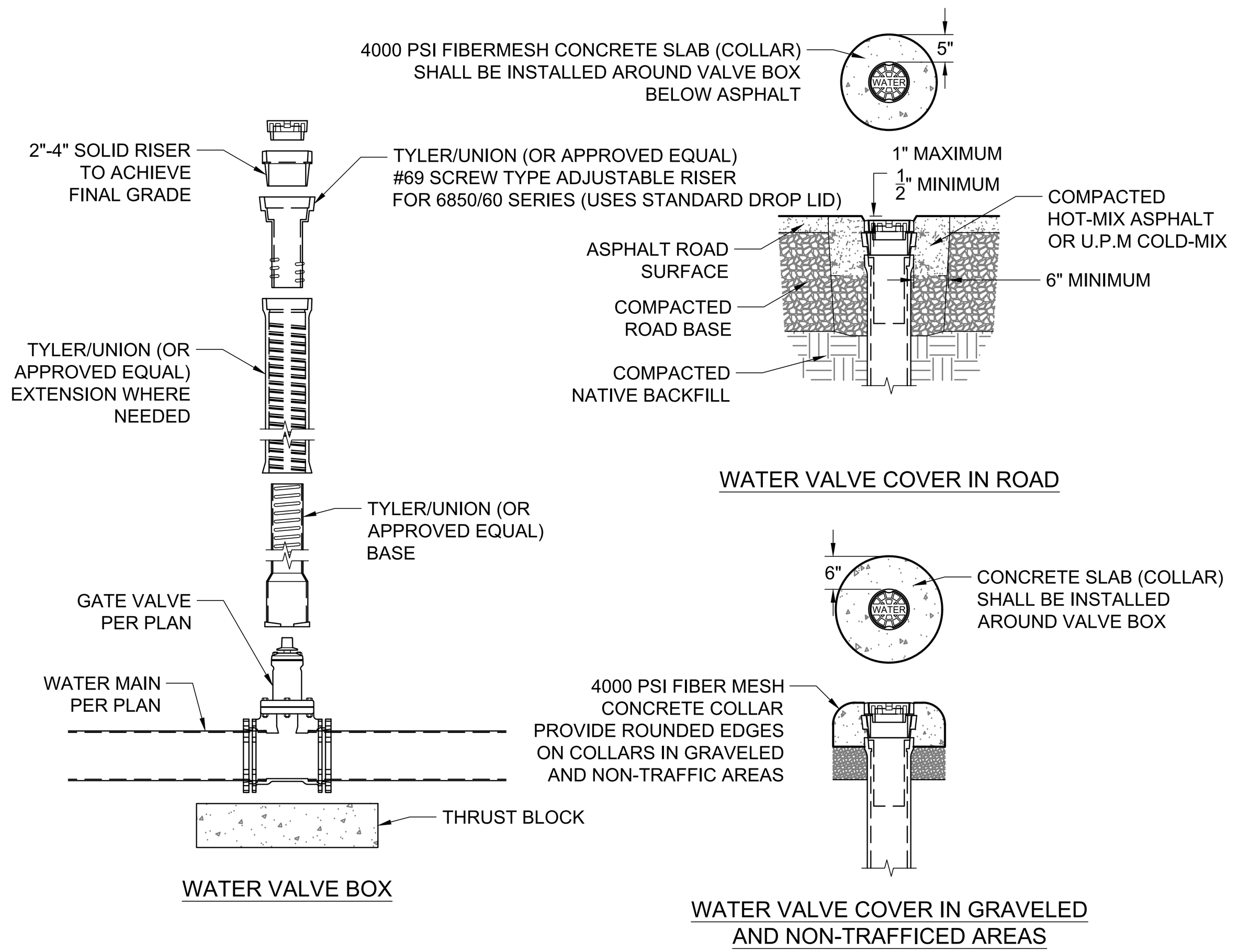
NOTE

1. SIZE BLOCKS SHALL BE A MINIMUM OF 6" THICK
2. ALL BLOCKING SHALL BEAR AGAINST UNDISTRIBUTED MATERIAL
3. DESIGN IS BASED ON 150 PSI MAIN PRESSURE AND 2000 PSF SOIL BEARING CAPACITY.
4. 4 MIL POLYETHELENE PLASTIC BOND BREAKER SHALL BE PROVIDED BETWEEN THRUST BLOCK AND WATER PIPE



THRUST BLOCK DETAIL

NOT TO SCALE — TOJ W-111



NOTE

1. ADJUST WATER VALVE BOX UPWARD OR DOWNWARD AS REQUIRED. FINAL ADJUSTMENT SHALL BE MADE AFTER PAVING AND BEFORE SEAL COATING
2. THE TOWN SHALL INSPECT THE VERTICAL ALIGNMENT BEFORE AND AFTER BACKFILLING.
3. MUD PLUGS ARE REQUIRED TO BE PLACED IN ALL VALVE BOXES

WATER GATE VALVE DETAIL

NOT TO SCALE — TOJ W-106

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WATER DETAILS

C8.4

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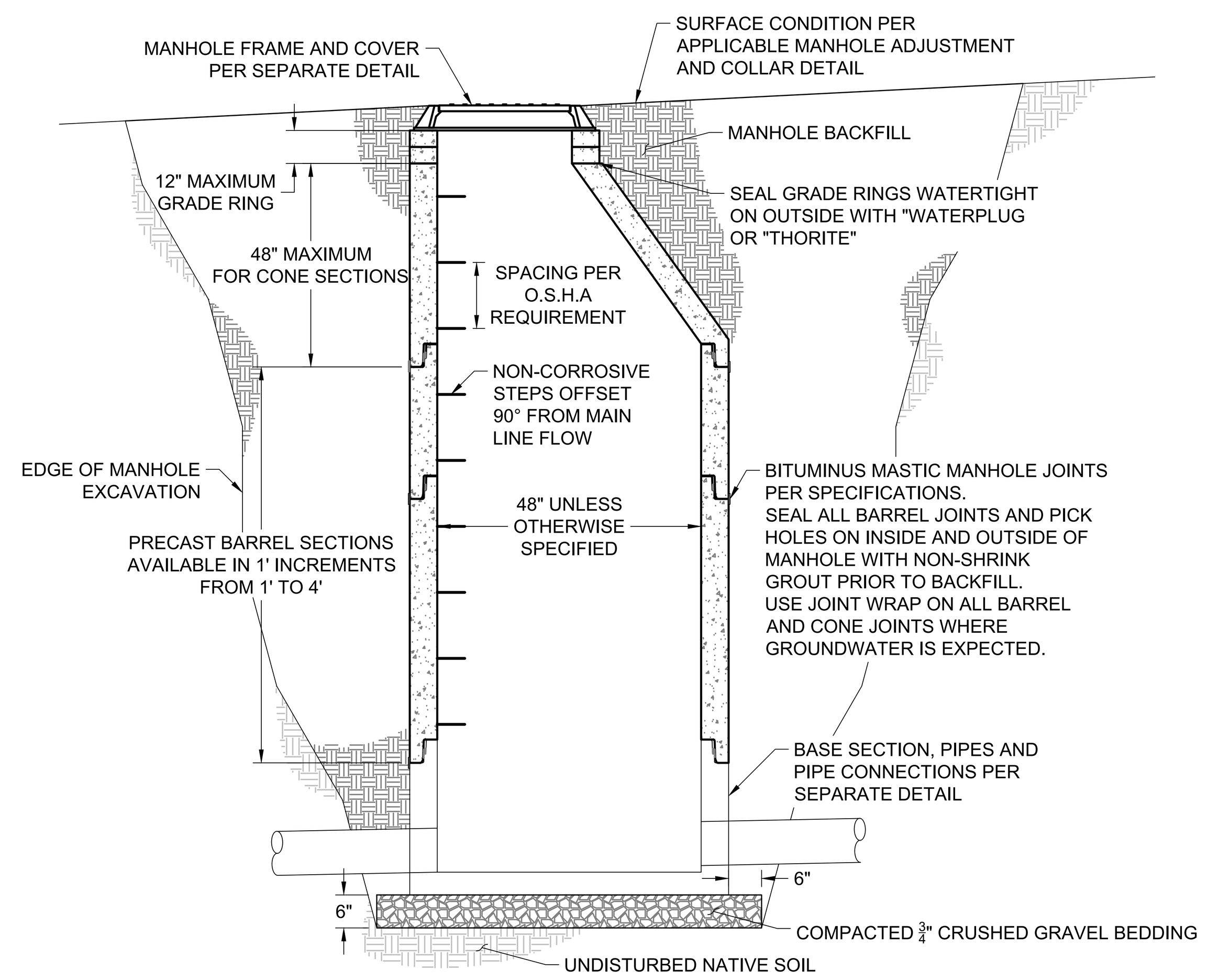
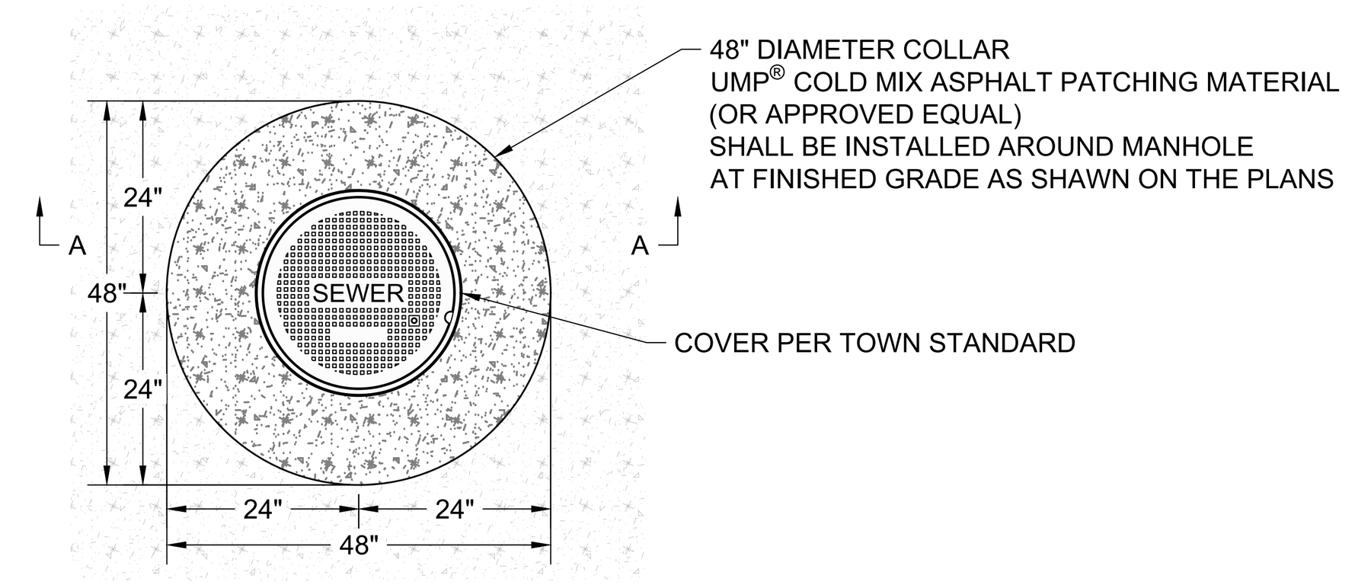


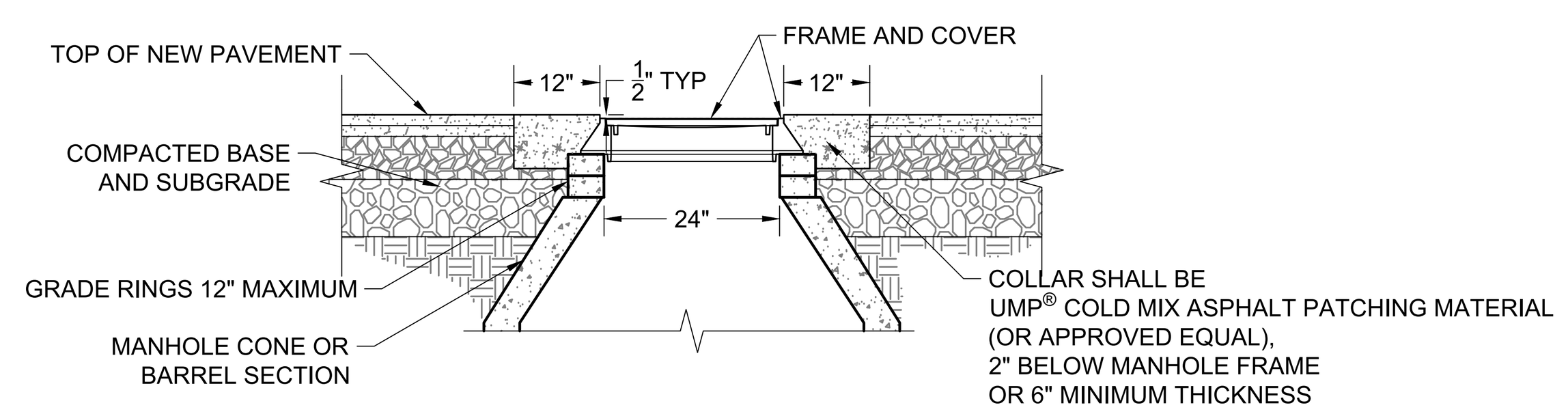
NOTE

1. REINFORCEMENT FOR PRECAST SECTIONS SHALL BE AS PER ASTM C-478.
2. C.I. RING AND COVER HS-20-44 ONE VENT HOLE OR AS SHOWN ON PLAN SHEET.
3. MOUND CRUSHED GRAVEL BASE AROUND TOP OF MANHOLE AT ROAD SURFACING LOCATIONS.
4. ALL SEWER MANHOLE BASES, BARRELS, AND CONES SHALL BE VACUUM TESTED.

STANDARD MANHOLE CONSTRUCTION DETAIL
NOT TO SCALE



COVER AND COLLAR PLAN

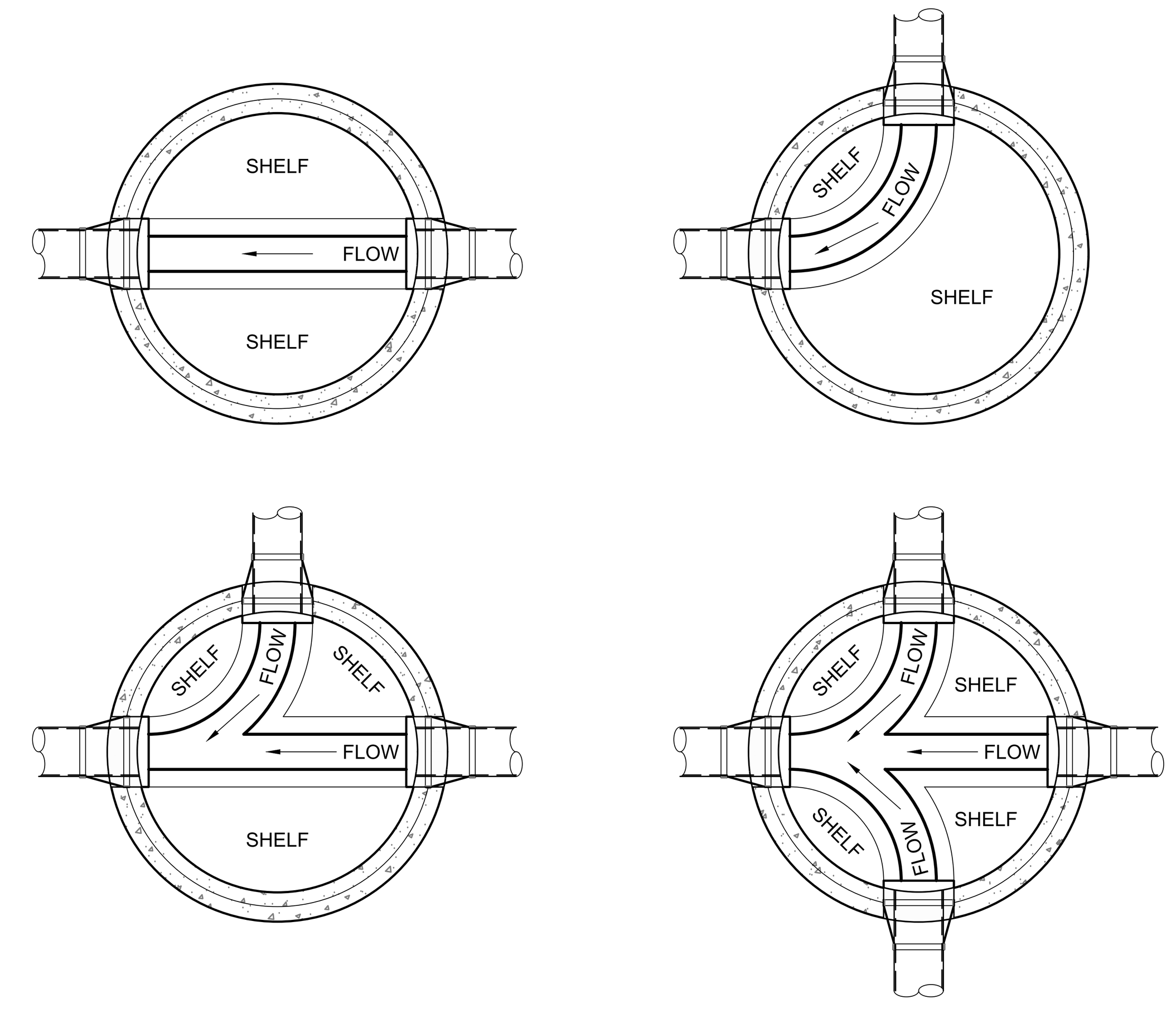


ADJUSTMENT DETAIL SECTION A-A

NOTE

1. ADJUST MANHOLE UPWARD WITH ADJUSTING RINGS UNDER FRAME. ADJUST MANHOLE DOWNWARD BY REMOVING A PORTION OF THE MANHOLE RISER AND REBUILDING TO PROPER HEIGHT. SLOPE MANHOLE RING AS REQUIRED TO MATCH STREET GRADE AND CROSS SLOPE. MAKE FINAL MANHOLE ADJUSTMENT AFTER PAVING AND BEFORE SEAL COATING.
2. IF SEWER MANHOLE IS WITHIN UNPAVED AREA USE TAPERED COLLAR. SEE TOWN SANITARY SEWER DETAIL SS-110.

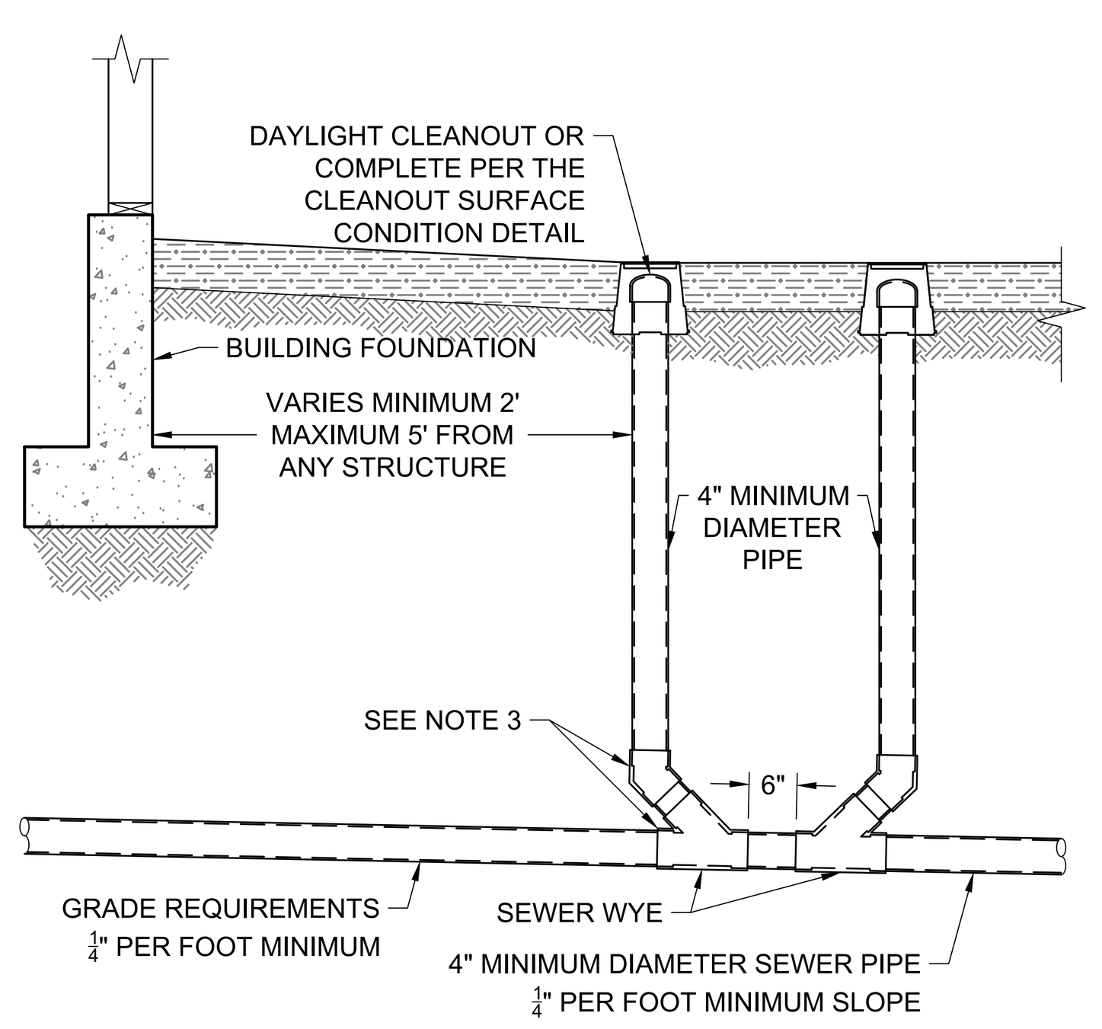
MANHOLE ADJUSTMENT & COLLAR IN ASPHALT
NOT TO SCALE TOJ SS-109



NOTE

1. SLOPE ALL SHELVES TO CHANNEL AT 1" PER FOOT.
2. SLOPE OF CHANNEL SHALL BE 0.1' ACROSS MANHOLE FOR ALL MAIN RUNS. SEE PROFILE SHEETS.
3. MANHOLE INVERTS SHALL MATCH INFLOW AND OUTFLOW PIPE INVERTS
4. 4" SERVICE PIPES ENTERING MANHOLES SHALL HAVE CROWN OF 4" PIPE MATCH CROWN OF MAIN WHERE INVERTS INDICATE.

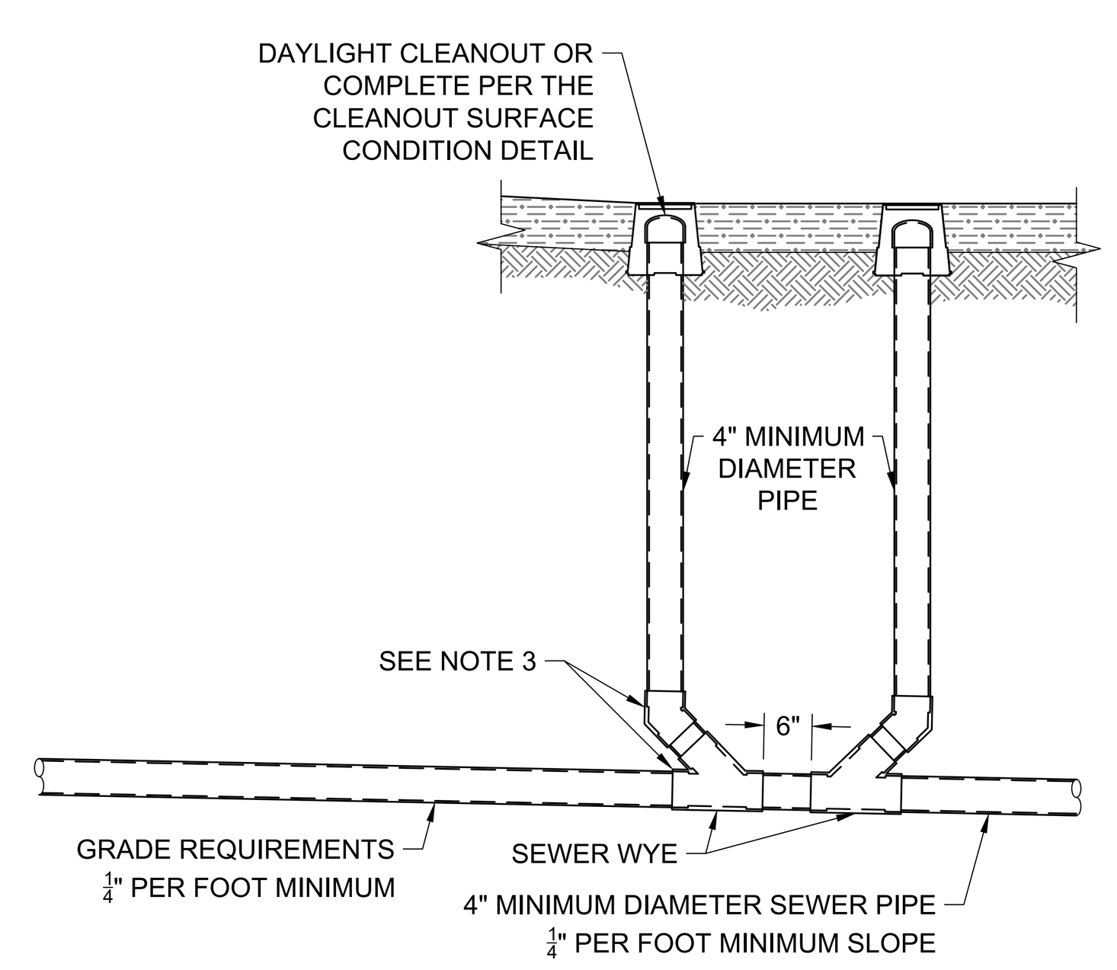
TYPICAL MANHOLE CHANNEL DETAILS
NOT TO SCALE TOJ SS-107



NOTE

1. PRIOR TO BACKFILLING THE TOWN PUBLIC WORKS DEPARTMENT MUST INSPECT ALL PIPE, FITTINGS, COUPLINGS, GRADE AND COMPLETE LEAK TESTING.
2. INSTALL AND COMPACT ALL BACKFILL MATERIAL PER TOWN PUBLIC WORKS DEPARTMENT STANDARD SPECIFICATIONS AND AS SHOWN WITHIN THE TRENCH DETAIL.
3. ALL PIPES AND FITTINGS SHALL MEET ASTM D2665 SPECIFICATIONS, AND SHALL ALSO MEET ASTM D2672 SPECIFICATIONS FOR SOLVENT WELD.

BUILDING CLEANOUT DETAIL
NOT TO SCALE



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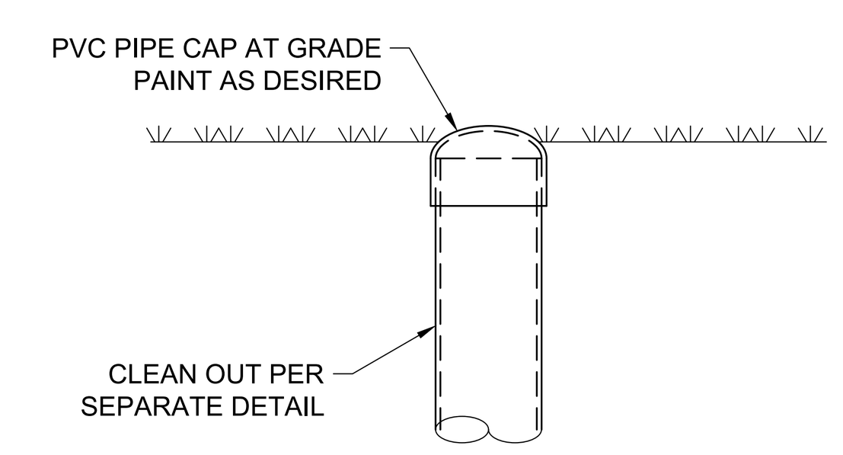
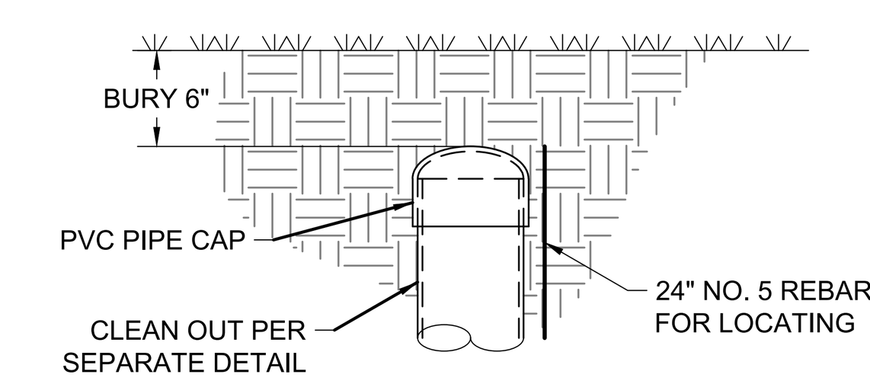
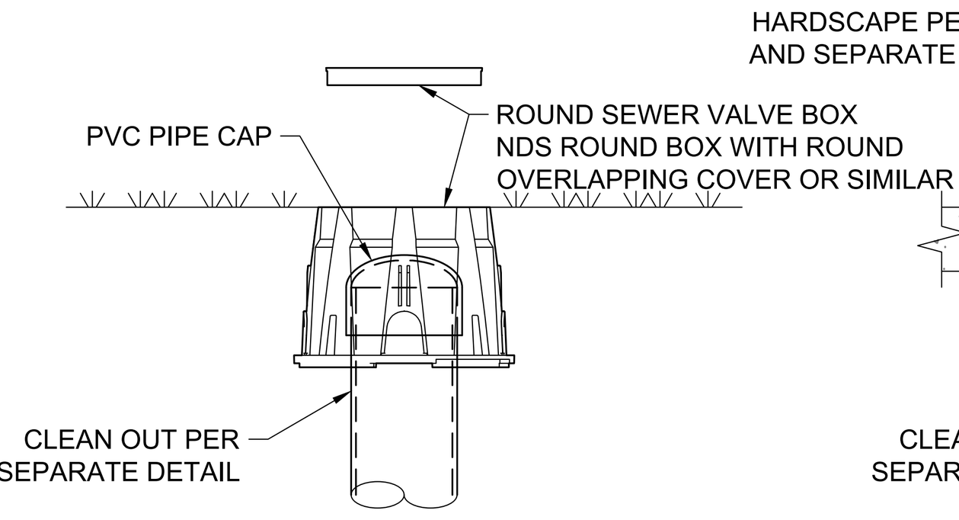
IN-LINE CLEANOUT DETAIL
NOT TO SCALE



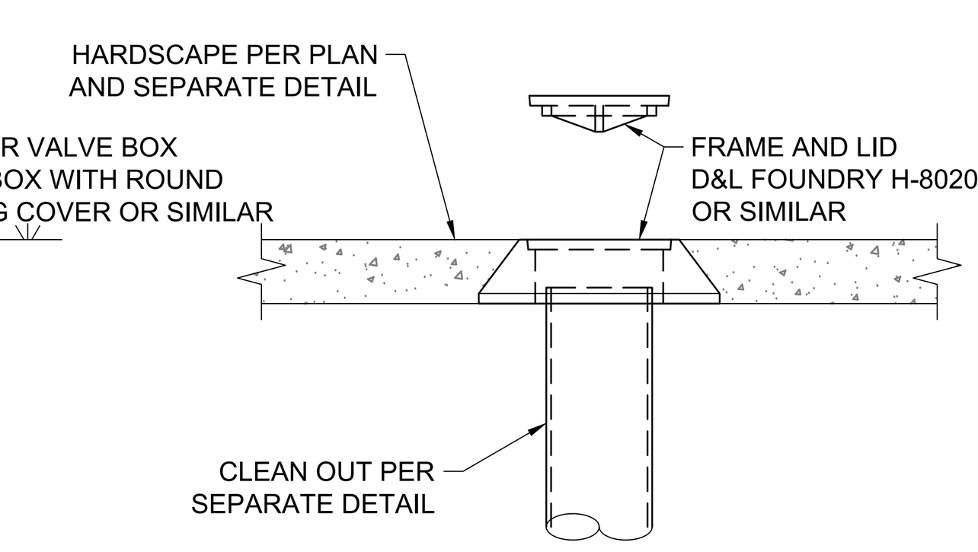
DAYLIGHT IN LANDSCAPE AREA



BURIED IN LANDSCAPE AREA



IRRIGATION BOX IN LANDSCAPE AREA



HARDSCAPE AREA

CLEAN OUT SURFACE CONDITION DETAIL
NOT TO SCALE

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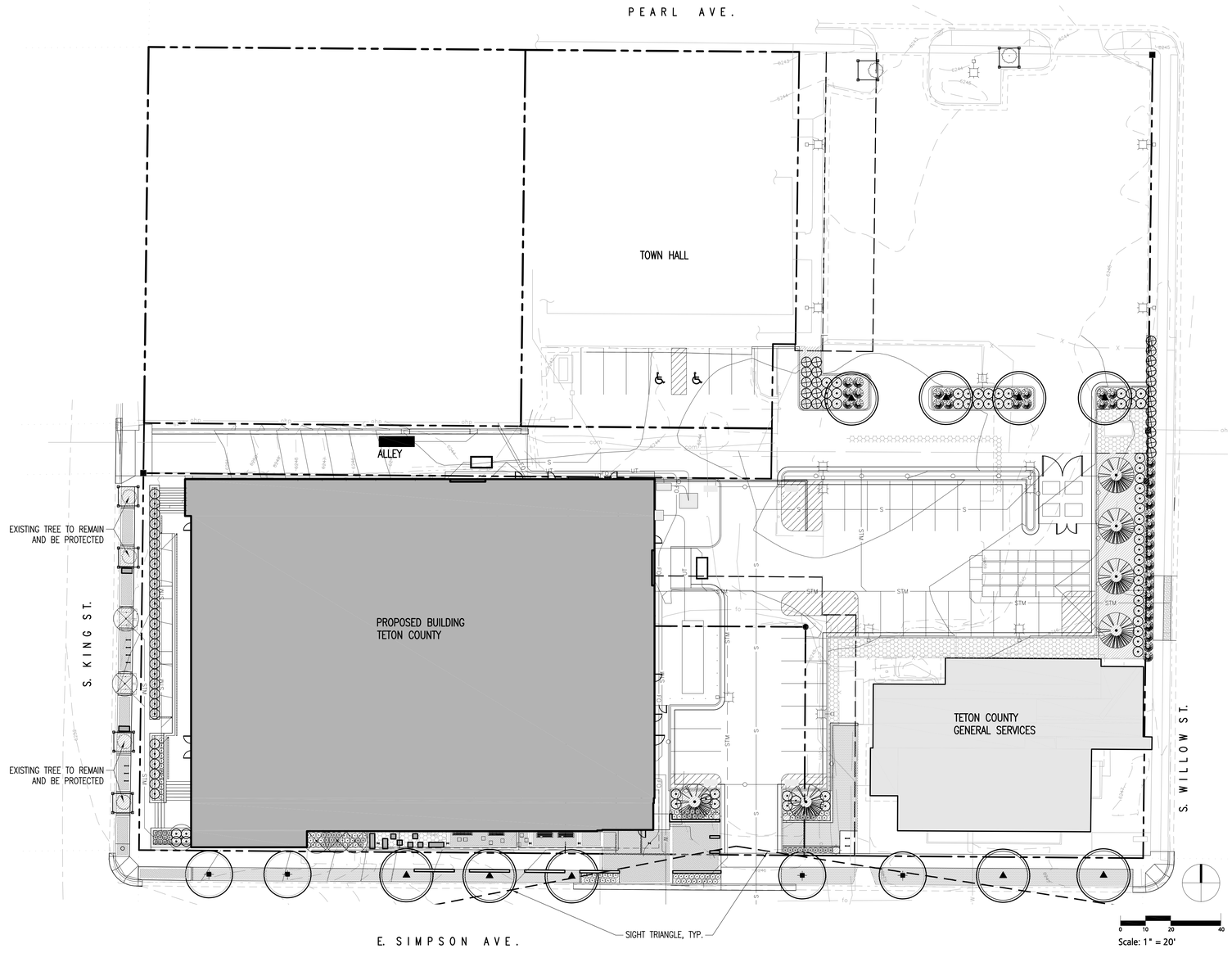
SCHEMATIC DESIGN	06 DECEMBER 2024
ToJ: SKETCH PLAN	04 MARCH 2025
100% DESIGN DEVELOPMENT	07 AUGUST 2025
ToJ: DEVELOPMENT PLAN	19 SEPTEMBER 2025

SEWER DETAILS

— PRELIMINARY —
SUBJECT TO CORRECTION AND APPROVAL

C8.5



LEGEND

3" CANOPY TREE

6-8' LARGE SHRUB OR MULTI STEM TREE

8' EVERGREEN TREE

5 GALLON SHRUB

IRRIGATION NOTES

1. IRRIGATION WATER DEMAND IS 40 GPM.
2. TYPE OF BACKFLOW TO BE WATT'S SERIES 009. BACKFLOW PREVENTER TO BE LOCATED INSIDE THE WATER ENTRY ROOM.
3. IRRIGATION WILL NOT BE METERED SEPARATELY FROM DOMESTIC.

