

COUNCIL MEETING AGENDA

Casper City Council
City Hall, Council Chambers
Tuesday, October 19, 2021, 6:00 p.m.



COUNCIL POLICY PUBLIC STATEMENTS

- I. Members of the Public Wishing to Speak to an Item Already on the Agenda, Other Than a Public Hearing, or Second or Third Reading Ordinance, Must Submit a Request to the City Clerk's Office by 12:00 Noon on the Monday Immediately Preceding the Council Meeting, or May Speak During the Communications From Persons Present.
- II. When Speaking to the City Council Please:
 - Clearly State Your Name and Address.
 - Direct all questions/comments to the Mayor and only the Mayor.
 - No personal attacks on staff or Council.
 - Speak to the City Council with Civility and Decorum.
- III. The City Council Will Not Respond to Any Comments or Questions Concerning Personnel Matters. Any Such Comments or Questions Will be Handled by the Appropriate Persons. Public Hearing Comments and Presentations Will be Limited to Five Minutes or Less per Person, nor Will Time Extensions be Permitted. No Duplication of Speakers will be Allowed.
- IV. Questions Posed by Speakers May, or May Not be Responded to by Council Members.
- V. Willful Disruption of, or the Breach of the Peace at, a Council Meeting may Result in the Removal of any Such Individuals or Groups from the Council Chambers.
(These Guidelines Are Also Posted at the Podium in the Council Chambers)

****Please silence cell phones during the City Council meeting.****

Entrance to the meetings is the east door off David Street. Face coverings are encouraged for those individuals who have not been fully vaccinated against COVID-19. Public input via email is encouraged: CouncilComments@casperwv.gov.

AGENDA

1. ROLL CALL
2. PLEDGE OF ALLEGIANCE
3. CONSIDERATION OF MINUTES OF THE OCTOBER 5, 2021 REGULAR COUNCIL MEETING, AS PUBLISHED IN THE CASPER STAR-TRIBUNE ON OCTOBER 13, 2021

We are CASPER

Communication Accountability Stewardship Professionalism Efficiency Responsiveness

4. CONSIDERATION OF MINUTES OF THE OCTOBER 12, 2021 SPECIAL COUNCIL MEETING, AS PUBLISHED IN THE CASPER STAR-TRIBUNE ON OCTOBER 17, 2021

5. CONSIDERATION OF MINUTES OF THE OCTOBER 12, 2021 EXECUTIVE SESSION – LAND ACQUISITION AND LITIGATION

6. CONSIDERATION OF BILLS AND CLAIMS

7. COMMUNICATIONS

A. From Persons Present

8. ESTABLISH DATE OF PUBLIC HEARINGS

A. Consent

1. Establish November 2, 2021, as the Public Hearing Date for Consideration of:

a. Transfer of Ownership for **Retail Liquor License No. 5** Travis Taylor d/b/a Cocktail's Located at 138 South Kimball Street to 307 Horse Racing, Inc., d/b/a **307 Horse Racing**, Located at 138 South Kimball Street.

b. New **Microbrewery Liquor License No. 8** for The Black Tooth Brewing Company, LLC, d/b/a **Black Tooth Brewing Company**, Located at 322 South David Street Suite A.

9. THIRD READING ORDINANCES

A. Zone Change of the Property Located at **129 North Elk Street (former Willard School – Lots -12, Block 97, Butler's Addition)**, from **Zoning** Classification ED (Educational District) to C-2 (General Business).

1. Communications from Persons Present

B. Updating and Amending Chapter 13.03 – Utility Billing and Collection (**Landlord Utility Agreement**).

1. Communications from Persons Present

10. RESOLUTIONS

A. Consent

1. Approval and Adoption of the **Casper Rail-Trail Extension Plan** Conducted by the **Casper Area Metropolitan Planning Organization**.

2. Approval and Adoption of the Evansville Trail Linkage Plan Conducted by the **Casper Area Metropolitan Planning Organization** for the Town of Evansville.

We are CASPER

Communication Accountability Stewardship Professionalism Efficiency Responsiveness

10. RESOLUTIONS (continued)

A. Consent

3. Approval and Adoption of the Robertson Road to Mills Trail Extension Plan Conducted by the **Casper Area Metropolitan Planning Organization** for the City of Mills.
4. Authorizing the **Release of the Demolition Lien** Recorded Against Real Property Located at **710 East K Street**.
5. Authorizing the 3-Year Agreement with **Thomson Reuters** for **Westlaw Internet Legal Research Services** for the City Attorney's Office.
6. Approving the Purchase of One (1) **Unmanned Aircraft** from **Advexure Unmanned Systems**, in the Total Amount of \$26,890.70.
7. Authorizing a Contract for Professional Services between the City of Casper and the **Casper Area Chamber of Commerce** for the Staging, Promotion and Advertising of the **2021 Casper Christmas Parade**.
8. Authorizing an Agreement with **Kinsco LLC**, in the Amount of \$55,000 Annually for Five Years, to **Supply Uniforms** to the City of Casper Fire-EMS Department.
9. Authorizing an Agreement with **Dave Loden Construction, Inc.**, in the amount of \$98,710.00, for the **Life Steps Roof Replacements**, Project No. 21-043.
10. Authorizing a Professional Services Agreement with **WWC Engineering**, in the Amount of \$150,000, for the **“K” Street Improvements – St. Mary Street to Bryan Stock Trail**, Project No. 21-063.
11. Authorizing a Contract for **Outside-City Water Service** with **Matthew J. Rich and Darcy Rich**.
12. Approval and Adoption of the Casper Area Metropolitan Planning Organization’s **Downtown Casper One-Way to Two-Way Conversion Study**.
13. Approving **Night Skiing Rates for Hogadon Basin Ski Area**.

11. MINUTE ACTION

A. Consent

1. Authorizing the Purchase of Forty-five (45) New **Scott X3 Pro Self-Contained Breathing Apparatus, Masks, Bottles and Accessories**, in the Total Amount of \$399,970.70, from **SeaWestern Inc.** for Use by the Casper Fire Department.

We are CASPER

Communication Accountability Stewardship Professionalism Efficiency Responsiveness

11. MINUTE ACTION (continued)

A. Consent

2. Authorizing the Purchase of Two (2) **New 58,000 Pound Tandem Axle Trucks with Dump Body, Hydraulics, and Snow Plows and Salters**, from **CMI TECO**, in the Total Amount of \$454,372, for Use by the Streets Division of the Public Services Department.
3. Authorizing the Purchase of One (1) **New Compact (Mini) Excavator**, from **Bobcat of Casper**, Casper, Wyoming, in the Total Amount of \$44,407, for Use in the Parks Division of the Parks, Recreation, and Public Facilities Department.
4. Authorizing the Purchase of **Three (3) New Pickup Trucks**, from **Greiner Motors**, Casper, Wyoming, in the Total Amount of \$111,250, Before Trades, for Use in the Parks Division and Weed and Pest Division of the Parks, Recreation, and Public Facilities Department, as well as the Streets Division of the Public Services Department.
5. Authorizing the Purchase of One (1) **UTV and Accessories**, from **Stotz Equipment**, Casper, Wyoming, in the Total Amount of \$35,950, for Use by the Solid Waste Division of the Public Services Department.

12. INTRODUCTION OF MEASURES AND PROPOSALS BY MEMBERS OF THE CITY COUNCIL

13. ADJOURN INTO EXECUTIVE SESSION – PERSONNEL, ON-GOING LITIGATION AND LAND ACQUISITION

14. ADJOURNMENT

We are CASPER

Communication Accountability Stewardship Professionalism Efficiency Responsiveness

Upcoming Council meetings

Council meetings

6:00 p.m. Tuesday, November 2, 2021– Council Chambers

6:00 p.m. Tuesday, November 16, 2021 – Council Chambers

Work sessions

4:30 p.m. Tuesday, October 26, 2021 –Council Chambers

4:30 p.m. Tuesday, November 9, 2021–Council Chambers

ZONING CLASSIFICATIONS

FC	Major Flood Channels & Riverbanks	PUD	Planned Unit Development
AG	Urban Agriculture	HM	Hospital Medical
R-1	Residential Estate	C-1	Neighborhood Convenience
R-2	One Unit Residential	C-2	General Business
R-3	One to Four Unit Residential	C-3	Central Business
R-4	High-Density Residential	C-4	Highway Business
R-5	Mixed Residential	M-1	Limited Industrial
R-6	Manufactured Home (Mobile) Park	M-2	General Industrial
PH	Park Historic	SMO	Soil Management Overlay
HO	Historic Overlay	ED	Education
OB	Office Business	OYD	Old Yellowstone District

We are CASPER

Communication Accountability Stewardship Professionalism Efficiency Responsiveness

COUNCIL PROCEEDINGS
Casper City Hall – Council Chambers
October 5, 2021

1. ROLL CALL

Casper City Council met in regular session at 6:00 p.m., Tuesday, October 5, 2021. Present: Councilmembers Cathey, Engebretsen, Gamroth, Johnson, Knell, Pacheco, Pollock, Quest and Mayor Freel.

2. PLEDGE OF ALLEGIANCE

Mayor Freel led the audience in the Pledge of Allegiance.

3. MINUTES

Moved by Vice Mayor Pacheco, seconded by Councilmember Johnson, to, by minute action, approve the minutes of the September 21, 2021, regular Council meeting, to be published in the Casper-Star Tribune on October 6, 2021. Councilmembers Cathey and Pollock abstained. Motion passed.

4. EXECUTIVE SESSION MINUTES

Moved by Councilmember Knell, seconded by Councilmember Engebretsen, to, by minute action, approve the minutes of the September 21, 2021, executive session. Councilmembers Cathey and Pollock abstained. Motion passed.

5. BILLS & CLAIMS

Moved by Councilmember Pollock, seconded by Councilmember Johnson, to, by minute action, approve payment of the October 5, 2021, bills and claims, as audited by City Manager Napier. Motion passed.

Bills & Claims 10/05/21

307CllsnCntr	Services	237.80
307Wdwds	Goods	70.00
6HGroup	Goods	356.00
71Const	Goods	3,047.90
ABaedke	Reimb	59.82
AMartinez	Reimb	150.00
AceHrdwr	Goods	270.60
AMBI	Services	991.99
Airgas	Goods	388.18
AlliantInsrnc	Services	321.00
Alsco	Services	1,131.59
AmrTech	Goods	7,426.75
AmrcnTitle	Goods	125.00
Amrgs	Goods	5,083.05
AT&T	Services	200.20
AtlcElec	Services	3,100.00
Atlas	Goods	4,908.92

Bmarshall	Reimb	126.42
B&BSales	Services	123.60
BBurgess	Services	45.00
BigHrnTire	Services	12,586.76
BigWndMedia	Services	30.00
BlkHillsEnrgy	Utilities	7,809.04
BldrnLmbr	Goods	280.43
Boys&GirlsClub	Services	28,745.50
BrntagPac	Goods	107,300.70
CptlBusnsSystem	Services	52.00
CsprStrTrb	Services	916.58
CsprTire	Services	145.00
CsprYouthBsbl	Services	1,230.41
CWRWS	Goods	14,952.00
CntryLnk	Utilities	1,631.93
CtyCspr	Services	562,776.39
CMITeco	Services	816.55
CoastlChmcl	Goods	161.87
CommTech	Services	481.89
Cmtrnx	Services	1,317.00
Cnvrng	Goods	16,534.06
CowboySplyHse	Goods	414.18
CPU	Goods	23,337.88
CrwnCnstrctn	Services	8,243.61
DckrAuto	Goods	381.97
DnnsSup	Goods	290.45
DvrgncCrtv	Goods	1,200.00
DPCIndstrs	Goods	7,514.64
E&FTowng	Services	240.00
EatonSl&Svc	Services	1,231.54
EdgEngnrng	Services	1,725.00
EmntEntrprs	Services	5,623.80
EnrgyLabs	Services	912.00
ExpSvcs	Services	2,430.72
1stDataMrchnt	Services	19.95
GCBldgSply	Services	1,998.00
Galls	Goods	346.50
GameTime	Services	354.23
GloblSpctrm	Services	152,485.00
GldrAssoc	Services	8,903.76
Grngr	Goods	907.39
GnrMotr	Goods	61,862.00
Hach	Services	512.69
HamptonLawOfc	Services	2,200.00
HrvrdDrugGrp	Goods	563.08