BIKE PARKING CALCULATIONS

	LDR REQUIRED:	PROVIDED:
DESCRIPTION:	BIKE PARKING SPACES	BIKE PARKING SPACES
ASSEMBLY: 8,200 SF	1/2,200 SF	8,200/2,200-4 BIKE SPACES 2 SHORT TERM 2 LONG TERM (LOCATED LEVEL 1.5)
BUSINESS/OFFICE: 34,980 SF	1/1,650 SF	34,980/1,650-21 BIKE SPACES 15.75 SHORT TERM 5.25 LONG TERM (LOCATED LEVEL 1.5)
		TOTAL (17.75) 18 SHORT TERM (7.25) 7 LONG TERM (LOCATED LEVEL 1.5)

STANDARD PLANT UNIT ALTERNATIVE B - 2 UNITS REQUIRED

DESCRIPTION:	LDR REQUIRED:	PROVIDED:
3" CAL. CANOPY TREE	4	4
6-8' LARGE SHRUB OR MULTI-STEM TREE	4	4
8' HIGH EVERGREEN TREE	6	6

PLANTS TO BE IRRIGATED WITH AN AUTOMATIC SYSTEM

6/7/2021 11:03:31

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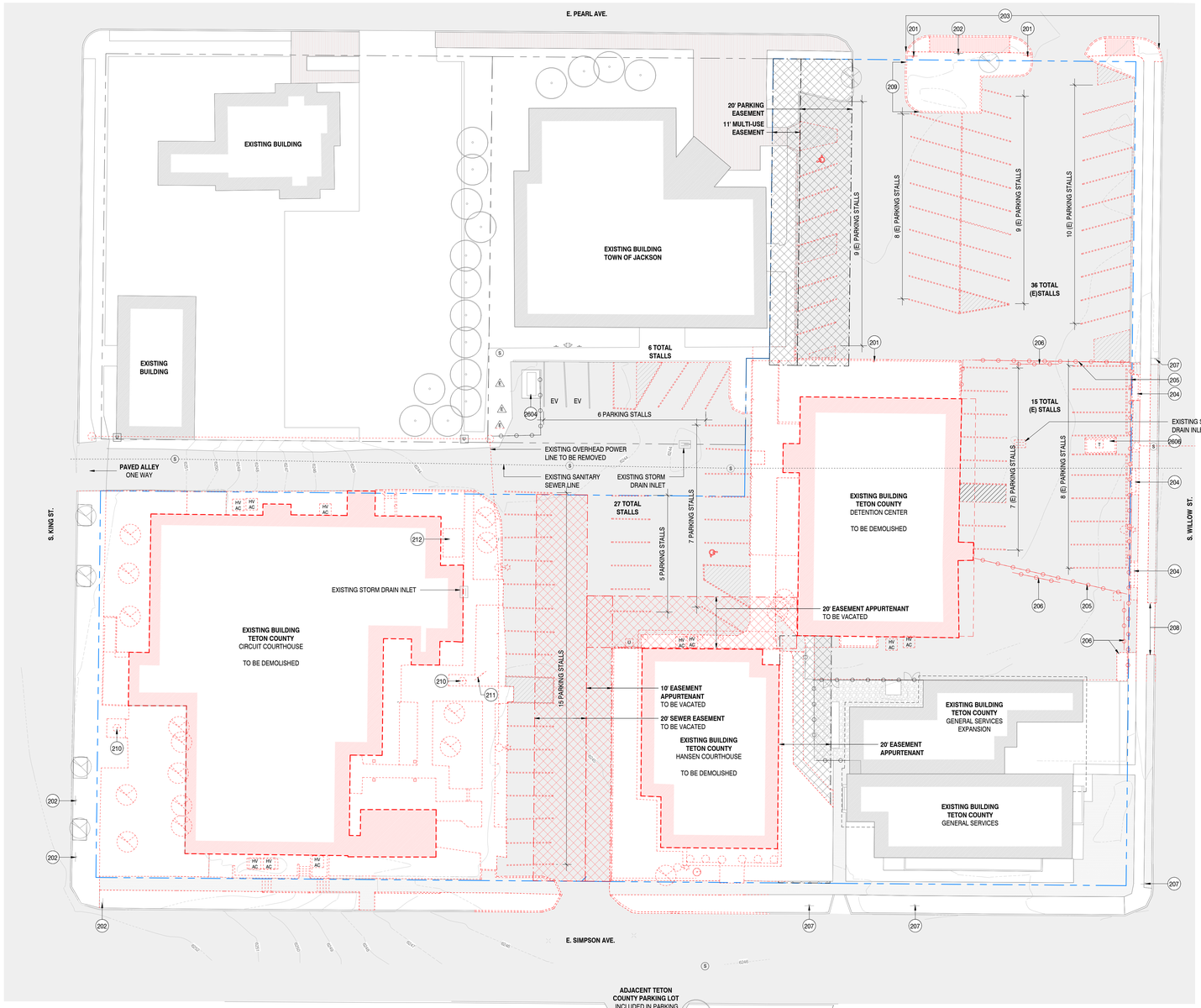
Issue	Date
SCHEMATIC DESIGN	06 DECEMBER 2024
ToJ: SKETCH PLAN	04 MARCH 2025
100% DESIGN DEVELOPMENT	07 AUGUST, 2025
ToJ: DEVELOPMENT PLAN	19 SEPTEMBER, 2025

Project Number:	24-031
Drawn By:	Author
Reviewed By:	Checker
Approved By:	Approver

Landscape Plan

L-201



EXISTING/CONCEPT DEMO SITE PLAN

5' 10' 20' 40'

A-201

1" = 20'-0"

1 / A-000

9/19/2025 9:37:54 AM

GENERAL NOTES

1. REFER TO LANDSCAPE AND CIVIL DRAWINGS FOR ADDITIONAL DEMOLITION SCOPE AND COORDINATION
2. REFER TO ELECTRICAL SITE PLAN FOR ADDITIONAL DEMOLITION SCOPE AND COORDINATION

LEGEND

- PROJECT PROPERTY LINE
- ADJACENT PROPERTY LINES
- EXISTING EASEMENTS
- EXISTING SANITARY SEWER LINE
- S — SEWER MANHOLE
- E — ELECTRIC TRANSFORMER
- U — UTILITY VAULT
- T — TELEPHONE BOX
- CHAIN LINK FENCE
- WOOD FENCE
- METAL FENCE
- EXISTING SITE ELEMENT TO BE DEMOLISHED
- EXISTING EASEMENTS TO BE VACATED
- EASEMENT

WORK NOTES

201	DEMOLISH (E) STREET SIGN
202	SALVAGE AND REINSTALL (E) STREET SIGN, RE: CIVIL
203	DEMOLISH (E) CURB AND SIDEWALK, RE: CIVIL
204	DEMOLISH (E) PLANTER BOX, RE: LANDSCAPE
205	DEMOLISH (E) CHAINLINK FENCE, RE: CIVIL
206	DEMOLISH (E) AUTOMATIC GATE, OPERATOR AND KEYPAD
207	(E) STREET SIGN TO REMAIN
208	DEMOLISH (E) CURB CUT, PREP FOR CURB AND GUTTER INFILL, RE: CIVIL
209	DEMOLISH (E) CURB, GUTTER AND LANDSCAPE ISLAND, RE: CIVIL
210	SALVAGE (E) FLAG POLE, TURN OVER TO OWNER
211	SALVAGE (E) TETON COUNTY SHERIFF'S OFFICE BUILDING SIGNAGE, TURN OVER TO OWNER
212	SALVAGE (E) GENERATOR, TURN OVER TO OWNER
2604	(E) GENERATOR TO REMAIN
2606	(E) TRANSFORMER TO REMAIN

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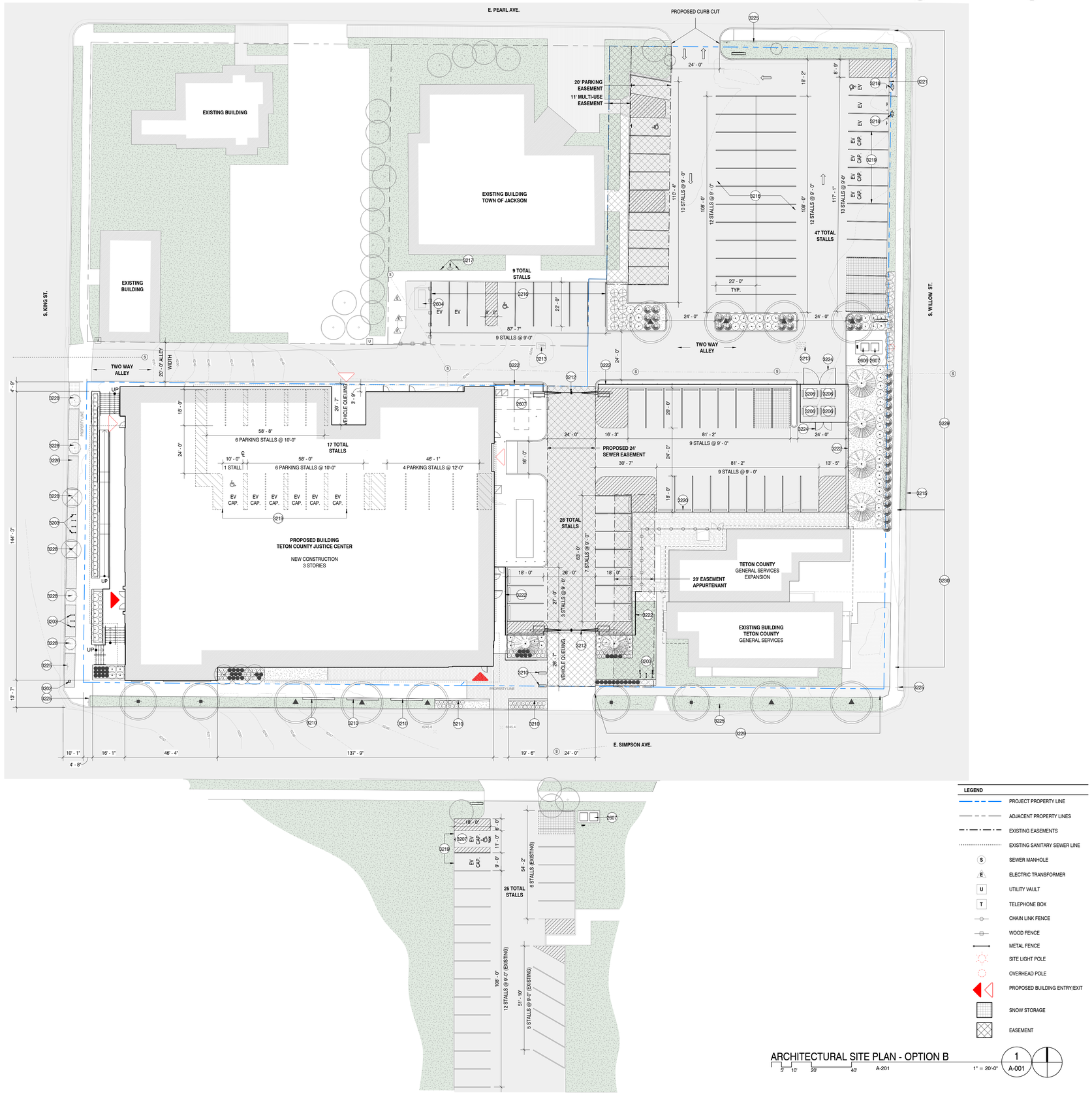
A-000



ARCHITECTURAL SITE PLAN - OPTION B

5' 10' 20' 40' A-201 1" = 20'-0" 1 A-001

LEGEND

- PROJECT PROPERTY LINE
- ADJACENT PROPERTY LINES
- EXISTING EASEMENTS
- EXISTING SANITARY SEWER LINE
- S — SEWER MANHOLE
- E — ELECTRIC TRANSFORMER
- U — UTILITY VAULT
- T — TELEPHONE BOX
- CHAIN LINK FENCE
- WOOD FENCE
- METAL FENCE
- SITE LIGHT POLE
- OVERHEAD POLE
- PROPOSED BUILDING ENTRY/EXIT
- SNOW STORAGE
- EASEMENT

ZONING | 4.2.1 PUBLIC / SEMI-PUBLIC - TOWN (P/SP-ToJ)

1. STRUCTURE LOCATION AND MASS
- A. LSR (MIN): N/A
- B. LOT COVERAGE (MAX): N/A
- C. STREET SETBACK (MIN): N/A
- D. SIDE SETBACK (MIN): N/A
- E. REAR SETBACK (MIN): N/A
- F. HEIGHT (MAX): N/A
- G. STORIES (MAX): N/A
- H. STORIES (LO) (MAX): N/A
- I. FAR (MAX): N/A

2. MAXIMUM SCALE OF DEVELOPMENT: N/A

3. BUILDING DESIGN
NON-RESIDENTIAL BUILDING DESIGN GUIDELINES (DIV.5.8)
- North Half of Lot 2 in "Downtown Design Area 2

4. SITE DEVELOPMENT: N/A
5. LANDSCAPING (DIV. 5.5): N/A
6. FENCING: N/A
7. ENVIRONMENTAL STANDARDS
NATURAL RESOURCE BUFFERS
- CACHE CREEK 20': N/A
- FLAT CREEK NORTH OF HANSEN AVE. 25': N/A
- FLAT CREEK SOUTH OF HANSEN AVE. 50': N/A
- WETLAND 30':

IRRIGATION DITCH SETBACK (MIN) (7.7.4.D): N/A
NATURAL RESOURCE OVERLAY (NRO) (SEC 5.2.1) N/A

8. SCENIC STANDARDS
EXTERIOR LIGHTING
- LIGHT TRESPASS PROHIBITED
- LIGHTS OVER 600 INITIAL LUMENS FULLY SHIELDED
- LUMENS PER SF OF DEV. (MAX): 3 LUMENS
- LUMEN PER SITE (MAX):
- ALL FIXTURES: 100,000 LUMENS
- UNSHIELDED FIXTURES: 5,500 LUMENS
- LIGHT COLOR: ≤3000 KELVIN

9. NATURAL HAZARDS TO AVOID
PROJECT IS **NOT** LOCATED WITH:
- STEEP SLOPES (LOT AVERAGE CROSS-SLOPE ≥ 10%)
- AREAS OF UNSTABLE SOILS
- FAULT AREAS
- FLOODPLAIN
- WILDLAND URBAN INTERFACE

10. SIGNS (DIV. 5.6): N/A

11. GRADING, EROSION CONTROL, STORMWATER
GRADING (SEC. 5.7.2)
EROSION CONTROL (SEC. 5.7.3.)
- EROSION SHALL BE CONTROLLED AT ALL TIMES
- STORM WATER MANAGEMENT (SEC. 5.7.4)
- NO INCREASE IN PEAK FLOW RATE OR VELOCITY ACROSS PROPERTY LINES

12. REQUIRED PHYSICAL DEVELOPMENT PERMITS
- SKETCH PLAN (SEC. 8.3.2)
- DEVELOPMENT PLAN (SEC 8.3.3)
- BUILDING PERMIT (SEC 8.3.4.
- DRC REVIEW (SEC 8.2.6)

PARKING REQUIREMENTS (TABLE 4-5)
INSTITUTIONAL & ASSEMBLY USES
(COURTS, INSTITUTIONAL OFFICES, DETENTION CENTER)

RATIO: INDEPENDENT CALCULATION BASED ON EXISTING USE

EXISTING ON-SITE PARKING COUNT
105 STANDARD STALLS
4 ACCESSIBLE STALLS
109 TOTAL STALLS
SHARED TOWN & COUNTY LOT: 36 STALLS
INCLUDING TOJ PARKING EASEMENT: 9 STALLS
TOWN LOT: 6 STALLS
TETON COUNTY LOTS: 67 STALLS

PROPOSED ON-SITE PARKING COUNT
121 STANDARD STALLS
5 ACCESSIBLE STALLS (INCLUDING 1 VAN SPACE)
126 TOTAL STALLS
SHARED TOWN & COUNTY LOT: 47 STALLS
INCLUDING TOJ PARKING EASEMENT: 10 STALLS
TOWN LOT: 9 STALLS
TETON COUNTY LOTS: 70 STALLS

TOTAL PROPERTY PARKING INCREASED BY **17 STALLS**.

NO ANTICIPATED CHANGE OF USE OR DEMAND

EVSE REQUIREMENTS (DIV 6.2.2)
USE: OTHER NON RESIDENTIAL
EVSE CAPABLE: 30% **15 STALLS**
47x.30 = 14.1
EVSE INSTALLED: 5% **3 STALLS**
47x.05 = 2.35

GENERAL NOTES

1. REFER TO LANDSCAPE AND CIVIL DRAWINGS FOR ADDITIONAL SCOPE AND COORDINATION
2. REFER TO ELECTRICAL SITE PLAN FOR ADDITIONAL SCOPE AND COORDINATION
3. REFER TO CODE SITE PLAN FOR FIRE SEPARATION DISTANCE INFORMATION
4. REFER TO SHEET A-003 & A-004 FOR SITE WAYFINDING
5. REFER TO SHEET A-003 FOR ACCESSIBLE SITE ROUTES

WORK NOTES

2604	(E) GENERATOR TO REMAIN
2606	(E) TRANSFORMER TO REMAIN
2607	PAD MOUNTED TRANSFORMER, RE: ELEC
3202	FLAG POLE
3203	BIKE RACKS, RE: LANDSCAPE
3206	DUMPSTER AND RECYCLING CONTAINERS, PROVIDED BY OWNER
3207	ACCESSIBLE PARKING SPACE AND SIGNAGE
3210	BOARD FORM CIP CONCRETE SITE WALL, RE: STRUC
3212	MOTORIZED HORIZONTAL SLIDING GATE
3213	EXISTING STORM DRAIN INLET, RE: CIVIL
3215	INFILL CURB AND GUTTER AT CURB CUT, RE: CIVIL
3216	RE-STRIPE PARKING STALLS AT EXISTING PARKING LOT, RE: PLANS FOR STALL DIMENSIONS
3217	EXISTING ELECTRIC VEHICLE CHARGING STATION, AND ASSOCIATED PARKING SIGN
3218	ELECTRIC VEHICLE CHARGING STATION, AND ASSOCIATED PARKING SIGNS
3219	ELECTRIC VEHICLE CHARGING STATION CAPABLE. PROVIDE CONDUIT ROUTE TO PARKING STALL. RE: ELEC
3220	WHEEL STOP
3221	PAINTED STEEL BOLLARDS
3222	IMPACT RESISTANT FENCE
3224	PAINTED SWING GATE
3225	EXISTING STREET SIGN
3226	BRICK PAVING, RE: LANDSCAPE
3228	TREE IN WOOD MULCH, RE: LANDSCAPE
3229	REPLACE SIDEWALK TO CORNER OF WILLOW ST. AND SIMPSON AVE. RE: CIVIL AND LANDSCAPE
3230	RECENTLY REPLACED SIDEWALK AS PART OF GENERAL SERVICES ADDITION TO REMAIN UNDISTURBED, RE: CIVIL AND LANDSCAPE

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Victor, ID 83455
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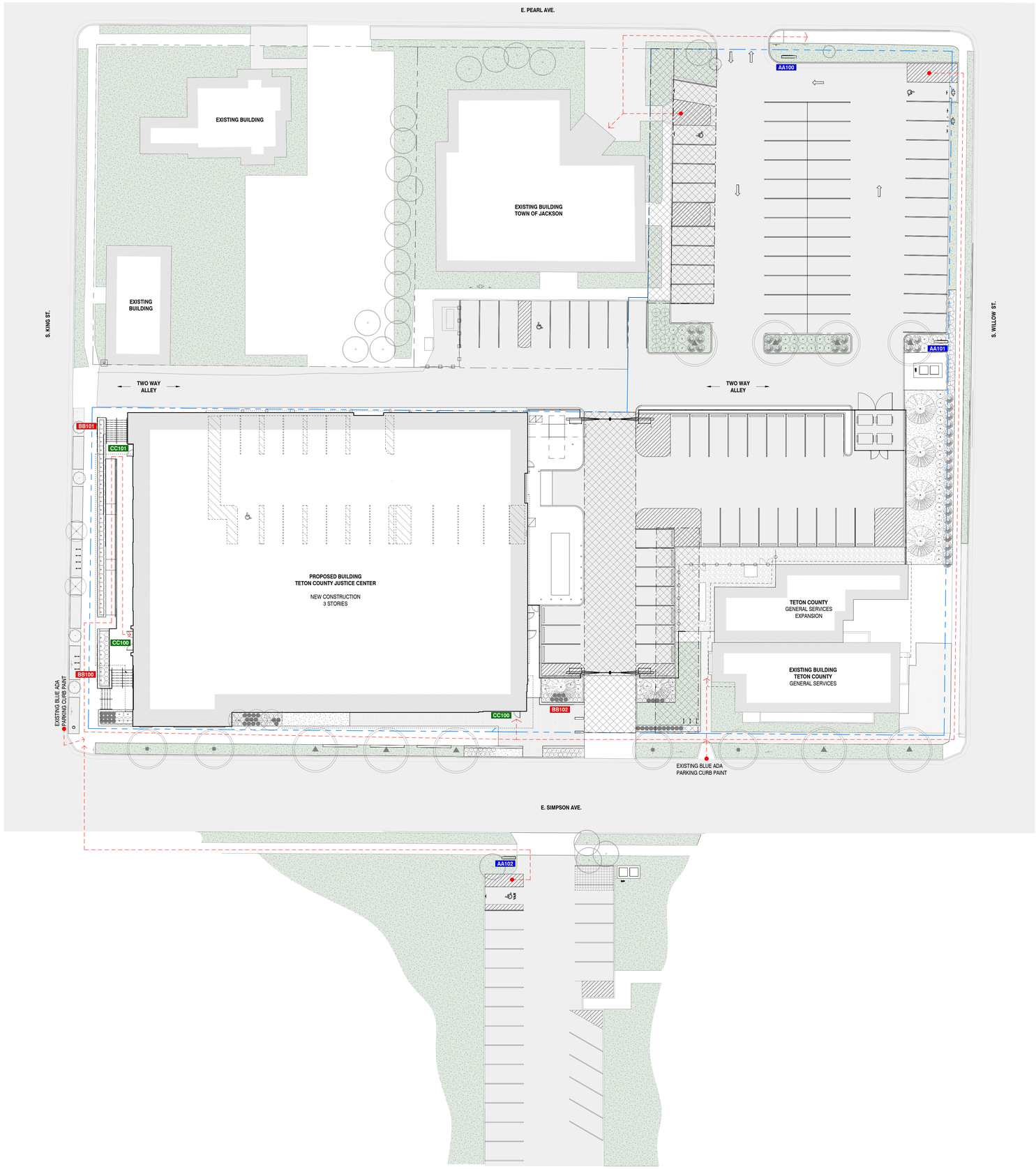
SCHEMATIC DESIGN	06 DECEMBER 2024
ToJ: SKETCH PLAN	04 MARCH 2025
100% DESIGN DEVELOPMENT	07 AUGUST 2025
ToJ: DEVELOPMENT PLAN	19 SEPTEMBER 2025

ARCHITECTURAL SITE PLAN

A-001

9/19/2025 11:02:43 AM



ARCHITECTURAL SITE PLAN - OPTION B 1 / A-003

GENERAL NOTES

1. REFER TO LANDSCAPE AND CIVIL DRAWINGS FOR ADDITIONAL SCOPE AND COORDINATION
2. REFER TO ELECTRICAL SITE PLAN FOR ADDITIONAL SCOPE AND COORDINATION
3. REFER TO CIVIL DRAWINGS FOR ALL ON-STREET PARKING AND ACCESSIBLE PARKING SIGNAGE

SIGN TYPES

AA	SITE IDENTIFICATION
BB	BUILDING IDENTIFICATION
CC	ADDRESS IDENTIFICATION

LEGEND

- PROJECT PROPERTY LINE
- ADJACENT PROPERTY LINES
- EXISTING EASEMENTS
- EXISTING SANITARY SEWER LINE
- ACCESSIBLE ROUTES PARKING TO ENTRY
- S — SEWER MANHOLE
- E — ELECTRIC TRANSFORMER
- U — UTILITY VAULT
- T — TELEPHONE BOX
- CHAIN LINK FENCE
- WOOD FENCE
- METAL FENCE
- SITE LIGHT POLE
- OVERHEAD POLE
- PROPOSED BUILDING ENTRY/EXIT

WORK NOTES

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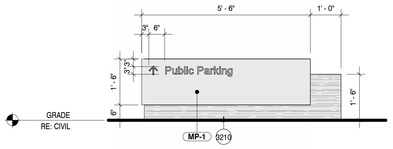
EXTERIOR WAYFINDING PLAN

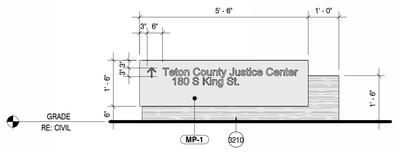
A-003

9/19/2025 9:38:41 AM

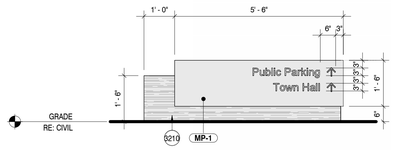


EXTERIOR SIGN ELEVATION - AA102 NORTH — 11 / A-004 — 1/2" = 1'-0"

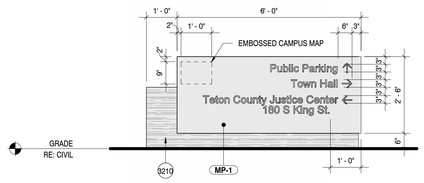
EXTERIOR SIGN ELEVATION - AA102 SOUTH — 10 / A-004 — 1/2" = 1'-0"



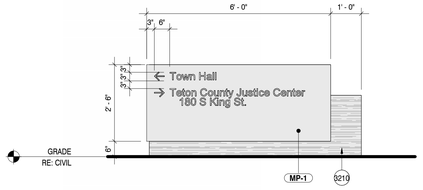
EXTERIOR SIGN ELEVATION - AA101 NORTH — 9 / A-004 — 1/2" = 1'-0"



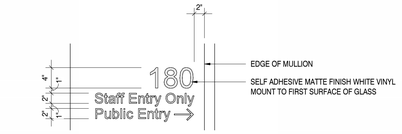
EXTERIOR SIGN ELEVATION - AA101 SOUTH — 8 / A-004 — 1/2" = 1'-0"



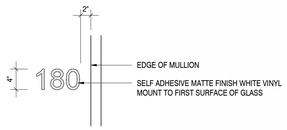
EXTERIOR SIGN ELEVATION - AA100 NORTH — 7 / A-004 — 1/2" = 1'-0"



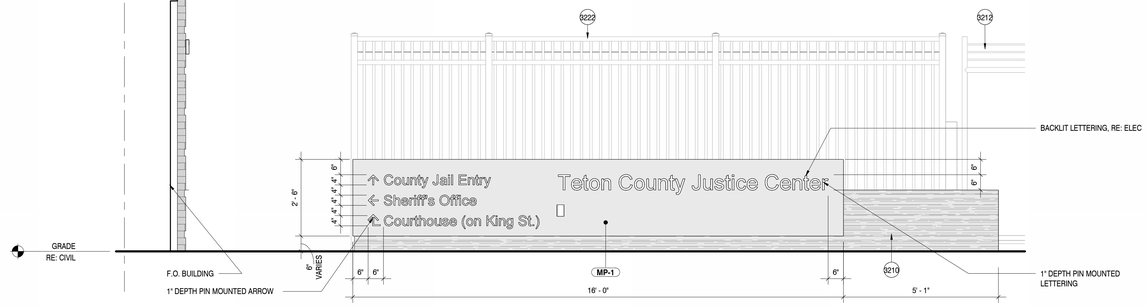
EXTERIOR SIGN ELEVATION - AA100 SOUTH — 6 / A-004 — 1/2" = 1'-0"



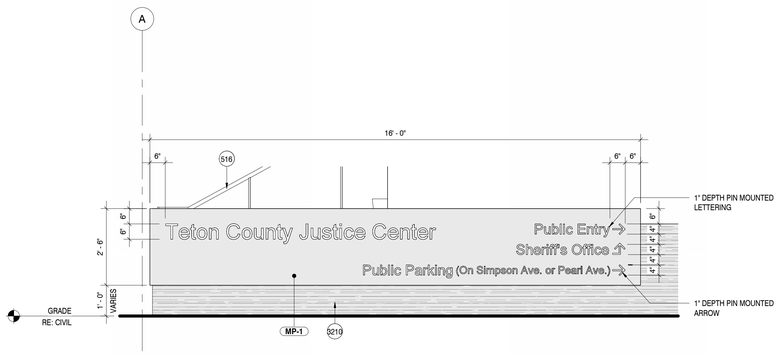
EXTERIOR SIGN ELEVATION - CC101 — 5 / A-004 — A-201 — 1" = 1'-0"



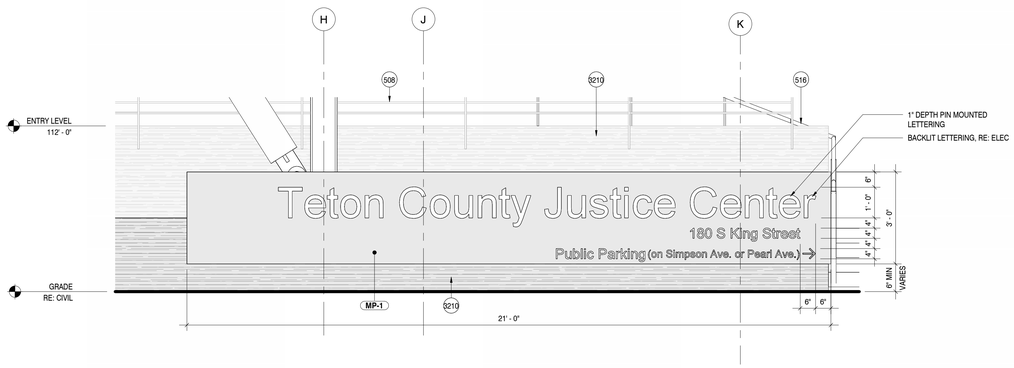
EXTERIOR SIGN ELEVATION - CC100 — 4 / A-004 — A-201 — 1" = 1'-0"



EXTERIOR SIGN ELEVATION - BB102 — 3 / A-004 — A-101 — 1/2" = 1'-0"



EXTERIOR SIGN ELEVATION - BB101 — 2 / A-004 — A-201 — 1/2" = 1'-0"



EXTERIOR SIGN ELEVATION - BB100 — 1 / A-004 — A-201 — 1/2" = 1'-0"

9/19/2025 9:38:18 AM

WORK NOTES

508	DECORATIVE METAL GUARDRAIL, WITH 5/8" X 2 1/2" TOP RAIL AND 5/8" X 2 1/2" PICKETS AT FACE OF CIP CONCRETE SITE WALL, GALVANIZED WITH HIGH PERFORMANCE COATING (PNT-10)
516	5/8" X 2" VERTICAL POSTS AND 1 1/2" DIA. HANDRAIL, GALVANIZED W/ HIGH PERFORMANCE COATING (PNT-10)
3210	BOARD FORM CIP CONCRETE SITE WALL, RE: STRUC
3212	MOTORIZED HORIZONTAL SLIDING GATE
3222	IMPACT RESISTANT FENCE

LEGEND

BRK-1	BRICK UNIT MASONRY VENEER
FCS-1	FIBER-CEMENT SIDING
MP-1	METAL PLATE WALL PANELS
MP-3	FORMED METAL WALL PANELS, FOR PATTERN RE:
MP-4	STANDING SEAM WALL PANELS
MP-5	CORRUGATED METAL WALL PANELS
MP-6	CORRUGATED, PERFORATED, METAL WALL PANELS

GENERAL NOTES

1. REFER TO FINISH LEGEND FOR MATERIAL TAGS.
2. REFER TO EXTERIOR ASSEMBLIES SHEET FOR EXTERIOR WALL TYPES.
3. REFER TO CIVIL AND LANDSCAPE FOR EXTERIOR SURFACE MATERIALS.
4. ALL EXTERIOR STRUCTURAL STEEL THAT IS EXPOSED SHALL RECEIVE A HIGH-PERFORMANCE COATING; PNT-10.
5. SIGNAGE IS SHOWN FOR WAYFINDING REPRESENTATION ONLY. FINAL WORDING AND FONT TO BE CONFIRMED WITH OWNER.

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EXTERIOR SIGNS

A-004

FLOOR PLAN - LEVEL 1

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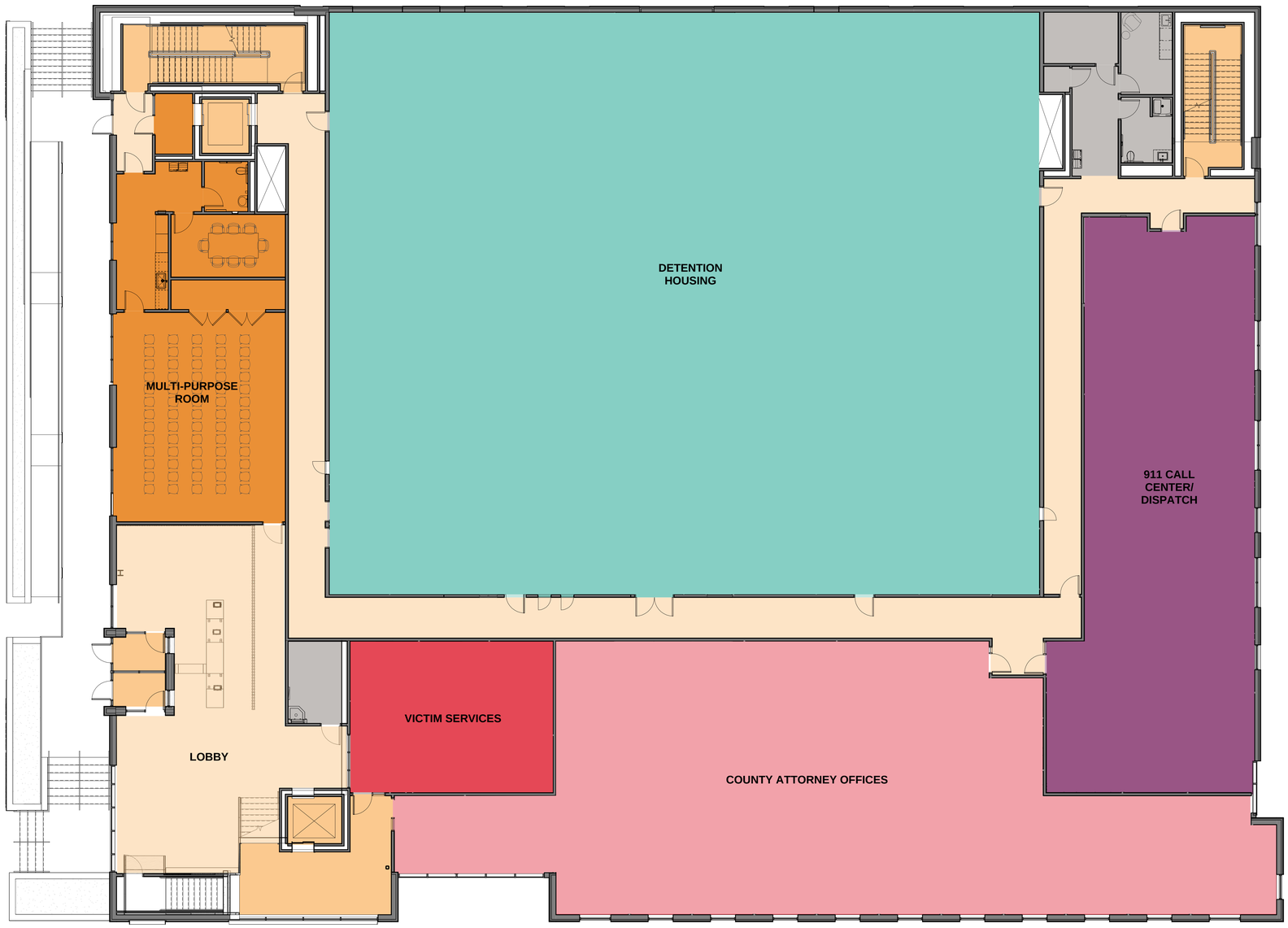
PRESENTATION FLOOR PLAN - LEVEL 1

PR-101



FLOOR PLAN - LEVEL 2

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PRESENTATION FLOOR PLAN - LEVEL 2

PR-102

FLOOR PLAN - LEVEL 3

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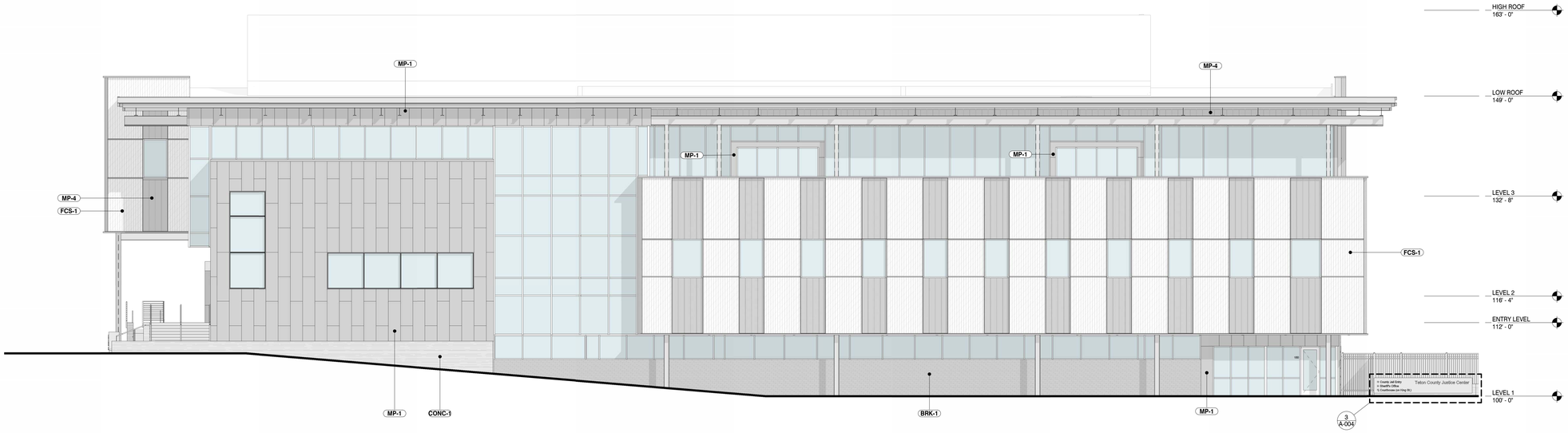
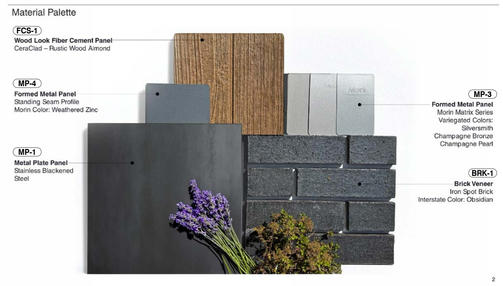
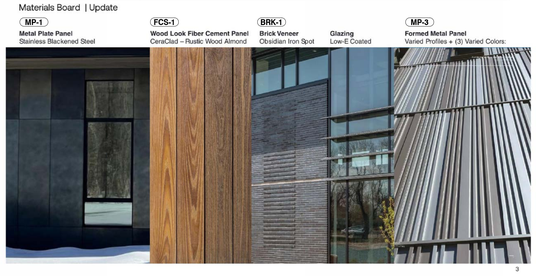
PRESENTATION FLOOR PLAN - LEVEL 3

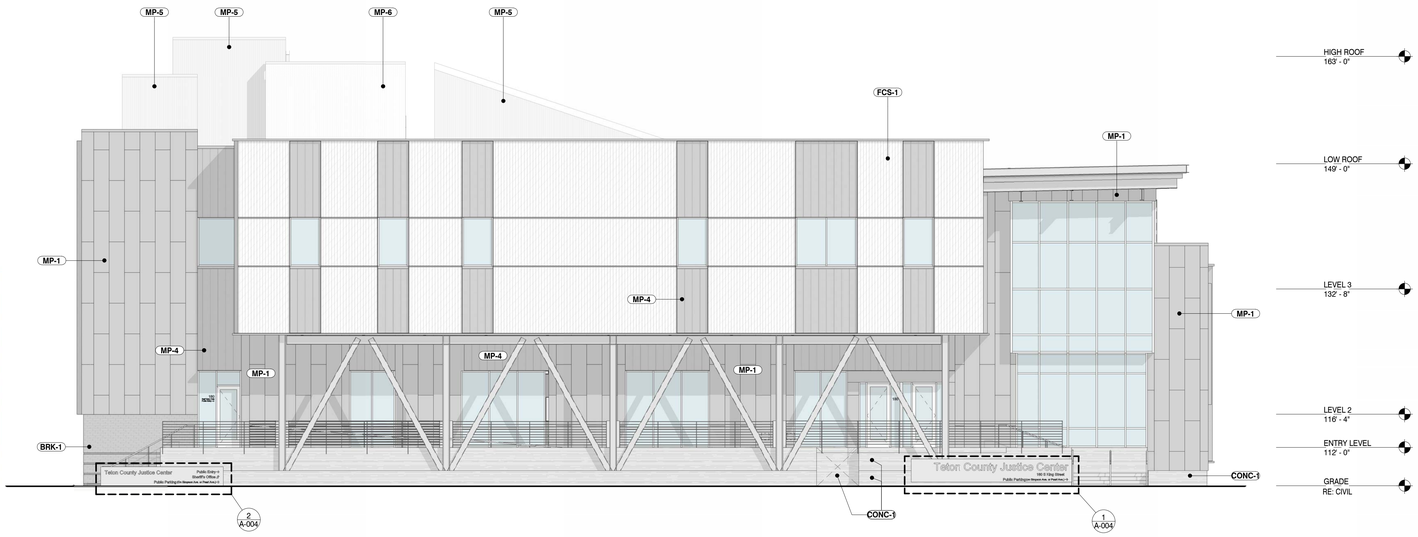
PR-103



SOUTH EXTERIOR ELEVATION — 1/8" = 1'-0" — 1 / PR-201







WEST EXTERIOR ELEVATION — 1/8" = 1'-0" — 2 / PR-201

WORK NOTES

LEGEND

- BRK-1 — BRICK UNIT MASONRY VENEER
- FCS-1 — FIBER-CEMENT SIDING
- MP-1 — METAL PLATE WALL PANELS
- MP-3 — FORMED METAL WALL PANELS, FOR PATTERN RE:
- MP-4 — STANDING SEAM WALL PANELS
- MP-5 — CORRUGATED METAL WALL PANELS
- MP-6 — CORRUGATED, PERFORATED, METAL WALL PANELS
- CONC-1 — BOARD FORMED CONCRETE, RE: STRUCTURAL
- XX-00 — GLAZED CURTAINWALL / STOREFRONT, RE: WINDOW SCHEDULE

GENERAL NOTES

1. REFER TO WINDOW SCHEDULE SHEETS FOR WINDOW TYPES.
2. REFER TO FINISH LEGEND FOR MATERIAL TAGS.
3. REFER TO EXTERIOR ASSEMBLIES SHEET FOR EXTERIOR WALL TYPES.
4. REFER TO CIVIL AND LANDSCAPE FOR EXTERIOR SURFACE MATERIALS.
5. ALL EXTERIOR STRUCTURAL STEEL THAT IS EXPOSED SHALL RECEIVE A HIGH-PERFORMANCE COATING; PNT-10.

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SCHEMATIC DESIGN	06 DECEMBER 2024
ToJ: SKETCH PLAN	04 MARCH 2025
100% DESIGN DEVELOPMENT	07 AUGUST 2025
ToJ: DEVELOPMENT PLAN	19 SEPTEMBER 2025

EXTERIOR ELEVATIONS - SOUTH & WEST

PR-201

9/19/2025 9:40:12 AM

NORTH EXTERIOR ELEVATION 1 PR-202
2' 4' 8' 16' 1/8" = 1'-0"

WORK NOTES

LEGEND

- BRK-1 — BRICK UNIT MASONRY VENEER
- FCS-1 — FIBER-CEMENT SIDING
- MP-1 — METAL PLATE WALL PANELS
- MP-3 — FORMED METAL WALL PANELS, FOR PATTERN RE:
- MP-4 — STANDING SEAM WALL PANELS
- MP-5 — CORRUGATED METAL WALL PANELS
- MP-6 — CORRUGATED, PERFORATED, METAL WALL PANELS
- CONC-1 — BOARD FORMED CONCRETE, RE: STRUCTURAL
- XX-00 — GLAZED CURTAINWALL / STOREFRONT, RE: WINDOW SCHEDULE

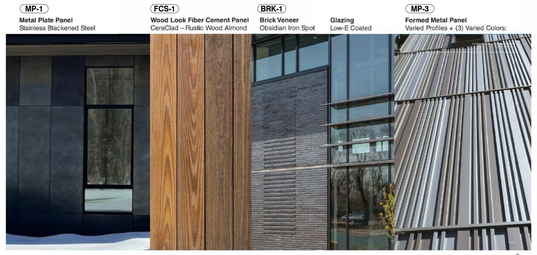
GENERAL NOTES

1. REFER TO WINDOW SCHEDULE SHEETS FOR WINDOW TYPES.
2. REFER TO FINISH LEGEND FOR MATERIAL TAGS.
3. REFER TO EXTERIOR ASSEMBLIES SHEET FOR EXTERIOR WALL TYPES.
4. REFER TO CIVIL AND LANDSCAPE FOR EXTERIOR SURFACE MATERIALS.
5. ALL EXTERIOR STRUCTURAL STEEL THAT IS EXPOSED SHALL RECEIVE A HIGH-PERFORMANCE COATING; PNT-10.

Material Palette

2

Materials Board | Update



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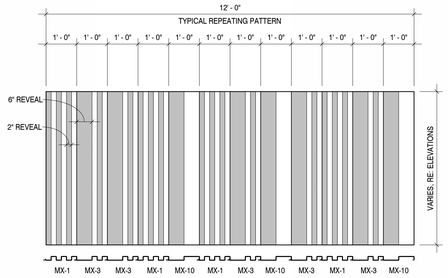
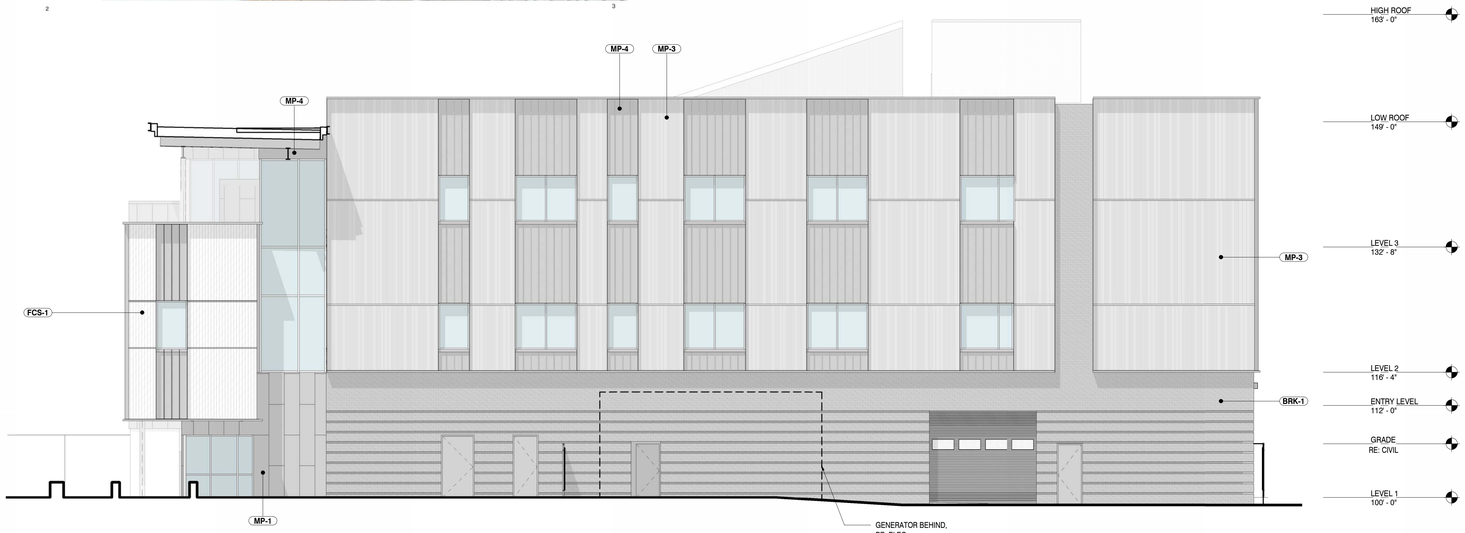


TYPICAL METAL PANEL PATTERN (MP-3) 3 PR-202
6" 1' 2' 4' 1/2" = 1'-0"



EAST EXTERIOR ELEVATION 2 PR-202
2' 4' 8' 16' 1/8" = 1'-0"

9/19/2025 9:40:54 AM

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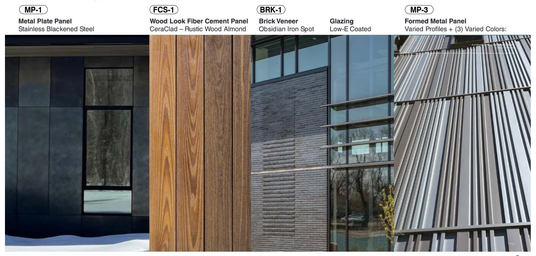
EXTERIOR ELEVATIONS - NORTH & EAST

PR-202

SCREENED PERSPECTIVE ACROSS WILLOW ST



SCREENED PERSPECTIVE FROM WILLOW ST

MAIN ENTRY - CORNER OF KING AND SIMPSON

MAIN ENTRY - CORNER OF KING AND SIMPSON

NORTH VIEW FROM KING STREET

SOUTH ELEVATION PERSPECTIVE

SOUTH ELEVATION CLOSE-UP GLASS STITCH

SIMPSON AVE - SHERIFF ENTRY & SECURE YARD DRIVE

SIMPSON AVE 'PORCH'

SIMPSON AVE - SHERIFF ENTRY CANOPY & 'PORCH'

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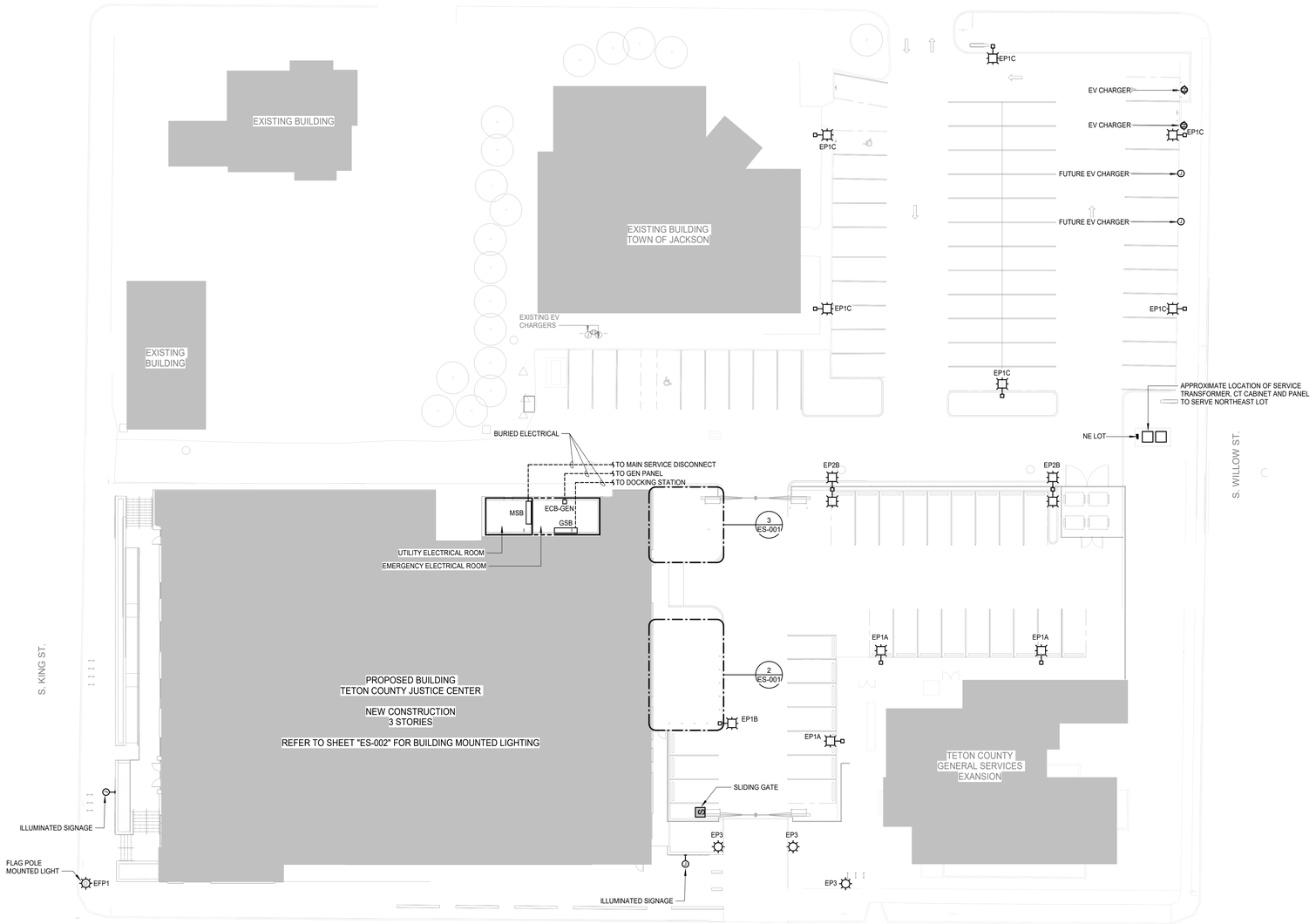
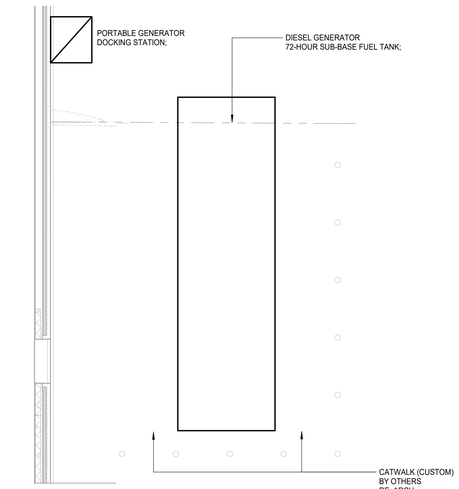
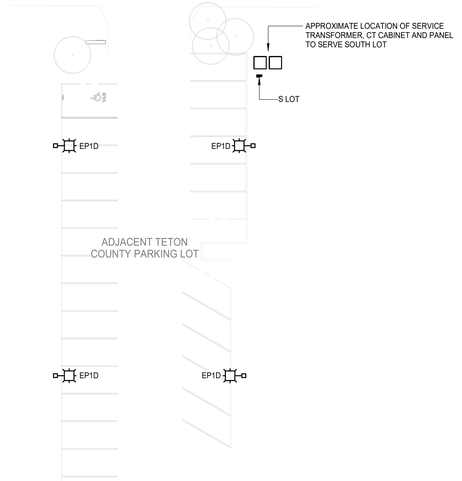
EXTERIOR PERSPECTIVES

A-215

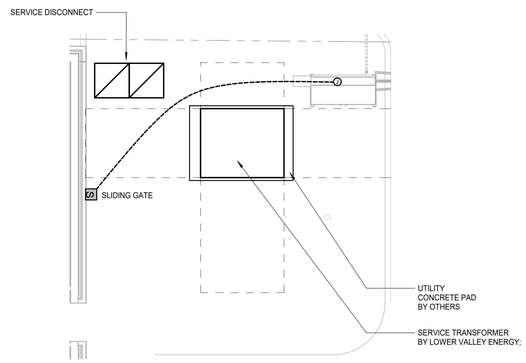




2 ES-001 **ELECTRICAL SITE PLAN - GENERATOR YARD**
SCALE: 3/16" = 1'-0"



ELECTRICAL SITE PLAN
SCALE: 1" = 20'-0"



3 ES-001 **ELECTRICAL SITE PLAN - UTILITY TRANSFORMER**
SCALE: 3/16" = 1'-0"

9/18/2025 6:23:19 PM

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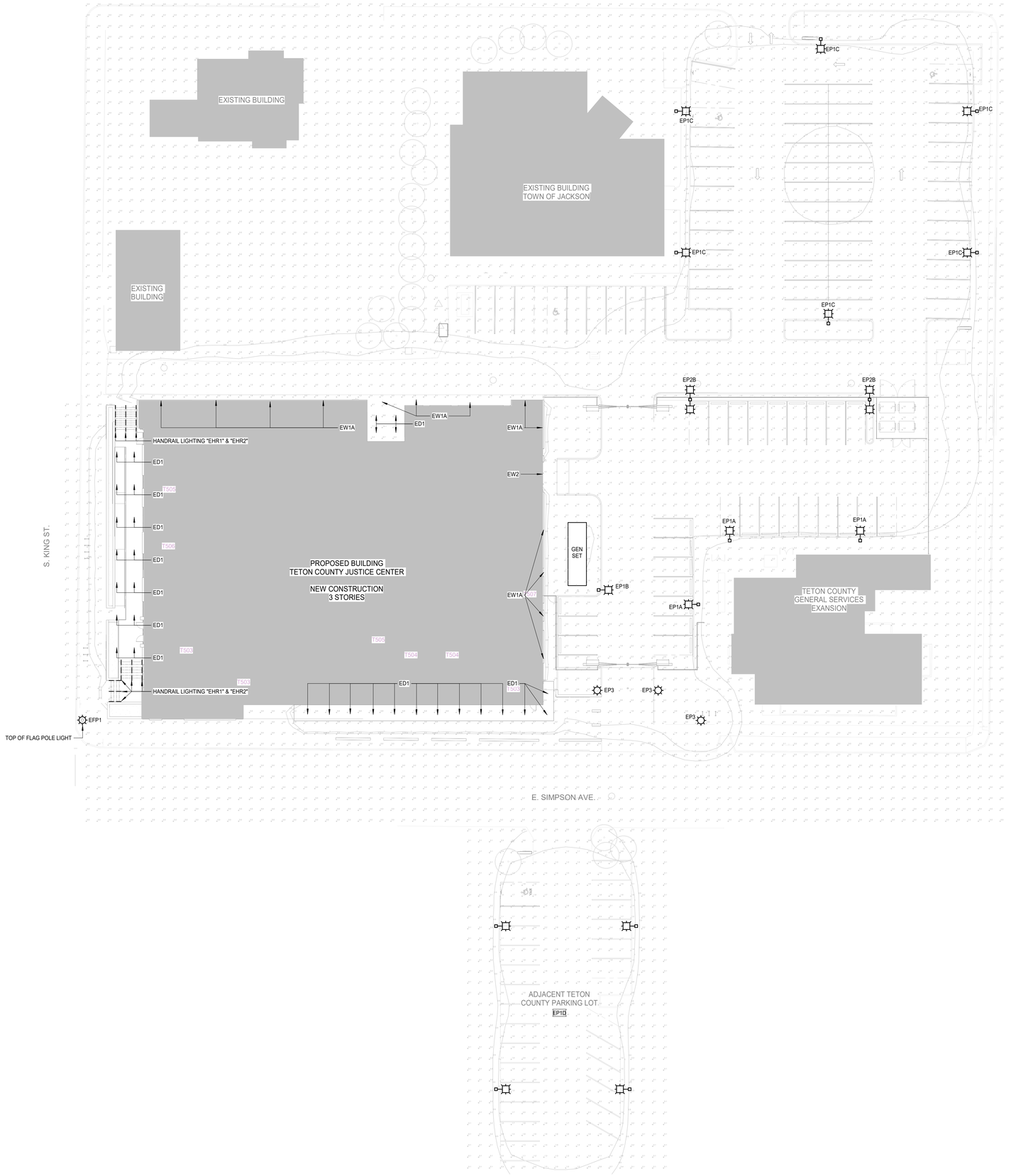
ELECTRICAL SITE PLAN

ES-001



ELECTRICAL SITE PLAN - PHOTOMETRICS

SCALE: 1" = 20'-0"

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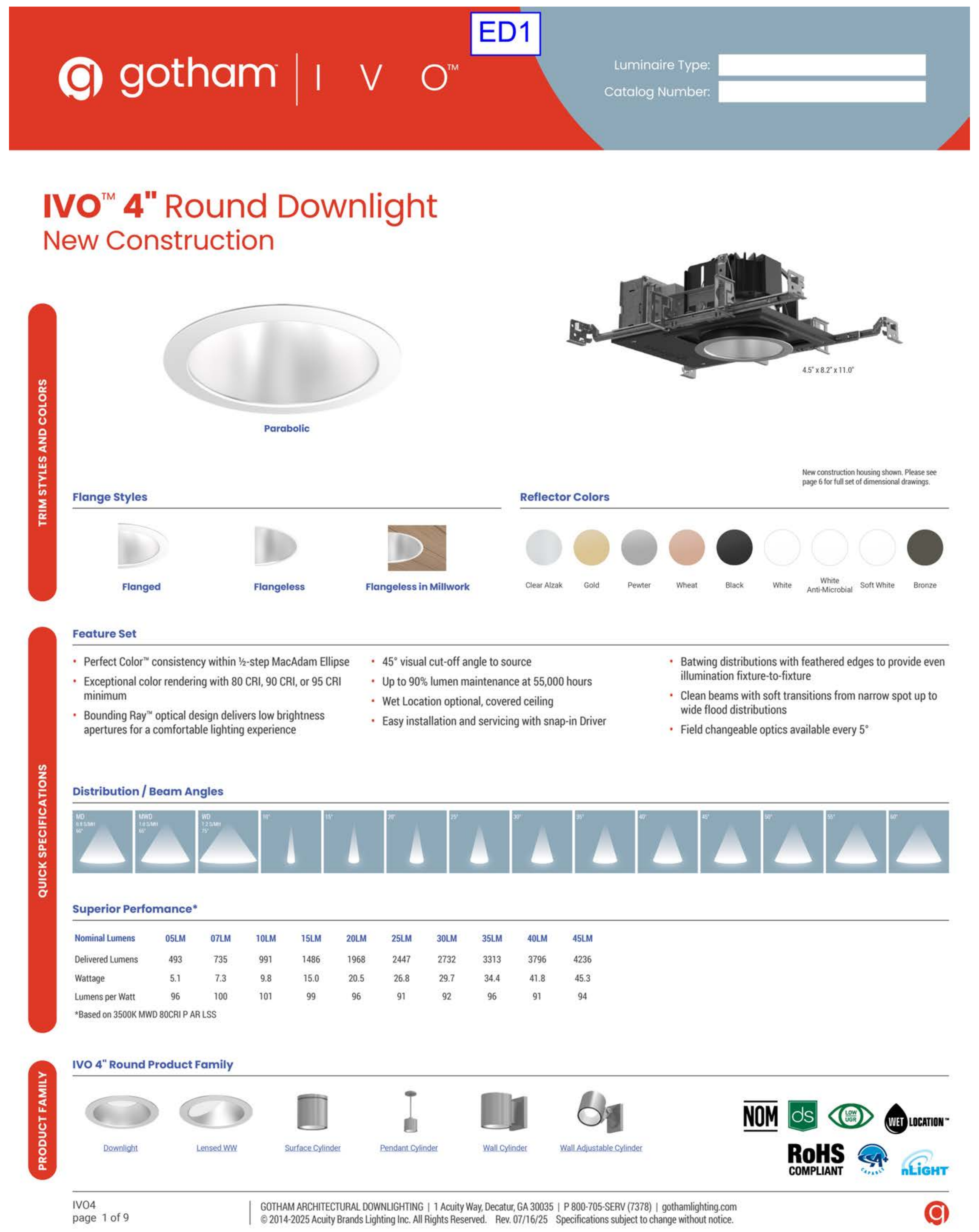
ELECTRICAL SITE PLAN - PHOTOMETRICS

ES-002



LUMINAIRE SCHEDULE - SITE

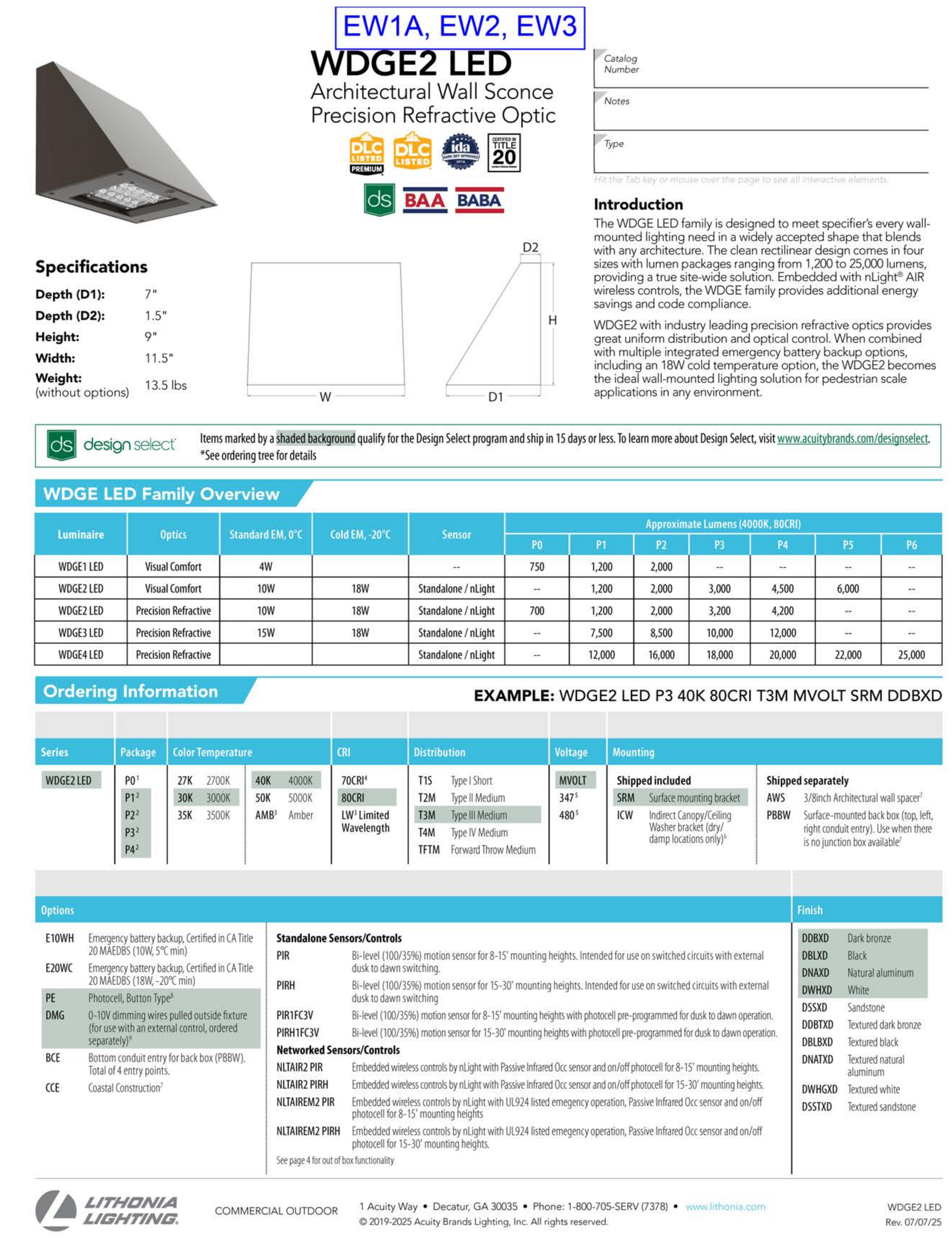
COMMON NOTES:

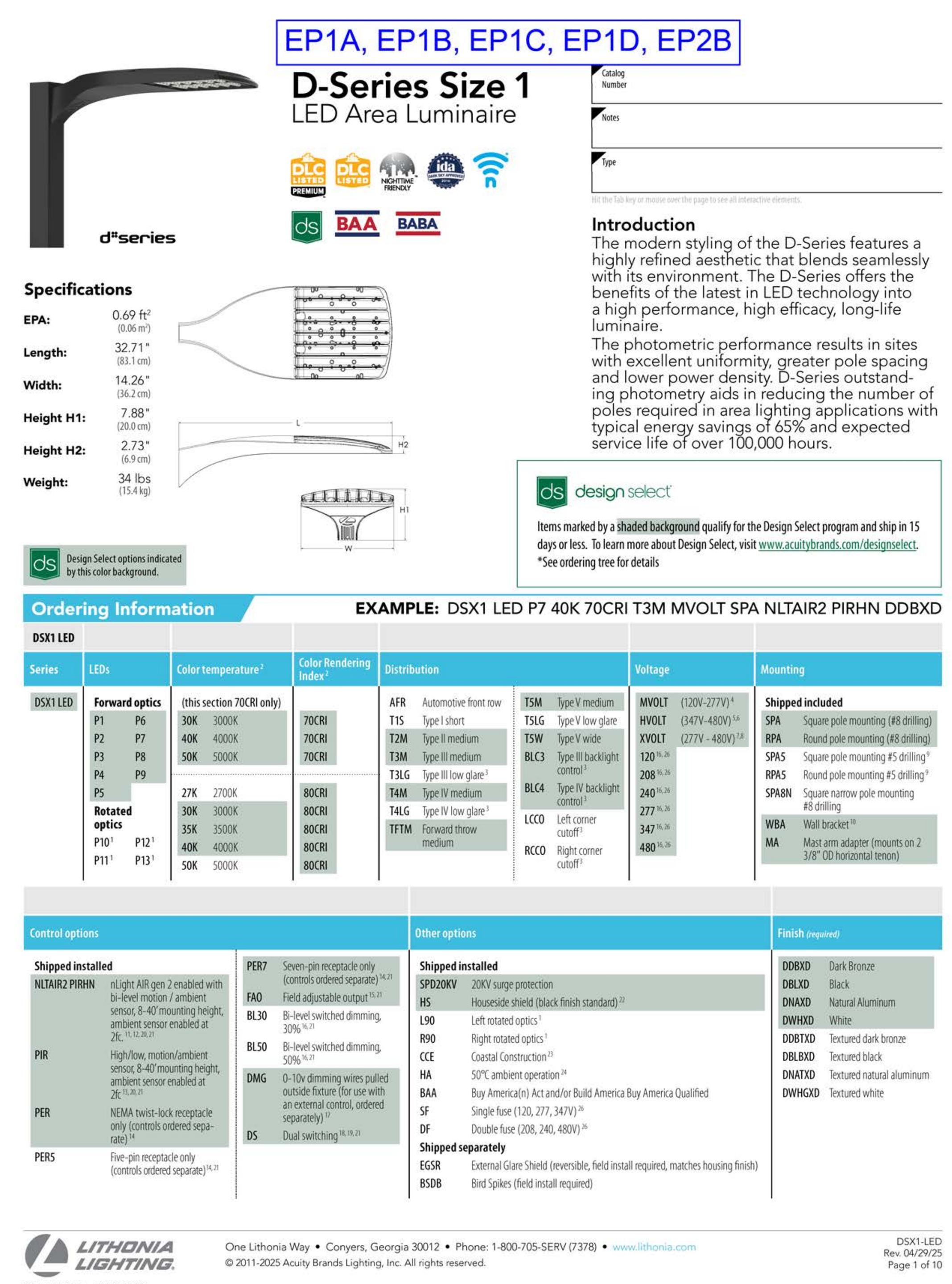
A. CATALOG NUMBER REFERS TO FIRST NAME LISTED UNDER MANUFACTURER PER LUMINAIRE TYPE. REMAINING MANUFACTURERS LISTED ARE CONSIDERED TO BE EQUIVALENT PRODUCTS FOR THIS PROJECT AND SHALL MEET ALL CRITERIA LISTED INCLUDING THAT CALLED FOR BY THE SPECIFIC LUMINAIRE CATALOG NUMBER. CATALOG NUMBERS DO NOT NECESSARILY REPRESENT COMPLETE CATALOG NUMBERS. ALL ITEMS LISTED IN THE DESCRIPTION SHALL BE PROVIDED.
B. REFER TO LIGHTING SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
C. PROVIDE UNIT PRICING FOR ALL LUMINAIRES BY TYPE AND SUBMIT WITH BID FORM.
D. PROVIDE AN EMERGENCY BALLAST TEST SWITCH FOR RECESSED DOWNLIGHTS ON CEILING ADJACENT TO LUMINAIRE.
E. PROVIDE FLICKER FREE LED DRIVERS MEETING IEEE 1789.

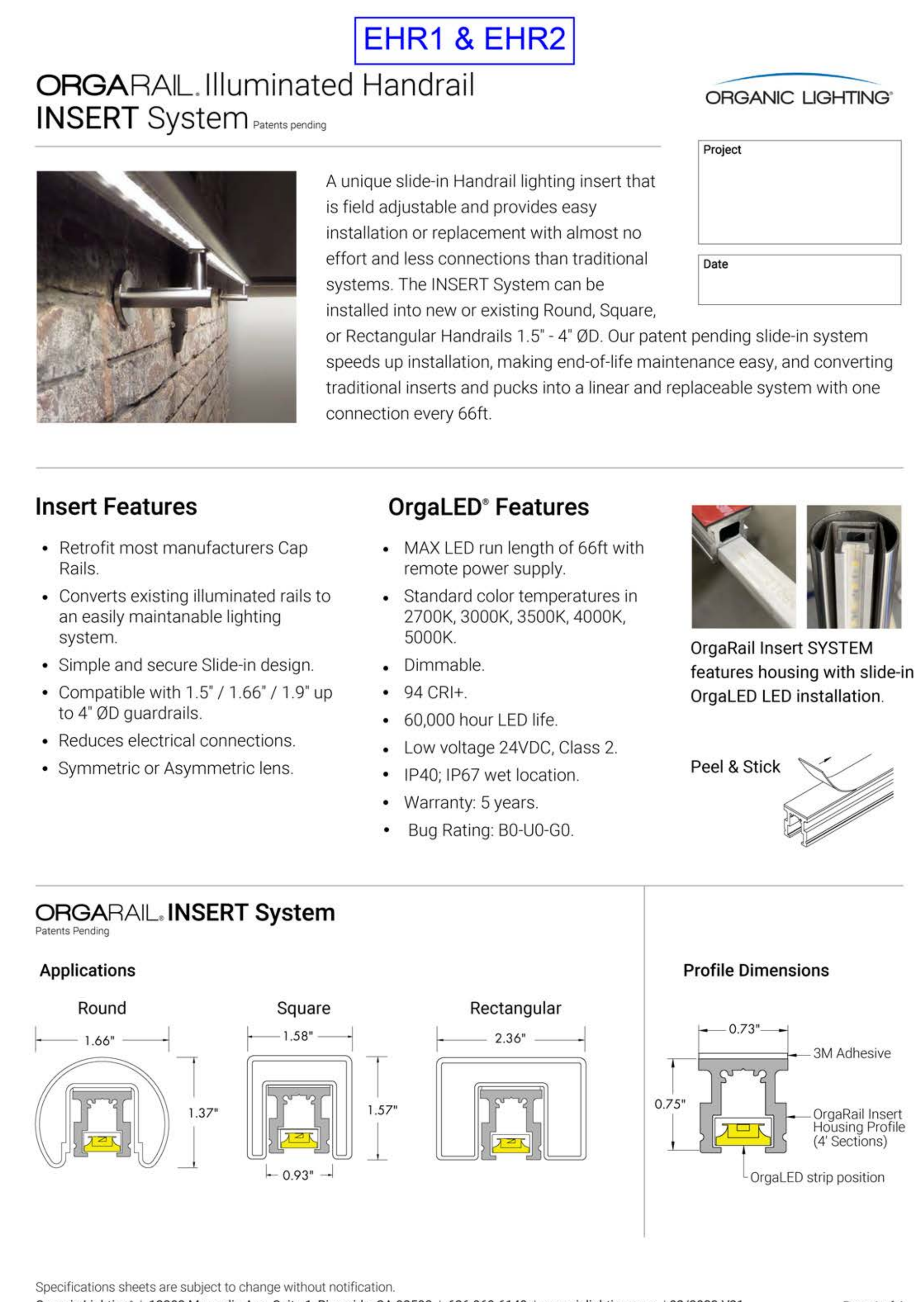
SPECIFIC REMARKS:

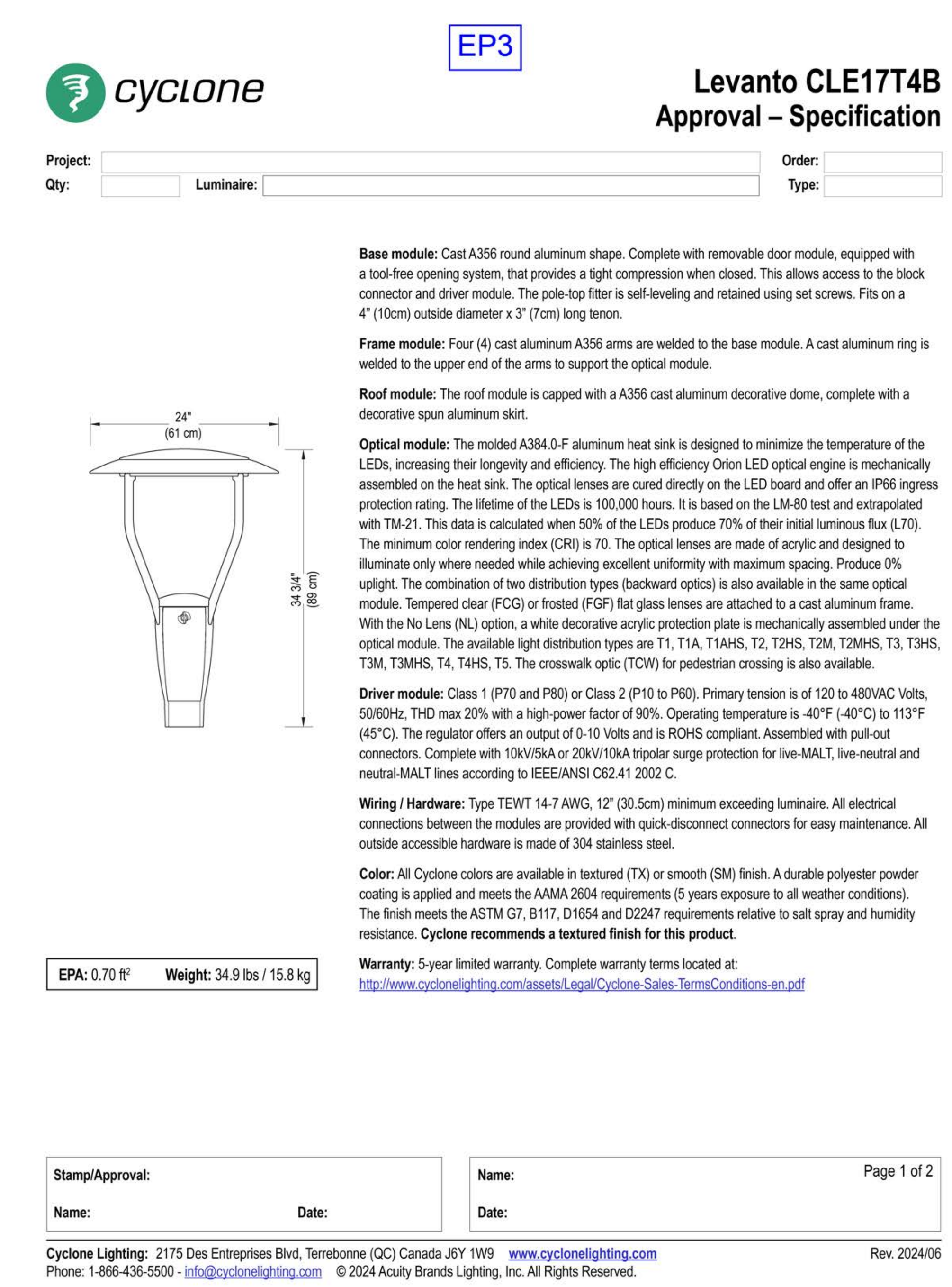
1. VERIFY FINISH WITH ARCHITECT.
2. REFER TO POLE BASE DETAIL FOR MORE INFORMATION.
3. COORDINATE EXACT MOUNTING REQUIREMENTS WITH ARHCITECT AND MANUFACTURER.