HDREngnrng	Services	21,098.08
Homax	Goods	56,292.32
HonnenEquip	Services	5,009.99
HubIntlMtn	Goods	2,087.00
IndstrlScrn	Goods	440.00
Instltn&Svc	Services	81,031.69
ITCElctrcl	Services	4,587.33
Itron	Services	1,008.00
JGall	Reimb	410.29
JJohnson	Reimb	135.00
JEdberg	Reimb	29.69
JNLDsgns	Services	1,260.50
KndlCncrt	Services	292.00
KnfRvr	Services	16,391.10
KnowB4	Services	360.18
KnoxAssoc	Goods	24,826.00
LongBldgTech	Services	2,055.31
Lower&Co	Services	2,000.00
LUMStudio	Services	9,686.23
MLAuto	Services	210.00
Mead&Hunt	Services	15,038.46
MillsPD	Services	652.00
MdrnElctrc	Services	1,856.00
MtrlSltns	Goods	158,479.89
MtnStLitho	Services	74.59
MtnWstTech	Services	1,705.97
MtnWstVltn	Services	2,500.00
Napa	Goods	91,630.57
NCOfc	Services	550.00
NCSO	Services	7,602.00
Norco	Goods	4,514.18
NWstContr	Goods	1,571.73
PeakGeosltns	Services	1,250.00
Pedens	Goods	121.00
PstlPros	Services	6,104.18
Pwrphn	Services	129.00
Prntwrks	Services	1,401.83
RJsCrptClng	Services	725.00
RckyMtnAirSltns	Goods	978.58
RckyMtnPwr	Utilities	151,685.25
RootrSwr	Services	4,355.59
SDaley	Reimb	370.35
SCogdill	Reimb	79.99
SftyKleenSystms	Goods	1,795.00
ScottVntrs	Services	1,480.00

ShrwnWlms	Goods	462.84
SmthPsych	Services	1,600.00
SftDr	Services	48.10
SolidWstAssoc	Dues	223.00
SolsbryHill	Goods	888.23
StOfWyoNtry	Goods	120.00
SummitElctrc	Services	1,116.74
SWI	Services	1,606.00
TenEPckgng	Goods	2,280.00
Thtchr	Goods	17,206.21
TopOffc	Goods	3,581.29
Trihydro	Services	9,368.72
TwoBrothrsLawnSrvc	Services	195.74
UpslopeMedia	Services	1,350.00
VrznWrsls	Services	187.99
VRC	Services	55.13
WyneColemnConst	Services	46,333.88
WellbrnSulvn	Services	5,000.00
WLCEngrng	Services	32,085.40
WWCEngrng	Services	14,523.77
Wyo1stAid	Goods	85.57
WyoPwrWash	Services	330.00
Xerox	Goods	204.35
XylmWtrSoltns	Services	11,943.58
ZonrSystms	Services	8.60
Total		1,906,297.33

6. COMMUNICATIONS FROM PERSONS PRESENT

Dennis Steensland, 533 S. Washington, addressed the Council. Mr. Steensland spoke on the following: he complimented Council on their attendance; spoke in opposition to the Specific Purpose Tax, which will be considered at a special election next month; spoke in opposition to the requirement of property owners to maintain the City right-of-way in boulevards and along the parkway; and asked for an update on the former Plains Furniture Building. Mayor Freel and Councilmember Engebretsen both noted that construction delays are inevitable because of material shortages and pandemic related issues.

7. BRIGHT SPOT

Mayor Freel greeted Deputy Fire Chief Devin Garvin and other members of the Fire-EMS team. Deputy Chief Garvin spoke about Fire Awareness and the importance of fire, smoke and carbon monoxide safety. Mayor Freel read and presented a proclamation honoring Fire Prevention week.

8. PUBLIC HEARING - MINUTE ACTION

Councilmember Pollock recused herself from the discussion and left the room.

Mayor Freel opened the public hearing for the consideration of the transfer of Retail Liquor License No. 21 from Modern Electric Company d/b/a Wyoming Bootlegger Liquor, located at 100 North Ash Street, to Wyoming Downs OTB 12, LLC, d/b/a Wyoming Downs OTB 12, located at 1121 Wilkins Circle.

City Attorney Henley entered four (4) exhibits: correspondence from Fleur Tremel, to J. Carter Napier, dated September 20, 2021; an affidavit of publication, as published in the Casper-Star Tribune, dated September 27, 2021; an affidavit of website publication, as published on the City of Casper website, dated September 20, 2021; and the liquor license application filed September 2, 2021. Acting City Manager Henley provided a brief report.

Speaking in support was Chris Macha, Wyoming Downs Manager.

There being no others to speak for or against the issues involving Retail Liquor License No. 21, the public hearing was closed.

Moved by Councilmember Cathey, seconded by Vice Mayor Pacheco, to, by minute action, authorize the issuance of Retail Liquor License No. 21. Councilmember Pollock having recused herself, she abstained from voting. Motion passed. Councilmember Pollock rejoined the meeting.

9.A ORDINANCE— SECOND READING

Following ordinance read:

ORDINANCE NO. 29-21
AN ORDINANCE APPROVING THE TRAILS WEST ESTATES
NO. 6 SUBDIVISION AGREEMENT, AND THE FINAL PLAT
OF TRAILS WEST ESTATES NO. 6.

Councilmember Pollock presented the foregoing ordinance for approval, on second reading. Seconded by Councilmember Knell.

No citizens spoke on the ordinance. Councilmember Gamroth asked about traffic egress in the vicinity, which Acting City Manager Henley addressed.

Councilmember Engebretsen and Mayor Freel abstained. Motion passed.

9.B ORDINANCE— SECOND READING

Following ordinance read:

ORDINANCE NO. 30-21
AN ORDINANCE APPROVING THE ANNEXATION AND THE
ANNEXATION AGREEMENT FOR TRACT 31, DOWLER NO.
3 SUBDIVISION; AND ZONING SAID PARCEL M-1 (LIMITED
INDUSTRIAL).

Councilmember Gamroth presented the foregoing ordinance for approval, on second reading. Seconded by Councilmember Johnson.

Speaking in support was Shawn Gustafson, ECS Engineers. There being no others to speak regarding the ordinance, and no discussion or amendments, motion passed.

9.C ORDINANCE– SECOND READING

Following ordinance read:

ORDINANCE NO. 31-21
AN ORDINANCE APPROVING A ZONE CHANGE OF THE
FORMER WILLARD SCHOOL PROPERTY, LOTS 1-12,
BLOCK 97, BUTLER’S ADDITION.

Councilmember Pollock presented the foregoing ordinance for approval, on second reading. Seconded by Councilmember Gamroth.

No citizens spoke on the ordinance, and there was no discussion by Council. Vote. Motion passed.

9.D ORDINANCE– SECOND READING

Following ordinance read:

ORDINANCE NO. 32-21
AN ORDINANCE AMENDING CERTAIN SECTIONS OF
CHAPTER 13.03 – UTILITY BILLING AND COLLECTION, OF
THE CASPER MUNICIPAL CODE.

Councilmember Engebretsen presented the foregoing ordinance for approval, on second reading. Seconded by Councilmember Johnson.

No citizens spoke on the ordinance, and there was no discussion by Council. Vote. Motion passed.

10. CONSENT RESOLUTIONS

The following resolutions were considered, by consent agenda:

RESOLUTION NO. 21-133
A RESOLUTION APPROVING, CONTINGENT UPON VOTER
APPROVAL, AS PROVIDED IN W.S. SECTION 15-9-217(b), AN
ANNUAL ASSESSMENT OF SIXTEEN (16) MILLS AGAINST
THE ASSESSED VALUE OF REAL PROPERTY WITHIN THE
DOWNTOWN DEVELOPMENT DISTRICT, EXCLUDING
REAL PROPERTY USED EXCLUSIVELY FOR RESIDENTIAL
PURPOSES, AND AUTHORIZING AND DIRECTING THE
MAYOR TO EXECUTE. AND THE CITY CLERK TO ATTEST
THERE TO.

RESOLUTION NO. 21-134
A RESOLUTION AUTHORIZING RELEASE OF LOCAL
ASSESSMENT DISTRICT LIEN, LAD 156.

RESOLUTION NO. 21-135

A RESOLUTION DEDICATING EXCESS SPECIFIC PURPOSE TAX REVENUE, IF ANY, TO STREET REPAIR AND CONSTRUCTION PROJECTS WITHIN THE CITY OF CASPER.

RESOLUTION NO. 21-136

A RESOLUTION APPROVING A CONTRACT WITH CHAPMAN VALDEZ & LANSING FOR THE PROVISION OF COURT APPOINTED ATTORNEY SERVICES.

RESOLUTION NO. 21-137

A RESOLUTION AUTHORIZING AN AGREEMENT WITH DENALI WATER SOLUTIONS, LLC, FOR THE WASTE WATER TREATMENT PLANT DIGESTER #2 CLEANING, PROJECT NO. 21-041.

RESOLUTION NO. 21-138

A RESOLUTION CORRECTING A SCRIVENER'S ERROR IN RESOLUTION 21-81, PERTAINING TO THE CITY COUNCIL'S SUPPORT FOR PLACING A PROPOSITION FOR THE IMPOSITION OF A 1% SPECIFIC PURPOSE EXCISE TAX.

RESOLUTION NO. 21-139

A RESOLUTION AUTHORIZING AMENDMENT NO. 2 TO THE EXISTING PROFESSIONAL SERVICES AGREEMENT WITH THYSSENKRUPP ELEVATOR CORPORATION TO PERFORM SPECIALIZED DRILLING NEEDED TO REPAIR THE FREIGHT ELEVATOR AT THE FORD WYOMING CENTER.

Councilmember Johnson presented the foregoing seven (7) resolutions for adoption. Seconded by Councilmember Engebretsen.

Acting City Manager Henley provided a brief report. Motion passed.

11. MINUTE ACTION— CONSENT

Moved by Councilmember Cathey, seconded by Councilmember Gamroth, to, by consent minute action, acknowledge the receipt of financial disclosure information from incoming Councilmember Quest and Financial Services Director Johnson and reject all bids received for the Fire Department SCBA replacement project.

Councilmember Quest abstained from the financial disclosure item. All others voted aye on both measures. Motion passed.

12. INTRODUCTION OF MEASURES AND PROPOSALS

Councilmembers expressed their condolences for the family of Police Lieutenant Dundas, acknowledged those who spoke at his memorial service the previous day, and offered support and thanks to the first responders in our community.

Councilmembers Knell, Pollock, and Engebretsen expressed concern about speeding traffic and the resulting accidents along 12th and 13th Streets.

Mayor Freel acknowledged the loss of Lt. Dundas, how his loss is greatly felt by the department, and how many officers can be haunted by particular incidents that they experience throughout their careers. He said he hopes that something good can come of this and suggested there can be better support for the first responders in our community.

13. ADJOURNMENT

Mayor Freel noted the next meetings of the City Council will be a work session to be held at 4:30 p.m., Tuesday, October 12, 2021, in the Council's Chambers; and, a regular Council meeting to be held at 6:00 p.m., Tuesday, October 19, 2021, in the Council Chambers. Moved by Councilmember Cathey, seconded by Councilmember Gamroth, to, by minute action adjourn. Motion passed. The meeting was adjourned at 6:40 p.m.

ATTEST:

CITY OF CASPER, WYOMING
A Municipal Corporation

Fleur Tremel
City Clerk

Steven K. Freel
Mayor

COUNCIL PROCEEDINGS - SPECIAL MEETING
Casper City Hall – Council Chambers
October 12, 2021

1. ROLL CALL

Casper City Council met in special session at 6:46 p.m., Tuesday, October 12, 2021. Present: Councilmembers Pollock, Quest, Cathey, Knell, Engebretsen, Gamroth, Vice Mayor Pacheco and Mayor Freel.

Moved by Vice Mayor Pacheco seconded by Councilmember Pollock, to, by minute action, excuse the absence of Councilmember Johnson. Motion passed.

2. ADJOURN INTO EXECUTIVE SESSION

At 6:48 p.m., it was moved by Councilmember Knell, seconded by Councilmember Gamroth, to adjourn into executive session to discuss land acquisition and litigation. Motion passed.

At 8:05 p.m., it was moved by Councilmember Pollock, seconded by Councilmember Gamroth, to adjourn the executive session. Motion passed. Council opened the meeting to the public.

4. ADJOURNMENT

Moved by Councilmember Pollock, seconded by Councilmember Knell, to, by minute action adjourn the special meeting. Motion passed. The meeting was adjourned at 8:06 p.m.