TYPE	DESCRIPTION	LAMP		BALLAST/DRIVER			APPARENT LOAD	MANUFACTURER	CATALOG SERIES	FINISH	MOUNTING	REMARKS
		COLOR	LUMENS	TYPE	DIM LEVEL	VOLTAGE						
ED1	EXTERIOR RATED RECESSED DOWNLIGHT	3000K	750	0-10V	1%	277 V	7 VA	GOTHAM LIGHTOLIER	IVO4 C4RDL	BLACK	RECESSED	1
EFP1	12" DIAMETER FLAGPOLE MOUNTED LUMINAIRE	3000K	1005	0-10V	10%	277 V	13 VA	EAGLE MOUNTAIN	STARGAZER	GOLD	TOP OF POLE	1
EHR1	EXTERIOR RATED, FIELD CUTTABLE, SLIDE-IN HANDRAIL TAPE LIGHT, SYMMETRIC LENS, DECO TOP OUTPUT, REMOTE DRIVER	3000K	36 LM/FT	0-10V	1%	277 V	5 VA	ORGANIC LIGHTING	ORGALED	N/A	HANDRAIL	
EHR2	SIMILAR TO TYPE "EHR1" EXCEPT WITH ASYMMETRIC LENS	3000K	36 LM/FT	0-10V	1%	277 V	5 VA	ORGANIC LIGHTING	ORGALED	N/A	HANDRAIL	
EP1A	EXTERIOR RATED POLE MOUNTED SINGLE HEAD LUMINAIRE, TYPE 4 EXTREME BACKLIGHT CONTROL, 5 OR 7-PIN TWIST LOCK RECEPTACLE.	3000K	5474	0-10V	50%	277 V	51 VA	LITHONIA GARDCO	DSX1 OPTIFORM SMALL	BLACK	18' POLE	1,2
EP1B	SIMILAR TO TYPE "EP1A" EXCEPT WITH TYPE 4 MEDIUM DISTRIBUTION AND NO BACKLIGHT CONTROL	3000K	7395	0-10V	50%	277 V	51 VA	LITHONIA GARDCO	DSX1 OPTIFORM SMALL	BLACK	18' POLE	1,2
EP1C	SIMILAR TO TYPE "EP1A" EXCEPT AT 120V	3000K	5474	0-10V	50%	120 V	51 VA	LITHONIA GARDCO	DSX1 OPTIFORM SMALL	BLACK	18' POLE	1,2
EP1D	SIMILAR TO TYPE "EP1A" EXCEPT AT 240V	3000K	5474	0-10V	50%	240 V	51 VA	LITHONIA GARDCO	DSX1 OPTIFORM SMALL	BLACK	18' POLE	1,2
EP2B	EXTERIOR RATED POLE MOUNTED DOUBLE HEAD LUMINAIRE, TYPE 4 MEDIUM DISTRIBUTION, 5 OR 7-PIN TWIST LOCK RECEPTACLE.	3000K	10948	0-10V	50%	277 V	102 VA	LITHONIA GARDCO	DSX1 OPTIFORM SMALL	BLACK	18' POLE	1,2
EP3	EXTERIOR RATED POLE MOUNTED POST TOP LUMINAIRE, FLAT GLASS FROSTED LENS, TYPE 5 DISTRIBUTION, P10 PERFORMANCE PACKAGE, 5 OR 7-PIN TWIST LOCK RECEPTACLE	3000K	2900	0-10V	50%	277 V	23 VA	CYCLONE	LEVANTO CLE17T4B	RAL 6005	8' POLE	1,2
EW1A	EXTERIOR RATED WALL MOUNTED AREA LIGHT WITH VERY WIDE OPTIC, ELECTRONIC DRIVER (0-10V), INTEGRAL WIRELESSS CONTROLS	3000K	1241	0-10V	50%	277 V	10 VA	LITHONIA GARDCO	WDGE2 GWS	BLACK	WALL	1
EW2	EXTERIOR RATED WALL MOUNTED AREA LIGHT WITH TYPE 4 MEDIUM DISTRIBUTION, ELECTRONIC DRIVER (0-10V), INTEGRAL WIRELESSS CONTROLS	3000K	3200	0-10V	50%	277 V	21 VA	LITHONIA GARDCO	WDGE2 GWS	BLACK	WALL	1
EW3	EXTERIOR RATED WALL MOUNTED LED WITH WIDE DISTRIBUTION	3000K	2748	N/A	N/A	277 V	24 VA	LITHONIA GARDCO	WDGE2 GWS	BLACK	WALL	1









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ELECTRICAL SCHEDULES

ES-003

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August 5, 2025

Dear Property Owner or Resident:

This letter is being sent to you to let you know about a development proposal, the Teton County Justice Center, to replace the existing Teton County Courthouse and Detention Center, and to invite you to a neighborhood information meeting / open house where you can learn about the proposed project and ask questions of the applicant.

Teton County Justice Center is an application for new construction at 180 S King Street. The project is being submitted for the Final Development Plan. The property is zoned Public/Semi-Public (P/SP) and is 1.8 acres in size. The property presently contains the Teton County Courthouse, Hansen Courthouse, Teton County Detention Center, and the Teton County General Services Building. The proposed project would demolish the existing Courthouse and Detention Center and construct a new Judicial Center Building that will house the County Courthouse and Detention Center. The Hansen Courthouse and General Services Building will remain. Additional parking is part of the project and will be built in the location of the existing Detention Center.

We welcome and encourage your participation, as your input is an important part of the development review process. Please join us for a neighborhood meeting/open house to discuss the proposal on August 20th from 5:00 pm to 7:00 pm. The meeting will be held at Jackson Hole Firehouse #1 training room at 60E. Pearl Ave, Jackson, WY (the training room can be accessed from the alley behind Firehouse #1). The meeting is an opportunity for you to provide input on the project and to have your questions answered directly by the applicant and their consultants. Planning Department Staff may attend to provide advice about the applicable provisions of the Land Development Regulations, but staff will not facilitate or become involved in discussions about the advantages or disadvantages of the proposal.

If you are unable to attend the meeting, but would like to provide input or ask questions, please contact the County's Owner's Representative, Tom Farrens, Project Manager at Wember at 307-677-2219 or tfarrens@wemberinc.com. We look forward to seeing you at the meeting.

NOTICE OF NEIGHBORHOOD MEETING / OPEN HOUSE

August 20th, 5:00 pm -7:00 pm

Location of Meeting: Jackson Hole Firehouse #1 training room at 60E. Pearl Ave, Jackson, WY

A neighborhood meeting / open house will be held to inform interested parties about:

REQUEST: Information prior to Development Plan submission

PROPOSAL: Teton County Justice Center construction project

For information regarding this meeting or the proposal, please contact:

Teton County Owner's Representative - Tom Farrens at (307)-677-2219

Posting Date: August 6th, 2025

WEMBER
7350 E. Progress PL STE 100
Greenwood Village, CO 80111
303-378-4130
www.wemberinc.com/blog
facebook.com/Wemberinc
wemberinc.com

BPM
BERNING PROJECT MANAGEMENT
PO Box 485
Victor, ID 83455
307-699-3733
www.berningpm@gmail.com

Meeting Agenda

Project Name:	**Teton County Relocation Services / Justice Center**
Wember Inc. Project Number:	2023.18
Meeting Date:	August 20, 2025, 5:00 – 7:00 PM
Location:	On-line – Teams Meeting
Purpose:	Neighborhood Meeting Development Plan Meeting

1. **Introduction**
   a. Teton County
      i. Introduction
      ii. Mark Erwin – Director of General Services
      iii. Josiah Nash – Facilities Maintenance Manager

   b. Wember / Berning Project Management
      i. Tom Farrens – Main Contact (307) 677-2219
      ii. Jason Berning – (307) 699-3733

   c. Anderson Mason Dale - Architect
      i. Role on the Project
      ii. James Taylor – Principal
      iii. Stephan Hall – PM
      iv. CLB Architects – Cary Lakeman – Senior PM

   d. DPR Construction (formerly GE Johnson Construction – Wyoming) – Construction Manager
      i. Role on the Project
      ii. Tony Glawe – Project Executive
      iii. Steve Piel – Superintendent
      iv. John Seal – Project Manager

2. **PROJECT INTRODUCTION/DESCRIPTION**
   a. This meeting is required to be held prior to the submittal of the Development plan review to the Town of Jackson. Additional meetings will be held prior to the start of construction with the CMAR to inform the neighborhood of timelines and possible disruptions.

   b. This project will require a Conditional Use Permit and will include a Public Hearing that will be advertised.

   c. The project is located at 180 S. King Street, Jackson, WY 83001

   d. All addresses within 200’ of the site were invited to this meeting.

   e. The Teton County Justice Center is projected to be approximately 78,000 to 83,000 sf. It will involve the demolition of the existing Teton County Courthouse and the construction of a new facility that will also include three courtrooms, a Detention Center, a Sheriff’s Office, a Dispatch Center, and the County attorney's offices, along with other Courthouse-related functions. Additional small remodel projects at the temporary office space, as identified by the owner, may be required prior to the start of the Justice Center project.

3. **COMMUNICATIONS**
   a. All questions are to be addressed to the Owner's Representative – Tom Farrens – Project Manager. tfarrens@wemberinc.com

4. **SCHEDULE**

   a. Proposed Project Timeline:

Design Development	January 2025 - July 2025
Construction Documents	August 2025 – January 2026
Permitting/ GMP	December 2025 – February 2026
Construction	Spring 2026 – Fall 2028 (30 Months)

(subject to change)

5. **Presentation**
   a. Review of public presentation.

6. **QUESTIONS**

7. **WRAP UP AND NEXT STEPS**

   a. Major Questions and comments will be included in the Development Plan Submittal

8. **ADJOURNMENT**

Only one community member attended the August 20th Neighborhood Meeting. One community member, who was not able to attend the meeting called Tom Farrens for information regarding the meeting and had additional questions about the project.

Comments from Attendee:
Pam Niner requested general information about the project.

Comments and questions from pre-meeting phone call:
Bill Barnes (called Tom Farrens August 18, 2025) asked questions about the size of the new building and it's location on the project site. He was concerned that his views to the the south would be blocked by the new building. His residence is located on the second level of 199 E. Pearl street. He was informed that the project is located on the west side of the block and would not directly block his view to the south. Mr. Barnes had additional general questions about the project regarding schedule and scope of the project. These were answered during the phone call.

WEMBER

7350 E. Progress PL STE 100
Greenwood Village, CO 80111
303-378-4130

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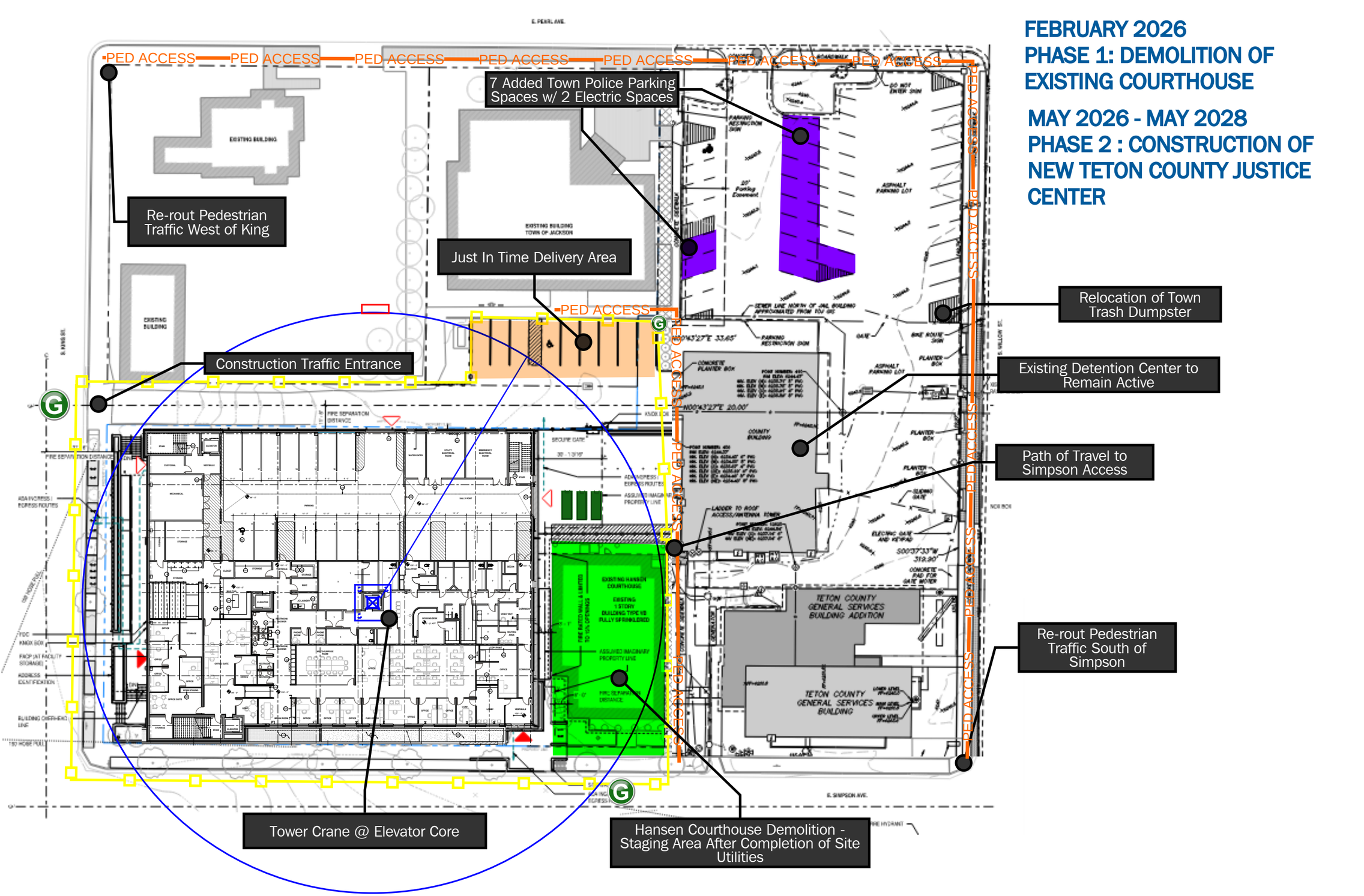
Teton County Justice Center Neighborhood Meeting
August 20, 2025 5:00 – 7:00 PM

Name	Address	Phone	E-mail Address
Kristen Waters	PO Box 203 Teton Village 83025	402-960-4078	kwaters@tetoncountywy.gov
Pam Niner	P.O. Box 6754 / 83002	307-203-561-3130	pjniner@yahoo.com
Bill Barnes (called in)	199 East Pearl #201		barnesp413@gmail.com



FEBRUARY 2026
PHASE 1: DEMOLITION OF EXISTING COURTHOUSE

MAY 2026 - MAY 2028
PHASE 2 : CONSTRUCTION OF NEW TETON COUNTY JUSTICE CENTER

DPR CONSTRUCTION

Legend

- Unloading Zone
- Site Fencing
- Dumpsters
- Gate
- Pedestrian Access

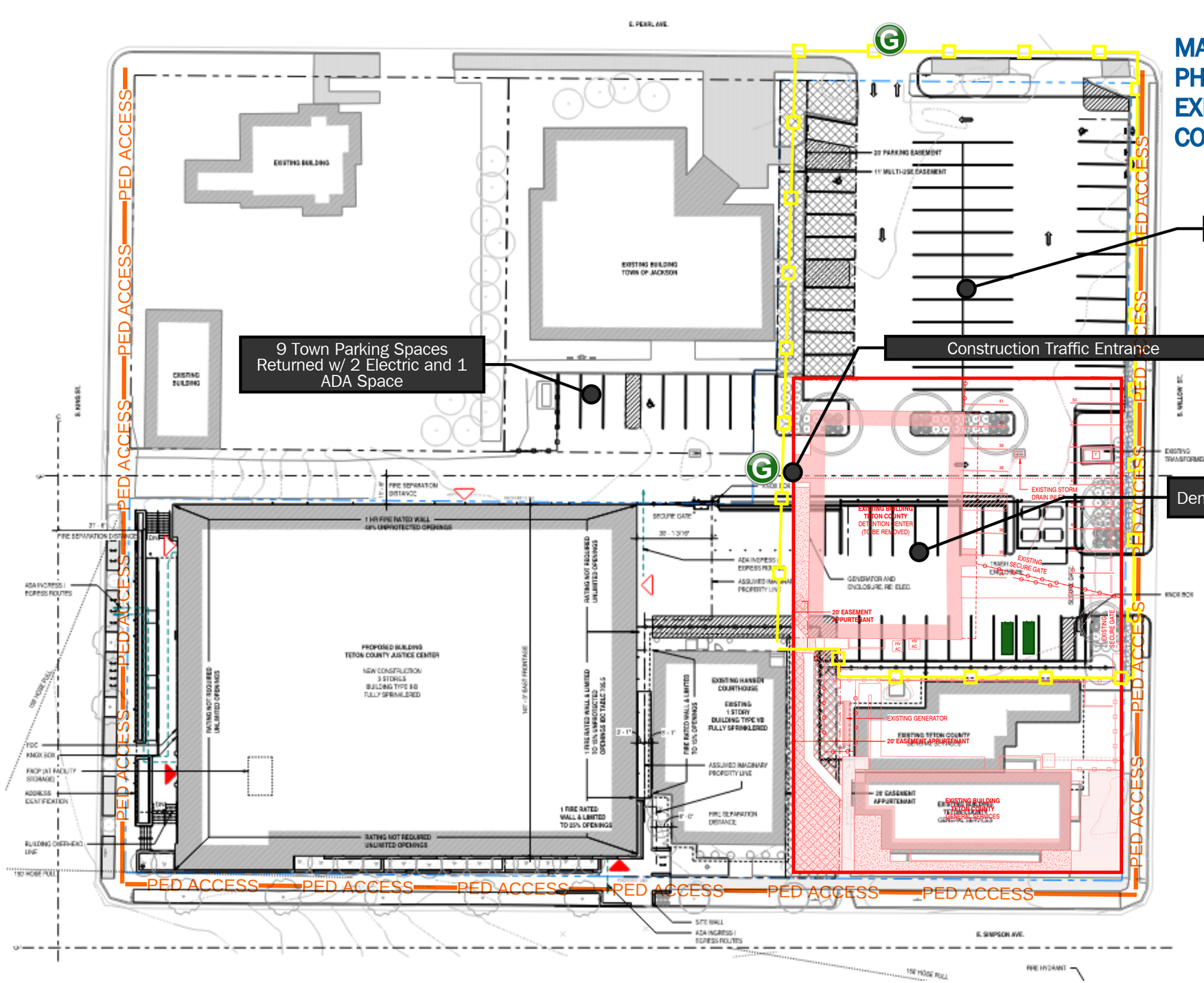
Notes

Contractor Parking Offsite

Site Logistics, Access & Management
Scale: NTS

Teton County Justice Center
Logistics Plan

MAY - SEPTEMBER 2028
PHASE 3 : DEMOLITION OF EXISTING DETENTION CENTER & COMPLETION OF PARKING LOT



Legend

- Unloading Zone
- Site Fencing
- Dumpsters
- Gate
- Pedestrian Access

Notes

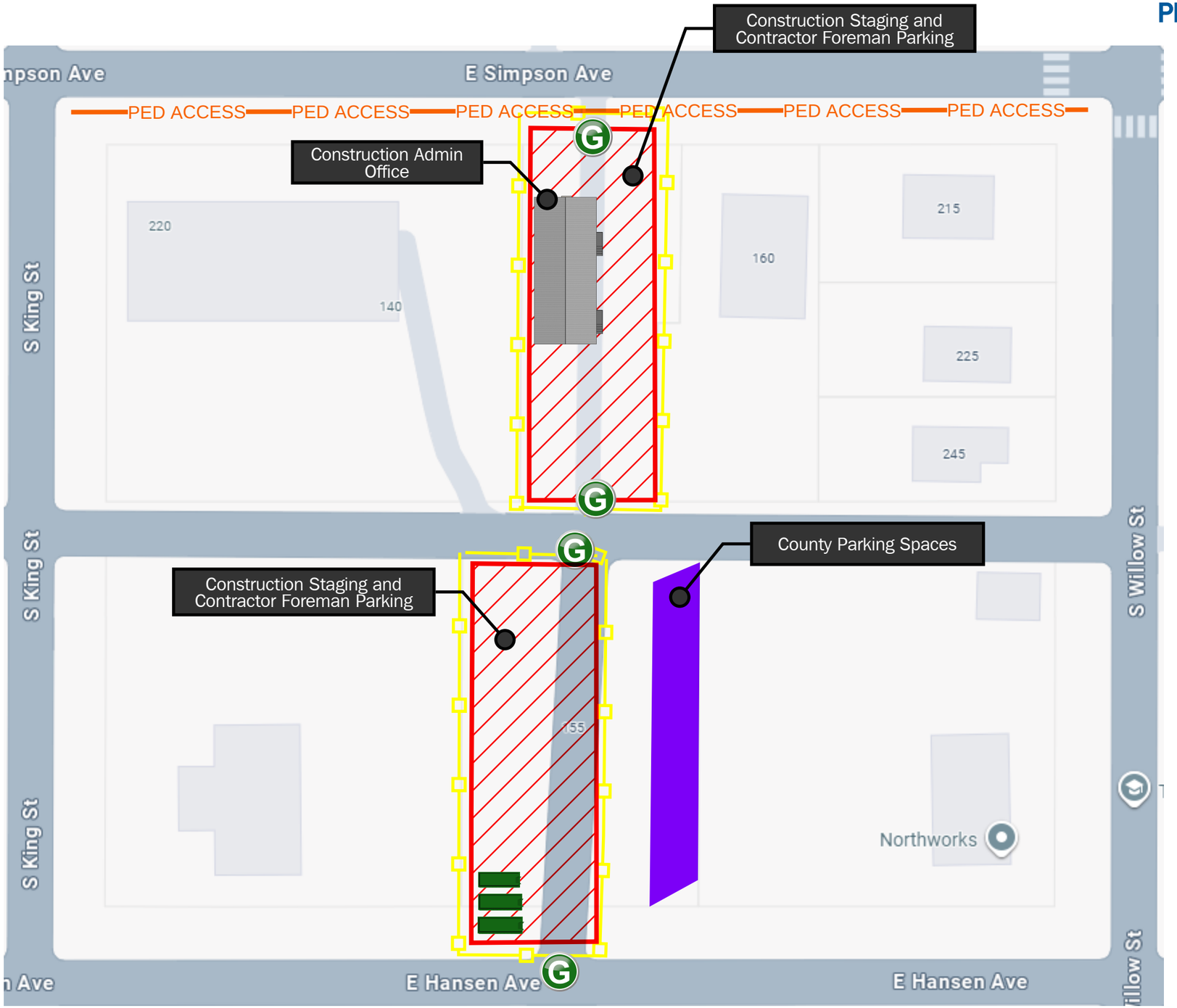
Contractor Parking Offsite

Contractor to Utilize Temporary Courthouse Modulars for Construction Admin Offices and Parking

Site Logistics, Access & Management
Scale: NTS

Teton County Justice Center
Logistics Plan

MAY 2026 - MAY 2028
PHASE 1/2: STAGING/ PARKING PLAN



DPR CONSTRUCTION

Legend

- Unloading Zone
- Site Fencing
- Dumpsters
- Gate
- Pedestrian Access

Notes

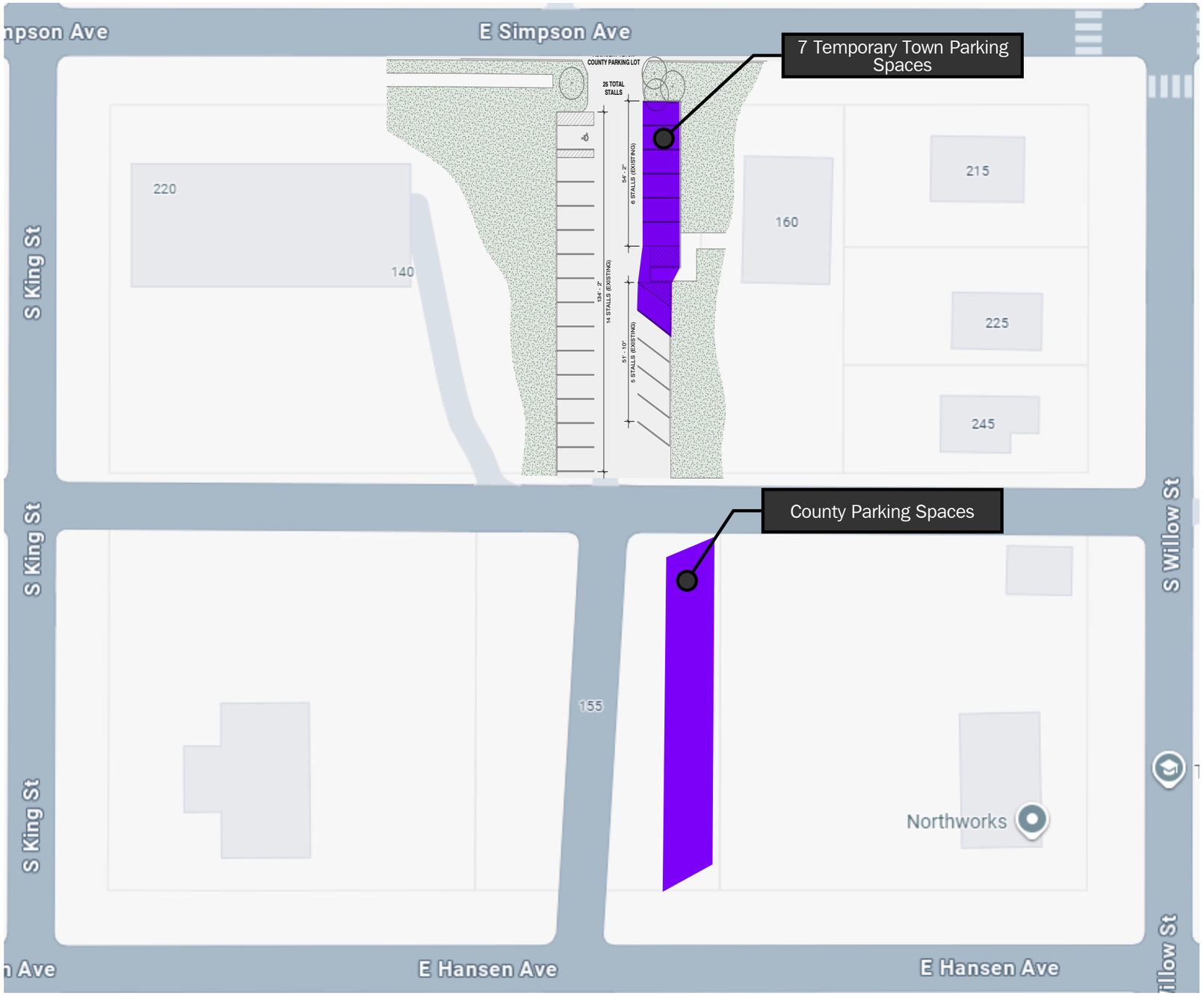
Contractor Parking Offsite

Lots for Construction Staging and Parking have been secured for duration noted

Site Logistics, Access & Management
Scale: NTS

Teton County Justice Center
Logistics Plan

MAY - SEPTEMBER 2028
PHASE 3: STAGING/ PARKING PLAN



Legend

- Unloading Zone
- Site Fencing
- Dumpsters
- Gate
- Pedestrian Access

Notes

Contractor Parking Offsite

Contractor to Utilize Temporary Courthouse Modulars for Construction Admin Offices and Parking

Lots for Construction Staging and Parking have been secured for duration noted

Site Logistics, Access & Management
Scale: NTS

Teton County Justice Center
Logistics Plan

Teton County Justice Center - Development Plan Town Comment Written Responses

ToJ Department	Comment	Design / Owner / Contractor Response
Planning	1. As part of the Development Plan and CUP submittal, a landscape plan prepared by a Wyoming Landscape Architect shall be provided showing at least 2 plant units that meet the intent of LDR Division 5.5. The applicant shall also further study and increase landscape screening around the building along E. Simpson Ave. and S. King St. to improve the pedestrian experience and soften the urban feel of the building.	Alternative B was used to achieve over 2 plant units per LDR Division 5.5. A chart has been provided on the Landscape drawings with the LDR's required and provided quantities for trees and large shrubs. The pedestrian experience has been improved by lowering the height of planter wall at the corner of King and Simpson. Brick paving now wraps this corner on the south side. The design team is exploring adding sculptural artwork at the corner of King and Simpson too. The addition of the buidling overhang along E. Simpson creates a 'front porch' to the sheriff's entrance. Different configurations of benches have been added under the overhang to create an eddy space for pedestrians.
Planning	2. As part of the Development Plan and CUP submittal, the applicant shall explore other locations for snow storage that prioritize storing snow on pervious surfaces versus impervious surfaces.	The Design Team and owner explored pervious surfaces for snow storage, however weighing the cost / benifit of providing more landscape planting material and trees for screen of the parking lot and secure yard AND maximizing parking took precedent over omitting landscape to provide permeable snow storage. It seems there is precedent and this is not uncommon practice on in the downtown urban core of Town. Requirement: A minimum site area representing 2.5% of the total required off-street parking and loading area, inclusive of drive aisles and access drives, shall be provided as the snow storage area. Provided: Sheriff's Secure Parking Lot and associated driveway: • Paved Area: 13,650 SF • 2.5% Snow Storage; 341 SF (equivalent to 2 Parking Spaces) • Snow Storage will occur inside the secure yard on the north end of the site taking up two parking spaces in the winter months. NE Parking Lot and associated driveways • Paved Area: 20,200 SF • 2.5% Snow Storage; 505 SF (equivalent to 2.75 Parking Space) • Snow Storage will occur in NE parking lot taking up three adjacent parking spaces in winter months. South Parking Lot and associated driveways • Paved Area: 8,075 SF • 2.5% Snow Storage; 200 SF (equivalent to 1.25 Parking Space)
Planning	3. As part of the Development Plan and CUP submittal, the applicant shall revise the plans to show a two-way alley for its entire length.	The site plan has been updated to note the alley as two-way for its entire length. The existing alley is 20'-0" wide, which Town Planning has noted is consistent with other 2-way alleys within the Town.
Planning	4. As part of the Development Plan and CUP submittal, the construction management plan shall address how the proposed closure of the public alley and town-owned parking, trash, and utilities immediately south of Town Hall will be mitigated through the provision of and access to off-site parking including ADA and Electric Vehicle Supply Equipment, trash, and utilities to the satisfaction of the Town.	Understood. Please see attached Construction Logistics Plan and Construction Management Narrative within project narrative document.
Planning	5. As part of the Development Plan and CUP submittal, the sidewalk along S. King Street shall maintain a consistent width of 6 feet throughout its entire length.	The sidewalk along S. King Street is a minimum of 6 feet wide throughout its entire length. The S. King Street curb is not parallel to the building's west exterior wall, resulting in a wider sidewalk width on the south portion than the north. Please refer to the drawings, sheet C3.0 for sidewalk dimensions.

Teton County Justice Center - Development Plan Town Comment Written Responses

ToJ Department	Comment	Design / Owner / Contractor Response
Planning	6. As part of the Development Plan and CUP submittal, the applicant shall modify the main parking lot circulation to include the removal of the east curb cut on E. Pearl Avenue with a counterclockwise circulation pattern. This includes widening the westernmost curb cut to allow two-way travel.	The site plan has been revised to modify the main NE parking lot circulation with the removal of the east curb cut on E. Pearl Avenue. The proposed curb has been revised to widen the westernmost curb cut to 24 feet in width. A street sign is proposed at the revised curb cut to indicate parking lot entry & exit. The NE parking lot circulation will be counterclockwise travel. This revision resulted in the loss of 4 parking stalls in the lot. Please refer to the drawings for the revised main parking lot circulation and curb cut.
Planning	7. As part of the Development Plan and CUP submittal, the applicant shall provide a comprehensive internal circulation, wayfinding, and signage plan to assist the general public in effectively navigating the site and locating their intended destinations. This includes ADA parking and accessible routes to the building.	Understood please see Development Plan Drawings, A-002,A-003, A-004 and C3.0 for a comprehensive site circulation, wayfinding plan to assist the general public in effectively navigating the site and locating their intended destinations. Wayfinding plans includes the accessible routes to the building entries. Refer to civil drawing C3.0 for ADA parking signage.
Planning	8. As part of the Development Plan and CUP submittal, the applicant shall clarify the intended use of the secured parking lot, including whether the Willow St. access will function as a primary or secondary point of entry relative to the alley.	The intended use for the secured parking lot is to provide secure and controlled parking for Sheriff and County fleet vehicles. A fence will enclose the parking lot on all sides. The generator and other electrical utilities serving the Justice Center are also within the secure lot to prevent public access to essential utilities. Since the submission and approval of the Sketch Plan, the County has decided to demolish the existing Hansen Courthouse. This adjustment ensures the Justice Center is built on reliable infrastructure in a more cost-effective way, demonstrating responsible stewardship of taxpayer dollars and a commitment to public safety. With the demolition of Hansen Courthouse, the Justice Center's vehicular access to the secure parking lot will be revised. The proposed curb cut at Willow Street has been removed and replaced with a curb cut on E Simpson Avenue. The proposed curb cut at E. Simpson Avenue will serve as the primary point of entry, while the alley will serve as the secondary point of entry. An automatic gate will be provided at each entry point. Please refer to the drawings for the revised secure parking lot layout and curb cuts.
Planning	9. As part of the Development Plan and CUP submittal, the applicant shall provide a final construction staging plan that identifies the final intended improvements to the main parking lot, the timing and duration of its closure, the location of all proposed off-site County office space and parking, a temporary solution for the loss of the Town's nine dedicated parking spaces when they are restriped, and identify locations for construction worker parking to ensure it does not impact on-site or nearby on-street spaces, while preserving availability for Town and public use as much as possible.	See updated narrative and construction staging plan
Planning	10. As part of the Development Plan and CUP submittal, the applicant shall provide a square footage breakdown of office uses, assembly uses, and jail-related uses for the purpose of determining the correct amount of required short-term and long-term bike parking.	Refer to Landscape Plan - a chart has been provided that shows square footage breakdown of assembly/business/office use and related quantity of short term and long term bike parking.
Planning	11. As part of the Development Plan and CUP submittal, the County-owned property located at 140 E. Simpson Ave, which includes a 25-space parking lot for the Justice Center, shall be included in the overall project boundaries.	Understood. The County-owned property at 140 E. Simpson Avenue has been included in the site plan and the parking count provided in Sheet A-001.
Engineering	1. Maintain ADA parking space with blue curb and signage along S. King St. frontage, including a parallel parking access aisle and ramp.	Blue curb and a ADA parralel parking space with appropriate signage will be provided along a portion of King St. as indicated on drawings

Teton County Justice Center - Development Plan Town Comment Written Responses

ToJ Department	Comment	Design / Owner / Contractor Response
Engineering	2. Maintain yellow curb and 15-minute parking signage along S. King St. frontage.	Yellow curb and appropriate 15 minute signage will be proivded along King St. frontage.
Engineering	3. Provide signage for ADA Van parking space(s).	This will be accomodated. ADA Signage Details are included in Development Plan. A dedicated signage and striping plan will be
Engineering	4. Is the gate on Willow access an exit-only gate? If it is two-way then you will have vehicles queueing in the southbound lane/bike lane/sidewalk for the gate to open. This also occurs in the alley for the proposed parking garage door, which is not allowed by Resolution 09-25 (Underground Parking Regulations).	The Willow access has been removed from the project and the secure yard will now be accessed from Simpson St. and the Alley
Engineering	5. Show sidewalks across proposed entrances as elevated (maintaining same longitudinal grade as existing sidewalk) to provide pedestrian priority.	All sidewalk crossings will be elevated with a uniform cross slope from the edge of sidewalk to the top back of curb. Longitudinal grade to match existing curb grade. Pedestrians will be the priority. At parking lot access locations, all sidewalks will be elevated.
Engineering	6. Provide snow storage and stormwater management.	Snow storage, stormwater management, and relavant calcs will be provided by civil.
Engineering	7. Provide stormwater management plan and calculations and runoff treatment unit(s) prior to discharge off site or infiltration.	Stormwater will be retained on site with an overflow connection to ToJ storm system. Calcs and treatment will be provided.
Engineering	8. Sewer Option 2 appears to be the layout preferred by TOJ Public Works. Provide invert elevation, slopes, existing service conflicts and other design details necessary to review the complete design.	Sewer Option 1 is the preferred route with the Hansen Building removal. Relavant sewer information will be provided by civil. Since the submission and approval of the Sketch Plan, the County has decided to demolish the existing Hansen Courthouse. This adjustment ensures the Justice Center is built on reliable infrastructure in a more cost-effective way, demonstrating responsible stewardship of taxpayer dollars and a commitment to public safety. The sewer line re-route will be located between the proposed Justice Center and the GSB building. We acknowledge that the Town's preference is a 30'-0" wide easement. However, due to site constraints, we are proposing a 24'-0" wide sewer easement aligned with the secure lot drive.
Engineering	9. Provide all existing easement documents or references for easements within the project area. Clarify grantors and grantees, purpose, etc. and how each easement will be addressed with the proposed plan, e.g. vacation, relocation, etc.	This can be provided. See description of process andsteps required for vacating or modifying an existing easement. Conduct initial research to confirm the extent of the easements that need to be modified, as well as the respective grantors and grantees. This will be done by procuring a title report, producing a preliminary map, and confirming the process with Town of Jackson (TOJ) staff. Jorgensen will also confirm with TOJ Planning whether a partial vacation without a replat or a full replat will be required. We suspect it will be the less onerous option of a partial vacation without replat. Either way, we will need to draft new easement exhibits, write legal descriptions, and file an application with the TOJ. The TOJ has approval authority, and Jorgensen will work with both the TOJ and Teton County attorneys to record the appropriate documentation. The cost for this work can only be accurately estimated after the initial research and the meeting with TOJ staff are completed.
Engineering	10. Identify all monitoring wells to be impacted, their owner, status, and plan for them with the proposed plan, e.g. seal and abandon, relocate, etc.	Jorgensen can identify monitoring wells, status, etc with final design.