ATTEST:

CITY OF CASPER, WYOMING
A Municipal Corporation

Fleur Tremel
City Clerk

Steven K. Freel
Mayor

City of Casper - Bills and Claims for October 19, 2021

307 WINDOWS LLC

307 WINDOWS LLC	Parks - Parks Maint.	Window cleaning service	\$130.00
-----------------	----------------------	-------------------------	----------

<i>307 WINDOWS LLC - Total For Parks - Parks Maint.</i>			<i>\$130.00</i>
---	--	--	-----------------

307 WINDOWS LLC - ALL DEPARTMENTS			\$130.00
--	--	--	-----------------

6H GROUP LLC

6H GROUP LLC	Metro Animal Shelter	Dog & cat food	\$311.00
--------------	----------------------	----------------	----------

6H GROUP LLC	Metro Animal Shelter	Dog & cat food	\$301.80
--------------	----------------------	----------------	----------

<i>6H GROUP LLC - Total For Metro Animal Shelter</i>			<i>\$612.80</i>
--	--	--	-----------------

6H GROUP LLC	Police Canine Operations	Dog food	\$178.00
--------------	--------------------------	----------	----------

<i>6H GROUP LLC - Total For Police Canine Operations</i>			<i>\$178.00</i>
--	--	--	-----------------

6H GROUP LLC - ALL DEPARTMENTS			\$790.80
---------------------------------------	--	--	-----------------

71 CONSTRUCTION, INC

71 CONSTRUCTION, INC	Streets	1/2" Hot mix asphalt	\$349.16
----------------------	---------	----------------------	----------

71 CONSTRUCTION, INC	Streets	1/2" Hot mix asphalt	\$233.74
----------------------	---------	----------------------	----------

71 CONSTRUCTION, INC	Streets	1/2" Hot mix asphalt	\$719.78
----------------------	---------	----------------------	----------

71 CONSTRUCTION, INC	Streets	1/2" hot mix asphalt	\$361.34
----------------------	---------	----------------------	----------

<i>71 CONSTRUCTION, INC - Total For Streets</i>			<i>\$1,664.02</i>
---	--	--	-------------------

71 CONSTRUCTION, INC	Water Distribution	2400 tons screened sand	\$331.65
----------------------	--------------------	-------------------------	----------

<i>71 CONSTRUCTION, INC - Total For Water Distribution</i>			<i>\$331.65</i>
--	--	--	-----------------

71 CONSTRUCTION, INC - ALL DEPARTMENTS			\$1,995.67
---	--	--	-------------------

99DESIGNS.COM CONTES

99DESIGNS.COM CONTES	Golf - Operations	COMMERCIAL PHOTOGRAPHY, ART, AND GR	\$578.00
----------------------	-------------------	-------------------------------------	----------

<i>99DESIGNS.COM CONTES - Total For Golf - Operations</i>			<i>\$578.00</i>
---	--	--	-----------------

99DESIGNS.COM CONTES - ALL DEPARTMENTS			\$578.00
---	--	--	-----------------

A.M.B.I. & SHIPPING,

A.M.B.I. & SHIPPING,	Balefill - Disposal & Landfill	Postage / mailing service	\$41.91
----------------------	--------------------------------	---------------------------	---------

A.M.B.I. & SHIPPING,	Balefill - Disposal & Landfill	Postage / mailing service	\$3.78
<i>A.M.B.I. & SHIPPING, - Total For Balefill - Disposal & Landfill</i>			\$45.69
A.M.B.I. & SHIPPING,	City Attorney	Postage / mailing service	\$35.40
<i>A.M.B.I. & SHIPPING, - Total For City Attorney</i>			\$35.40
A.M.B.I. & SHIPPING,	City Clerk	BUSINESS SERVICES NOT ELSEWHERE CLASSI	\$161.32
<i>A.M.B.I. & SHIPPING, - Total For City Clerk</i>			\$161.32
A.M.B.I. & SHIPPING,	Customer Service	Postage / mailing service	\$600.39
<i>A.M.B.I. & SHIPPING, - Total For Customer Service</i>			\$600.39
A.M.B.I. & SHIPPING,	Fire-EMS Administration	Postage / mailing service	\$17.04
<i>A.M.B.I. & SHIPPING, - Total For Fire-EMS Administration</i>			\$17.04
A.M.B.I. & SHIPPING,	Ft. Caspar Museum	Postage / mailing service	\$12.57
A.M.B.I. & SHIPPING,	Ft. Caspar Museum	Postage / mailing service	\$19.18
<i>A.M.B.I. & SHIPPING, - Total For Ft. Caspar Museum</i>			\$31.75
A.M.B.I. & SHIPPING,	Human Resources		\$5.76
<i>A.M.B.I. & SHIPPING, - Total For Human Resources</i>			\$5.76
A.M.B.I. & SHIPPING,	Municipal Court	Postage/ mailing service	\$197.42
<i>A.M.B.I. & SHIPPING, - Total For Municipal Court</i>			\$197.42
A.M.B.I. & SHIPPING,	Police Records	Postage / mailing service	\$332.35
<i>A.M.B.I. & SHIPPING, - Total For Police Records</i>			\$332.35
A.M.B.I. & SHIPPING,	Risk Management	Postage / mailing service	\$1.28
<i>A.M.B.I. & SHIPPING, - Total For Risk Management</i>			\$1.28
A.M.B.I. & SHIPPING,	Streets	Postage / mailing service	\$8.58
<i>A.M.B.I. & SHIPPING, - Total For Streets</i>			\$8.58
A.M.B.I. & SHIPPING, - ALL DEPARTMENTS			\$1,436.98

AAA LANDSCAPING

AAA LANDSCAPING	Code Enforcement	Mowing & trimming services	\$243.00
<i>AAA LANDSCAPING - Total For Code Enforcement</i>			\$243.00
AAA LANDSCAPING - ALL DEPARTMENTS			\$243.00

ACCENT PACKAGING INC

ACCENT PACKAGING INC	Refuse - Recycling	Fright charges for baler wire	\$298.05
ACCENT PACKAGING INC	Refuse - Recycling	Tying wire	\$1,999.43
ACCENT PACKAGING INC	Refuse - Recycling	Torsion springs	\$83.51

ACCENT PACKAGING INC	Refuse - Recycling	Tying wire	\$1,999.95
<i>ACCENT PACKAGING INC - Total For Refuse - Recycling</i>			<i>\$4,380.94</i>
ACCENT PACKAGING INC - ALL DEPARTMENTS			\$4,380.94

ACE HANDYMAN SERVICE

ACE HANDYMAN SERVICE	Refuse - Commercial	Sheet rock ceiling	\$810.00
<i>ACE HANDYMAN SERVICE - Total For Refuse - Commercial</i>			<i>\$810.00</i>
ACE HANDYMAN SERVICE - ALL DEPARTMENTS			\$810.00

ACUSHNET COMPANY

ACUSHNET COMPANY	Golf	Golf Inventory	\$702.00
<i>ACUSHNET COMPANY - Total For Golf</i>			<i>\$702.00</i>
ACUSHNET COMPANY - ALL DEPARTMENTS			\$702.00

ADECCO USA, INC.

ADECCO USA, INC.	Balefill - Baler Processing	General labor	\$522.00
<i>ADECCO USA, INC. - Total For Balefill - Baler Processing</i>			<i>\$522.00</i>
ADECCO USA, INC. - ALL DEPARTMENTS			\$522.00

ADOBE CREATIVE CLOUD

ADOBE CREATIVE CLOUD	River Volunteer Events	CREATIVE CLOUD	\$52.99
ADOBE CREATIVE CLOUD	River Volunteer Events	creative cloud	\$52.99
<i>ADOBE CREATIVE CLOUD - Total For River Volunteer Events</i>			<i>\$105.98</i>
ADOBE CREATIVE CLOUD - ALL DEPARTMENTS			\$105.98

ADVANCE TIRE,

ADVANCE TIRE,	Balefill - Baler Processing	FREIGHT FOR PIT LOADER CUTTING EDGES	\$201.68
ADVANCE TIRE,	Balefill - Baler Processing	RUBBER CUTTING EDGES FOR PIT LOADER	\$1,864.00
<i>ADVANCE TIRE, - Total For Balefill - Baler Processing</i>			<i>\$2,065.68</i>
ADVANCE TIRE, - ALL DEPARTMENTS			\$2,065.68

AIRGAS USA LLC

AIRGAS USA LLC	Balefill - Baler Processing	Welding supplies	\$423.13
<i>AIRGAS USA LLC - Total For Balefill - Baler Processing</i>			\$423.13
AIRGAS USA LLC	Balefill - Diversion & Special	Latex gloves	\$151.14
AIRGAS USA LLC	Balefill - Diversion & Special	Latex gloves	\$528.80
<i>AIRGAS USA LLC - Total For Balefill - Diversion & Special</i>			\$679.94
AIRGAS USA LLC - ALL DEPARTMENTS			\$1,103.07

ALSCO

ALSCO	Balefill - Disposal & Landfill	Professional Laundry Services	\$55.98
ALSCO	Balefill - Disposal & Landfill	Professional Laundry Services	\$55.98
ALSCO	Balefill - Disposal & Landfill	Professional Laundry Services	\$189.62
ALSCO	Balefill - Disposal & Landfill	Professional Laundry Services	\$102.48
<i>ALSCO - Total For Balefill - Disposal & Landfill</i>			\$404.06
ALSCO	Refuse - Residential	Professional Laundry Services	\$85.68
ALSCO	Refuse - Residential	Professional Laundry Services	\$189.62
<i>ALSCO - Total For Refuse - Residential</i>			\$275.30
ALSCO	Regional Water Operations	Professional Laundry Services	\$70.84
<i>ALSCO - Total For Regional Water Operations</i>			\$70.84
ALSCO	Sewer Wastewater Collection	Professional Laundry Services	\$59.46
<i>ALSCO - Total For Sewer Wastewater Collection</i>			\$59.46
ALSCO	WWTP Operations	Professional Laundry Services	\$145.01
<i>ALSCO - Total For WWTP Operations</i>			\$145.01
ALSCO - ALL DEPARTMENTS			\$954.67

AMAZON.COM 2C62W1SQ0

AMAZON.COM 2C62W1SQ0	Aquatics - Operations	Aquatic Conf. Room Fan and Atomic Clock	\$100.58
<i>AMAZON.COM 2C62W1SQ0 - Total For Aquatics - Operations</i>			\$100.58
AMAZON.COM 2C62W1SQ0 - ALL DEPARTMENTS			\$100.58

AMAZON.COM 2G5LV3YW0

AMAZON.COM 2G5LV3YW0	Rec Center - Admin	CHRISSEY OFFICE SHELVES AND CABINET	\$156.96
<i>AMAZON.COM 2G5LV3YW0 - Total For Rec Center - Admin</i>			\$156.96

AMAZON.COM 2G5LV3YW0 - ALL DEPARTMENTS

\$156.96

AMERIGAS - CASPER

AMERIGAS - CASPER	Balefill - Baler Processing	Propane	\$257.37
<i>AMERIGAS - CASPER - Total For Balefill - Baler Processing</i>			<i>\$257.37</i>

AMERIGAS - CASPER - ALL DEPARTMENTS

\$257.37

AMZN Mktp US

AMZN Mktp US	Aquatics - Operations	Soap Dispenser	\$20.04
AMZN Mktp US	Aquatics - Operations	Custodial Supplies	\$43.90
<i>AMZN Mktp US - Total For Aquatics - Operations</i>			<i>\$63.94</i>
AMZN Mktp US	Balefill - Disposal & Landfill	MACRAME PLANT HANGERS FOR CUSTOMER	\$25.10
AMZN Mktp US	Balefill - Disposal & Landfill	KEY RINGS FOR SCALEHOUSE CASH DRAWER	\$10.98
AMZN Mktp US	Balefill - Disposal & Landfill	LOCK BOX FOR SCALEHOUSE	\$19.49
<i>AMZN Mktp US - Total For Balefill - Disposal & Landfill</i>			<i>\$55.57</i>
AMZN Mktp US	Ft. Caspar Museum	Hellfighters movie poster for collections	\$11.99
AMZN Mktp US	Ft. Caspar Museum	Office Supplies	\$35.94
<i>AMZN Mktp US - Total For Ft. Caspar Museum</i>			<i>\$47.93</i>
AMZN Mktp US	Parks - Parks Maint.	BOOK STORES	\$698.00
<i>AMZN Mktp US - Total For Parks - Parks Maint.</i>			<i>\$698.00</i>
AMZN Mktp US	Police Administration	BOOK STORES	\$399.72
<i>AMZN Mktp US - Total For Police Administration</i>			<i>\$399.72</i>
AMZN Mktp US	Police Federal Grants	BOOK STORES	\$33.98
<i>AMZN Mktp US - Total For Police Federal Grants</i>			<i>\$33.98</i>
AMZN Mktp US	Rec Center - Admin	PHIL ELECTRICAL SUPPLIES	\$55.54
<i>AMZN Mktp US - Total For Rec Center - Admin</i>			<i>\$55.54</i>
AMZN Mktp US	Weed & Pest Fund	Lens Wipes	\$53.82
<i>AMZN Mktp US - Total For Weed & Pest Fund</i>			<i>\$53.82</i>

AMZN Mktp US - ALL DEPARTMENTS

\$1,408.50

APPLIED IND TECH

APPLIED IND TECH	Hogadon - Operations	Pumphouse Gaskets	\$145.56
<i>APPLIED IND TECH - Total For Hogadon - Operations</i>			<i>\$145.56</i>

APPLIED IND TECH - ALL DEPARTMENTS

\$145.56

ARROWHEAD HEATING &

ARROWHEAD HEATING &	Balefill - Disposal & Landfill	Monthly maintenance	\$180.00
ARROWHEAD HEATING &	Balefill - Disposal & Landfill	Dispatch / Labor / Filters	\$97.67
<i>ARROWHEAD HEATING & - Total For Balefill - Disposal & Landfill</i>			\$277.67
ARROWHEAD HEATING & - ALL DEPARTMENTS			\$277.67

AT & T CORP

AT & T CORP	Code Enforcement	Acct #287298906028	\$631.18
<i>AT & T CORP - Total For Code Enforcement</i>			\$631.18
AT & T CORP	Fire-EMS Administration	Acct# 287292151247	\$1,012.26
<i>AT & T CORP - Total For Fire-EMS Administration</i>			\$1,012.26
AT & T CORP	Sewer Wastewater Collection	Acct #287295228508	\$160.16
<i>AT & T CORP - Total For Sewer Wastewater Collection</i>			\$160.16
AT & T CORP - ALL DEPARTMENTS			\$1,803.60

ATLAS OFFICE PRODUCT

ATLAS OFFICE PRODUCT	Balefill - Disposal & Landfill	Office supplies	\$26.76
ATLAS OFFICE PRODUCT	Balefill - Disposal & Landfill	Office supplies	\$66.24
<i>ATLAS OFFICE PRODUCT - Total For Balefill - Disposal & Landfill</i>			\$93.00
ATLAS OFFICE PRODUCT	Balefill - Diversion & Special	Office supplies	\$6.56
<i>ATLAS OFFICE PRODUCT - Total For Balefill - Diversion & Special</i>			\$6.56
ATLAS OFFICE PRODUCT	Buildings & Structures Fund	12 month, appointment book for BAS	\$32.54
<i>ATLAS OFFICE PRODUCT - Total For Buildings & Structures Fund</i>			\$32.54
ATLAS OFFICE PRODUCT	City Attorney	Office supplies	\$36.99
ATLAS OFFICE PRODUCT	City Attorney	Black Printer Cartridge for HP LaserJet	\$160.31
<i>ATLAS OFFICE PRODUCT - Total For City Attorney</i>			\$197.30
ATLAS OFFICE PRODUCT	City Clerk	COMMERCIAL EQUIPMENT, NOT ELSEWHERE	\$15.54
ATLAS OFFICE PRODUCT	City Clerk	COMMERCIAL EQUIPMENT, NOT ELSEWHERE	(\$19.54)
ATLAS OFFICE PRODUCT	City Clerk	COMMERCIAL EQUIPMENT, NOT ELSEWHERE	\$19.54
<i>ATLAS OFFICE PRODUCT - Total For City Clerk</i>			\$15.54
ATLAS OFFICE PRODUCT	Code Enforcement	Office supplies	\$30.02

<i>ATLAS OFFICE PRODUCT - Total For Code Enforcement</i>			<i>\$30.02</i>
ATLAS OFFICE PRODUCT	Customer Service	TONER CARTRIDGE	\$54.48
ATLAS OFFICE PRODUCT	Customer Service	COPY PAPER AND TONER CARTRIDGE	\$117.52
<i>ATLAS OFFICE PRODUCT - Total For Customer Service</i>			<i>\$172.00</i>
ATLAS OFFICE PRODUCT	Engineering	BR SUPPLIES	\$71.96
ATLAS OFFICE PRODUCT	Engineering	BR supplies	\$100.78
ATLAS OFFICE PRODUCT	Engineering	BR SUPPLIES	\$22.97
<i>ATLAS OFFICE PRODUCT - Total For Engineering</i>			<i>\$195.71</i>
ATLAS OFFICE PRODUCT	Finance	TONER CARTRIDGE	\$54.50
ATLAS OFFICE PRODUCT	Finance	COPY PAPER AND TONER CARTRIDGE	\$117.54
<i>ATLAS OFFICE PRODUCT - Total For Finance</i>			<i>\$172.04</i>
ATLAS OFFICE PRODUCT	Ft. Caspar Museum	Calendar for 2022	\$50.81
ATLAS OFFICE PRODUCT	Ft. Caspar Museum	Register paper, glue	\$22.25
<i>ATLAS OFFICE PRODUCT - Total For Ft. Caspar Museum</i>			<i>\$73.06</i>
ATLAS OFFICE PRODUCT	Health Insurance Fund	COPY PAPER AND TONER CARTRIDGE	\$117.54
ATLAS OFFICE PRODUCT	Health Insurance Fund	TONER CARTRIDGE	\$54.50
<i>ATLAS OFFICE PRODUCT - Total For Health Insurance Fund</i>			<i>\$172.04</i>
ATLAS OFFICE PRODUCT	Human Resources	COPY PAPER AND TONER CARTRIDGE	\$117.54
ATLAS OFFICE PRODUCT	Human Resources	TONER CARTRIDGE	\$54.50
<i>ATLAS OFFICE PRODUCT - Total For Human Resources</i>			<i>\$172.04</i>
ATLAS OFFICE PRODUCT	Municipal Court	Office supplies	\$133.98
<i>ATLAS OFFICE PRODUCT - Total For Municipal Court</i>			<i>\$133.98</i>
ATLAS OFFICE PRODUCT	Police Administration	Office supplies	\$419.75
ATLAS OFFICE PRODUCT	Police Administration	Office supplies	\$40.70
ATLAS OFFICE PRODUCT	Police Administration	Office supplies	\$14.21
<i>ATLAS OFFICE PRODUCT - Total For Police Administration</i>			<i>\$474.66</i>
ATLAS OFFICE PRODUCT	Rec Center - Admin	Chrissy printer cartridge rec admin printer	\$315.89
ATLAS OFFICE PRODUCT	Rec Center - Admin	PRINTER CARTRIDGES AND POST IT TABS	\$5.08
ATLAS OFFICE PRODUCT	Rec Center - Admin	PRINTER CARTRIDGES AND POST IT TABS	\$507.54
<i>ATLAS OFFICE PRODUCT - Total For Rec Center - Admin</i>			<i>\$828.51</i>
ATLAS OFFICE PRODUCT	Regional Water Operations	Office supplies	\$42.02
ATLAS OFFICE PRODUCT	Regional Water Operations	Office supplies	\$85.62
ATLAS OFFICE PRODUCT	Regional Water Operations	office supplies	\$28.90
ATLAS OFFICE PRODUCT	Regional Water Operations	Office supplies	\$165.81
<i>ATLAS OFFICE PRODUCT - Total For Regional Water Operations</i>			<i>\$322.35</i>
ATLAS OFFICE PRODUCT	Risk Management	TONER CARTRIDGE	\$54.50

ATLAS OFFICE PRODUCT	Risk Management	COPY PAPER AND TONER CARTRIDGE	\$117.54
ATLAS OFFICE PRODUCT	Risk Management	12- 8.5" x 11" frames for certificates, OSHA T	\$35.16
<i>ATLAS OFFICE PRODUCT - Total For Risk Management</i>			<i>\$207.20</i>
ATLAS OFFICE PRODUCT - ALL DEPARTMENTS			\$3,298.55

ATLAS REPRODUCTION

ATLAS REPRODUCTION	Planning	Printing / laminating service	\$30.00
<i>ATLAS REPRODUCTION - Total For Planning</i>			<i>\$30.00</i>
ATLAS REPRODUCTION - ALL DEPARTMENTS			\$30.00

ATT COURT ORDER CHGS

ATT COURT ORDER CHGS	Police Investigations	TELECOMMUNICATION SERV.INCLUD. LOCAL	\$70.00
<i>ATT COURT ORDER CHGS - Total For Police Investigations</i>			<i>\$70.00</i>
ATT COURT ORDER CHGS - ALL DEPARTMENTS			\$70.00

B B RUBBER STAMP SH

B B RUBBER STAMP SH	Balefill - Disposal & Landfill	STATIONARY, OFFICE AND SCHOOL SUPPLY S	\$23.50
<i>B B RUBBER STAMP SH - Total For Balefill - Disposal & Landfill</i>			<i>\$23.50</i>
B B RUBBER STAMP SH - ALL DEPARTMENTS			\$23.50

BAILEY'S ACE HARDWAR

BAILEY'S ACE HARDWAR	Balefill - Baler Processing	Rust stop spray	\$18.00
<i>BAILEY'S ACE HARDWAR - Total For Balefill - Baler Processing</i>			<i>\$18.00</i>
BAILEY'S ACE HARDWAR	Balefill - Disposal & Landfill	Metal cutoff wheel	\$31.98
BAILEY'S ACE HARDWAR	Balefill - Disposal & Landfill	Misc operating supplies	\$94.32
<i>BAILEY'S ACE HARDWAR - Total For Balefill - Disposal & Landfill</i>			<i>\$126.30</i>
BAILEY'S ACE HARDWAR	Refuse - Recycling	Padlocks	\$80.92
<i>BAILEY'S ACE HARDWAR - Total For Refuse - Recycling</i>			<i>\$80.92</i>
BAILEY'S ACE HARDWAR - ALL DEPARTMENTS			\$225.22

BAILEYS ACE HDWE

BAILEYS ACE HDWE	Aquatics - Operations	Hose valve handles and anchors for TV's in c	\$15.59
------------------	-----------------------	--	---------

BAILEYS ACE HDWE	Aquatics - Operations	Scent Sprayer Supplies	\$19.47
BAILEYS ACE HDWE	Aquatics - Operations	Batteries for Scent Sprayers	\$8.59
<i>BAILEYS ACE HDWE - Total For Aquatics - Operations</i>			<i>\$43.65</i>
BAILEYS ACE HDWE	Buildings & Structures Fund	Supplies to build stands for safes for new cas	\$62.97
BAILEYS ACE HDWE	Buildings & Structures Fund	Supplies to build stands for safes per new cas	\$3.56
<i>BAILEYS ACE HDWE - Total For Buildings & Structures Fund</i>			<i>\$66.53</i>
BAILEYS ACE HDWE	WWTP Operations	Plunger	\$15.99
<i>BAILEYS ACE HDWE - Total For WWTP Operations</i>			<i>\$15.99</i>
BAILEYS ACE HDWE - ALL DEPARTMENTS			\$126.17

BIDDLE CONSULTING GR

BIDDLE CONSULTING GR	Public Safety Communication	Annual Online Software Subscription Renewa	\$2,495.00
<i>BIDDLE CONSULTING GR - Total For Public Safety Communications</i>			<i>\$2,495.00</i>
BIDDLE CONSULTING GR - ALL DEPARTMENTS			\$2,495.00

BIG HORN TIRE

BIG HORN TIRE	Balefill - Disposal & Landfill	Service call - labor/materials	\$300.00
<i>BIG HORN TIRE - Total For Balefill - Disposal & Landfill</i>			<i>\$300.00</i>
BIG HORN TIRE - ALL DEPARTMENTS			\$300.00

BLACK HILLS ENERGY

BLACK HILLS ENERGY	Aquatics - Operations	Acct #7584 6122 74	\$3,738.54
<i>BLACK HILLS ENERGY - Total For Aquatics - Operations</i>			<i>\$3,738.54</i>
BLACK HILLS ENERGY	Aquatics - Pool	Acct #9723 1947 06	\$452.38
<i>BLACK HILLS ENERGY - Total For Aquatics - Pool</i>			<i>\$452.38</i>
BLACK HILLS ENERGY	Fire-EMS Administration	Acct #3267 4234 58	\$56.87
BLACK HILLS ENERGY	Fire-EMS Administration	Acct #1783 9430 41	\$509.04
<i>BLACK HILLS ENERGY - Total For Fire-EMS Administration</i>			<i>\$565.91</i>
BLACK HILLS ENERGY	Fleet Maintenance Fund	Acct #5293 6421 13	\$1,133.30
<i>BLACK HILLS ENERGY - Total For Fleet Maintenance Fund</i>			<i>\$1,133.30</i>
BLACK HILLS ENERGY	Ft. Caspar Museum	Acct #9861 5264 23	\$66.97
<i>BLACK HILLS ENERGY - Total For Ft. Caspar Museum</i>			<i>\$66.97</i>
BLACK HILLS ENERGY	Golf - Operations	Acct #1340 9824 25	\$222.72

BLACK HILLS ENERGY	Golf - Operations	Acct #6566 7661 30	\$50.55
<i>BLACK HILLS ENERGY - Total For Golf - Operations</i>			<i>\$273.27</i>
BLACK HILLS ENERGY	Metro Animal Shelter	Acct #9630 2229 58	\$351.02
<i>BLACK HILLS ENERGY - Total For Metro Animal Shelter</i>			<i>\$351.02</i>
BLACK HILLS ENERGY	Regional Water Operations	Acct #7513 1659 94	\$1,759.60
<i>BLACK HILLS ENERGY - Total For Regional Water Operations</i>			<i>\$1,759.60</i>
BLACK HILLS ENERGY	Water Distribution	Acct #0295 5402 18	\$360.19
<i>BLACK HILLS ENERGY - Total For Water Distribution</i>			<i>\$360.19</i>
BLACK HILLS ENERGY - ALL DEPARTMENTS			\$8,701.18

BLAKEMAN PROPANE

BLAKEMAN PROPANE	Public Safety Communication Propane		\$239.27
<i>BLAKEMAN PROPANE - Total For Public Safety Communications</i>			<i>\$239.27</i>
BLAKEMAN PROPANE - ALL DEPARTMENTS			\$239.27