Teton County Justice Center - Development Plan Town Comment Written Responses

ToJ Department	Comment	Design / Owner / Contractor Response
Engineering	11. Town's preference is to maintain our dumpster and recycling on our site.	It is anticipated thecurrent dumpster location for the town is will be be accomodated as currently exists in the final built condition of the new justice center. However, there will be a disruption during construction. Site fencings and limits of construction will be changing through multiple phases of construction activities. Fencing will extend north of the ally between King St. and encompass all parking spots south of Town Hall. Egress pathways will be maintained from the south access of Town Hall to Simpson St. Town Police spaces, including electric parking spaces, and the dumpster will be relocated to the parking lot to the East of Town Hall, as indicated in the site logistics plan.
Engineering	12. Preference is to manage the existing parking lot east of Town Hall as continuing the one way in and one way out or eliminate the eastern access. The Eastern access does not meet current LDRs. Parking spaces as drawn on C3.0 do not scale to meet current LDRs. Maintaining angle parking may improve flow. Accesses to Pearl do not meet current standards for elevated crossings. Review the design with Town Engineering and Planning prior to resubmittal.	Please see Sketch Plan condition for approval #6: As part of the Development Plan and CUP submittal, the applicant shall modify the main parking lot circulation to include the removal of the east curb cut on E. Pearl Avenue with a counterclockwise circulation pattern. This includes widening the westernmost curb cut to allow two-way travel. The site plan has been revised to modify the main NE parking lot circulation with the removal of the east curb cut on E. Pearl Avenue. The proposed curb has been revised to widen the westernmost curb cut to 24 feet in width. A street sign is proposed at the revised curb cut to indicate parking lot entry & exit. The NE parking lot circulation will be counterclockwise travel. This revision resulted in the loss of 4 parking stalls in the lot. Please refer to the architectural site plan for the revised main parking lot circulation and curb cut. The Civil site plan is in progress and will be updated to show the modified main parking lot circulation.
Engineering	13. Review pavement section, ADA, Sidewalk, etc. details with Town Engineering.	Coordination with ToJ Engineering will take place.
Engineering	14. Review and coordinate construction staging with Town Staff, primarily restricting access to the south parking, trash, and EV space, and emergency access.	Construction Management Plan and Narrative Update has been provided, with this submittal. We look forward to continued coordiation with ToJ
Engineering	15. Sidewalk work on Simpson and Willow should extend to the corners.	See updated Architectural Site Plan for extenstion of Sidewalk work on Simpson and Willow that extends to corners
Engineering (Pre-App)	1. Provide the street sections of King Street and Simpson Avenue showing the existing street components relative to the right-of-way boundary and the Community Streets plan. Adjusting the curb lines may be warranted to bring the street up to a current section.	Street Sections will be provided. Currently curb alignments are not changing. We are not demolishing or replacing any curb other than for new access locations or removal of old access locations. Coordination with ToJ to review the curb alignment and determine if changes to the alignment are warranted.
Engineering (Pre-App)	2. Review the corner of King and Simpson with Town Engineering, Pathways, and Planning, for a possible bulb out and ramping locations.	Coordination with ToJ Engineering will take place. The current design proposing new ramping at the corner of King and Simposn but not a bulb out curb condition
Engineering (Pre-App)	3. Depending on exterior lighting of the building, a street light at the corner may be warranted at the corner and the alley.	See attached Site Electrical / Lighting Plan and Photometric calculations. Calculations would suggest this corner should not need an additional street and alley pole lighting, as building mounted lighting should cover these locations
Engineering (Pre-App)	4. Verify the location of water and sewer services for the Clifford Hansen courthouse and plan for relocation and abandonment if conflicting with the new structure.	Hansen Courthouse to be demolished. Sewer and water services for the building will be capped and abandoned at the main.
Engineering (Pre-App)	5. Review whether vehicular access can be provided to the new GSB maintenance shop from the parking lot.	It is not anticipated the GSB maintenance shop access will be provided from the Sheriff's secure yard. These are two distinct county operations and due to security for the Sheriff is not the desired condition

Teton County Justice Center - Development Plan Town Comment Written Responses		
ToJ Department	**Comment**	**Design / Owner / Contractor Response**
Engineering (Pre-App)	6. Provide information and clarification on how the parking lot east of Town Hall is and will be administered and maintained.	
Engineering (Pre-App)	7. Review the overhead utilities in the alley. Verify that adequate clearance is provided. If not, plan to bury the utilities, rather than raising them. Burying utilities may provide more room for two way traffic in the alley.	Adequete clearance will be provided.
Engineering (Meeting 9/12/2025)	No Enroachment of door swings into the alley and provide queing space for one vehicle into garage alley	See Updated Architectural Site Plan, We have created a niche within the building at the utilty and parking garage to ensure no encroachment of door swings or meters occur in the alley and also have created a recessed drive entry into the parking garage entry from the alley, accomodated vehicle queing.
Engineering (Meeting 9/12/2025)	Construction Management. Move Construction Fence line to ensure protected Pedestrian Access behind curb on King and Simpson	There will be times when the construction fence line will be beyond the existing curb line – i.e. when curb and sidewalk work is being performed. However as much as possible through construction the fence line will allow for protected pedestrian access along King St. and Simpson ave. When sidewalk access is not feasible clear signage will be provide as intersections / corners to inform pedestrian to cross to opposite side of the street at corners and crosswalk, not at mid-block.
Engineering (Meeting 9/12/2025)	Ensure Town trash / recycle operations have access to dumpster through construction	As indicated on construction logics plans, access to Town and County dumpster will remain operational. The town dumpster specifically will be located in a stripped space on the east side of the NE parking lot during phase 1.

JORGENSEN
GEOTECHNICAL, LLC

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

June 23, 2023

Teton County
C/O Paul Cote, Facilities Maintenance Manager
PO Box 3594
Jackson, WY 83001

RE: GEOTECHNICAL-ENGINEERING REPORT, TETON COUNTY COURTHOUSE, 180 S KING STREET, JACKSON, TETON COUNTY, WYOMING
PROJECT NO: 21036

Hello, Paul.

We are pleased to present this report on our subsurface exploration and geotechnical-engineering analyses for the Teton County Courthouse project at 180 S King Street in Jackson, Wyoming. Previously, Jorgensen Geotechnical (JG) prepared a Report of Anticipated Geotechnical Conditions (RAGC) issued on April 14, 2021, and conducted a Phase I subsurface exploration on October 20, 2021. JG issued a subsurface-exploration report dated November 24, 2021. JG conducted a Phase II subsurface exploration on May 19 and 20, 2023.

Within this report, we:

- include data and information from previously issued documents,
- describe site conditions observed throughout the multi phased subsurface exploration, and
- present engineering analyses and recommendations to support the design and construction of foundation elements.

The recommendations in this report are applicable for the design and construction of Phases 1 and 2 of the proposed project.

We recommend that the building foundation systems be placed entirely on native stony material or approved engineered fill, if necessary. Topsoil, fill, and any native, fine-grained deposits should be removed from beneath foundation elements.

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 for you.

Respectfully submitted,

JORGENSEN GEOTECHNICAL

Forrest Maclean, E.I.
Geotechnical Design Engineer Technician

Colter H. Lane, P.E.
Geotechnical Engineering Manager

Geotechnical-Engineering Report

Teton County Courthouse Additions | 180 S King Street | Teton County, Wyoming

Latitude: 43.48 Longitude: -110.76

June 23, 2023

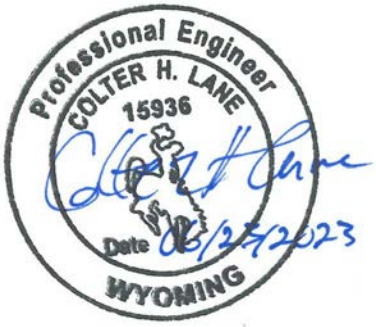
PREPARED FOR

Teton County
C/O: Mr. Paul Cote
PO Box 3594
Jackson, WY 83001

PREPARED BY

JORGENSEN
GEOTECHNICAL

Jorgensen Geotechnical, LLC
PO Box 9550
1315 HWY 89 S., Ste. 201
Jackson, WY 83002



CONTENTS

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FIGURES

TABLES

APPENDICES

1.0 REPORT SUMMARY

Jorgensen Geotechnical (JG) issued a Report of Anticipated Geotechnical Conditions (RAGC) on April 14, 2021, and conducted a Phase I subsurface exploration on October 20, 2021. JG issued a subsurface-exploration report dated November 24, 2021. JG conducted a Phase II subsurface exploration on May 19 and 20, 2023.

The project site is located at 180 S King Street in Jackson, Wyoming (Figure 1). JG explored subsurface conditions by drilling seven (7) exploratory boreholes during two project phases on the subject site. JG also installed two standpipe piezometers centralized within the subject site for further groundwater monitoring. Borehole locations are shown on Figure 2.

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

- site soils include fine grained topsoil and stony alluvium,
- we observed groundwater at the time of drilling approximately 29-ft below ground surface (bgs), and
- seismic and fault-related hazards exist – with the primary concern being ground shaking associated with movement along the Teton Fault.

We recommend over-excavation and replacement of native fine-grained material to reduce the risk of future settlement.

The information contained in this summary is not sufficient to describe all the details of our engineering services. Please read the report in its entirety.

2.0 INTRODUCTION

Jorgensen Geotechnical, LLC (JG), was commissioned by Teton County to perform a multi phased subsurface exploration for the proposed Teton County Courthouse project. 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 collapse potential
- Lateral earth pressures
- Foundation design and construction
- Slabs-on-grade design and construction

Our specific scope of services is described in proposal letters dated April 2, 2021 (RAGC), August 9, 2021 (Phase I Drilling), and April 7, 2023 (Phase II Drilling). In summary, the work we performed included drilling and logging seven (7) exploratory boreholes to depths ranging from 15 to 30-ft below ground surface (bgs), installing two (2) standpipe piezometers, performing engineering analyses, and preparing this report. A detailed description of the subsurface exploration and graphical logs are included as Appendix A.

3.0 PROJECT DESCRIPTION

Preliminary plans indicate the project will consist of two multi-story court buildings with at least three levels each. The existing County Courthouse will be demolished to make room for the first building as part of Phase 1. The existing Hansen Courthouse will be demolished, and the Phase 2 building constructed in its place. We understand a basement, or other below grade space, are not currently proposed. We have assumed traditional construction techniques.

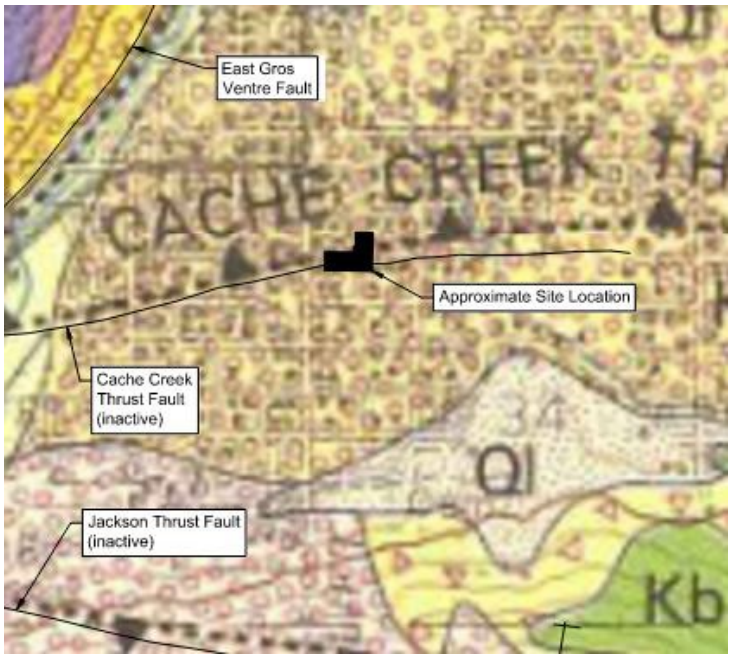

Figure 1: Site Location and Geologic Map

Figure 2: Bore Hole Location Map

4.0 SITE CONDITIONS

4.1 Description

JG developed the following description of the site based on site visits, meetings with the owner, historical aerial imagery reviewed by this office, and observations we made during the subsurface exploration.

Item	Description
Location and Parcel Information	The site is located at 180 S King Street in Teton County, Wyoming. Commercial Residential and County Buildings surround the site to the North and West, and the site is bounded by S King Street to the West and E Simpson Ave to the South.
Existing Improvements	The subject site is currently developed with Teton County Circuit Court buildings.
Current Ground Cover	Ground cover includes hardscaped surfaces, existing structures, shrubs, grasses, and small diameter deciduous trees (i.e., aspens).
Existing Topography	According to the Teton County Mapserver, the site is gently sloped to the east, ranging in elevation from 6,251-ft to 6,247-ft.
Geologic Setting	▪ The project site is found on the Geologic Map of Grand Teton National Park (Love et al., 1992), which is adapted as Figure 1. The map shows the location of surficial deposits, bedrock units, and geologic structures (i.e., faults and folds). The map indicates the project site is underlain by alluvial-fan deposits (Qf) emanating from the Cache Creek Drainage, with alluvium (Qa) and swamp deposits (Qs) also mapped nearby. Also shown on the map are the postulated traces of the Jackson and Cache Creek Thrust Faults. These faults are old and believed to be inactive. ▪ Numerous Quaternary faults (i.e., relatively young and potentially active) are mapped throughout the area. The Teton Fault is mapped approximately 7 miles northwest of the site at the base of the eastern flank of the Teton Range (Zellman, 2019). Slip rates along the Teton fault estimated to be between 0.2 and 1.0 mm/year.

4.2 Subsurface Soil Conditions

Three layers of soil were generally observed to cover the site: a layer of asphalt or topsoil, fill, fine-grained alluvium, and stony alluvium. Detailed test pit logs are represented graphically in Appendix A.

Layer	Layer Name	Description
1	**Surface Layer: Asphalt or Topsoil**	The topsoil consists of a silt with sand, moist, dark-brown, and soft to medium stiff, extending from grade to a depth of approximately 1.5-ft below the existing ground surface (bgs). We observed asphalt in paved parking-areas.
2	**Fill**	We encountered fill under paved areas to depths ranging from 2.5 to 3.5-ft bgs. The fill is described as Well-Graded GRAVEL with Sand.
3	**Fine Grained Alluvial Fan**	Fine-grained alluvial fan was encountered from approximately 2.5-ft (ground surface in some boreholes) to depths ranging from 3 to 5-ft bgs. JG logged these soils as LEAN CLAY with Sand: slightly moist to moist, dark brown, and soft to medium dense, with greater than 50% fines of medium plasticity.
4	**Stony Alluvial Fan**	We encountered stony alluvial-fan deposits underlying the fine-grained deposits until termination of the boreholes. Field staff generally described it as brown, slightly moist, and dense to very dense, with observed clasts consisting predominantly of limestone and sandstone. The soil comprises approximately 80% cobbles and gravels and 20% sand. These soils were visually classified as a sandy gravel and cobble. Based on visual classification and SPT data, this stony layer is predicted to be an adequate bearing layer.

4.3 Groundwater

Groundwater was encountered in borehole JG-4 at a depth of 29 feet at the time of drilling. Soil moisture conditions on this site are most likely influenced by surface infiltration due to precipitation, snowmelt, and irrigation systems. Further groundwater monitoring is possible with the installation of standpipe piezometers in JG-4 and JG-5. Monitoring performed in the surrounding area indicates groundwater levels remain relatively deep throughout the year. In general, we do not expect groundwater to influence design or construction at the site.

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, located along the eastern margin of the Teton Range, approximately 7-miles northwest of the site, 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 risk 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). The IBC references ASCE 7-16 to determine the ground motion accelerations. Based on observed 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 Deign Maps Summary

Maximum Considered Earthquake (MCE) Spectral Response Acceleration Parameters	
Short Period (S_s) =	1.033
1-Second Period (S_1) =	0.34
Site Coefficients and Adjusted MCE Spectral Response Acceleration Parameters	
F_a = 1.087	S_{MS} = 1.123
*F_v = 1.96	*S_{M1} = 0.666
Design Spectral Response Parameters	
S_{DS} =	0.749
*S_{D1} =	0.444

*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 in an area of moderate seismic activity. The current site modified peak ground acceleration (PGA_M) with a probability of occurrence of 2% in 50 years is approximately 0.523 (SEAOC, 2023). This has been applied for the analysis of seismic lateral loading on retaining walls 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. Older faults mapped nearby are believed to be old and inactive. Surface rupture or displacement due to faulting is **unlikely**. Liquefaction or slope instability associated with liquefaction (e.g., lateral spreading and lateral flow) are **not predicted to occur.**

4.5.2 Compressible Soils

Any fine-grained, alluvial-fan deposits are anticipated to be compressible. Previous laboratory testing indicates similar soils have moderate to high settlement potential if foundation elements are placed directly on the unimproved native fine-grained soils. Over-excavation and replacement of any such material is expected to be viable.

5.0 GEOTECHNICAL RECOMMENDATIONS

5.1 Recommendations Overview

The subsurface soils at the site consist of fine-grained compressible material overlying stony soils. This stony material is anticipated to provide adequate support for the proposed foundation loads. We recommend topsoil, fill, and any native fine-grained deposits be removed and the building foundation systems be placed entirely on native stony soils or approved engineered fill. The depth to stony soils is anticipated to be near the elevation of the proposed foundation system and significant over-excavation is not anticipated.

In general, all foundation elements should be placed below the frost line, including exterior footings for awnings and porches. The building code for Teton County requires that footings be placed at a minimum depth of 34 inches from finished grade, with a minimum foundation exposure of 6 inches above finished grade. Minor cracks in the foundation walls, floor slabs, and sheetrock are normal and should not be a cause for concern. Cracking is caused by many factors other than soil movement, such as concrete shrinkage, or daily and seasonal variability in temperature and humidity.

5.2 Earthwork Recommendations

5.2.1 Site Preparation

Prior to the placement of any fill or concrete slabs and grade beams, the site should be cleared and stripped of hardscape, topsoil, fine grained soils, 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 over-excavation, the excavation equipment may disturb and loosen the surface of the stony alluvium. 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 footing 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.

5.2.2 Excavation and Cut Slope Stability

OSHA regulations (29CFR1926) appear to classify the fine-grained material at the site as Type B soil, and the coarse-grained material 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

investigation. The contractor shall be responsible for adherence to OSHA and other safety regulations by observing soil conditions at the time of construction.

5.2.3 Over-Excavation

JG recommends over-excavation and replacement of any native fine grained material with an approved engineered fill. **Fine grained, alluvial-fan deposits are not recommended as a load-bearing layer.** Stony deposits were encountered in boreholes from 1.5-ft to 5.5-ft bgs across the project site.

All native fine-grained material overlying the stony load bearing soils should be over-excavated to one footing width (B) laterally on either side of continuous (i.e., strip) footings and ½ footing width (1/2B) on all sides of square or circular footings, as shown on Figure 3 (see Appendix B). The over-excavation should extend to the surface of the stony load-bearing soils. Imported structural fill should contact directly with native stony material. Non-woven separation fabric (e.g., Mirafi 140N) should be placed between the compacted fill and native fine-grained soils. Prior to fill placement, a representative of JG should verify the excavation has reached the stony soils. Placement and compaction of fill should proceed following the recommendations of Section 5.2.5.

5.2.4 Fill Material Types

Engineered fill to replace native fine-grained soils may consist of imported, coarse-grained material (i.e., "pit-run" or similar). Structural fill – supporting foundation elements – should be separated from fine-grained site soils using a 4-oz. non-woven separation fabric (e.g., Mirafi 140N). Pit-run (i.e., unprocessed aggregate sourced from local sources) is approved for use as structural fill, whether site-derived or imported.

Approved site-derived soil – including fine-grained soils – may be used for the following:

- exterior backfill,
- utility-trench backfill, and
- general landscape grading.

5.2.5 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 5-1 for whichever class of compactor is used.
- Fill will be compacted with the *minimum* number of passes specified in Table 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 5.2.10.

5.2.6 Compaction Requirements

We recommend the following requirements for fill materials:

Material Type and Location	Minimum Compaction Requirement	Moisture
Pit-Run[1]: All Locations	Non-yielding Condition	Usually 6-8%[2]
Fine-Grained Soils: All Approved Locations	92%	± 2%

1. Pit-run may be imported or site-derived.
2. Clean, 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 or fine-grained fills do not achieve the recommended compaction requirements, the area represented by the test should be reworked and retested as required to meet the requirements.

5.2.7 Final Backfilling and Grading

Properly compacted backfill and site drainage are important. Final grading should provide positive drainage of at least 0.5 foot in the first 10 feet away from the structure. We recommend installing adequate gutter and stormwater-management systems. Roof runoff should be discharged at least 3 feet away from the building or exterior slabs. Swales or other moisture collection points should be avoided within 20 feet of the footings. Drainage swales should slope a minimum of 2%.

Exterior backfill around buildings should consist of moisture-conditioned site materials placed in lifts and compacted to at least 92% of the maximum dry density as determined by Standard Proctor testing (ASTM D698). Soil should be moisture conditioned to between ±2% of the optimum moisture content. Fine-grained soils require a sheepsfoot or padfoot roller.

Exterior fills should be placed as early as possible to reduce moisture infiltration along foundation walls. However, do not over-compact exterior backfills against "green" foundation walls. Utility trenches should also be backfilled in lifts and compacted with the same care as exterior backfills, lest the fill settles causing damage to overlying landscaping, hardscapes, etc.

5.2.8 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.

5.2.9 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.

5.2.10 Observation During Construction

Recommendations in this report are contingent upon our involvement. If any unexpected soils or conditions are revealed during construction, JG 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 can 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, and to verify stony alluvial soils have been reached and prepared in accordance with Sections 5.2.1 and 5.2.3.
2. During over-excavation and replacement, we can observe placement and compaction of fill and aid in the development of a method specification, Section 5.2.5.

5.3 Shallow Foundations

We recommend the following considerations for shallow foundation systems, assuming recommendations for site preparation, over-excavation, and compaction are followed.

Item	Description	
	Soil Layer 2: Fine Grained Alluvial Fan	**Soil Layer 3: Stony Alluvial Fan**
Bearing Layer	Not recommended as a bearing layer	Stony alluvial-fan, or structural fill placed in contact with native stony soil
Settlement	Settlement is anticipated. Not recommended as a bearing layer.	Significant settlement (i.e., greater than 1-inch of total settlement or greater than 0.5-inches of differential settlement) is not anticipated, assuming the site is prepared according to the recommendations of this report.
Bearing Capacity[1,2]	Not recommended as a bearing layer	6,000 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. Soil parameters (i.e., inputs to the bearing capacity equation) were derived based on local knowledge and experience working with similar soil deposits.
2. Soil bearing capacity is dependent not only on the soil strength, but also the geometry of the foundation elements. The calculated bearing capacity assumes 2-ft wide strip footings placed a minimum of 3-ft feet bgs, all fine-grained soil has been removed from beneath foundation elements, and stony "pit-run" material has been properly compacted. If footing size and depth differs from these assumptions, this office should be notified to evaluate the foundation configuration. It is often the case that heavily loaded, isolated footings may be optimized (i.e., made smaller) using a larger bearing capacity, thereby reducing the quantity of concrete required. Please contact JG for an evaluation.

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 alluvium 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 experience working with similar soil deposits. Calculations assume level backfill against foundation walls or retaining walls.

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.

Table 5-2: Lateral Pressure Parameters for Stony Soils

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} = 0.45 K_{pe} = 3.14	61 pcf 423 pcf

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 = 0.23g (½ PGA) per the USGS (2014)
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

Application1	Toe of retaining walls where the wall is allowed to move
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
Design Control	k_h = 0.23g (½ PGA) per the USGS (2014)
Seismic Calculation Basis	Mononobe-Okabe equations (Bowles, 1996)
Seismic Resultant Force Location2	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 can 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. 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.

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

Subsurface-Exploration Procedures and Borehole Logs

Field Exploration: Hollow-Stem Auger Drilling

Borehole Locations and Elevations

Jorgensen Geotechnical (JG) staff selected the borehole locations to bracket the extents of the proposed project while avoiding existing underground utilities and reducing – as much as possible – damage to existing infrastructure. Borehole locations are presented on Figure 2. We recorded borehole locations using a professional-grade, real-time corrected, multi-constellation GNSS/GPS receiver with submeter accuracy. The receiver will provide sub-meter accuracy. We verified the latitude and longitude of each location based on surrounding landmarks. We estimated borehole elevations using data from the topographic survey completed by Jorgensen Associates. Borehole elevations can be found in the logs.

Subsurface Exploration Procedure

JG conducted a subsurface exploration on October 20, 2021. Three boreholes – JG-1, JG-2, and JG-3- were drilled to approximately 14.5 to 25.5 ft below ground surface (bgs) using a rubber-tracked Mobile B-57 drill rig 4.5" hollow-stem auger. Boreholes JG-1 and JG-2 were stopped due to refusal, and JG-3 was stopped due to achieving a target depth of 25.5-ft bgs. A crew from SK Geotech operated the drilling equipment. JG personnel recorded *standard penetration test* (SPT) results at an interval of 2.5-ft to a depth of 15-ft bgs, then at an interval of 5-ft to the total depth explored.

JG conducted a subsequent subsurface exploration on May 19 and May 20, 2023. Four boreholes – JG-4, JG-5, JG-6, and JG-7 – were drilled to approximately 26.5 to 30.4-ft bgs using a CME 85 truck-mounted drill rig and 4.5" hollow-stem auger (see Photo 1). A crew from Inberg-Miller Engineering (IME) operated the drilling equipment. JG personnel recorded SPT results at an interval of 2.5-ft to a depth of 15-ft bgs, then at an interval of 5-ft to the total depth explored.

Blow counts for SPT (field N-values) were adjusted to a standard hammer efficiency of 91% for the track-mounted CME 85 and 84% for the rubber-tracked Mobile B-57 drill rig, and an overburden pressure of one atmosphere, as suggested by Youd and Idriss (1997) and Fang (1991), to obtain adjusted $(N_1)_{60}$ values in blows per foot.

JG collected disturbed samples during each SPT an interval of 2.5-ft to a depth of 15-ft, then every 5-ft to an approximate depth of 30-ft bgs. Each sample was obtained using a 1.5-ft long split spoon (see example in Photo 2). JG personnel observed, photographed, and documented soil type, consistency, and relative moisture content of each sample. We did not collect thin-wall tube samples of fine-grained soils. JG directed IME to install a standpipe piezometer – consisting of 2-inch PVC pipe – in JG-4 and JG-5. The standpipes are protected with a flush-mount vault.

Although samples were collected during the exploration, we did not submit specimens for lab testing. The sandy gravel and cobble soils are like soil conditions encountered in the area, and the soil's engineering properties are reasonably well-understood. In addition, a representative sample would be inordinately large. We estimated soil-engineering properties based on visual classification and our experience with similar deposits in the area.

Photo 1: Drill rig and auger at borehole location JG-4 on 05/18/2023. **Borehole Logs**

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

Photo 2: Split spoon sample from JG-5 at 12.5-ft bgs

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Borehole ID: JG-1

Client: Teton County
Project Number: 21036
Date Started: Oct 20 2021 **Completed:** Oct 20 2021
Drilling Contractor: SK Geotechnical
Drilling Method: 3.25" I.D. HSA
Equipment: Mobile B-57
Hammer Type: Automatic

Project Name: TC - Courthouse
Project Location: Jackson, Wyoming
Total Depth: 15.5 ft
Logged By: NA **Checked By:** CHL
Latitude: 43.477540 **Longitude:** -110.760487 **Elevation:**
Notes: Stopped at refusal at 14.5 feet. No groundwater encountered at time of investigation. Backfilled with spoils. Dry cave-in depth 7 feet.

Depth	Graphic	Sampler Type	Number	Recovery %	SPT Blow Count (N1)60	Pocket Pen. (tsf)	Material Description	▲ SPT N1(60) 20 40 60 80 / ● MC (%) ⊢ PL & LL (%) 20 40 60 80 / ☐ Fines Content (%) 20 40 60 80	Well
1			D1	45	1-3-8 15		Sandy Lean CLAY with Gravel	▲	
2			D2	59	9-24-33 85		Sandy GRAVEL: Dry to slightly moist, dense to very dense, no apparent structure, approximately 75-85% gravel,, 15-25% sand, trace fines [ALLUVIAL FAN]	▲	
3									
4			D3	50	17-34-42 101				
5									
6									
7			D4	67	21-28-24 57			▲	
8									
9			D5	94	49-50/4" 50			▲	
10									
11									
12									
13									
14			D6	50	23-34-44 85			▲	
15									
16									
17									
18									
19									

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Borehole ID: JG-2

Client: Teton County
Project Number: 21036
Date Started: Oct 20 2021 **Completed:** Oct 20 2021
Drilling Contractor: SK Geotechnical
Drilling Method: 3.25" I.D. HSA
Equipment: Mobile B-57
Hammer Type: Automatic

Project Name: TC - Courthouse
Project Location: Jackson, Wyoming
Total Depth: 17.0 ft
Logged By: NA **Checked By:** CHL
Latitude: 43.477691 **Longitude:** -110.760485 **Elevation:**
Notes: Stopped due to refusal at 17-ft. Tried to take sample at 17-ft. 50 0". No groundwater encountered during time of investigation. Dry cave in depth 10-ft.

Depth	Graphic	Sampler Type	Number	Recovery %	SPT Blow Count (N1)60	Pocket Pen. (tsf)	Material Description	▲ SPT N1(60) 20 40 60 80 / ● MC (%) ⊢ PL & LL (%) 20 40 60 80 / □ Fines Content (%) 20 40 60 80	Well
0							Sandy Lean CLAY		
1			D1	50	0-2-5 10			▲	
2			D2	59	6-13-29 58		Sandy GRAVEL: Slightly moist, dense to very dense, no apparent structure, approximately 70-80% gravel, 15-25% sand, trace fines	▲	
3									
4			D3	67	18-29-26 69			▲	
5									
6									
7				0	50/5" 50			▲	
8									
9			D4	100	50/4" 50			▲	
10									
11									
12									
13									
14									
15			D5	67	28-29-49 85			▲	
16									
17									
18									
19									

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Borehole ID: JG-3

Client: Teton County
Project Number: 21036
Date Started: Oct 20 2021 **Completed:** Oct 20 2021
Drilling Contractor: SK Geotechnical
Drilling Method: 3.25" I.D. HSA
Equipment: Mobile B-57
Hammer Type: Automatic

Project Name: TC - Courthouse
Project Location: Jackson, Wyoming
Total Depth: 25.5 ft
Logged By: NA **Checked By:** CHL
Latitude: 43.477939 **Longitude:** -110.759946 **Elevation:**
Notes: Target depth achieved at 25.5-ft. No groundwater observed during time of investigation. Backfilled with spoils and covered with cold-patch asphalt.

Depth	Graphic	Sampler Type	Number	Recovery %	SPT Blow Count (N1)60	Pocket Pen. (tsf)	Material Description	SPT N1(60) 20 40 60 80 / MC (%) / PL & LL (%) 20 40 60 80 / Fines Content (%) 20 40 60 80	Well
0							Asphalt		
1							Sandy GRAVEL with Silt: Slightly moist, brown to dark brown, loose, no apparent structure [Subbase]		
2			D1	45	4-5-4 11			▲	
3									
4							Sandy SILT: Slightly moist, brown to light brown, soft, pinhole voids, 75-80% silt, 10-15% sand, trace gravel [ALLUVIAL FAN]		
5			D2	39	3-3-7 13			▲	
6							Sandy GRAVEL: Dry to slightly moist, dense to very dense, no apparent structure [ALLUVIAL FAN]		
7			D3	55	8-16-18 40			▲	
8									
9									
10			D4	50	12-28-50 85			▲	
11									
12									
13									
14									
15			D5	55	13-18-22 44			▲	
16									
17									
18									
19									
			D6	67	40-38-33 74			▲	

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Borehole ID: JG-3

Client: Teton County
Project Number: 21036
Date Started: Oct 20 2021 **Completed:** Oct 20 2021
Drilling Contractor: SK Geotechnical
Drilling Method: 3.25" I.D. HSA
Equipment: Mobile B-57
Hammer Type: Automatic

Project Name: TC - Courthouse
Project Location: Jackson, Wyoming
Total Depth: 25.5 ft
Logged By: NA **Checked By:** CHL
Latitude: 43.477939 **Longitude:** -110.759946 **Elevation:**
Notes: Target depth achieved at 25.5-ft. No groundwater observed during time of investigation. Backfilled with spoils and covered with cold-patch asphalt.

Depth	Graphic	Sampler Type	Number	Recovery %	SPT Blow Count (N1)60	Pocket Pen. (tsf)	Material Description	▲ SPT N1(60) 20 40 60 80 / ● MC (%) ⊢ PL & LL (%) 20 40 60 80 / ☐ Fines Content (%) 20 40 60 80	Well
21							Sandy GRAVEL: Dry to slightly moist, dense to very dense, no apparent structure [ALLUVIAL FAN]		
22									
23									
24									
25			D7	67	18-22-21 43			▲	
26									
27									
28									
29									
30									
31									
32									
33									
34									
35									
36									
37									
38									
39									

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Borehole ID: JG-4

Client: Teton County
Project Number: 21036
Date Started: May 18 2023 **Completed:** May 18 2023
Drilling Contractor: Inberg Miller Engineers
Drilling Method: 4-1/4" Hollow stem auger
Equipment: CME 85
Hammer Type: Automatic hammer
At time of drilling 29.00 on May 18 2023

Project Name: TC - Courthouse
Project Location: Jackson, Wyoming
Total Depth: 31.5 ft
Logged By: Marlie Schell **Checked By:** CHL
Latitude: 43.477956 **Longitude:** -110.759769 **Elevation:** 6244.50
Notes: -Target depth achieved

-Backfilled with spoils and covered with concrete and a flush mount

Depth	Graphic	Sampler Type	Number	Recovery %	SPT Blow Count (N1)60	Pocket Pen. (tsf)	Material Description	SPT N1(60) 20 40 60 80 / MC (%) / PL & LL (%) 20 40 60 80 / Fines Content (%) 20 40 60 80	Well
0							Asphalt % fines		
1							Well-Graded GRAVEL with Sand (GW): dry, tan, medium dense, 50% gravel, 40% sand, 10% fines, subrounded, [FILL]		
2									
3			D1	73	1-2-2 6		LEAN CLAY (CL): slightly moist, dark brown, soft, 10% sand, 90% fines, medium plasticity, [ALLUVIUM]	▲	
4									
5			D2				LEAN CLAY with Gravel (CL): moist, dark brown, medium stiff, 30% gravel, 20% sand, 50% fines, medium plasticity, [ALLUVIUM]		
6			D2	73	16-25-22 60		Well-Graded GRAVEL with Sand (GW): slightly moist, orangish brown, dense, 40% cobbles by volume, remaining 50% gravel, 30% sand, 20% fines by mass, angular, [ALLUVIUM]	▲	
7									
8			D3	87	18-31-29 72			▲	
9									
10			D4	73	19-19-18 41			▲	
11									
12									
13			D5	93	12-20-29 60			▲	
14									
15			D6	53	12-33-39 83			▲	
16									
17									
18									
19									

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Borehole ID: JG-4

Client: Teton County
Project Number: 21036
Date Started: May 18 2023 **Completed:** May 18 2023
Drilling Contractor: Inberg Miller Engineers
Drilling Method: 4-1/4" Hollow stem auger
Equipment: CME 85
Hammer Type: Automatic hammer
▽ At time of drilling 29.00 on May 18 2023

Project Name: TC - Courthouse
Project Location: Jackson, Wyoming
Total Depth: 31.5 ft
Logged By: Marlie Schell **Checked By:** CHL
Latitude: 43.477956 **Longitude:** -110.759769 **Elevation:** 6244.50
Notes: -Target depth achieved

-Backfilled with spoils and covered with concrete and a flush mount

Depth	Graphic	Sampler Type	Number	Recovery %	SPT Blow Count (N1)60	Pocket Pen. (tsf)	Material Description	▲ SPT N1(60) 20 40 60 80 / ● MC (%) ⊢ PL & LL (%) 20 40 60 80 / □ Fines Content (%) 20 40 60 80	Well
21			D7	117	22-50/1" 100		Well-Graded GRAVEL with Sand (GW): slightly moist, orangish brown, dense, 40% cobbles by volume, remaining 50% gravel, 30% sand, 20% fines by mass, angular, [ALLUVIUM]	▲	
25			D8	143	50/5" 100			▲	
29							▽		
30			D9	80	27-28-36 67			▲	
31.5									

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Borehole ID: JG-5

Client: Teton County
Project Number: 21036
Date Started: May 18 2023 **Completed:** May 19 2023
Drilling Contractor: Inberg Miller Engineers
Drilling Method: 4-1/4" Hollow stem auger
Equipment: CME 85
Hammer Type: Automatic hammer
At time of drilling May 19 2023 - not encountered

Project Name: TC - Courthouse
Project Location: Jackson, Wyoming
Total Depth: 30.0 ft
Logged By: Marlie Schell **Checked By:** CHL
Latitude: 43.477627 **Longitude:** -110.759811 **Elevation:** 6245.30
Notes: -Target depth achieved

-Backfilled with spoils and covered with concrete and a flush mount

Depth	Sampler Type	Number	Recovery %	SPT Blow Count (N1)60	Pocket Pen. (tsf)	Material Description
0						Asphalt % fines
1						Well-Graded GRAVEL with Sand (GW): dry, tan, medium dense, 50% gravel, 40% sand, 10% fines, subrounded, [FILL]
2						
3		D1	60	1-7-7 21		LEAN CLAY (CL): slightly moist, dark brown, stiff, 10% sand, 90% fines, medium plasticity, [ALLUVIUM]
4		D1				Well-Graded GRAVEL with Sand (GW): slightly moist, orangish brown, dense, 40% cobbles by volume, remaining 50% gravel, 30% sand, 20% fines by mass, angular, [ALLUVIUM]
5						
6		D2	87	15-30-50 100		
7						
8		D3	100	12-27-40 83		
9						
10						
11		D4	100	9-38-29 67		
12						
13		D5	100	23-45-38 93		
14						
15						
16		D6	100	20-25-17 39		
17						
18						
19						SANDY LEAN CLAY with Gravel (CL): moist, orangish brown, stiff, 15% gravel, 30% sand, 55% fines, medium plasticity, [ALLUVIUM]

SPT N1(60) 20 40 60 80
MC (%)
PL & LL (%) 20 40 60 80
Fines Content (%) 20 40 60 80

Well

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Borehole ID: JG-5

Client: Teton County
Project Number: 21036
Date Started: May 18 2023 **Completed:** May 19 2023
Drilling Contractor: Inberg Miller Engineers
Drilling Method: 4-1/4" Hollow stem auger
Equipment: CME 85
Hammer Type: Automatic hammer
At time of drilling May 19 2023 - not encountered

Project Name: TC - Courthouse
Project Location: Jackson, Wyoming
Total Depth: 30.0 ft
Logged By: Marlie Schell **Checked By:** CHL
Latitude: 43.477627 **Longitude:** -110.759811 **Elevation:** 6245.30
Notes: -Target depth achieved

-Backfilled with spoils and covered with concrete and a flush mount

Depth	Graphic	Sampler Type	Number	Recovery %	SPT Blow Count (N1)60	Pocket Pen. (tsf)	Material Description	▲ SPT N1(60) 20 40 60 80 / ● MC (%) ⊢ PL & LL (%) 20 40 60 80 / □ Fines Content (%) 20 40 60 80	Well
21			D7	143	50/5" 100		SANDY LEAN CLAY with Gravel (CL): moist, orangish brown, stiff, 15% gravel, 30% sand, 55% fines, medium plasticity, [ALLUVIUM]	▲	
22							CLAYEY GRAVEL with Sand (GC): moist, grayish brown mottled orange, dense, 20% cobbles by volume, remaining 40% gravel, 30% sand, 30% fines by mass, angular, [ALLUVIUM]		
23									
24							Well-Graded GRAVEL with Sand (GW): moist, light tan, dense, 50% cobbles by volume, remaining 50% gravel, 30% sand, 20% fines by mass, angular, Pockets of clay [ALLUVIUM]		
25									
26			D8	100	14-40-48 94			▲	
27									
28									
29									
30			D9	122	50/6" 100			▲	
31									
32									
33									
34									
35									
36									
37									
38									
39									

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Borehole ID: JG-6

Client: Teton County
Project Number: 21036
Date Started: May 19 2023 **Completed:** May 19 2023
Drilling Contractor: Inberg Miller Engineers
Drilling Method: 4-1/4" Hollow stem auger
Equipment: CME 85
Hammer Type: Automatic hammer
At time of drilling May 19 2023 - not encountered

Project Name: TC - Courthouse
Project Location: Jackson, Wyoming
Total Depth: 26.5 ft
Logged By: Marlie Schell **Checked By:** CHL
Latitude: 43.477868 **Longitude:** -110.759626 **Elevation:** 6244.50
Notes: -Target depth achieved

-Backfilled with spoils and covered with cold-patch asphalt

Depth	Sampler Type	Number	Recovery %	SPT Blow Count (N1)60	Pocket Pen. (tsf)	Material Description
0						Asphalt % fines
1						Well-Graded GRAVEL with Sand (GW): dry, tan, medium dense, 50% gravel, 40% sand, 10% fines, subrounded, [FILL]
2						
3		D1	80	3-10-27		SANDY LEAN CLAY with Gravel (CL): slightly moist, dark brown, stiff, 10% gravel, 20% sand, 70% fines, medium plasticity, [ALLUVIUM]
3		D1		56		
4						Well-Graded GRAVEL with Clay and Sand (GW-GC): slightly moist, orangish brown, dense, 40% cobbles by volume, remaining 50% gravel, 20% sand, 30% fines by mass, angular, [ALLUVIUM]
5						Well-Graded GRAVEL with Sand (GW): slightly moist, grayish tan, dense, 40% cobbles by volume, remaining 50% gravel, 35% sand, 15% fines by mass, angular, [ALLUVIUM]
6		D2	93	9-19-30		
6		D2		67		
7						
8		D3	87	30-39-33		
8		D3		82		
9						
10		D4	75	17-41-50/		
10		D4		4"		
11		D4		100		
12						
13		D5	80	6-34-50		
13		D5		100		
14						
15		D6	105	25-50/5"		
15		D6		100		
16						
17						
18						
19						

SPT N1(60) 20 40 60 80
MC (%)
PL & LL (%) 20 40 60 80
Fines Content (%) 20 40 60 80

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Borehole ID: JG-6

Client: Teton County
Project Number: 21036
Date Started: May 19 2023 **Completed:** May 19 2023
Drilling Contractor: Inberg Miller Engineers
Drilling Method: 4-1/4" Hollow stem auger
Equipment: CME 85
Hammer Type: Automatic hammer
At time of drilling May 19 2023 - not encountered

Project Name: TC - Courthouse
Project Location: Jackson, Wyoming
Total Depth: 26.5 ft
Logged By: Marlie Schell **Checked By:** CHL
Latitude: 43.477868 **Longitude:** -110.759626 **Elevation:** 6244.50
Notes: -Target depth achieved

-Backfilled with spoils and covered with cold-patch asphalt

Depth	Graphic	Sampler Type	Number	Recovery %	SPT Blow Count (N1)60	Pocket Pen. (tsf)	Material Description	▲ SPT N1(60) 20 40 60 80 / ● MC (%) ⊢ PL & LL (%) 20 40 60 80 / □ Fines Content (%) 20 40 60 80	Well
21			D7	100	19-50/1" 100		Well-Graded GRAVEL with Sand (GW): slightly moist, grayish tan, dense, 40% cobbles by volume, remaining 50% gravel, 35% sand, 15% fines by mass, angular, [ALLUVIUM]	▲	
25			D8	93	16-28-36 68			▲	

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Borehole ID: JG-7

Client: Teton County
Project Number: 21036
Date Started: May 19 2023 **Completed:** May 19 2023
Drilling Contractor: Inberg Miller Engineers
Drilling Method: 4-1/4" Hollow stem auger
Equipment: CME 85
Hammer Type: Automatic hammer
At time of drilling May 19 2023 - not encountered

Project Name: TC - Courthouse
Project Location: Jackson, Wyoming
Total Depth: 26.5 ft
Logged By: Marlie Schell **Checked By:** CHL
Latitude: 43.477576 **Longitude:** -110.759498 **Elevation:** 6247.50
Notes: -Target depth achieved
-Backfilled with spoils

Depth	Graphic	Sampler Type	Number	Recovery %	SPT Blow Count (N1)60	Pocket Pen. (tsf)	Material Description	SPT N1(60) 20 40 60 80 / MC (%) / PL & LL (%) 20 40 60 80 / Fines Content (%) 20 40 60 80	Well
0							% fines, [TOPSOIL]		
1							SANDY LEAN CLAY with Gravel (CL): very moist, dark brown, medium stiff, 20% gravel, 30% sand, 50% fines, medium plasticity, Grass to 0.3 feet bgs [ALLUVIAL FAN]		
3			D1	73	3-11-3 9			▲	
5			D2						
6			D2	60	4-8-9 23		Well-Graded GRAVEL with Sand (GW): slightly moist, grayish tan, medium dense to very dense, 50% cobbles by volume, remaining 50% gravel, 35% sand, 15% fines by mass, angular, [ALLUVIAL FAN]	▲	
8			D3	80	9-10-17 33			▲	
10			D4	80	50/3" 100			▲	
13			D5	80	13-30-50 97			▲	
15			D6		14-21-21 48			▲	
19									

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Borehole ID: JG-7

Client: Teton County
Project Number: 21036
Date Started: May 19 2023 **Completed:** May 19 2023
Drilling Contractor: Inberg Miller Engineers
Drilling Method: 4-1/4" Hollow stem auger
Equipment: CME 85
Hammer Type: Automatic hammer
At time of drilling May 19 2023 - not encountered

Project Name: TC - Courthouse
Project Location: Jackson, Wyoming
Total Depth: 26.5 ft
Logged By: Marlie Schell **Checked By:** CHL
Latitude: 43.477576 **Longitude:** -110.759498 **Elevation:** 6247.50
Notes: -Target depth achieved

-Backfilled with spoils

Depth	Graphic	Sampler Type	Number	Recovery %	SPT Blow Count (N1)60	Pocket Pen. (tsf)	Material Description	▲ SPT N1(60) 20 40 60 80 / ● MC (%) ⊢ PL & LL (%) 20 40 60 80 / ☐ Fines Content (%) 20 40 60 80	Well
21			D7	101	27-50/6" 100		Well-Graded GRAVEL with Sand (GW): slightly moist, grayish tan, medium dense to very dense, 50% cobbles by volume, remaining 50% gravel, 35% sand, 15% fines by mass, angular, [ALLUVIAL FAN]	▲	
22									
23									
24									
25			D8	122	37-50/5" 100			▲	
26									
27									
28									
29									
30									
31									
32									
33									
34									
35									
36									
37									
38									
39									

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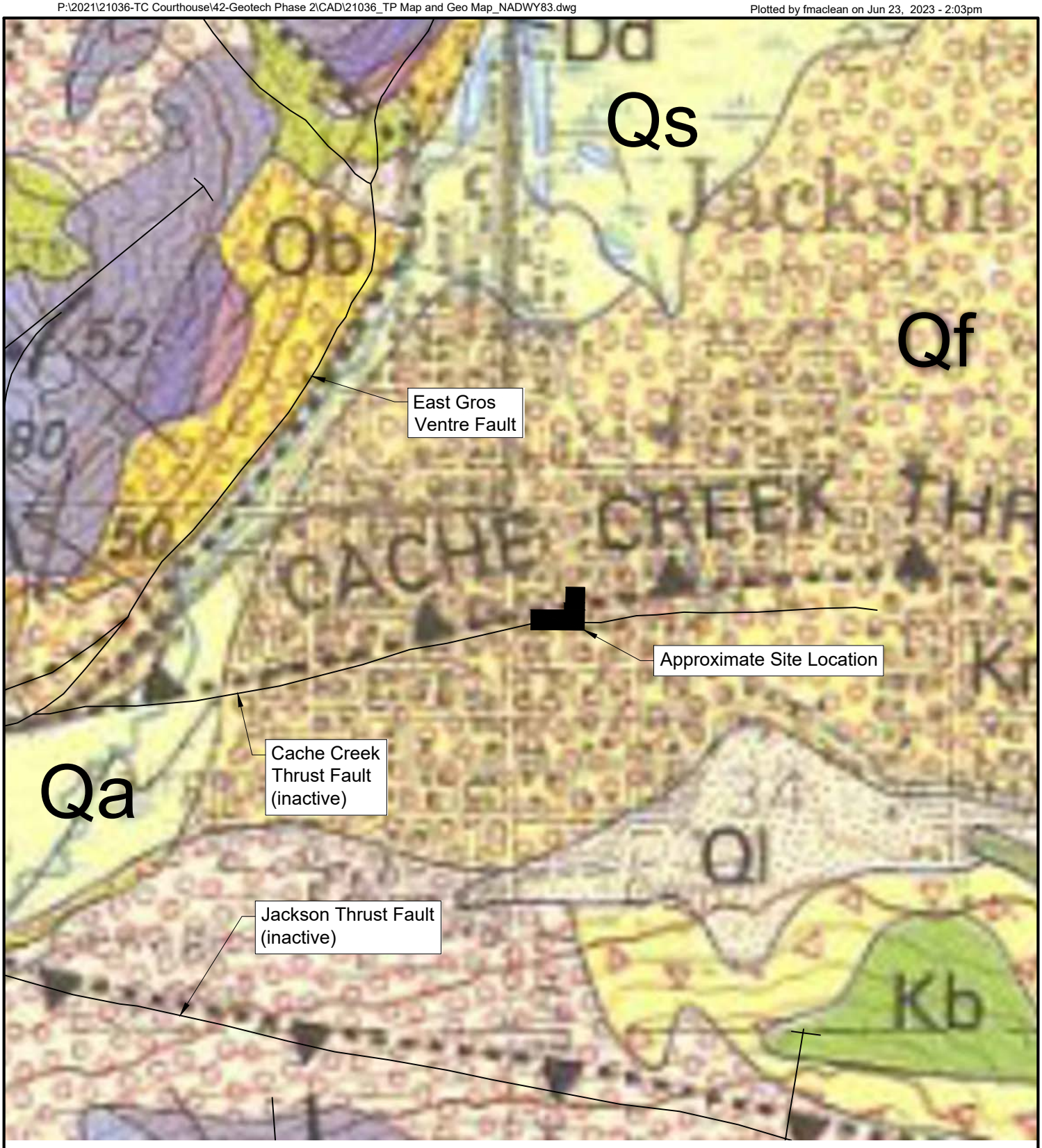
APPENDIX B

Figures



0 2000 4000

SCALE: 1 INCH = 2000 FEET
THIS SCALE VALID ONLY FOR 8.5x11 PRINTS

Map symbols:
Qa - Alluvium, gravel and sand, and flood plain deposits
Qf - Alluvial-fan deposits
Qs - Swamp deposits

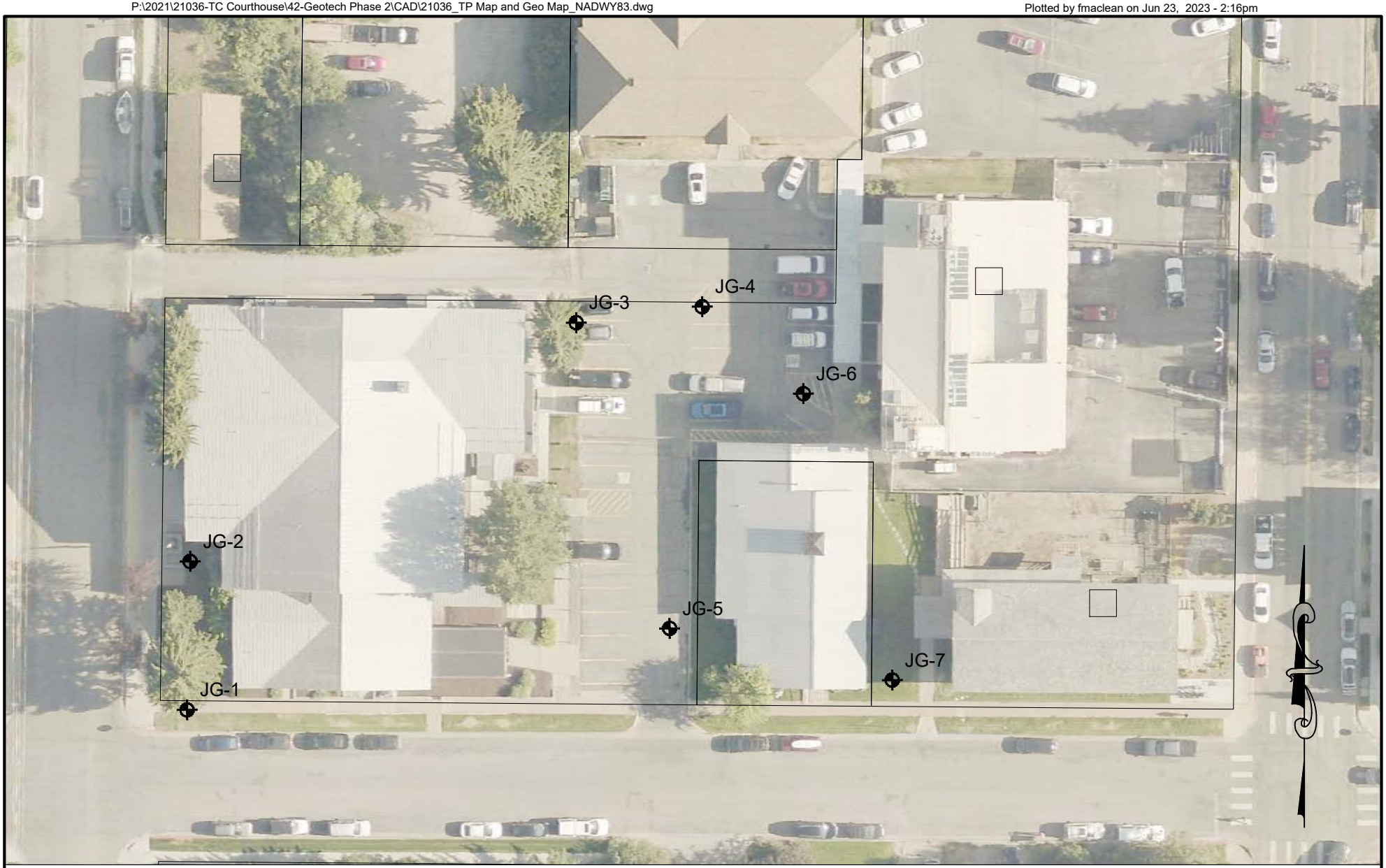
From Love et. al, Geologic Map of Grand Teton National Park, 1992

DRAFTED BY:	FRM
REVIEWED BY:	CHL
PROJECT NUMBER	21036

SHEET TITLE:
Figure 1
Site Location and
Geologic Map

PROJECT TITLE:
Geotechnical-Engineering Report
180 S King Street, Jackson,
Teton County, Wyoming

JORGENSEN
Geotechnical, LLC
307-733-5150 www.jorgeng.com



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SCALE: 1 INCH = 50 FEET

THIS SCALE VALID ONLY FOR 8.5x11 PRINTS

NOTE:
BOREHOLE LOCATIONS WERE RECORDED USING A GNSS/GPS RECEIVER WITH SUB-METER ACCURACY AND CONFIRMED WITH JORGENSEN TOPOGRAPHIC SURVEY.

DRAFTED BY:	FRM
REVIEWED BY:	CHL
PROJECT NUMBER	21036

SHEET TITLE:
Figure 2
Bore Hole Location Map

PROJECT TITLE:
Geotechnical-Engineering Report
180 S King Street, Jackson,
Teton County, Wyoming

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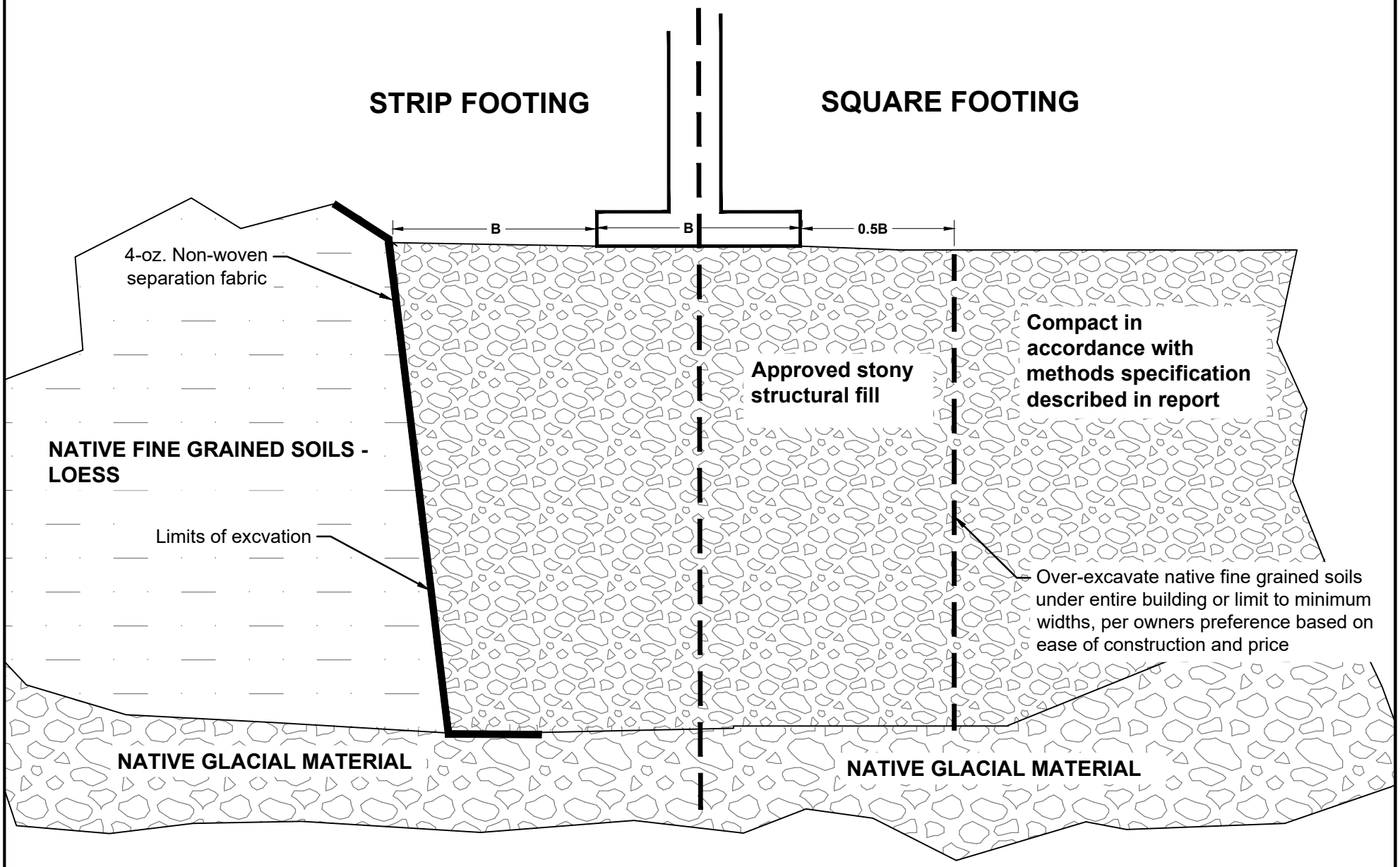

DRAFTED BY:	FRM
REVIEWED BY:	CHL
PROJECT NUMBER	21036

SHEET TITLE:
Figure 3
Over-Excavation and Replacement of Native Fine-Grained Material

PROJECT TITLE:
Geotechnical-Engineering Report
180 S King Street, Jackson,
Teton County, Wyoming

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APPENDIX C

Important Information about your Geotechnical Report

Important Information about This

Geotechnical-Engineering Report

Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.

While you cannot eliminate all such risks, you can manage them. The following information is provided to help.

The Geoprofessional Business Association (GBA) has prepared this advisory to help you – assumedly a client representative – interpret and apply this geotechnical-engineering report as effectively as possible. In that way, you can benefit from a lowered exposure to problems associated with subsurface conditions at project sites and development of them that, for decades, have been a principal cause of construction delays, cost overruns, claims, and disputes. If you have questions or want more information about any of the issues discussed herein, contact your GBA-member geotechnical engineer. Active engagement in GBA exposes geotechnical engineers to a wide array of risk-confrontation techniques that can be of genuine benefit for everyone involved with a construction project.

Understand the Geotechnical-Engineering Services Provided for this Report

Geotechnical-engineering services typically include the planning, collection, interpretation, and analysis of exploratory data from widely spaced borings and/or test pits. Field data are combined with results from laboratory tests of soil and rock samples obtained from field exploration (if applicable), observations made during site reconnaissance, and historical information to form one or more models of the expected subsurface conditions beneath the site. Local geology and alterations of the site surface and subsurface by previous and proposed construction are also important considerations. Geotechnical engineers apply their engineering training, experience, and judgment to adapt the requirements of the prospective project to the subsurface model(s). Estimates are made of the subsurface conditions that will likely be exposed during construction as well as the expected performance of foundations and other structures being planned and/or affected by construction activities.

The culmination of these geotechnical-engineering services is typically a geotechnical-engineering report providing the data obtained, a discussion of the subsurface model(s), the engineering and geologic engineering assessments and analyses made, and the recommendations developed to satisfy the given requirements of the project. These reports may be titled investigations, explorations, studies, assessments, or evaluations. Regardless of the title used, the geotechnical-engineering report is an engineering interpretation of the subsurface conditions within the context of the project and does not represent a close examination, systematic inquiry, or thorough investigation of all site and subsurface conditions.

Geotechnical-Engineering Services are Performed for Specific Purposes, Persons, and Projects, and At Specific Times

Geotechnical engineers structure their services to meet the specific needs, goals, and risk management preferences of their clients. A geotechnical-engineering study conducted for a given civil engineer will not likely meet the needs of a civil-works constructor or even a different civil engineer. Because each geotechnical-engineering study is unique, each geotechnical-engineering report is unique, prepared *solely* for the client.

Likewise, geotechnical-engineering services are performed for a specific project and purpose. For example, it is unlikely that a geotechnical-engineering study for a refrigerated warehouse will be the same as one prepared for a parking garage; and a few borings drilled during a preliminary study to evaluate site feasibility will not be adequate to develop geotechnical design recommendations for the project.

Do not rely on this report if your geotechnical engineer prepared it:

- for a different client;
- for a different project or purpose;
- for a different site (that may or may not include all or a portion of the original site); or
- before important events occurred at the site or adjacent to it; e.g., man-made events like construction or environmental remediation, or natural events like floods, droughts, earthquakes, or groundwater fluctuations.

Note, too, the reliability of a geotechnical-engineering report can be affected by the passage of time, because of factors like changed subsurface conditions; new or modified codes, standards, or regulations; or new techniques or tools. *If you are the least bit uncertain* about the continued reliability of this report, contact your geotechnical engineer before applying the recommendations in it. A minor amount of additional testing or analysis after the passage of time – if any is required at all – could prevent major problems.

Read this Report in Full

Costly problems have occurred because those relying on a geotechnical-engineering report did not read the report in its entirety. Do not rely on an executive summary. Do not read selective elements only. *Read and refer to the report in full.*

You Need to Inform Your Geotechnical Engineer About Change

Your geotechnical engineer considered unique, project-specific factors when developing the scope of study behind this report and developing the confirmation-dependent recommendations the report conveys. Typical changes that could erode the reliability of this report include those that affect:

- the site's size or shape;
- the elevation, configuration, location, orientation, function or weight of the proposed structure and the desired performance criteria;
- the composition of the design team; or
- project ownership.

As a general rule, *always* inform your geotechnical engineer of project or site changes – even minor ones – and request an assessment of their impact. *The geotechnical engineer who prepared this report cannot accept*

responsibility or liability for problems that arise because the geotechnical engineer was not informed about developments the engineer otherwise would have considered.

Most of the "Findings" Related in This Report Are Professional Opinions

Before construction begins, geotechnical engineers explore a site's subsurface using various sampling and testing procedures. *Geotechnical engineers can observe actual subsurface conditions only at those specific locations where sampling and testing is performed.* The data derived from that sampling and testing were reviewed by your geotechnical engineer, who then applied professional judgement to form opinions about subsurface conditions throughout the site. Actual sitewide-subsurface conditions may differ – maybe significantly – from those indicated in this report. Confront that risk by retaining your geotechnical engineer to serve on the design team through project completion to obtain informed guidance quickly, whenever needed.

This Report's Recommendations Are Confirmation-Dependent

The recommendations included in this report – including any options or alternatives – are confirmation-dependent. In other words, they are not final, because the geotechnical engineer who developed them relied heavily on judgement and opinion to do so. Your geotechnical engineer can finalize the recommendations *only after observing actual subsurface conditions* exposed during construction. If through observation your geotechnical engineer confirms that the conditions assumed to exist actually do exist, the recommendations can be relied upon, assuming no other changes have occurred. *The geotechnical engineer who prepared this report cannot assume responsibility or liability for confirmation-dependent recommendations if you fail to retain that engineer to perform construction observation.*

This Report Could Be Misinterpreted

Other design professionals' misinterpretation of geotechnical-engineering reports has resulted in costly problems. Confront that risk by having your geotechnical engineer serve as a continuing member of the design team, to:

- confer with other design-team members;
- help develop specifications;
- review pertinent elements of other design professionals' plans and specifications; and
- be available whenever geotechnical-engineering guidance is needed.

You should also confront the risk of constructors misinterpreting this report. Do so by retaining your geotechnical engineer to participate in prebid and preconstruction conferences and to perform construction-phase observations.

Give Constructors a Complete Report and Guidance

Some owners and design professionals mistakenly believe they can shift unanticipated-subsurface-conditions liability to constructors by limiting the information they provide for bid preparation. To help prevent the costly, contentious problems this practice has caused, include the complete geotechnical-engineering report, along with any attachments or appendices, with your contract documents, *but be certain to note conspicuously that you've included the material for information purposes only.* To avoid misunderstanding, you may also want to note that "informational purposes" means constructors have no right to rely on the interpretations, opinions, conclusions, or recommendations in the report. Be certain that constructors know they may learn about specific project requirements, including options selected from the report, *only* from the design drawings and specifications. Remind constructors that they may perform their own studies if they want to, and *be sure to allow enough time* to permit them to do so. Only then might you be in a position to give constructors the information available to you, while requiring them to at least share some of the financial responsibilities stemming from unanticipated conditions. Conducting prebid and preconstruction conferences can also be valuable in this respect.

Read Responsibility Provisions Closely

Some client representatives, design professionals, and constructors do not realize that geotechnical engineering is far less exact than other engineering disciplines. This happens in part because soil and rock on project sites are typically heterogeneous and not manufactured materials with well-defined engineering properties like steel and concrete. That lack of understanding has nurtured unrealistic expectations that have resulted in disappointments, delays, cost overruns, claims, and disputes. To confront that risk, geotechnical engineers commonly include explanatory provisions in their reports. Sometimes labeled "limitations," many of these provisions indicate where geotechnical engineers' responsibilities begin and end, to help others recognize their own responsibilities and risks. *Read these provisions closely.* Ask questions. Your geotechnical engineer should respond fully and frankly.

Geoenvironmental Concerns Are Not Covered

The personnel, equipment, and techniques used to perform an environmental study – e.g., a "phase-one" or "phase-two" environmental site assessment – differ significantly from those used to perform a geotechnical-engineering study. For that reason, a geotechnical-engineering report does not usually provide environmental findings, conclusions, or recommendations; e.g., about the likelihood of encountering underground storage tanks or regulated contaminants. *Unanticipated subsurface environmental problems have led to project failures.* If you have not obtained your own environmental information about the project site, ask your geotechnical consultant for a recommendation on how to find environmental risk-management guidance.

Obtain Professional Assistance to Deal with Moisture Infiltration and Mold

While your geotechnical engineer may have addressed groundwater, water infiltration, or similar issues in this report, the engineer's services were not designed, conducted, or intended to prevent migration of moisture – including water vapor – from the soil through building slabs and walls and into the building interior, where it can cause mold growth and material-performance deficiencies. Accordingly, ***proper implementation of the geotechnical engineer's recommendations will not of itself be sufficient to prevent moisture infiltration. Confront the risk of moisture infiltration*** by including building-envelope or mold specialists on the design team. ***Geotechnical engineers are not building-envelope or mold specialists.***

GEOPROFESSIONAL BUSINESS ASSOCIATION

Telephone: 301/565-2733
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Fasching Consulting

March 5th, 2025

Mr. Brian Simon, PE
Senior Principal Engineer
Jorgensen
1315 Highway 89 S., Suite 201
PO Box 9550
Jackson, WY 83002

RE: Traffic Impact Study
Teton County Courthouse Redevelopment (Fasching Consulting Job 24-15)

Dear Mr. Simon:

This traffic impact study provides transportation information associated with the Teton County Courthouse campus located in Jackson, WY between Simpson Avenue, Pearl Avenue, Willow Street, and King Street. The site location is shown in **Figure 1**.

The County is planning to redevelop the Courthouse and detention facility such that these two buildings are razed and a combined building will be constructed where the Courthouse currently stands. The facility will provide a greater number of hearing rooms as well as expanded detention holding facilities. A site plan is shown in **Figure 2**, and the redevelopment would afford a combined parking area that will serve the Courthouse and Town Hall (they are separate today). Vehicular access to the campus will be mostly similar as it exists today including:

- One-way alley (outbound) onto King Street, along the north side of the Courthouse
- Two driveways onto Pearl Avenue that will be converted to two-way flows and serve the entire campus.
- One secured driveway onto Willow Street (although the secured area it serves will be reconfigured)

The existing driveway onto Simpson Avenue is proposed to be closed. The parking area on the south side of Simpson Avenue also serves the existing Courthouse campus is planned to remain.

This memo provides information relative to existing traffic demands around the campus, parking demands of the same, and gives a sense of functionality with respect to the future access scheme. It is recognized that additional assessment may be needed pending staff review and findings of this initial assessment.

EXISTING CONDITIONS

Adjacent Street Traffic

AM and PM peak hour turning movement data were collected at the site's access point intersections. Since the parking area east of Town Hall would become integrated into the redevelopment, its access intersections were also counted, as was the intersection of Willow Street/Pearl Avenue since it is in close proximity to the eastern Town Hall parking access point (which would also end up serving Courthouse functions as well). Currently, the western access is signed for inbound traffic only and the eastern access is signed for outbound-only traffic. The parking spaces within the lot is angled along both sides to emphasize a one-way counter-clockwise circulation.

Figure 3 shows turning movement count data that were collected on December 19th, 2025. The busiest intersection in the mix was Pearl Avenue/Willow Street which served a total of 536 vehicles per hour (vph) during the AM peak hour and 618 vph during the PM peak hour. Bicycles were not observed during either peak hour at this intersection, but pedestrian activity was noted; 20 pedestrian-crossings were observed during the AM peak hour and 43 during the PM peak hour. Most of the pedestrian traffic was traveling north and south crossing Pearl Avenue.

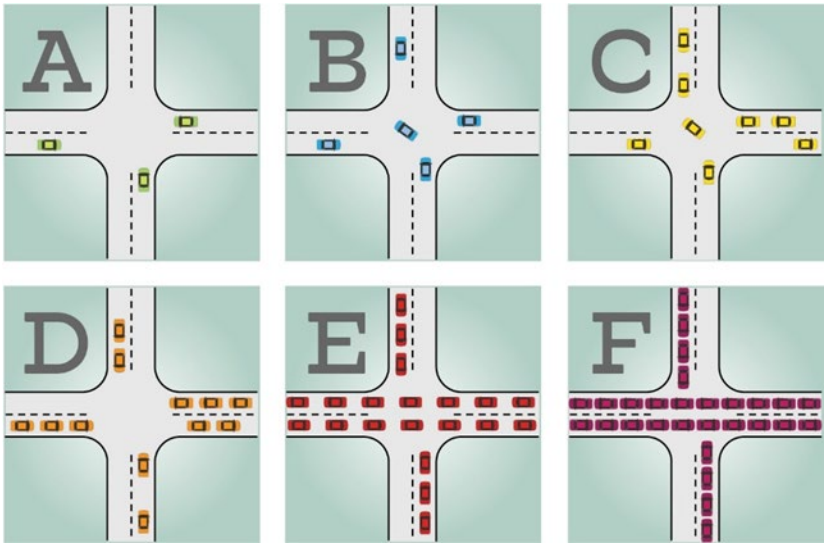
Intersection Levels of Service were calculated for this intersection given the counts shown in **Figure 3**. Detailed calculations were conducted using Synchro software to assess operations given current traffic demands (reflective of December 19th, 2024). This software employs techniques documented in the Highway Capacity Manual (Transportation Research Board, 7th Edition). The worksheets are attached.

LOS is a qualitative measure of traffic operational conditions, based on roadway capacity and vehicle delay, described by a letter designation ranging from A to F. A LOS A represents nearly free-flow travel indicative of very little delay, while LOS F represents congested conditions and excessive delay. The LOS is defined by the amount of delay drivers endure, on average, during a peak hour, and the Highway Capacity Manual procedures are geared toward calculating the average delay for each movement or lane group (as compared to free-flow conditions if the intersection did not exist).