BLOEDORN LUMBER

BLOEDORN LUMBER	Balefill - Baler Processing	Vinyl & markers	\$70.10
<i>BLOEDORN LUMBER - Total For Balefill - Baler Processing</i>			<i>\$70.10</i>
BLOEDORN LUMBER	Buildings & Structures Fund	Drill bit, nuts, washers, bolts, etc	\$39.67
BLOEDORN LUMBER	Buildings & Structures Fund	Oscillating blade & screws	\$60.75
<i>BLOEDORN LUMBER - Total For Buildings & Structures Fund</i>			<i>\$100.42</i>
BLOEDORN LUMBER - ALL DEPARTMENTS			\$170.52

BLOEDORN LUMBER CO

BLOEDORN LUMBER CO	Buildings & Structures Fund	Supplies for PD Remodel at Marathon	\$25.61
BLOEDORN LUMBER CO	Buildings & Structures Fund	Painting supplies for Fire Department	\$7.72
BLOEDORN LUMBER CO	Buildings & Structures Fund	BAS Shop Tools	\$229.99
<i>BLOEDORN LUMBER CO - Total For Buildings & Structures Fund</i>			<i>\$263.32</i>
BLOEDORN LUMBER CO	Parks - Parks Maint.	Rebar for Fort Casper Monument	\$11.72
BLOEDORN LUMBER CO	Parks - Parks Maint.	Sakrete for Washington Park Gate	\$64.50
<i>BLOEDORN LUMBER CO - Total For Parks - Parks Maint.</i>			<i>\$76.22</i>
BLOEDORN LUMBER CO - ALL DEPARTMENTS			\$339.54

BRIAN'S GO TO SERVIC

BRIAN'S GO TO SERVIC	Code Enforcement	Lawn mowing / trimming service	\$105.02
BRIAN'S GO TO SERVIC	Code Enforcement	Lawn mowing / trimming service	\$125.43
<i>BRIAN'S GO TO SERVIC - Total For Code Enforcement</i>			\$230.45
BRIAN'S GO TO SERVIC - ALL DEPARTMENTS			\$230.45

BRIDGER STEEL CASPER

BRIDGER STEEL CASPER	Buildings & Structures Fund	Roofing repair supplies for Golf Course Maint	\$89.45
<i>BRIDGER STEEL CASPER - Total For Buildings & Structures Fund</i>			\$89.45
BRIDGER STEEL CASPER - ALL DEPARTMENTS			\$89.45

BRIDGER STEEL INC

BRIDGER STEEL INC	Refuse - Commercial	REFUSE COMMERCIAL METAL	\$47.32
<i>BRIDGER STEEL INC - Total For Refuse - Commercial</i>			\$47.32
BRIDGER STEEL INC - ALL DEPARTMENTS			\$47.32

BUFFALO WILD WINGS

BUFFALO WILD WINGS	Police Career Services	DRINKING PLACES (ALCOHOLIC BEV.)-BARS,T	\$18.70
<i>BUFFALO WILD WINGS - Total For Police Career Services</i>			\$18.70
BUFFALO WILD WINGS - ALL DEPARTMENTS			\$18.70

CAPTUS PRESS INC

CAPTUS PRESS INC	Balefill - Disposal & Landfill	COMPOSTING TRAINING	\$250.00
<i>CAPTUS PRESS INC - Total For Balefill - Disposal & Landfill</i>			\$250.00
CAPTUS PRESS INC - ALL DEPARTMENTS			\$250.00

CAROLINA SOFTWARE

CAROLINA SOFTWARE	Balefill - Baler Processing	Software support	\$250.00
<i>CAROLINA SOFTWARE - Total For Balefill - Baler Processing</i>			\$250.00
CAROLINA SOFTWARE	Balefill - Disposal & Landfill	Software support	\$450.00
<i>CAROLINA SOFTWARE - Total For Balefill - Disposal & Landfill</i>			\$450.00

CAROLINA SOFTWARE - ALL DEPARTMENTS \$700.00

CASELLE, INC.

CASELLE, INC. Customer Service Contract Support / Maintenance - November \$75.00

CASELLE, INC. - Total For Customer Service \$75.00

CASELLE, INC. - ALL DEPARTMENTS \$75.00

CASEY PETERSON LTD

CASEY PETERSON LTD CARES Act Funding Audit Consultation \$4,298.07

CASEY PETERSON LTD - Total For CARES Act Funding \$4,298.07

CASEY PETERSON LTD - ALL DEPARTMENTS \$4,298.07

CASPER FIRE EXTINGUI

CASPER FIRE EXTINGUI Buildings & Structures Fund Extinguisher annual service \$29.25

CASPER FIRE EXTINGUI Buildings & Structures Fund Extinguisher annual service \$29.25

CASPER FIRE EXTINGUI - Total For Buildings & Structures Fund \$58.50

CASPER FIRE EXTINGUI - ALL DEPARTMENTS \$58.50

CASPER NATRONA COUNT

CASPER NATRONA COUNT Social Community Services Tax Revenues (City) - September 2021 \$47,916.67

CASPER NATRONA COUNT - Total For Social Community Services \$47,916.67

CASPER NATRONA COUNT - ALL DEPARTMENTS \$47,916.67

CASPER STAR TRIBUNE

CASPER STAR TRIBUNE City Clerk 9/7 & 9/14 Council Minutes and Retail No. 2 \$1,506.38

CASPER STAR TRIBUNE City Clerk Sept. 21 p. 1 of 2 Council Meeting Minutes \$1,803.40

CASPER STAR TRIBUNE - Total For City Clerk \$3,309.78

CASPER STAR TRIBUNE - ALL DEPARTMENTS \$3,309.78

CASPER STAR-TRIBUNE,

CASPER STAR-TRIBUNE, Balefill - Baler Processing Advertising - Proposal \$146.32

<i>CASPER STAR-TRIBUNE, - Total For Balefill - Baler Processing</i>			<i>\$146.32</i>
CASPER STAR-TRIBUNE,	Capital Projects Fund	Advertising - Proposal	\$143.44
CASPER STAR-TRIBUNE,	Capital Projects Fund	Advertising-Notice of final payment to contr	\$156.24
<i>CASPER STAR-TRIBUNE, - Total For Capital Projects Fund</i>			<i>\$299.68</i>
CASPER STAR-TRIBUNE,	Planning	Advertising - notice planning & zoning	\$84.48
<i>CASPER STAR-TRIBUNE, - Total For Planning</i>			<i>\$84.48</i>
CASPER STAR-TRIBUNE,	Water Distribution	Advertising - Proposal	\$154.96
<i>CASPER STAR-TRIBUNE, - Total For Water Distribution</i>			<i>\$154.96</i>
CASPER STAR-TRIBUNE,	Water Tanks	Advertising-notice of final payment to contra	\$113.93
<i>CASPER STAR-TRIBUNE, - Total For Water Tanks</i>			<i>\$113.93</i>
CASPER STAR-TRIBUNE,	WWTP Operations	Advertising-notice of final payment to contra	\$113.93
<i>CASPER STAR-TRIBUNE, - Total For WWTP Operations</i>			<i>\$113.93</i>
CASPER STAR-TRIBUNE, - ALL DEPARTMENTS			\$913.30

CASPER TIRE

CASPER TIRE	Balefill - Disposal & Landfill	Flat repair	\$20.00
<i>CASPER TIRE - Total For Balefill - Disposal & Landfill</i>			<i>\$20.00</i>
CASPER TIRE	Fleet Maintenance Fund	Tires	\$780.00
CASPER TIRE	Fleet Maintenance Fund	Tires	\$818.00
<i>CASPER TIRE - Total For Fleet Maintenance Fund</i>			<i>\$1,598.00</i>
CASPER TIRE	Refuse - Commercial	Flat repair	\$45.00
CASPER TIRE	Refuse - Commercial	Flat repair	\$180.00
CASPER TIRE	Refuse - Commercial	Flat repair	\$45.00
CASPER TIRE	Refuse - Commercial	Flat repair	\$45.00
CASPER TIRE	Refuse - Commercial	Flat repair	\$45.00
CASPER TIRE	Refuse - Commercial	Flat repair	\$45.00
CASPER TIRE	Refuse - Commercial	Flat repair	\$45.00
CASPER TIRE	Refuse - Commercial	Flat repair	\$67.00
CASPER TIRE	Refuse - Commercial	Flat repair	\$45.00
CASPER TIRE	Refuse - Commercial	Flat repair	\$180.00
CASPER TIRE	Refuse - Commercial	Flat repair	\$45.00
<i>CASPER TIRE - Total For Refuse - Commercial</i>			<i>\$787.00</i>
CASPER TIRE	Refuse - Recycling	Tires	\$1,638.00
<i>CASPER TIRE - Total For Refuse - Recycling</i>			<i>\$1,638.00</i>
CASPER TIRE	Refuse - Residential	Flat repair	\$45.00

CASPER TIRE	Refuse - Residential	Flat repair	\$45.00
CASPER TIRE	Refuse - Residential	Flat repair	\$45.00
CASPER TIRE	Refuse - Residential	Flat repair	\$45.00
CASPER TIRE	Refuse - Residential	Flat repair	\$90.00
<i>CASPER TIRE - Total For Refuse - Residential</i>			<i>\$270.00</i>
CASPER TIRE - ALL DEPARTMENTS			\$4,313.00

CASPER WINAIR SUPPLY

CASPER WINAIR SUPPLY	Buildings & Structures Fund	Roof repair supplies for Golf Course Mainten	\$26.55
<i>CASPER WINAIR SUPPLY - Total For Buildings & Structures Fund</i>			<i>\$26.55</i>
CASPER WINAIR SUPPLY - ALL DEPARTMENTS			\$26.55

CASPER WINNELSON CO

CASPER WINNELSON CO	Buildings & Structures Fund	Plumbing repair supplies for Service Center	\$8.78
CASPER WINNELSON CO	Buildings & Structures Fund	Replacement pump for Service Center	\$1,652.90
<i>CASPER WINNELSON CO - Total For Buildings & Structures Fund</i>			<i>\$1,661.68</i>
CASPER WINNELSON CO	Capital Projects Fund	Plumbing repair supplies for Senior Center	\$44.75
<i>CASPER WINNELSON CO - Total For Capital Projects Fund</i>			<i>\$44.75</i>
CASPER WINNELSON CO	WWTP Operations	Shop supplies	\$19.32
<i>CASPER WINNELSON CO - Total For WWTP Operations</i>			<i>\$19.32</i>
CASPER WINNELSON CO - ALL DEPARTMENTS			\$1,725.75

Casper Youth Basebal

Casper Youth Basebal	Rec Center	Refund of Concessions Deposit for 2021 Seas	\$500.00
<i>Casper Youth Basebal - Total For Rec Center</i>			<i>\$500.00</i>
Casper Youth Basebal - ALL DEPARTMENTS			\$500.00

CENTRAL WY. REGIONAL

CENTRAL WY. REGIONAL	Water Administration	Wholesale Water - September 2021	\$952,108.41
<i>CENTRAL WY. REGIONAL - Total For Water Administration</i>			<i>\$952,108.41</i>
CENTRAL WY. REGIONAL - ALL DEPARTMENTS			\$952,108.41

CENTRAL WY. RESCUE M

CENTRAL WY. RESCUE M	Capital Projects Fund	1% #16 Funding Central WY Resc	\$7,290.25
<i>CENTRAL WY. RESCUE M - Total For Capital Projects Fund</i>			\$7,290.25
CENTRAL WY. RESCUE M - ALL DEPARTMENTS			\$7,290.25

CENTURYLINK

CENTURYLINK	Aquatics - Operations	Acct #P-307-111-9950 456M	\$25.73
<i>CENTURYLINK - Total For Aquatics - Operations</i>			\$25.73
CENTURYLINK	Balefill - Disposal & Landfill	Acct #P-307-111-9950 456M	\$82.76
<i>CENTURYLINK - Total For Balefill - Disposal & Landfill</i>			\$82.76
CENTURYLINK	Buildings & Structures Fund	Acct #307-265-0955 140B	\$40.20
CENTURYLINK	Buildings & Structures Fund	Acct #P-307-111-9950 456M	\$15.57
CENTURYLINK	Buildings & Structures Fund	Acct #307-235-7545 631B	\$59.07
<i>CENTURYLINK - Total For Buildings & Structures Fund</i>			\$114.84
CENTURYLINK	Cemetery	Acct #P-307-111-9950 456M	\$15.57
<i>CENTURYLINK - Total For Cemetery</i>			\$15.57
CENTURYLINK	City Attorney	Acct #P-307-111-9950 456M	\$56.86
<i>CENTURYLINK - Total For City Attorney</i>			\$56.86
CENTURYLINK	City Council	Acct #P-307-111-9950 456M	\$15.57
<i>CENTURYLINK - Total For City Council</i>			\$15.57
CENTURYLINK	City Hall	Acct #P-307-111-9950 456M	\$10.32
<i>CENTURYLINK - Total For City Hall</i>			\$10.32
CENTURYLINK	City Manager	Acct #P-307-111-9950 456M	\$36.22
<i>CENTURYLINK - Total For City Manager</i>			\$36.22
CENTURYLINK	Code Enforcement	Acct #P-307-111-9950 456M	\$72.43
<i>CENTURYLINK - Total For Code Enforcement</i>			\$72.43
CENTURYLINK	Customer Service	Acct #P-307-111-9950 456M	\$36.22
<i>CENTURYLINK - Total For Customer Service</i>			\$36.22
CENTURYLINK	Engineering	Acct #P-307-111-9950 456M	\$72.43
<i>CENTURYLINK - Total For Engineering</i>			\$72.43
CENTURYLINK	Finance	Acct #P-307-111-9950 456M	\$82.76
<i>CENTURYLINK - Total For Finance</i>			\$82.76
CENTURYLINK	Fire-EMS Administration	Acct #P-307-111-9950 456M	\$103.41
CENTURYLINK	Fire-EMS Administration	Acct #71332709	\$295.23