Table 1 shows the LOS scale for signalized and unsignalized intersections. These scales differ since delay at a stop-signed intersection is more tense for the driver in that they are making a decision on whether to proceed based on traffic gaps, versus simply waiting for a green light. A graphical depiction of intersection LOS is provided immediately after **Table 1.**

Table 1. Level of Service (LOS)/Delay Scales

LOS	Signalized Intersections	Unsignalized Intersections
A	<10 Sec/Veh	<10 Sec/Veh
B	10-20 Sec/Veh	10-15 Sec/Veh
C	20-35 Sec/Veh	15-25 Sec/Veh
D	35-55 Sec/Veh	25-35 Sec/Veh
E	55-80 Sec/Veh	35-50 Sec/Veh
F	>80 Sec/Veh	>50 Sec/Veh



The current Teton County TIS Guidelines objective with respect to LOS is to achieve no worse than a LOS D during the peak hours of the day. This is indicative of a delay of no more than 55 seconds per vehicle through a signalized intersection and no more than 35 seconds per vehicle through a stop-sign controlled intersection. Collected data pertaining to heavy vehicle presence, peak hour factor (which measures the concentration of traffic within the peak hour), pedestrian presence, and bicycle presence have all been entered into the calculations.

The results of the LOS analyses show that the Willow/Pearl intersection approaches are currently operating at a LOS B or better during both peak hours given its current all-way stop traffic control. The HCM All-way stop methodology does not properly account for pedestrian activity, so the actual delays and LOS's might be slightly worse given the moderate level of pedestrian activity tallied in the counts.

Site Accesses

Figure 3 shows that the peak hour turning movements at the access intersections were much less than those at Pearl Avenue and Willow Street. The Town Hall lot was the busiest in which 25 vph hour entered during the AM peak hour and 22 exited during the PM peak hour. (the reflections were 6 vph out during the AM peak hour and 9 vph during the PM peak hour). The

lost immediately east of Town Hall lot is currently served by an in-only access and an out-only access onto Pearl Avenue that are internally connected via a counter-clockwise circulation scheme.

The access onto Willow Street serves a secure area, and very little traffic was recorded using this access during each peak hour. The alley access onto King Street is signed for one-way use (westbound), and only one vehicle used it during the AM peak hour and 2 movements occurred during the PM peak hour. This alley access serves the parking area at the center of the campus which is used by the Courthouse, jail staff, and Town staff. This lot is currently not connected to the lot east of Town Hall.

The Simpson Avenue access also serves the central parking area, and movements into and out of the campus at this location totaled 16 vph during the AM peak hour and 13 vph during the PM peak hour. The parking area access south of Simpson Avenue saw 5 vph during the AM peak hour and 2 vph during the PM peak hour. **Table 2** was created to illustrate the peak hour trips associated with each use within the campus including Town Hall, detention facilities, and Courthouse operations.

Table 2 Campus User Trip Generation

Campus Use	AM Peak Hour Trips[1]	PM Peak Hour Trips[1]
Town Hall (lot to its east)	31	31
Detention Facility (secured access onto Willow Stret)	2	1
Courthouse (Access onto Simpson and parking lot access on south side of Simpson	20	15
Totals	53	47

1.Includes inbound and outbound movements.

Parking

A parking survey of the campus was also conducted. The data were collected on January 14th, 2025 which was considered to be a busy day. **Figure 4** shows the parking lot count data collected between 1:30 and 2:00 PM on January 14th. The on-street parking was also collected along all four sides of the campus as it is realized that some of the patrons choose to park along the street. Willow Street was open for parking at this time and parked vehicles were recorded making use of Willow. This roadway restricts parking during other times of the year to accommodate the bike lanes along each side.

The results shown in **Figure 4** were assessed with respect to the capacity of each parking area, which is shown in **Table 3**

Table 3. Campus Parking Data (January 14th, 2025)

Parking Area	Counted Parked Vehicles	Approx. Space Capacity	Percentage Utilized
East of Town Hall	29	36	81%
Secured Detention Facility	7	14	50%
Central Area	18	33	55%
South of Simpson Ave.	17	26	65%
Along Pearl Ave[1].	23	24	96%
Along Willow St.[1,2]	16	24	67%
Along Simpson Ave.[1]	20	25	80%
Along King St.[1]	9	20	45%
Totals	138	202	68%

1.Includes both sides of the roadway.
2.Parallel parking allowed in winter. Parking lanes are used as bicycle lanes during summer.

The parking on and around the site was 68 percent utilized on January 14th, 1:45 PM (plus or minus 15 minutes). The on-street parking along Pearl Avenue was the most highly utilized with essentially all of its parking being used. The businesses along the north side also generate parking along this roadway. The second highest utilization was the Town Hall lot and the parallel parking along Simpson Avenue which were each 80 percent utilized.

While on-street parking along the adjacent roads serves the uses, it is not all being generated by campus uses. For purposes of this study, 50 percent was assumed to be associated with either the Courthouse or Town Hall. Given that assumption and the parking counts in the lots, the Courthouse and Town Hall collectively generated an estimated 104 parked vehicles on January 14th.

FUTURE CONDITIONS

The proposed site plan shows that the Simpson Avenue access would be removed with the parking being reconfigured on the east side of the campus such that it is directly connected to the alley out to King Street. The primary accesses to the entire campus will be provided via Pearl Avenue. This section provides a sense of future conditions given this site plan and access scheme.

Trip Generation

A courthouse or justice center is not a land use category included in the Institute of Transportation Engineers' (ITE) Trip Generation manual. For purposes of this effort, future trip-making was estimated by applying growth factors to the existing driveway counts. The day of the traffic counts (December 19th, 2024) was subsequently found to possibly not be as busy a day as originally thought for Courthouse activity. As such, the Courthouse-specific traffic counts were increased 50 percent in an attempt to represent a typical day peak hour traffic. No such adjustments were made to the turning movements at the Pearl Avenue accesses which primarily serve Town functions.

Subsequent to applying the 50 percent growth to the Courthouse traffic, all counts (Courthouse and Town Hall driveways) were increased another 25 percent to reflect county-wide growth over the next 20 years. This was based on data prepared by the Wyoming Department of Administration & Information, Economic Analysis Division growth out to 2040 which could occur at a rate of approximately 0.6 percent per year. A 25 percent flat increase reflects an approximate 1.1 percent annual increase over 20 years and could therefore be considered as a conservatively high growth factor.

Resulting trip generation estimates for the 20-year planning horizon is shown in **Table 4**. The 20-year trip generation estimates for the entire campus are estimated to reach 81 trips during the AM peak hour and 70 trips during the PM peak hour.

It should be noted that the trip estimates of **Table 4** reflect movements into and out of the site. There are also trips taking place associated with the Courthouse and Town Hall that park along the adjacent streets. While not quantified here, this component's impact is captured in the collected turning movement data and the factors being applied to those counts in developing 20-year traffic forecasts.

Table 4. Future Trip Generation Estimates

Use/Planning Horizon	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Courthouse and Detention Facility				
Existing Counts	20	2	4	12
Typical Day[1]	30	3	6	18
20-Year Projection	38	4	8	23
Town Hall				
Existing counts	25	6	9	22
Typical Day	25	6	9	22
20-Year Projection	31	8	11	28
Totals[2]				
Existing Counts	45	8	13	34
Typical Day	55	9	15	40
20-Year Projection	69	12	19	51

1.Existing Dec 19th counts increased 50 percent to estimate a typical day.
2.Sum of above values.

Traffic Assignment

The Courthouse parking and Town Hall parking will be in a combined lot given the proposed site plan. The accesses onto Pearl Avenue will serve the vast majority of the combined generation. The one-way alley onto King Street, the secure area adjacent to Willow Street, and the remote lot south of Simpson Avenue will each serve much less site traffic than the Pearl Avenue accesses.

From the counts and based on surrounding area, the largest component of campus traffic is projected to be oriented to/from the northwest of the site since to/from the state highway that passes through town. A distant second highest distribution orientation is projected to be southerly oriented, in part due to Snow King Road serving as a parallel east-west route to the state highway relative to serving western Jackson. Realizing this in combination with most of the parking being located in the northeast quadrant of the site, the site driveway peak hour

turning movement estimates were developed and are shown in **Figure 5**. The Pearl Avenue accesses are projected to see a western orientation of site trips entering and exiting. the two Pearl Avenue accesses are projected to serve the vast majority of the campus trips.

For this analysis, the Pearl Avenue access points have been analyzed under a scheme in which they would both provide two-way traffic, which is a shift from the current one-way counter-clockwise scheme. The redevelopment will reorient the parking on the east side of Town Hall from being angled for one-way use to being 90-degree head-in parking with two-way traffic aisles. This would then allow both Pearl Avenue driveways to serve in- and out-bound movements.

Total Long-Term Traffic

The traffic projections shown in **Figure 5** were combined with projected background traffic which was estimated by increasing existing traffic by 25 percent, again conservatively based on the previously referenced state agency forecasts. **Figure 6** shows the total 20-year traffic projections at the access intersections as well as at the Pearl Avenue/Willow Street intersection. In addition, intersection LOS's are shows for the Pearl Avenue/Willow Street intersection.

The results show that LOS's would meet the LOS D or better criteria at the Pearl Avenue/Willow Street intersection. Functionally, these intersections are all projected to operate without issue with respect to the LOS calculations. However, there are other considerations associated with the access intersections:

- Spacing along Pearl Avenue between the eastern access and the Willow Street stop bar is only 12 feet (plus or minus). Any eastbound traffic queuing along Pearl Avenue would block, fully or in part, this access. Outbound movements are being served today, but the bigger concern is the left-in movement at the eastern access which would be blocked from entering by the queue; the left-in driver would end up being "stuck" in the westbound lane until the queue clears. This eastern access should ideally be signed so as to prohibit inbound left turn movements to alleviate this situation. So, all westbound to southbound inbound left-turn movements from Pearl Avenue should ideally be served by the western access.

- The Pearl Avenue access widths are approximately 20 to 21 feet wide, which will be tight for two-way traffic where turning vehicles will occur. Ideally, these should be widened if they are to serve two-way traffic flows.

PARKING

A total of 104 parked vehicles were estimated to be parked in association with the Town Hall and the Courthouse today, as previously mentioned. Two methodologies were applied in estimating future demand. A simple approach entails applying the 25 percent growth to the estimated 104 vehicles that yields a 20-year projected total of 130 parked vehicles in association with the campus uses.

A second approach pertains to applying a series of assumptions/parameters to anticipated operations. This second approach was initially applied to existing operation conditions to assess whether the result is comparable to the 104 parked vehicles previously determined

The following information was obtained concerning current Courthouse activity:

- 26 full time staff associated with clerk's office, attorney's office, and courts. Assume 15 percent utilize non-single-occupant vehicles (SOV) to commute, resulting in **23 parked vehicles of demand at peak.**

- 78 Sheriff staff, assume 33 percent are parked on site during the day, resulting in **26 parked vehicles of demand at peak.**

- Sheriff patrol vehicles, plan for **6 parked vehicles of demand at peak.**

- Visitors and deliveries, plan for **4 parked vehicles of demand at peak.**

From the above, the total parking demand associated with current County Courthouse operations totals 59 vehicles.

The following information was obtained concerning current Town activity:

- 22 full time staff, assume 15 percent utilize non-single-occupant vehicles (SOV) to commute, **resulting in 19 parked vehicles of demand at peak.**

- 5 occasional visits associated with council, assume 20 percent are on site, resulting in **1 parked vehicle of demand at peak**

- Police patrol vehicles, information from Town staff yields up to **4 parked vehicles of demand at peak**

- 38 police staff, assume 33 percent are on-site, resulting in **13 parked vehicles of demand at peak.**

- Visitors and deliveries, plan for **4 parked vehicles of demand at peak.**

From the above, the total parking demand associated with current Town operations totals 41 parked vehicles.

Courthouse operations yielded an estimate of 59 parked vehicles and Town operations yielded an additional 41, resulting in a total of 100 parked vehicles using the second estimation approach. This compares well with the 104 vehicles cited earlier based on parking lot counts and assuming one-half of the on-street parking along these uses' frontage. This suggests that

the same assumptions / parameters would be a reasonable approach in predicting future demand for the campus as an alternative to simply applying a growth factor.

With respect to the future conditions at the Courthouse, increases are anticipated which include 42 staff associated with the clerk's office/attorney's office/courts (26 exist today) and 84 Sheriff staff (78 exist today). Deliveries/visitor parking needs to continue to reserve 4 spaces, and 6 reserved spots for Sheriff patrol vehicles also needs to continue. In addition, the General Services Building that is nearing completion, will house approximately 20 staff which will generate parking needs above and beyond the Courthouse functions. As such, the future Courthouse and General Services Building parking demand is comprised of:

- 42 full time staff associated with clerk's office, attorney's office, and courts. Assume 15 percent utilize non-single-occupant vehicles (SOV) to commute, results in **36 parked vehicles of demand at peak.**

- 84 Sheriff staff, assume 33 percent are parked on site during the day, results in **28 parked vehicles of demand at peak.**

- Sheriff patrol vehicles, plan for **6 parked vehicles of demand at peak.**

- Visitors and deliveries, plan for **4 parked vehicles of demand at peak.**

- 20 staff in the General Services Building. Assume 15 percent utilize non-SOV to commute, resulting in **17 parked vehicles of demand at peak.**

From the above assumptions regarding each component, the total future parking demand associated with County Courthouse operations totals 91 vehicles.

The number of spaces that are being proposed on site (including the parking lot south of Simpson Avenue and excluding 9 spaces that are currently leased by the Town) is 112 spaces. As such, the Courthouse technically meets its parking requirements based on this analysis (112 spaces of off-street supply versus 91 spaces of demand).

Many of the parking spaces will not necessarily be reserved / signed exclusively for Courthouse use, and the reality is that the Town functions will continue to use the parking located on the site as occurs today. When incorporating the Town's functions, a total of 132 parked vehicles of demand is estimated for the entire campus (91 plus 41) which exceeds the on-site supply by 18 spaces. But when also considering 50 percent of the on-street parking capacity along the campus block (excluding Willow Street since it will likely be configured to accommodate bike lanes during the summer), and additional 34 spaces would be available. With this, the supply increases to 146 spaces which would exceed the demand of 132 vehicles when combining the Courthouse and Town function uses.

Jury pools, when needed, will also generate parking demand. However, summonsing jury pools is not an activity that occurs on a regular continuous basis, so jury pool demands were not

included in this analysis. On large jury pool days, on-street parking will play a key role adjacent to the campus as well as within a block, possibly two. The parking structure on Milward Street can also be utilized to meet some of this demand on an extreme day. Ideally, juror summons notices will contain information regarding alternative modes of travel to encourage non-auto use as well as including information concerning parking options including the parking structure.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

The traffic projections shown in this study do not incorporate any additional TDM measures that are not already implemented today, but the County and Town could explore implementing additional measures to encourage users to travel by other than automobile. Possible considerations include:

- Bike lockers
- Bike Share programs
- Showers/locker rooms
- Information on alternatives including bus schedules
- Paid parking
- Employee Transit passes (if not already provided)
- Telecommuting allowance

Additional TDM measures can be explored for this campus as a means of limiting its trips

SUMMARY AND RECOMMENDATIONS

The following provides a summary of the findings and recommendations as a result of this traffic assessment.

- The eastern Pearl Avenue Access should be signed so as to prohibit left-in movements.

- Both Pearl Avenue access drives should be widened at Pearl Avenue to better accommodate two-way traffic flows.

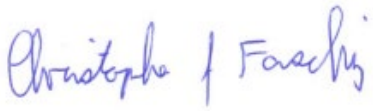
- Additional TDM measures should be identified and researched to help limit vehicular trips associated with the campus.

- On-street parking along the campus will continue to serve the combined Town and Courthouse uses. With respect to the Courthouse function (and the General Service Building), adequate parking will be provided on-site to meet projected demands.

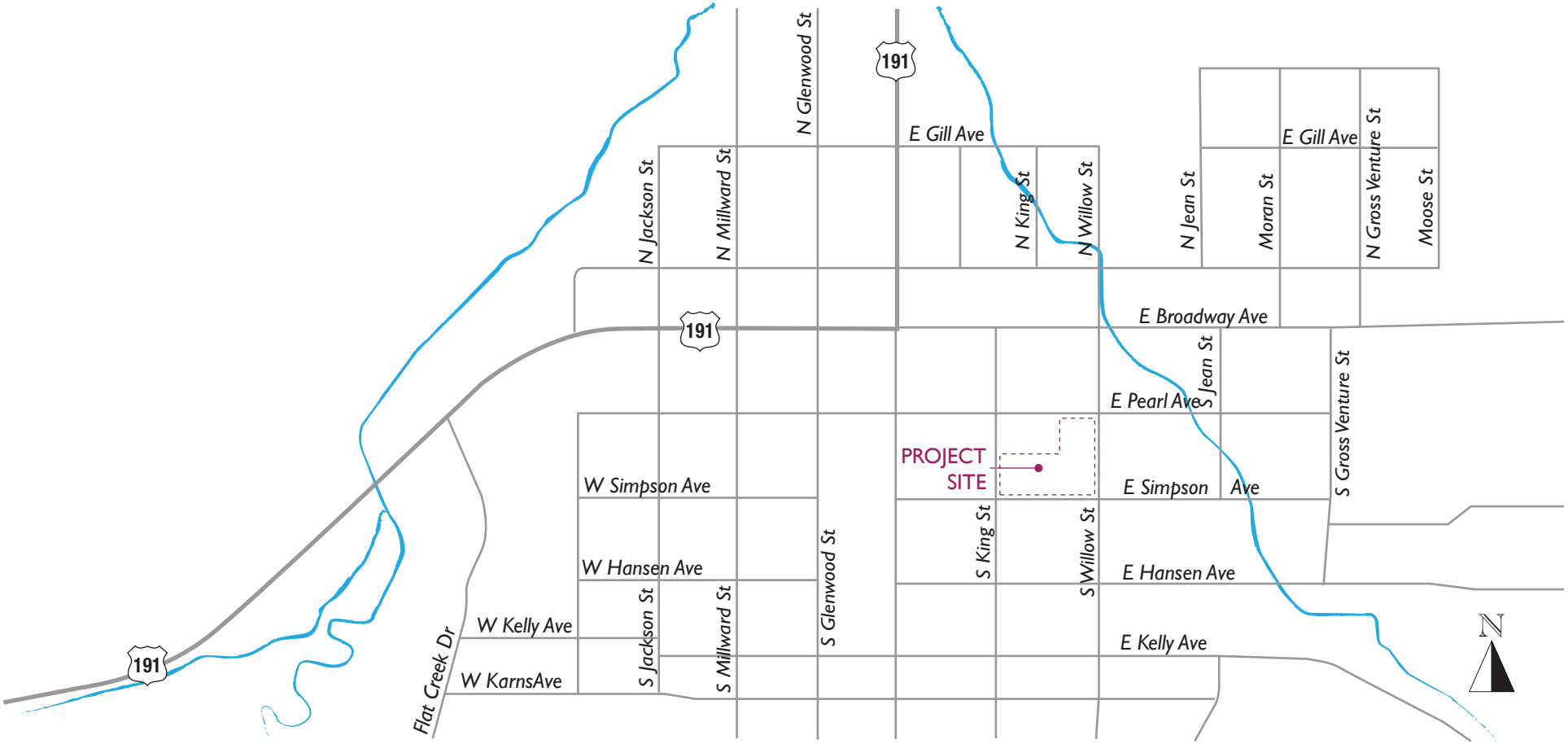
Adjacent on-street parking is also needed to meet combined Courthouse and Town demands. Parking beyond the campus area, including the parking structure at Milward Street, will be needed to serve when large jury pools are summoned.

If you have any questions, please feel free to call.

Sincerely,
Fasching Consulting, LLC



Christopher J. Fasching, PE
President/Owner



Fasching Consulting

Figure 1

Vicinity Map

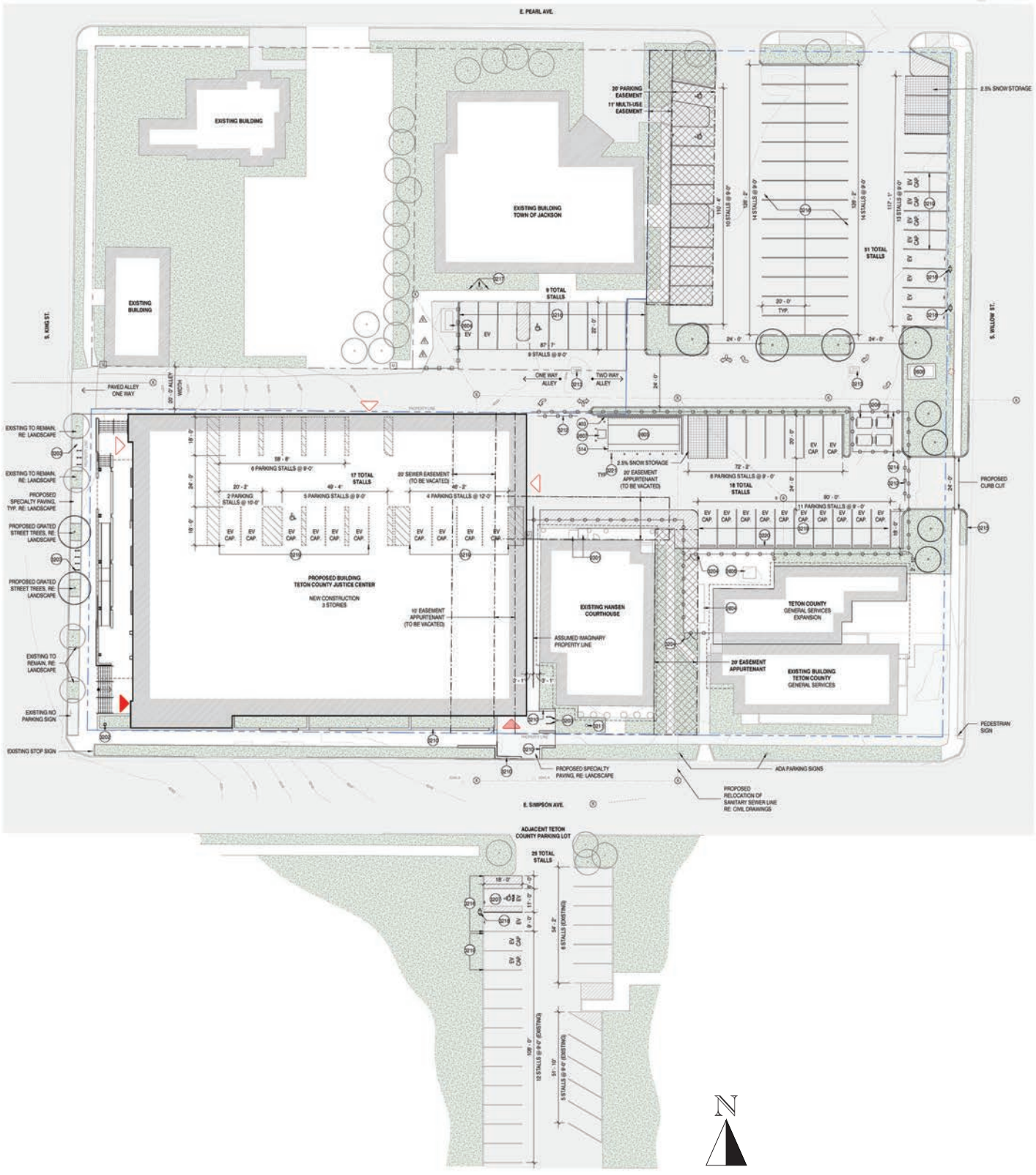
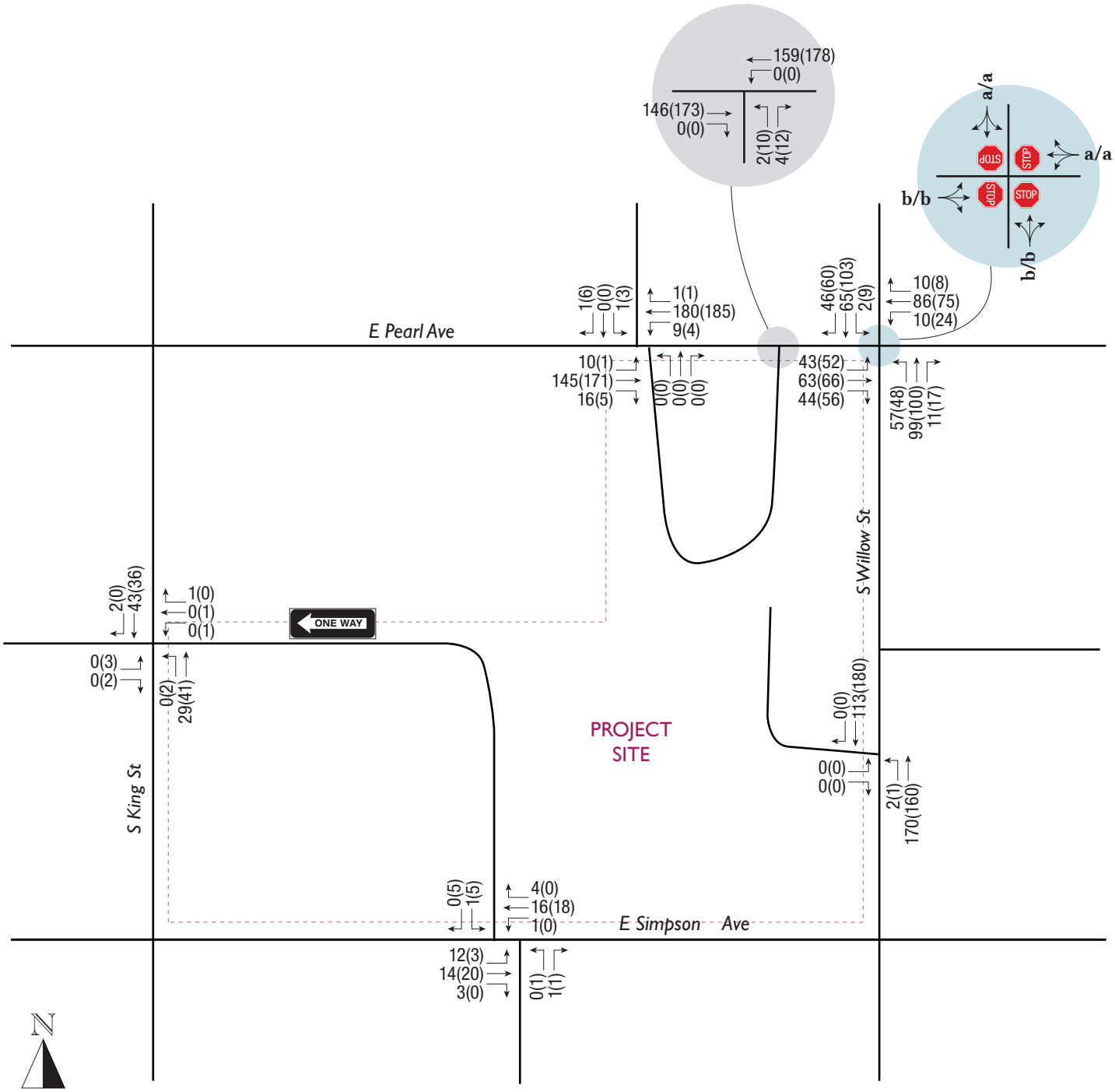


Figure 2

Site Plan



LEGEND

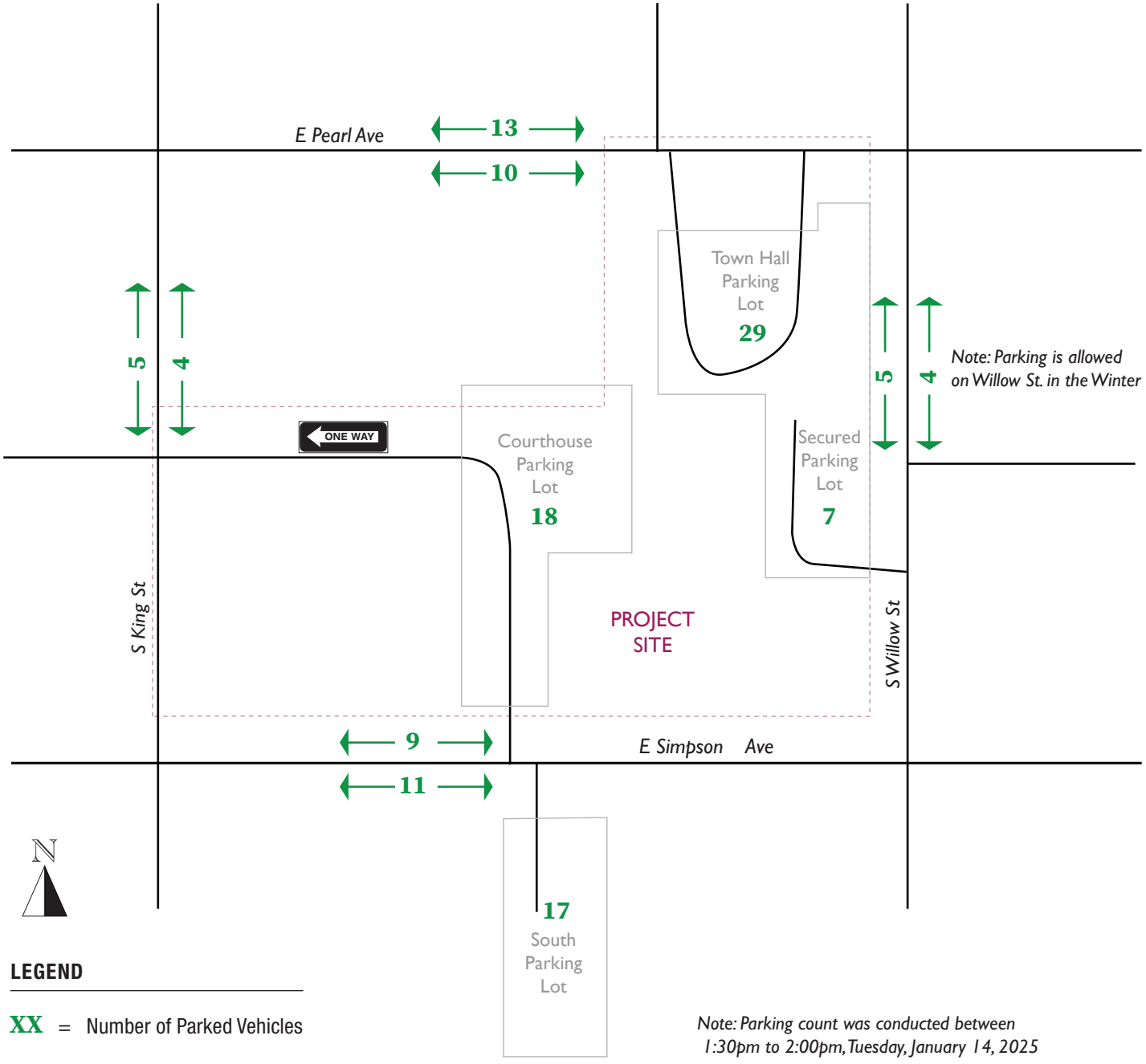
XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

x/x = Am/PM Level of Service (LOS)

Fasching Consulting

Figure 3

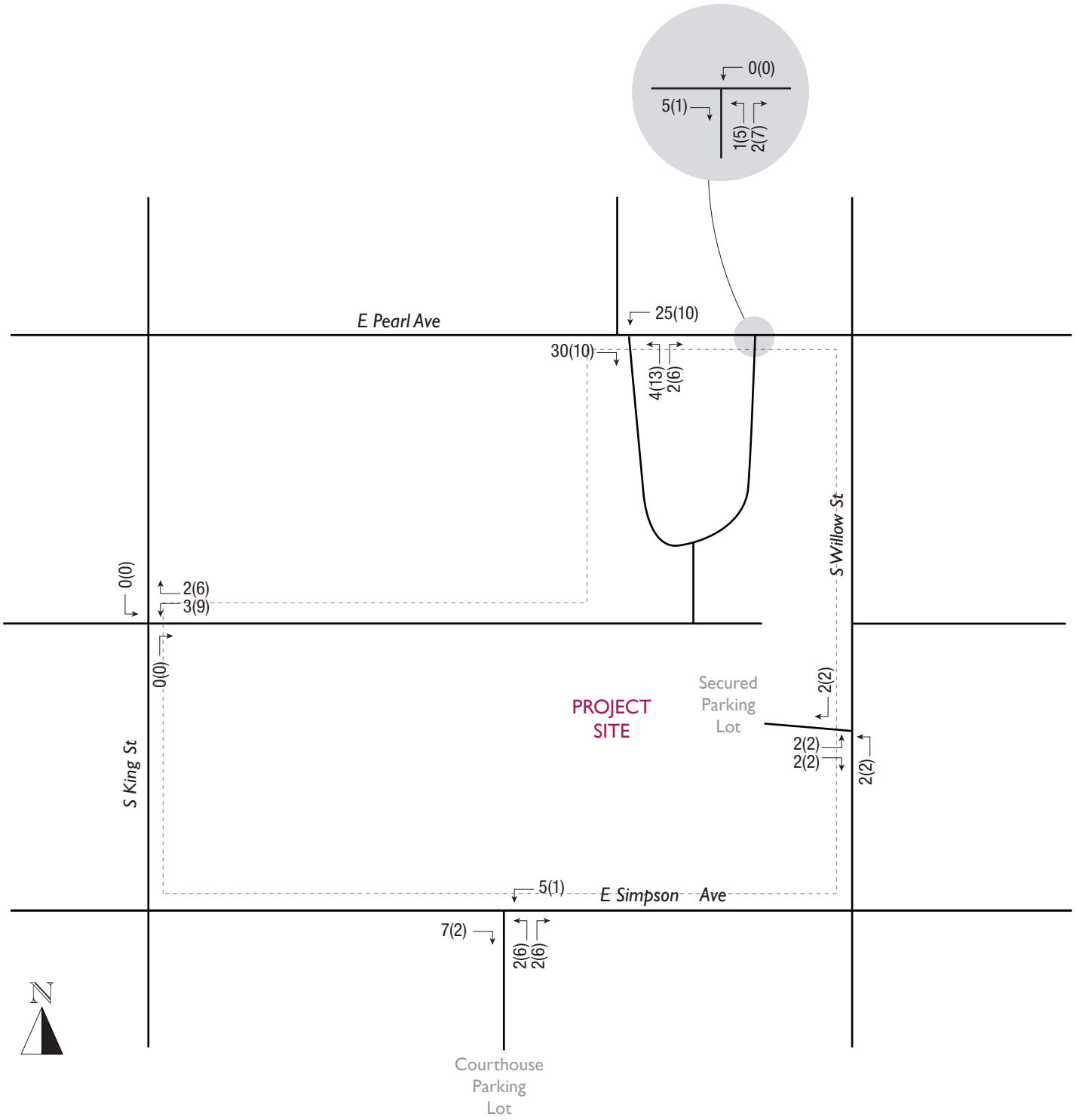
Existing Traffic



Fasching Consulting

Figure 4

Campus Parking Survey



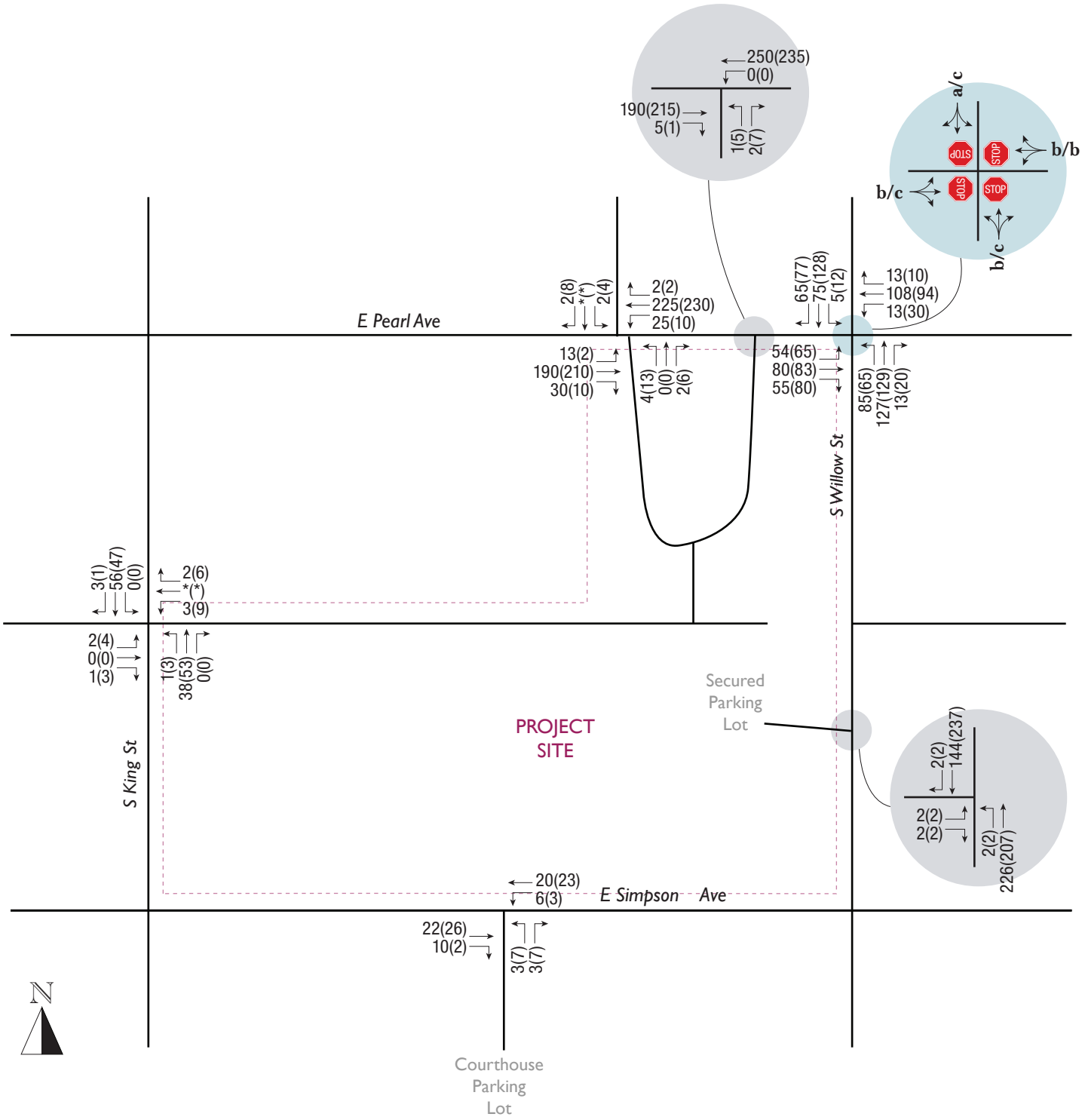
LEGEND

XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

Fasching Consulting

Figure 5

Long-Term Campus Only Traffic



LEGEND

XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

x/x = AM/PM Level of Service (LOS)