CENTURYLINK	Fire-EMS Administration	Acct #307-432-1300 572B	\$499.05
<i>CENTURYLINK - Total For Fire-EMS Administration</i>			<i>\$897.69</i>
CENTURYLINK	Fleet Maintenance Fund	Acct #P-307-111-9950 456M	\$67.19
<i>CENTURYLINK - Total For Fleet Maintenance Fund</i>			<i>\$67.19</i>
CENTURYLINK	Ft. Caspar Museum	Acct #P-307-111-9950 456M	\$15.57
<i>CENTURYLINK - Total For Ft. Caspar Museum</i>			<i>\$15.57</i>
CENTURYLINK	Golf - Operations	Acct #P-307-111-9950 456M	\$15.57
<i>CENTURYLINK - Total For Golf - Operations</i>			<i>\$15.57</i>
CENTURYLINK	Hogadon - Operations	Acct #P-307-111-9950 456M	\$51.62
<i>CENTURYLINK - Total For Hogadon - Operations</i>			<i>\$51.62</i>
CENTURYLINK	Human Resources	Acct #P-307-111-9950 456M	\$25.89
<i>CENTURYLINK - Total For Human Resources</i>			<i>\$25.89</i>
CENTURYLINK	Ice Arena - Operations	Acct #P-307-111-9950 456M	\$20.65
<i>CENTURYLINK - Total For Ice Arena - Operations</i>			<i>\$20.65</i>
CENTURYLINK	Information Services	Acct #P-307-111-9950 456M	\$82.76
<i>CENTURYLINK - Total For Information Services</i>			<i>\$82.76</i>
CENTURYLINK	Metro Animal Shelter	Acct #P-307-111-9950 456M	\$15.57
CENTURYLINK	Metro Animal Shelter	Acct #307-235-8356 281B	\$44.30
<i>CENTURYLINK - Total For Metro Animal Shelter</i>			<i>\$59.87</i>
CENTURYLINK	Municipal Court	Acct #P-307-111-9950 456M	\$56.86
CENTURYLINK	Municipal Court	Acct #307-234-6291 349B	\$26.61
<i>CENTURYLINK - Total For Municipal Court</i>			<i>\$83.47</i>
CENTURYLINK	Parks - Parks Maint.	Acct #P-307-111-9950 456M	\$56.86
<i>CENTURYLINK - Total For Parks - Parks Maint.</i>			<i>\$56.86</i>
CENTURYLINK	Planning	Acct #P-307-111-5106 155M	\$139.98
CENTURYLINK	Planning	Acct #P-307-111-9950 456M	\$51.62
<i>CENTURYLINK - Total For Planning</i>			<i>\$191.60</i>
CENTURYLINK	Police Administration	Acct #P-307-111-9950 456M	\$320.38
<i>CENTURYLINK - Total For Police Administration</i>			<i>\$320.38</i>
CENTURYLINK	Public Safety Communication	Acct #P-307-632-4759 643M	\$302.87
CENTURYLINK	Public Safety Communication	Acct #P-307-111-9950 456M	\$10.32
<i>CENTURYLINK - Total For Public Safety Communications</i>			<i>\$313.19</i>
CENTURYLINK	Rec Center - Operations	Acct #P-307-111-5114 622M	\$313.75
CENTURYLINK	Rec Center - Operations	Acct #P-307-111-9950 456M	\$41.30
<i>CENTURYLINK - Total For Rec Center - Operations</i>			<i>\$355.05</i>
CENTURYLINK	Regional Water Operations	Acct #P-307-111-9950 456M	\$20.65

<i>CENTURYLINK - Total For Regional Water Operations</i>			\$20.65
CENTURYLINK	Risk Management	Acct #P-307-111-9950 456M	\$15.55
<i>CENTURYLINK - Total For Risk Management</i>			\$15.55
CENTURYLINK	Sewer Wastewater Collection	Acct #P-307-111-9950 456M	\$10.32
<i>CENTURYLINK - Total For Sewer Wastewater Collection</i>			\$10.32
CENTURYLINK	Streets	Acct #P-307-111-9950 456M	\$36.22
CENTURYLINK	Streets	Acct #P-307-111-5105 138M	\$174.08
<i>CENTURYLINK - Total For Streets</i>			\$210.30
CENTURYLINK	Water Administration	Acct #P-307-111-9950 456M	\$20.65
<i>CENTURYLINK - Total For Water Administration</i>			\$20.65
CENTURYLINK	Water Distribution	Acct #P-307-111-9950 456M	\$15.57
CENTURYLINK	Water Distribution	Acct #307-235-7564 793B	\$44.21
<i>CENTURYLINK - Total For Water Distribution</i>			\$59.78
CENTURYLINK	Water Meters	Acct #P-307-111-9950 456M	\$30.81
<i>CENTURYLINK - Total For Water Meters</i>			\$30.81
CENTURYLINK	WWTP Operations	Acct #P-307-111-9950 456M	\$30.97
<i>CENTURYLINK - Total For WWTP Operations</i>			\$30.97
CENTURYLINK	WWTP Regional Interceptors	Acct# P-307-234-3201 148M	\$1,791.80
<i>CENTURYLINK - Total For WWTP Regional Interceptors</i>			\$1,791.80
CENTURYLINK - ALL DEPARTMENTS			\$5,369.90

CHARTER COMMUNICATIO

CHARTER COMMUNICATIO	Golf - Operations	Cable service for Golf Shop	\$189.75
<i>CHARTER COMMUNICATIO - Total For Golf - Operations</i>			\$189.75
CHARTER COMMUNICATIO - ALL DEPARTMENTS			\$189.75

CHRISTI S ASBE

CHRISTI S ASBE	Police Administration	Policy / accreditation work	\$1,050.00
<i>CHRISTI S ASBE - Total For Police Administration</i>			\$1,050.00
CHRISTI S ASBE - ALL DEPARTMENTS			\$1,050.00

CITIZEN PAYMENT

CITIZEN PAYMENT	General Fund Revenue	Reimbursement - rental fee due to cancellati	\$50.00
-----------------	----------------------	--	---------

<i>CITIZEN PAYMENT - Total For General Fund Revenue</i>			<i>\$50.00</i>
CITIZEN PAYMENT	Rec Center	Refund deposit from September 2021 Showd	\$500.00
<i>CITIZEN PAYMENT - Total For Rec Center</i>			<i>\$500.00</i>
CITIZEN PAYMENT - ALL DEPARTMENTS			\$550.00

CITY OF CASPER

CITY OF CASPER	Hogadon - Operations	Public garbage	\$20.14
<i>CITY OF CASPER - Total For Hogadon - Operations</i>			<i>\$20.14</i>
CITY OF CASPER	Refuse - Residential	Garbage baler, recycle cardboard	\$437.78
CITY OF CASPER	Refuse - Residential	Garbage baler, park trash, recycle cardboard	\$7,125.83
CITY OF CASPER	Refuse - Residential	Garbage baler, recycle newspaper / cardboar	\$6,676.41
CITY OF CASPER	Refuse - Residential	Garbage baler, park trash, newspaper/cardb	\$7,524.93
CITY OF CASPER	Refuse - Residential	Garbage baler, recycle cardboard	\$492.37
CITY OF CASPER	Refuse - Residential	Garbage baler, park trash, newspaper/cardb	\$6,834.35
CITY OF CASPER	Refuse - Residential	Garbage baler, park trash, newspaper/cardb	\$6,793.54
CITY OF CASPER	Refuse - Residential	Garbage baler, park trash, recycle cardboard	\$8,819.19
CITY OF CASPER	Refuse - Residential	Garbage baler, park trash, newspaper/cardb	\$6,945.08
CITY OF CASPER	Refuse - Residential	Monthly balefill pass billing for September 2	\$47,070.00
CITY OF CASPER	Refuse - Residential	Garbage baler, park trash, recycle cardboard	\$7,202.68
CITY OF CASPER	Refuse - Residential	Garbage baler, park trash, recycle cardboard	\$6,306.45
CITY OF CASPER	Refuse - Residential	Garbage baler, park trash, newspaper/cardb	\$7,478.83
CITY OF CASPER	Refuse - Residential	Garbage baler, park trash, newspaper/cardb	\$6,695.98
CITY OF CASPER	Refuse - Residential	Garbage baler, park trash, newspaper/cardb	\$6,642.98
<i>CITY OF CASPER - Total For Refuse - Residential</i>			<i>\$133,046.40</i>
CITY OF CASPER	Regional Water Operations	Sump Sludge/Honey Wagon	\$124.82
<i>CITY OF CASPER - Total For Regional Water Operations</i>			<i>\$124.82</i>
CITY OF CASPER	WWTP Operations	Sump sludge / honey wagon	\$111.30
CITY OF CASPER	WWTP Operations	Sump sludge / honey wagon	\$141.78
<i>CITY OF CASPER - Total For WWTP Operations</i>			<i>\$253.08</i>
CITY OF CASPER - ALL DEPARTMENTS			\$133,444.44

CIVIL ENGINEERING PR

CIVIL ENGINEERING PR	Planning	Surveying services - Liberty Addition	\$825.00
<i>CIVIL ENGINEERING PR - Total For Planning</i>			<i>\$825.00</i>

CIVIL ENGINEERING PR - ALL DEPARTMENTS

\$825.00

CLEVELAND GOLF

CLEVELAND GOLF	Golf	Inventory- Shipping Charge	\$12.00
----------------	------	----------------------------	---------

<i>CLEVELAND GOLF - Total For Golf</i>			<i>\$12.00</i>
--	--	--	----------------

CLEVELAND GOLF - ALL DEPARTMENTS

\$12.00

CMI TECO, INC.

CMI TECO, INC.	Refuse - Commercial	Equipment repair	\$1,453.41
----------------	---------------------	------------------	------------

CMI TECO, INC.	Refuse - Commercial	Equipment repair	\$1,924.34
----------------	---------------------	------------------	------------

CMI TECO, INC.	Refuse - Commercial	Equipment repair	\$3,129.66
----------------	---------------------	------------------	------------

CMI TECO, INC.	Refuse - Commercial	Equipment repair	\$3,740.27
----------------	---------------------	------------------	------------

<i>CMI TECO, INC. - Total For Refuse - Commercial</i>			<i>\$10,247.68</i>
---	--	--	--------------------

CMI TECO, INC.	Refuse - Recycling	Equipment repair	\$978.71
----------------	--------------------	------------------	----------

CMI TECO, INC.	Refuse - Recycling	Equipment repair	\$1,565.32
----------------	--------------------	------------------	------------

CMI TECO, INC.	Refuse - Recycling	Equipment repair	\$2,936.03
----------------	--------------------	------------------	------------

<i>CMI TECO, INC. - Total For Refuse - Recycling</i>			<i>\$5,480.06</i>
--	--	--	-------------------

CMI TECO, INC.	Refuse - Residential	Equipment repair	\$236.04
----------------	----------------------	------------------	----------

CMI TECO, INC.	Refuse - Residential	Equipment repair	\$782.30
----------------	----------------------	------------------	----------

CMI TECO, INC.	Refuse - Residential	Equipment repair	\$2,094.43
----------------	----------------------	------------------	------------

CMI TECO, INC.	Refuse - Residential	Equipment repair	\$3,434.12
----------------	----------------------	------------------	------------

CMI TECO, INC.	Refuse - Residential	Equipment repair	\$615.98
----------------	----------------------	------------------	----------

CMI TECO, INC.	Refuse - Residential	Equipment repair	\$1,993.62
----------------	----------------------	------------------	------------

CMI TECO, INC.	Refuse - Residential	Level sensor	\$242.92
----------------	----------------------	--------------	----------

CMI TECO, INC.	Refuse - Residential	Equipment repair	\$786.45
----------------	----------------------	------------------	----------

CMI TECO, INC.	Refuse - Residential	Equipment repair	\$216.29
----------------	----------------------	------------------	----------

CMI TECO, INC.	Refuse - Residential	Equipment repair	\$397.10
----------------	----------------------	------------------	----------

CMI TECO, INC.	Refuse - Residential	Equipment repair	\$3,227.28
----------------	----------------------	------------------	------------

CMI TECO, INC.	Refuse - Residential	Equipment repair	\$941.06
----------------	----------------------	------------------	----------

<i>CMI TECO, INC. - Total For Refuse - Residential</i>			<i>\$14,967.59</i>
--	--	--	--------------------

CMI TECO, INC. - ALL DEPARTMENTS

\$30,695.33

COASTAL CHEMICAL CO

COASTAL CHEMICAL CO	Regional Water Operations	Unleaded fuel	\$164.43
<i>COASTAL CHEMICAL CO - Total For Regional Water Operations</i>			<i>\$164.43</i>
COASTAL CHEMICAL CO - ALL DEPARTMENTS			\$164.43

COCA COLA BOTTLING C

COCA COLA BOTTLING C	Balefill - Disposal & Landfill	Water delivery	\$15.50
<i>COCA COLA BOTTLING C - Total For Balefill - Disposal & Landfill</i>			<i>\$15.50</i>
COCA COLA BOTTLING C - ALL DEPARTMENTS			\$15.50

COLLECTION CENTER IN

COLLECTION CENTER IN	Human Resources	Collection service	\$99.90
<i>COLLECTION CENTER IN - Total For Human Resources</i>			<i>\$99.90</i>
COLLECTION CENTER IN	Refuse - Residential	Collection service	\$110.48
<i>COLLECTION CENTER IN - Total For Refuse - Residential</i>			<i>\$110.48</i>
COLLECTION CENTER IN	Sewer Administration	Collection service	\$83.97
<i>COLLECTION CENTER IN - Total For Sewer Administration</i>			<i>\$83.97</i>
COLLECTION CENTER IN	Water Administration	Collection service	\$247.49
<i>COLLECTION CENTER IN - Total For Water Administration</i>			<i>\$247.49</i>
COLLECTION CENTER IN - ALL DEPARTMENTS			\$541.84

COMMUNICATION TECHNO

COMMUNICATION TECHNO	Police Administration	Breaker replacements	\$173.00
COMMUNICATION TECHNO	Police Administration	Speaker replacement	\$246.50
<i>COMMUNICATION TECHNO - Total For Police Administration</i>			<i>\$419.50</i>
COMMUNICATION TECHNO	Refuse - Commercial	Installation of speaker	\$163.50
<i>COMMUNICATION TECHNO - Total For Refuse - Commercial</i>			<i>\$163.50</i>
COMMUNICATION TECHNO - ALL DEPARTMENTS			\$583.00

COMPLETE SAFETY

COMPLETE SAFETY	Risk Management	Safety Consultation Svcs - Com	\$1,306.25
<i>COMPLETE SAFETY - Total For Risk Management</i>			<i>\$1,306.25</i>
COMPLETE SAFETY - ALL DEPARTMENTS			\$1,306.25

COMTRONIX, INC.

COMTRONIX, INC.	Ft. Caspar Museum	Alarm repair at fort buildings	\$135.57
<i>COMTRONIX, INC. - Total For Ft. Caspar Museum</i>			\$135.57
COMTRONIX, INC.	Ice Arena - Operations	Comtronix Monthly Charge	\$263.92
<i>COMTRONIX, INC. - Total For Ice Arena - Operations</i>			\$263.92
COMTRONIX, INC.	Police Administration	Alarm monitoring	\$156.75
<i>COMTRONIX, INC. - Total For Police Administration</i>			\$156.75
COMTRONIX, INC. - ALL DEPARTMENTS			\$556.24

CONVERGEONE

CONVERGEONE	Information Services	Cisco switching and Phone System maintena	\$17,229.00
CONVERGEONE	Information Services	Zerto Maintenance renewal	\$16,136.40
<i>CONVERGEONE - Total For Information Services</i>			\$33,365.40
CONVERGEONE - ALL DEPARTMENTS			\$33,365.40

COWBOY JACKS

COWBOY JACKS	Police Career Services	EATING PLACES, RESTAURANTS	\$16.00
<i>COWBOY JACKS - Total For Police Career Services</i>			\$16.00
COWBOY JACKS - ALL DEPARTMENTS			\$16.00

CPS DISTRIBUTORS

CPS DISTRIBUTORS	Capital Projects Fund	Pump for Highland Park	\$1,796.75
<i>CPS DISTRIBUTORS - Total For Capital Projects Fund</i>			\$1,796.75
CPS DISTRIBUTORS	Golf - Operations	20 bags of Pro Peat 13-5-8 greens grade ferti	\$682.70
CPS DISTRIBUTORS	Golf - Operations	2 - Drain boxes for drainage project on 3 Link	\$216.24
<i>CPS DISTRIBUTORS - Total For Golf - Operations</i>			\$898.94
CPS DISTRIBUTORS	Parks - Parks Maint.	Irrigation Repair Lansing Ball field	\$84.49
CPS DISTRIBUTORS	Parks - Parks Maint.	Irrigation Repair Soccer 8	\$15.24
CPS DISTRIBUTORS	Parks - Parks Maint.	Irrigation Stock Parts	\$49.06
<i>CPS DISTRIBUTORS - Total For Parks - Parks Maint.</i>			\$148.79
CPS DISTRIBUTORS	Rec Center - Sports Programs	4 Way Irrigation Key	\$48.52
<i>CPS DISTRIBUTORS - Total For Rec Center - Sports Programs</i>			\$48.52

CPS DISTRIBUTORS - ALL DEPARTMENTS

\$2,893.00

CPS DISTRIBUTORS, IN

CPS DISTRIBUTORS, IN	Parks - Parks Maint.	Valve parts	\$76.23
CPS DISTRIBUTORS, IN	Parks - Parks Maint.	Misc. parts & supplies	\$294.46
<i>CPS DISTRIBUTORS, IN - Total For Parks - Parks Maint.</i>			\$370.69

CPS DISTRIBUTORS, IN - ALL DEPARTMENTS

\$370.69

CPU IIT

CPU IIT	Balefill - Disposal & Landfill	55" TV FOR TRAINING ON CARLSON GPS EQU	\$1,227.94
<i>CPU IIT - Total For Balefill - Disposal & Landfill</i>			\$1,227.94
CPU IIT	Code Enforcement	Server/network engineer labor	\$140.00
CPU IIT	Code Enforcement		\$260.00
<i>CPU IIT - Total For Code Enforcement</i>			\$400.00
CPU IIT	Finance	Two HP Monitors	\$478.00
<i>CPU IIT - Total For Finance</i>			\$478.00
CPU IIT	Parks - Parks Maint.	Batter backup and Monitor Replacement	\$387.35
<i>CPU IIT - Total For Parks - Parks Maint.</i>			\$387.35
CPU IIT	Police Administration	ELECTRONIC SALES	\$568.67
<i>CPU IIT - Total For Police Administration</i>			\$568.67
CPU IIT	Regional Water Operations	ELECTRONIC SALES	\$1,551.00
<i>CPU IIT - Total For Regional Water Operations</i>			\$1,551.00
CPU IIT - ALL DEPARTMENTS			\$4,612.96

CRESCENT ELECTRIC SU

CRESCENT ELECTRIC SU	Buildings & Structures Fund	HVAC Repair supplies for Rec Center	\$134.38
<i>CRESCENT ELECTRIC SU - Total For Buildings & Structures Fund</i>			\$134.38
CRESCENT ELECTRIC SU	WWTP Regional Interceptors	Circuit breaker	\$36.15
<i>CRESCENT ELECTRIC SU - Total For WWTP Regional Interceptors</i>			\$36.15
CRESCENT ELECTRIC SU - ALL DEPARTMENTS			\$170.53

CROWN CONSTRUCTION L

CROWN CONSTRUCTION L	Refuse Revenue and Transfer Contract Withholding: 21300071		\$9,206.59
----------------------	--	--	------------

CROWN CONSTRUCTION L - Total For Refuse Revenue and Transfers \$9,206.59

CROWN CONSTRUCTION L - ALL DEPARTMENTS \$9,206.59

CRUM ELECTRIC SUPPLY

CRUM ELECTRIC SUPPLY Capital Projects Fund Lighting repair supplies for Ash St Bldg \$13.94

CRUM ELECTRIC SUPPLY - Total For Capital Projects Fund \$13.94

CRUM ELECTRIC SUPPLY Ft. Caspar Museum Light bulbs for museum \$95.02

CRUM ELECTRIC SUPPLY - Total For Ft. Caspar Museum \$95.02

CRUM ELECTRIC SUPPLY Parks - Parks Maint. Side cutters \$29.28

CRUM ELECTRIC SUPPLY - Total For Parks - Parks Maint. \$29.28

CRUM ELECTRIC SUPPLY Regional Water Operations Well supplies \$30.60

CRUM ELECTRIC SUPPLY - Total For Regional Water Operations \$30.60

CRUM ELECTRIC SUPPLY - ALL DEPARTMENTS \$168.84

DANA KEPNER CO. OF W

DANA KEPNER CO. OF W Water Distribution Clamp, coupling \$1,961.05

DANA KEPNER CO. OF W Water Distribution Ford cast coupling \$820.00

DANA KEPNER CO. OF W Water Distribution Coupling \$21.00

DANA KEPNER CO. OF W Water Distribution Wire, coupling \$649.80

DANA KEPNER CO. OF W - Total For Water Distribution \$3,451.85

DANA KEPNER CO. OF W - ALL DEPARTMENTS \$3,451.85

DANA KEPNER COMPANY

DANA KEPNER COMPANY Parks - Athletic Maint. Soccer field irrigation repair \$689.60

DANA KEPNER COMPANY - Total For Parks - Athletic Maint. \$689.60

DANA KEPNER COMPANY - ALL DEPARTMENTS \$689.60

DAVIDSON FIXED INCOM

DAVIDSON FIXED INCOM General Fund Revenue Investments \$3,859.51

DAVIDSON FIXED INCOM - Total For General Fund Revenue \$3,859.51

DAVIDSON FIXED INCOM - ALL DEPARTMENTS \$3,859.51

DBC IRRIGATION SUPPL

DBC IRRIGATION SUPPL	Capital Projects Fund	Alta Vista Park Irrigation Expansion	\$318.18
<i>DBC IRRIGATION SUPPL - Total For Capital Projects Fund</i>			<i>\$318.18</i>
DBC IRRIGATION SUPPL	Parks - Athletic Maint.	Irrigation Flags	\$97.33
<i>DBC IRRIGATION SUPPL - Total For Parks - Athletic Maint.</i>			<i>\$97.33</i>
DBC IRRIGATION SUPPL	Parks - Parks Maint.	Irrigation Repair Highland Park	\$525.24
DBC IRRIGATION SUPPL	Parks - Parks Maint.	Repair parts for RP at Fairdale Park	\$58.93
DBC IRRIGATION SUPPL	Parks - Parks Maint.	Repair Parts for PVB at Kiwanis Park	\$76.80
DBC IRRIGATION SUPPL	Parks - Parks Maint.	Washington Park Irrigation Repair	\$107.88
DBC IRRIGATION SUPPL	Parks - Parks Maint.	Irrigation Repair Event Center	\$322.36
DBC IRRIGATION SUPPL	Parks - Parks Maint.	West Washington Irrigation Repair	\$7.46
DBC IRRIGATION SUPPL	Parks - Parks Maint.	Repair Parts for Walgreens RP	\$345.49
<i>DBC IRRIGATION SUPPL - Total For Parks - Parks Maint.</i>			<i>\$1,444.16</i>
DBC IRRIGATION SUPPL - ALL DEPARTMENTS			\$1,859.67

DECKER AUTO GLASS, I

DECKER AUTO GLASS, I	Fleet Maintenance Fund	Auto glass repair	\$174.66
<i>DECKER AUTO GLASS, I - Total For Fleet Maintenance Fund</i>			<i>\$174.66</i>
DECKER AUTO GLASS, I - ALL DEPARTMENTS			\$174.66

DELL MARKETING LP

DELL MARKETING LP	Balefill - Disposal & Landfill	Annual Adobe Subscriptions Renewals for CO	\$458.28
<i>DELL MARKETING LP - Total For Balefill - Disposal & Landfill</i>			<i>\$458.28</i>
DELL MARKETING LP	City Attorney	Annual Adobe Subscriptions Renewals for CO	\$726.08
<i>DELL MARKETING LP - Total For City Attorney</i>			<i>\$726.08</i>
DELL MARKETING LP	City Manager	Annual Adobe Subscriptions Renewals for CO	\$363.04
<i>DELL MARKETING LP - Total For City Manager</i>			<i>\$363.04</i>
DELL MARKETING LP	Engineering	Annual Adobe Subscriptions Renewals for CO	\$726.08
<i>DELL MARKETING LP - Total For Engineering</i>			<i>\$726.08</i>
DELL MARKETING LP	Finance	Annual Adobe Subscriptions Renewals for CO	\$544.56
<i>DELL MARKETING LP - Total For Finance</i>			<i>\$544.56</i>
DELL MARKETING LP	Fire-EMS Administration	Annual Adobe Subscriptions Renewals for CO	\$544.56
<i>DELL MARKETING LP - Total For Fire-EMS Administration</i>			<i>\$544.56</i>