* = Minimal

Fasching Consulting

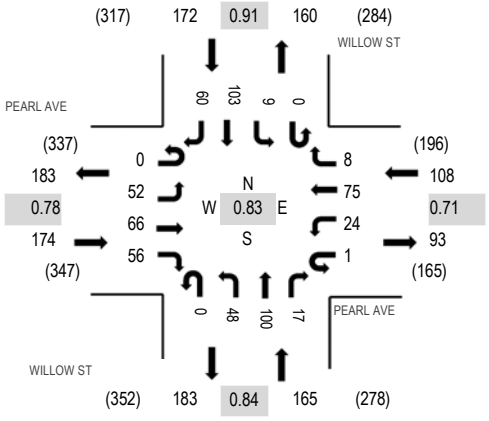
Figure 6

Long-Term Total Traffic

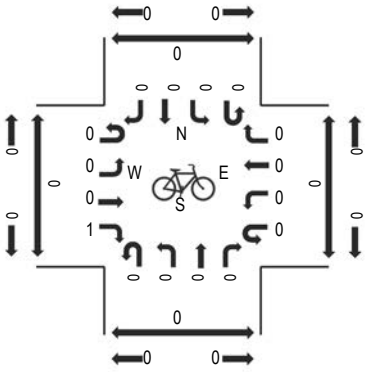
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WILLOW ST & PEARL AVE PM
Date: Thursday, December 19, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

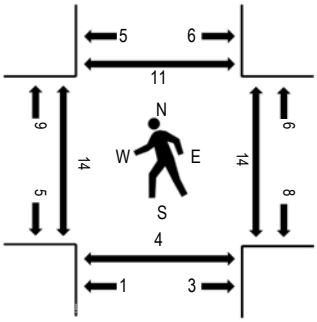
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

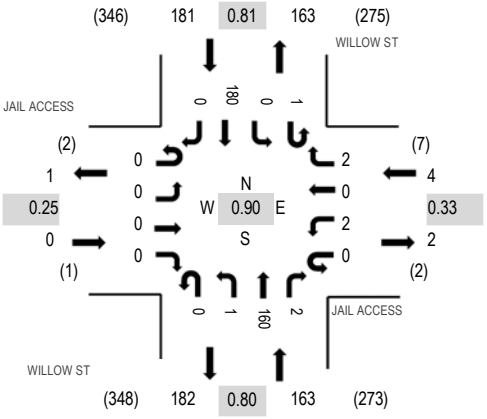
Traffic Counts - Motorized Vehicles

Interval Start Time	PEARL AVE Eastbound				PEARL AVE Westbound				WILLOW ST Northbound				WILLOW ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	11	16	17	0	1	20	2	0	12	15	2	0	1	25	16	138	568	1	2	0	3
4:15 PM	0	9	14	24	0	2	18	3	0	6	21	2	0	1	19	16	135	617	4	7	0	2
4:30 PM	0	12	13	16	0	7	19	2	0	8	21	8	0	3	25	12	146	619	2	0	0	0
4:45 PM	0	13	14	9	0	5	12	3	0	8	37	4	0	3	25	16	149	614	6	3	1	2
5:00 PM	0	15	24	20	0	7	29	3	0	19	19	4	0	2	31	14	187	570	4	8	3	4
5:15 PM	0	12	15	11	1	5	15	0	0	13	23	1	0	1	22	18	137		2	3	0	5
5:30 PM	0	15	17	18	0	1	18	3	0	8	24	1	0	1	23	12	141		3	0	1	2
5:45 PM	0	4	14	14	0	2	16	2	0	5	15	2	0	1	23	7	105		3	3	0	0
Count Total	0	91	127	129	1	30	147	18	0	79	175	24	0	13	193	111	1,138		25	26	5	18
Peak Hour	0	52	66	56	1	24	75	8	0	48	100	17	0	9	103	60	619		14	14	4	11

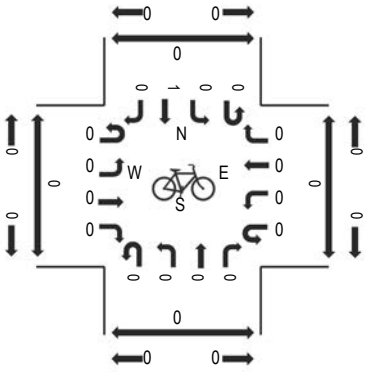
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 WILLOW ST & JAIL ACCESS PM
Date: Thursday, December 19, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

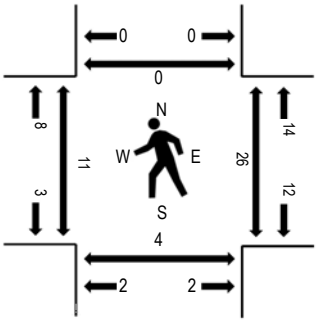
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

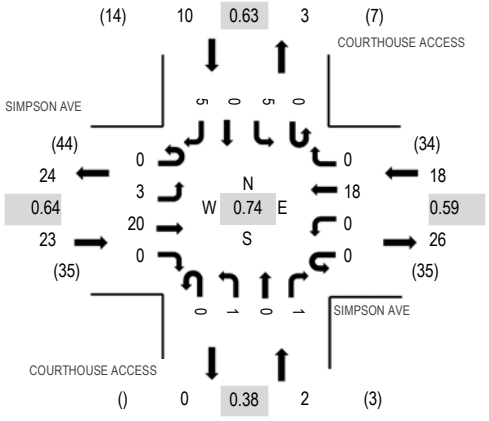
Traffic Counts - Motorized Vehicles

Interval Start Time	JAIL ACCESS Eastbound				JAIL ACCESS Westbound				WILLOW ST Northbound				WILLOW ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	1	0	0	0	3	0	0	26	0	0	0	44	0	74	319	5	2	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	28	0	0	0	43	0	71	342	3	8	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	37	0	1	0	45	0	83	348	2	0	4	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	49	2	0	0	39	0	91	339	5	11	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	39	0	0	0	57	0	97	308	2	8	0	0
5:15 PM	0	0	0	0	0	1	0	1	0	1	35	0	0	0	39	0	77		2	7	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	33	0	0	0	41	0	74		2	1	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	22	0	0	0	37	0	60		1	0	0	0
Count Total	0	0	0	1	0	2	0	5	0	2	269	2	1	0	345	0	627		22	37	7	0
Peak Hour	0	0	0	0	0	2	0	2	0	1	160	2	1	0	180	0	348		11	26	4	0

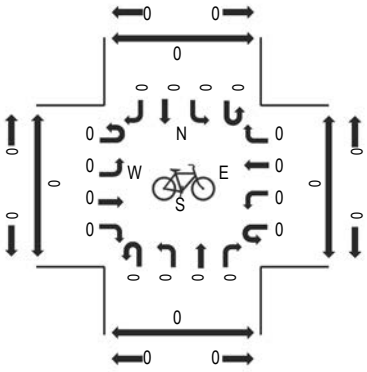
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 COURTHOUSE ACCESS & SIMPSON AVE PM
Date: Thursday, December 19, 2024
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

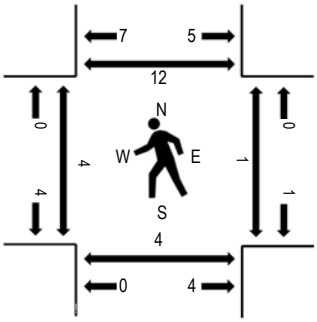
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

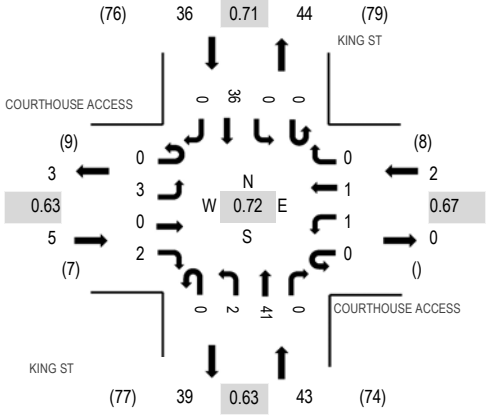
Traffic Counts - Motorized Vehicles

Interval Start Time	SIMPSON AVE Eastbound				SIMPSON AVE Westbound				COURTHOUSE ACCESS Northbound				COURTHOUSE ACCESS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	9	0	0	0	2	0	0	0	0	0	0	1	0	1	13	53	0	1	1	4
4:15 PM	0	1	3	0	0	0	5	0	0	0	0	0	0	1	0	1	11	49	1	0	1	4
4:30 PM	0	0	6	0	0	0	8	0	0	0	0	0	0	3	0	1	18	48	3	0	2	3
4:45 PM	0	2	2	0	0	0	3	0	0	1	0	1	0	0	0	2	11	40	0	0	0	1
5:00 PM	0	2	3	0	0	0	2	0	0	1	0	0	0	0	0	1	9	33	1	1	1	2
5:15 PM	0	0	2	0	0	0	6	0	0	0	0	0	0	1	0	1	10		0	1	1	2
5:30 PM	0	1	2	0	0	0	6	0	0	0	0	0	0	0	0	1	10		0	0	0	0
5:45 PM	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	4		0	0	0	0
Count Total	0	7	28	0	0	0	34	0	0	2	0	1	0	6	0	8	86		5	3	6	16
Peak Hour	0	3	20	0	0	0	18	0	0	1	0	1	0	5	0	5	53		4	1	4	12

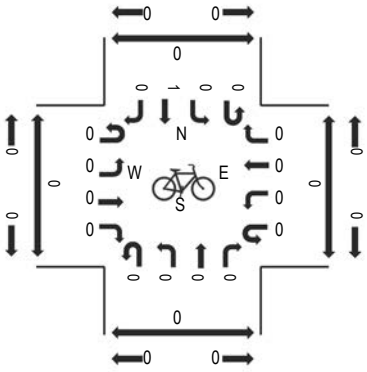
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 KING ST & COURTHOUSE ACCESS PM
Date: Thursday, December 19, 2024
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

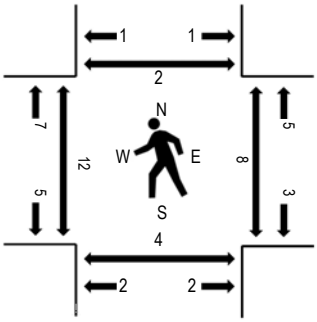
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

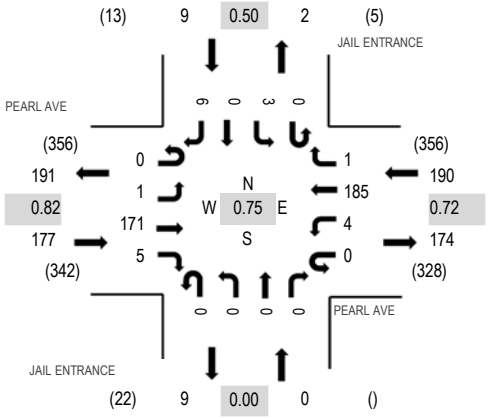
Traffic Counts - Motorized Vehicles

Interval Start Time	COURTHOUSE ACCESS Eastbound				COURTHOUSE ACCESS Westbound				KING ST Northbound				KING ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	2	0	0	0	0	0	0	17	0	0	0	11	0	30	86	4	4	3	2
4:15 PM	0	2	0	0	0	0	0	0	0	1	7	0	0	0	11	0	21	81	0	2	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	6	0	13	75	4	0	0	0
4:45 PM	0	1	0	0	0	1	1	0	0	1	10	0	0	0	8	0	22	78	4	2	1	0
5:00 PM	0	1	0	0	0	0	1	1	0	1	8	0	0	0	13	0	25	79	4	3	0	1
5:15 PM	0	0	0	0	0	0	0	1	0	0	10	0	0	0	4	0	15		2	5	0	0
5:30 PM	0	0	0	0	0	0	0	3	0	0	4	0	0	0	9	0	16		0	3	0	0
5:45 PM	0	0	0	1	0	0	0	0	0	1	7	0	0	0	11	3	23		2	1	1	0
Count Total	0	4	0	3	0	1	2	5	0	4	70	0	0	0	73	3	165		20	20	5	3
Peak Hour	0	3	0	2	0	1	1	0	0	2	41	0	0	0	36	0	86		12	8	4	2

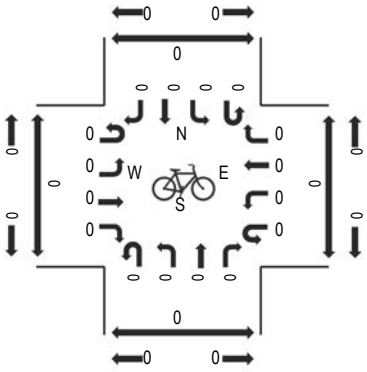
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 JAIL ENTRANCE & PEARL AVE PM
Date: Thursday, December 19, 2024
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

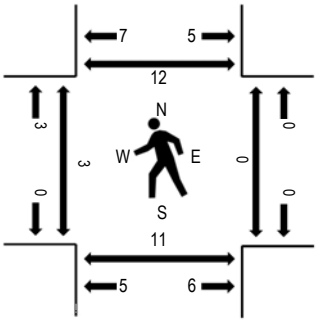
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

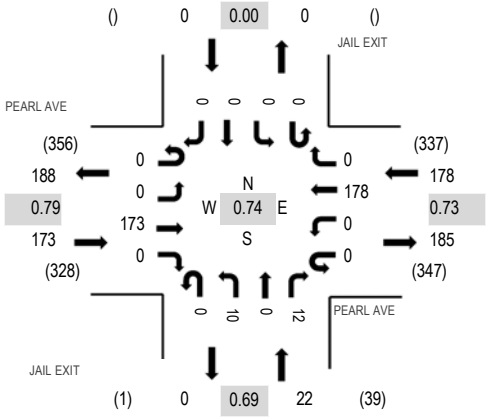
Traffic Counts - Motorized Vehicles

Interval Start Time	PEARL AVE Eastbound				PEARL AVE Westbound				JAIL ENTRANCE Northbound				JAIL ENTRANCE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	1	44	4	0	1	49	0	0	0	0	0	0	0	0	0	99	345	2	0	3	3
4:15 PM	0	1	42	1	0	0	43	0	0	0	0	0	0	0	0	0	87	371	2	0	1	0
4:30 PM	0	0	38	2	0	0	41	1	0	0	0	0	0	1	0	3	86	369	1	0	1	1
4:45 PM	0	0	35	0	0	1	36	0	0	0	0	0	0	0	0	1	73	376	3	0	2	5
5:00 PM	0	1	52	1	0	3	63	0	0	0	0	0	0	3	0	2	125	366	0	0	4	2
5:15 PM	0	0	36	3	0	0	45	1	0	0	0	0	0	0	0	0	85		0	0	0	4
5:30 PM	0	0	48	1	0	0	41	0	0	0	0	0	0	0	0	3	93		0	0	5	1
5:45 PM	0	0	29	3	0	2	29	0	0	0	0	0	0	0	0	0	63		0	0	3	0
Count Total	0	3	324	15	0	7	347	2	0	0	0	0	0	4	0	9	711		8	0	19	16
Peak Hour	0	1	171	5	0	4	185	1	0	0	0	0	0	3	0	6	376		3	0	11	12

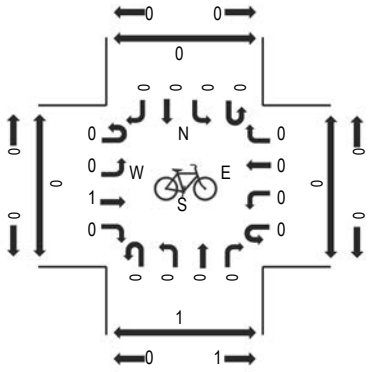
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 JAIL EXIT & PEARL AVE PM
Date: Thursday, December 19, 2024
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

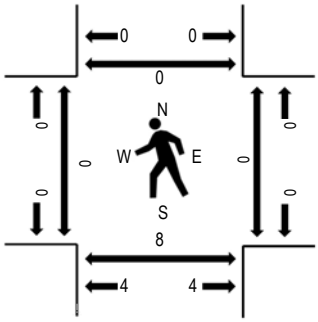
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PEARL AVE Eastbound				PEARL AVE Westbound				JAIL EXIT Northbound				JAIL EXIT Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	42	0	0	0	48	0	0	2	0	3	0	0	0	0	95	342	0	0	3	0
4:15 PM	0	0	44	0	0	0	40	0	0	3	0	4	0	0	0	0	91	373	0	0	1	0
4:30 PM	0	0	39	0	0	0	39	0	0	3	0	2	0	0	0	0	83	365	0	0	1	0
4:45 PM	0	0	35	0	0	0	36	0	0	1	0	1	0	0	0	0	73	373	0	0	2	0
5:00 PM	0	0	55	0	0	0	63	0	0	3	0	5	0	0	0	0	126	362	0	0	4	0
5:15 PM	0	0	36	0	0	0	45	0	0	1	0	1	0	0	0	0	83		0	0	0	0
5:30 PM	0	0	47	1	0	0	38	0	0	3	0	2	0	0	0	0	91		0	0	1	0
5:45 PM	0	0	29	0	0	0	28	0	0	3	0	2	0	0	0	0	62		0	0	0	0
Count Total	0	0	327	1	0	0	337	0	0	19	0	20	0	0	0	0	704		0	0	12	0
Peak Hour	0	0	173	0	0	0	178	0	0	10	0	12	0	0	0	0	373		0	0	8	0

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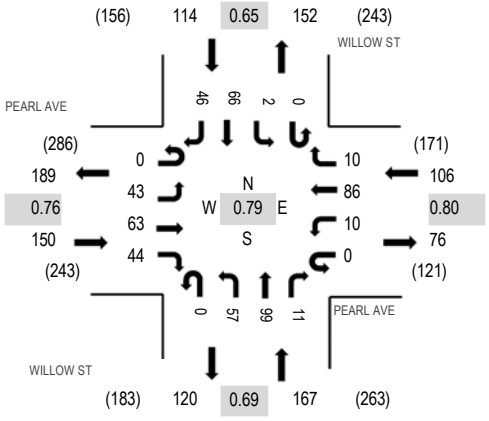
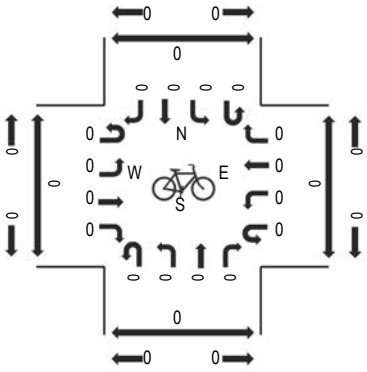
Location: 1 WILLOW ST & PEARL AVE AM
Date: Thursday, December 19, 2024
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

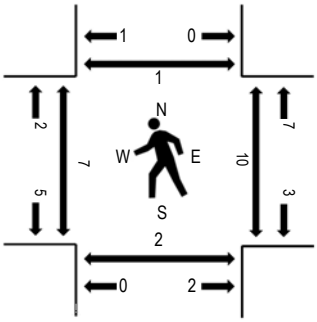
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PEARL AVE Eastbound				PEARL AVE Westbound				WILLOW ST Northbound				WILLOW ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	8	7	0	2	8	2	0	3	15	0	0	1	2	1	50	296	0	0	0	0
7:15 AM	0	3	4	4	0	5	8	0	0	6	11	1	0	2	5	2	51	415	3	1	1	2
7:30 AM	0	9	17	5	0	2	17	1	0	8	12	0	0	1	10	5	87	502	1	3	1	0
7:45 AM	0	13	8	14	0	2	16	2	0	15	22	3	0	0	5	8	108	530	1	10	3	3
8:00 AM	0	20	13	18	0	2	25	6	0	14	45	3	0	1	14	8	169	537	0	6	0	0
8:15 AM	0	7	16	8	0	2	24	3	0	12	21	1	0	1	27	16	138		1	2	0	0
8:30 AM	0	10	17	11	0	2	14	1	0	15	16	4	0	0	13	12	115		2	0	1	0
8:45 AM	0	6	17	7	0	4	23	0	0	16	17	3	0	0	12	10	115		4	2	1	1
Count Total	0	69	100	74	0	21	135	15	0	89	159	15	0	6	88	62	833		12	24	7	6
Peak Hour	0	43	63	44	0	10	86	10	0	57	99	11	0	2	66	46	537		7	10	2	1

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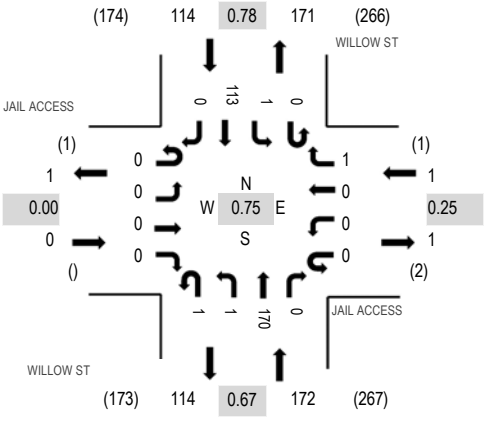
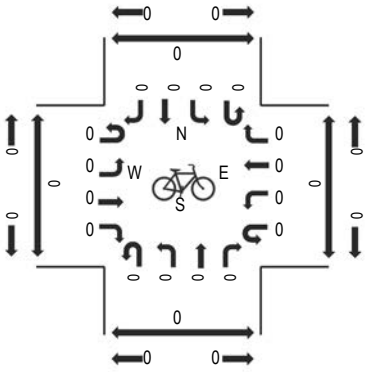
Location: 2 WILLOW ST & JAIL ACCESS AM
Date: Thursday, December 19, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

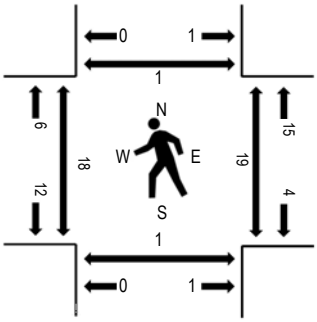
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JAIL ACCESS Eastbound				JAIL ACCESS Westbound				WILLOW ST Northbound				WILLOW ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	0	0	0	0	0	18	0	0	0	10	0	28	156	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	17	0	3	0	10	0	30	224	4	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	2	0	22	0	0	0	15	0	39	263	2	1	0	0
7:45 AM	0	0	0	0	0	0	0	0	1	1	37	0	0	0	20	0	59	287	7	11	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	64	0	0	0	32	0	96	286	5	6	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	32	0	0	0	37	0	69		4	2	1	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	37	0	0	1	24	0	63		2	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	35	1	0	0	22	0	58		1	9	0	0
Count Total	0	0	0	0	0	0	0	1	3	1	262	1	3	1	170	0	442		25	29	1	3
Peak Hour	0	0	0	0	0	0	0	1	1	1	170	0	0	1	113	0	287		18	19	1	1

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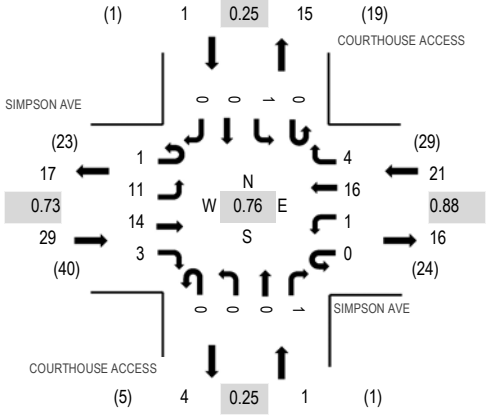
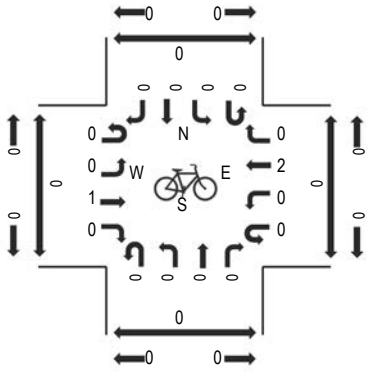
Location: 3 COURTHOUSE ACCESS & SIMPSON AVE AM
Date: Thursday, December 19, 2024
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

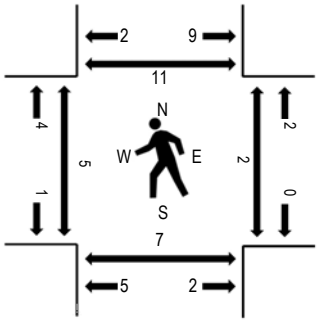
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SIMPSON AVE Eastbound				SIMPSON AVE Westbound				COURTHOUSE ACCESS Northbound				COURTHOUSE ACCESS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	1	0	0	0	4	0	0	0	0	0	0	0	0	0	6	35	0	0	0	0
7:15 AM	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	43	1	0	1	0
7:30 AM	0	1	2	0	0	1	3	0	0	0	0	0	0	0	0	0	7	52	0	0	1	1
7:45 AM	0	3	6	1	0	0	6	0	0	0	0	0	0	1	0	0	17	51	3	1	1	8
8:00 AM	0	3	3	2	0	0	4	1	0	0	0	1	0	0	0	0	14	36	2	1	5	0
8:15 AM	1	4	3	0	0	0	3	3	0	0	0	0	0	0	0	0	14		0	0	0	2
8:30 AM	0	1	2	0	0	0	2	1	0	0	0	0	0	0	0	0	6		0	0	1	2
8:45 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2		0	0	0	0
Count Total	1	13	22	4	0	1	22	6	0	0	0	1	0	1	0	0	71		6	2	9	13
Peak Hour	1	11	14	3	0	1	16	4	0	0	0	1	0	1	0	0	52		5	2	7	11

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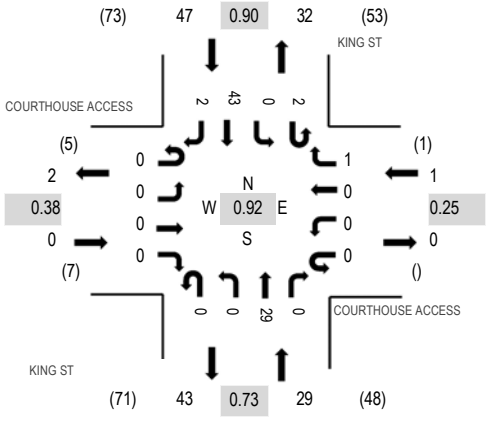
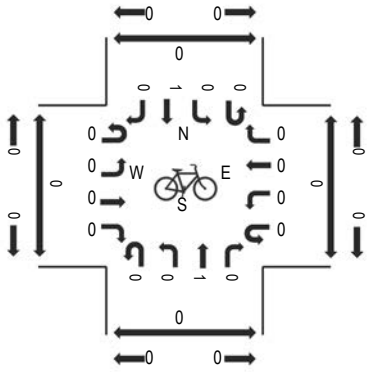
Location: 4 KING ST & COURTHOUSE ACCESS AM
Date: Thursday, December 19, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

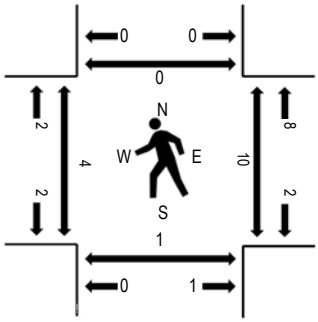
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COURTHOUSE ACCESS Eastbound				COURTHOUSE ACCESS Westbound				KING ST Northbound				KING ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	1	0	0	0	0	1	1	5	0	0	0	5	0	13	58	1	0	0	0
7:15 AM	0	3	0	1	0	0	0	0	0	0	3	0	0	0	6	1	14	64	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	8	0	11	71	1	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	12	0	20	77	1	2	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	12	1	19	71	1	3	1	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	10	0	1	0	9	0	21		1	3	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	5	0	1	0	10	1	17		1	2	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	1	6	0	1	0	5	0	14		1	2	0	0
Count Total	0	4	0	3	0	0	0	1	1	2	45	0	3	0	67	3	129		7	12	1	0
Peak Hour	0	0	0	0	0	0	0	1	0	0	29	0	2	0	43	2	77		4	10	1	0

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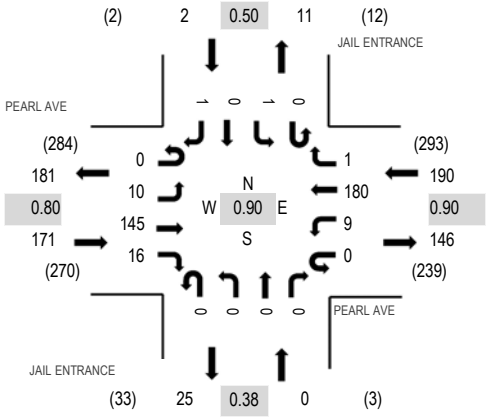
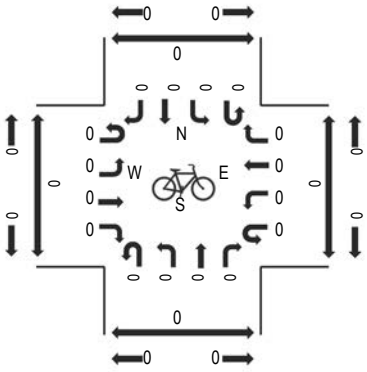
Location: 5 JAIL ENTRANCE & PEARL AVE AM
Date: Thursday, December 19, 2024
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

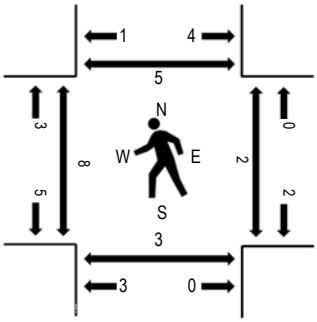
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PEARL AVE Eastbound				PEARL AVE Westbound				JAIL ENTRANCE Northbound				JAIL ENTRANCE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	17	0	0	0	14	0	0	1	0	1	0	0	0	0	33	205	0	0	0	0
7:15 AM	0	0	9	2	0	0	16	0	0	0	0	0	0	0	0	0	27	273	0	0	0	0
7:30 AM	0	0	31	1	0	1	30	0	0	0	0	0	0	0	0	0	63	336	0	0	1	1
7:45 AM	0	1	35	3	0	1	41	0	0	1	0	0	0	0	0	0	82	356	0	0	2	5
8:00 AM	0	3	48	3	0	0	45	1	0	0	0	0	0	1	0	0	101	363	3	0	0	1
8:15 AM	0	1	31	5	0	2	51	0	0	0	0	0	0	0	0	0	90		0	0	0	0
8:30 AM	0	2	36	4	0	1	39	0	0	0	0	0	0	0	0	1	83		2	1	1	0
8:45 AM	0	4	30	4	0	6	45	0	0	0	0	0	0	0	0	0	89		3	1	2	4
Count Total	0	11	237	22	0	11	281	1	0	2	0	1	0	1	0	1	568		8	2	6	11
Peak Hour	0	10	145	16	0	9	180	1	0	0	0	0	0	1	0	1	363		8	2	3	5

ALL TRAFFIC DATA SERVICES
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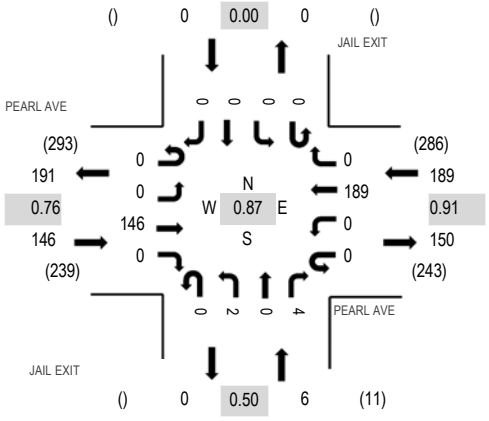
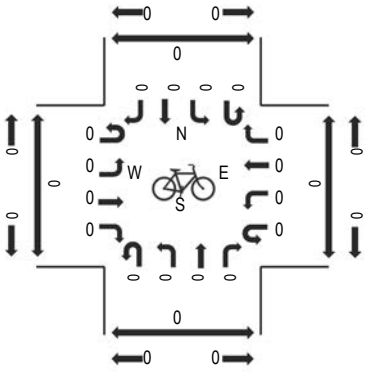
Location: 6 JAIL EXIT & PEARL AVE AM
Date: Thursday, December 19, 2024
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

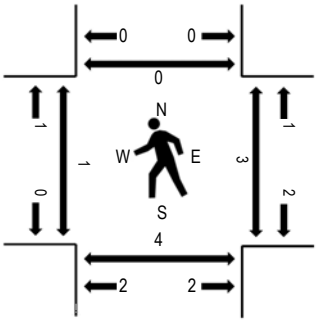
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PEARL AVE Eastbound				PEARL AVE Westbound				JAIL EXIT Northbound				JAIL EXIT Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	17	0	0	0	12	0	0	2	0	0	0	0	0	0	31	195	0	0	0	0
7:15 AM	0	0	10	0	0	0	17	0	0	0	0	0	0	0	0	0	27	262	0	0	0	0
7:30 AM	0	0	31	0	0	0	29	0	0	0	0	0	0	0	0	0	60	318	0	0	1	0
7:45 AM	0	0	35	0	0	0	39	0	0	3	0	0	0	0	0	0	77	337	0	0	2	0
8:00 AM	0	0	50	0	0	0	47	0	0	0	0	1	0	0	0	0	98	341	0	0	0	0
8:15 AM	0	0	31	0	0	0	52	0	0	0	0	0	0	0	0	0	83		0	0	1	0
8:30 AM	0	0	36	0	0	0	41	0	0	0	0	2	0	0	0	0	79		0	0	1	0
8:45 AM	0	0	29	0	0	0	49	0	0	2	0	1	0	0	0	0	81		1	3	2	0
Count Total	0	0	239	0	0	0	286	0	0	7	0	4	0	0	0	0	536		1	3	7	0
Peak Hour	0	0	146	0	0	0	189	0	0	2	0	4	0	0	0	0	341		1	3	4	0

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	63	44	10	86	10	57	99	11	2	65	46
Future Vol, veh/h	43	63	44	10	86	10	57	99	11	2	65	46
Peak Hour Factor	0.76	0.76	0.76	0.80	0.80	0.80	0.69	0.69	0.69	0.65	0.65	0.65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	83	58	13	108	13	83	143	16	3	100	71
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10	9.6	10.7	9.5
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	34%	29%	9%	2%
Vol Thru, %	59%	42%	81%	58%
Vol Right, %	7%	29%	9%	41%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	167	150	106	113
LT Vol	57	43	10	2
Through Vol	99	63	86	65
RT Vol	11	44	10	46
Lane Flow Rate	242	197	133	174
Geometry Grp	1	1	1	1
Degree of Util (X)	0.336	0.274	0.194	0.238
Departure Headway (Hd)	5.005	5.109	5.276	4.937
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	709	709	684	732
Service Time	3.103	3.109	3.284	2.937
HCM Lane V/C Ratio	0.341	0.278	0.194	0.238
HCM Control Delay, s/veh	10.7	10	9.6	9.5
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.5	1.1	0.7	0.9

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	52	66	56	24	75	8	48	100	17	9	103	60
Future Vol, veh/h	52	66	56	24	75	8	48	100	17	9	103	60
Peak Hour Factor	0.78	0.78	0.78	0.71	0.71	0.71	0.84	0.84	0.84	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	85	72	34	106	11	57	119	20	10	113	66
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.4	9.8	10.3	9.9
HCM LOS	B	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	30%	22%	5%
Vol Thru, %	61%	38%	70%	60%
Vol Right, %	10%	32%	7%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	165	174	107	172
LT Vol	48	52	24	9
Through Vol	100	66	75	103
RT Vol	17	56	8	60
Lane Flow Rate	196	223	151	189
Geometry Grp	1	1	1	1
Degree of Util (X)	0.284	0.314	0.221	0.264
Departure Headway (Hd)	5.203	5.075	5.286	5.027
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	691	712	680	714
Service Time	3.23	3.075	3.316	3.055
HCM Lane V/C Ratio	0.284	0.313	0.222	0.265
HCM Control Delay, s/veh	10.3	10.4	9.8	9.9
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	1.2	1.3	0.8	1.1

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	80	55	13	108	13	85	127	13	5	75	65
Future Vol, veh/h	54	80	55	13	108	13	85	127	13	5	75	65
Peak Hour Factor	0.78	0.78	0.78	0.71	0.71	0.71	0.84	0.84	0.84	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	69	103	71	18	152	18	101	151	15	5	82	71
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.3	10.7	12.1	10
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	29%	10%	3%
Vol Thru, %	56%	42%	81%	52%
Vol Right, %	6%	29%	10%	45%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	225	189	134	145
LT Vol	85	54	13	5
Through Vol	127	80	108	75
RT Vol	13	55	13	65
Lane Flow Rate	268	242	189	159
Geometry Grp	1	1	1	1
Degree of Util (X)	0.403	0.357	0.286	0.235
Departure Headway (Hd)	5.411	5.303	5.464	5.302
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	664	678	657	676
Service Time	3.45	3.344	3.509	3.346
HCM Lane V/C Ratio	0.404	0.357	0.288	0.235
HCM Control Delay, s/veh	12.1	11.3	10.7	10
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1.9	1.6	1.2	0.9

Intersection	
Intersection Delay, s/veh	15.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	83	80	30	94	10	65	129	20	12	128	77
Future Vol, veh/h	65	83	80	30	94	10	65	129	20	12	128	77
Peak Hour Factor	0.76	0.76	0.76	0.80	0.80	0.80	0.69	0.69	0.69	0.65	0.65	0.65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	109	105	38	118	13	94	187	29	18	197	118
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	15.4	12.5	15.8	15.8
HCM LOS	C	B	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	29%	22%	6%
Vol Thru, %	60%	36%	70%	59%
Vol Right, %	9%	35%	7%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	214	228	134	217
LT Vol	65	65	30	12
Through Vol	129	83	94	128
RT Vol	20	80	10	77
Lane Flow Rate	310	300	168	334
Geometry Grp	1	1	1	1
Degree of Util (X)	0.527	0.509	0.306	0.545
Departure Headway (Hd)	6.112	6.112	6.58	5.877
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	589	588	544	614
Service Time	4.158	4.163	4.64	3.924
HCM Lane V/C Ratio	0.526	0.51	0.309	0.544
HCM Control Delay, s/veh	15.8	15.4	12.5	15.8
HCM Lane LOS	C	C	B	C
HCM 95th-tile Q	3.1	2.9	1.3	3.3