DELL MARKETING LP	Golf - Operations	Annual Adobe Subscriptions Renewals for CO	\$229.14
<i>DELL MARKETING LP - Total For Golf - Operations</i>			\$229.14
DELL MARKETING LP	Hogadon - Operations	Annual Adobe Subscriptions Renewals for CO	\$229.14
<i>DELL MARKETING LP - Total For Hogadon - Operations</i>			\$229.14
DELL MARKETING LP	Human Resources	Annual Adobe Subscriptions Renewals for CO	\$181.52
<i>DELL MARKETING LP - Total For Human Resources</i>			\$181.52
DELL MARKETING LP	Municipal Court	Annual Adobe Subscriptions Renewals for CO	\$363.04
<i>DELL MARKETING LP - Total For Municipal Court</i>			\$363.04
DELL MARKETING LP	Parks - Parks Maint.	Annual Adobe Subscriptions Renewals for CO	\$229.14
<i>DELL MARKETING LP - Total For Parks - Parks Maint.</i>			\$229.14
DELL MARKETING LP	Planning	Annual Adobe Subscriptions Renewals for CO	\$363.04
<i>DELL MARKETING LP - Total For Planning</i>			\$363.04
DELL MARKETING LP	Police Administration	Annual Adobe Subscriptions Renewals for CO	\$5,290.93
<i>DELL MARKETING LP - Total For Police Administration</i>			\$5,290.93
DELL MARKETING LP	Rec Center - Operations	Annual Adobe Subscriptions Renewals for CO	\$916.55
<i>DELL MARKETING LP - Total For Rec Center - Operations</i>			\$916.55
DELL MARKETING LP	Rec Center - Sports Programs	Annual Adobe Subscriptions Renewals for CO	\$181.52
<i>DELL MARKETING LP - Total For Rec Center - Sports Programs</i>			\$181.52
DELL MARKETING LP	Refuse - Commercial	Annual Adobe Subscriptions Renewals for CO	\$458.27
<i>DELL MARKETING LP - Total For Refuse - Commercial</i>			\$458.27
DELL MARKETING LP	Regional Water Operations	Annual Adobe Subscriptions Renewals for CO	\$181.52
<i>DELL MARKETING LP - Total For Regional Water Operations</i>			\$181.52
DELL MARKETING LP	Risk Management	Annual Adobe Subscriptions Renewals for CO	\$181.52
<i>DELL MARKETING LP - Total For Risk Management</i>			\$181.52
DELL MARKETING LP	Sewer Stormwater	Annual Adobe Subscriptions Renewals for CO	\$229.13
<i>DELL MARKETING LP - Total For Sewer Stormwater</i>			\$229.13
DELL MARKETING LP	Water Distribution	Annual Adobe Subscriptions Renewals for CO	\$181.52
<i>DELL MARKETING LP - Total For Water Distribution</i>			\$181.52
DELL MARKETING LP - ALL DEPARTMENTS			\$12,578.58

DENNIS SUPPLY CO.

DENNIS SUPPLY CO.	Capital Projects Fund	Air filters	\$67.20
<i>DENNIS SUPPLY CO. - Total For Capital Projects Fund</i>			\$67.20
DENNIS SUPPLY CO. - ALL DEPARTMENTS			\$67.20

DEPT. OF FAMILY SVCS

DEPT. OF FAMILY SVCS	Police Career Services	Central Registry Screenings	\$10.00
<i>DEPT. OF FAMILY SVCS - Total For Police Career Services</i>			<i>\$10.00</i>
DEPT. OF FAMILY SVCS - ALL DEPARTMENTS			\$10.00

DIAMOND VOGEL PAINTS

DIAMOND VOGEL PAINTS	Buildings & Structures Fund	Paint for portable classroom at Fire Tower	\$329.28
DIAMOND VOGEL PAINTS	Buildings & Structures Fund	Supplies to seal window at City Hall	\$26.34
<i>DIAMOND VOGEL PAINTS - Total For Buildings & Structures Fund</i>			<i>\$355.62</i>
DIAMOND VOGEL PAINTS - ALL DEPARTMENTS			\$355.62

DISTRICT

DISTRICT	Police Career Services	EATING PLACES, RESTAURANTS	\$31.75
DISTRICT	Police Career Services	EATING PLACES, RESTAURANTS	\$15.55
<i>DISTRICT - Total For Police Career Services</i>			<i>\$47.30</i>
DISTRICT - ALL DEPARTMENTS			\$47.30

DLT SOLUTIONS

DLT SOLUTIONS	Engineering	Multi-user Annual Subscription Renewal	\$4,841.20
<i>DLT SOLUTIONS - Total For Engineering</i>			<i>\$4,841.20</i>
DLT SOLUTIONS	Information Services	Multi-user Annual Subscription Renewal	\$1,210.30
<i>DLT SOLUTIONS - Total For Information Services</i>			<i>\$1,210.30</i>
DLT SOLUTIONS	Parks - Parks Maint.	Multi-user Annual Subscription Renewal	\$605.15
<i>DLT SOLUTIONS - Total For Parks - Parks Maint.</i>			<i>\$605.15</i>
DLT SOLUTIONS	Weed & Pest Fund	Multi-user Annual Subscription Renewal	\$605.15
<i>DLT SOLUTIONS - Total For Weed & Pest Fund</i>			<i>\$605.15</i>
DLT SOLUTIONS - ALL DEPARTMENTS			\$7,261.80

EATON SALES & SVC.,

EATON SALES & SVC.,	Fleet Maintenance Fund	Hose retractor repair	\$391.92
<i>EATON SALES & SVC., - Total For Fleet Maintenance Fund</i>			<i>\$391.92</i>

EATON SALES & SVC., - ALL DEPARTMENTS

\$391.92

EMERGENCY MEDICAL DI

EMERGENCY MEDICAL DI	Fire-EMS Administration	Medical director malpractice insurance	\$4,074.30
EMERGENCY MEDICAL DI	Fire-EMS Administration	Dr. Selde Medical Director Con	\$899.40
<i>EMERGENCY MEDICAL DI - Total For Fire-EMS Administration</i>			<i>\$4,973.70</i>
EMERGENCY MEDICAL DI - ALL DEPARTMENTS			\$4,973.70

EMPLOYEE REIMBURSEME

EMPLOYEE REIMBURSEME	Planning	Reimbursement - Quarterly Rotary Dues	\$240.50
<i>EMPLOYEE REIMBURSEME - Total For Planning</i>			<i>\$240.50</i>
EMPLOYEE REIMBURSEME	Police Career Services	Work clothing reimbursement	\$494.24
<i>EMPLOYEE REIMBURSEME - Total For Police Career Services</i>			<i>\$494.24</i>
EMPLOYEE REIMBURSEME	Refuse - Residential	Work clothing reimbursement	\$146.96
EMPLOYEE REIMBURSEME	Refuse - Residential	Work clothing reimbursement	\$150.00
<i>EMPLOYEE REIMBURSEME - Total For Refuse - Residential</i>			<i>\$296.96</i>
EMPLOYEE REIMBURSEME	Water Distribution	Work boot reimbursement	\$150.00
EMPLOYEE REIMBURSEME	Water Distribution	Work boot reimbursement	\$125.09
<i>EMPLOYEE REIMBURSEME - Total For Water Distribution</i>			<i>\$275.09</i>
EMPLOYEE REIMBURSEME - ALL DEPARTMENTS			\$1,306.79

ENERGY LABRATORIES I

ENERGY LABRATORIES I	Regional Water Operations	Aerobic endospores testing	\$306.00
ENERGY LABRATORIES I	Regional Water Operations	Aerobic endospores testing	\$306.00
ENERGY LABRATORIES I	Regional Water Operations	Bacteria, Public Water Supply testing	\$22.00
<i>ENERGY LABRATORIES I - Total For Regional Water Operations</i>			<i>\$634.00</i>
ENERGY LABRATORIES I	Water Tanks	Bacteria, Public Water Supply Testing	\$220.00
ENERGY LABRATORIES I	Water Tanks	Bacteria, Public Water Supply testing	\$352.00
ENERGY LABRATORIES I	Water Tanks	Bacteria, Public Water Supply Testing	\$374.00
ENERGY LABRATORIES I	Water Tanks	Bacteria, Public Water Supply Testing	\$374.00
ENERGY LABRATORIES I	Water Tanks	Bacteria, SDWA testing	\$84.00
ENERGY LABRATORIES I	Water Tanks	Bacteria, SDWA testing	\$42.00
ENERGY LABRATORIES I	Water Tanks	Bacteria, SDWA testing	\$42.00

ENERGY LABRATORIES I	Water Tanks	Bacteria, SDWA testing	\$42.00
<i>ENERGY LABRATORIES I - Total For Water Tanks</i>			<i>\$1,530.00</i>
ENERGY LABRATORIES I - ALL DEPARTMENTS			\$2,164.00

ENGINEERING DESIGN A

ENGINEERING DESIGN A	Capital Projects Fund	Design & CA Senior Center Air	\$625.00
ENGINEERING DESIGN A	Capital Projects Fund	Design of Athletic Fields Ligh	\$3,125.00
<i>ENGINEERING DESIGN A - Total For Capital Projects Fund</i>			<i>\$3,750.00</i>
ENGINEERING DESIGN A - ALL DEPARTMENTS			\$3,750.00

EXPRESS SERVICES INC

EXPRESS SERVICES INC	Planning	Temp service	\$1,012.80
EXPRESS SERVICES INC	Planning	Temp service	\$1,012.80
<i>EXPRESS SERVICES INC - Total For Planning</i>			<i>\$2,025.60</i>
EXPRESS SERVICES INC - ALL DEPARTMENTS			\$2,025.60

FEDEX OFFIC942000094

FEDEX OFFIC942000094	Ft. Caspar Museum	Exhibit Panel	\$62.94
<i>FEDEX OFFIC942000094 - Total For Ft. Caspar Museum</i>			<i>\$62.94</i>
FEDEX OFFIC942000094 - ALL DEPARTMENTS			\$62.94

FERGUSON ENTERPRISES

FERGUSON ENTERPRISES	Parks - Athletic Maint.	6" Soccer repair	\$682.60
FERGUSON ENTERPRISES	Parks - Athletic Maint.	6" Soccer Repair	\$78.60
<i>FERGUSON ENTERPRISES - Total For Parks - Athletic Maint.</i>			<i>\$761.20</i>
FERGUSON ENTERPRISES	Regional Water Operations	Machinery supplies	\$1,212.00
FERGUSON ENTERPRISES	Regional Water Operations	MACHINERY SUPPLIES	\$350.62
<i>FERGUSON ENTERPRISES - Total For Regional Water Operations</i>			<i>\$1,562.62</i>
FERGUSON ENTERPRISES	Water Distribution	SHEARGUARD KIT	\$62.76
<i>FERGUSON ENTERPRISES - Total For Water Distribution</i>			<i>\$62.76</i>
FERGUSON ENTERPRISES - ALL DEPARTMENTS			\$2,386.58

FIRST INTERSTATE BAN

FIRST INTERSTATE BAN	Municipal Court	Municipal Court Bond Fund Check Order	\$161.02
<i>FIRST INTERSTATE BAN - Total For Municipal Court</i>			<i>\$161.02</i>
FIRST INTERSTATE BAN - ALL DEPARTMENTS			\$161.02

FS wordrake

FS wordrake	City Attorney	WordRake Software Plug-In for John Henley	\$543.90
<i>FS wordrake - Total For City Attorney</i>			<i>\$543.90</i>
FS wordrake - ALL DEPARTMENTS			\$543.90

GAMETIME

GAMETIME	Capital Projects Fund	Spring assembly	\$1,614.19
<i>GAMETIME - Total For Capital Projects Fund</i>			<i>\$1,614.19</i>
GAMETIME - ALL DEPARTMENTS			\$1,614.19

GOLF SAFETY

GOLF SAFETY	Weed & Pest Fund	Safety Trainging	\$95.00
<i>GOLF SAFETY - Total For Weed & Pest Fund</i>			<i>\$95.00</i>
GOLF SAFETY - ALL DEPARTMENTS			\$95.00

GRAINGER, INC.

GRAINGER, INC.	Balefill - Baler Processing	Thermostat covers & safety glasses	\$106.04
<i>GRAINGER, INC. - Total For Balefill - Baler Processing</i>			<i>\$106.04</i>
GRAINGER, INC.	Buildings & Structures Fund	Horn Strobes for City Hall	\$260.72
GRAINGER, INC.	Buildings & Structures Fund	HVAC Repair Parts for Service Center	\$175.26
GRAINGER, INC.	Buildings & Structures Fund	BAS Shop Supplies	\$15.64
<i>GRAINGER, INC. - Total For Buildings & Structures Fund</i>			<i>\$451.62</i>
GRAINGER, INC.	Water Distribution	EYE WASH STATION SUPPLIES	\$102.70
<i>GRAINGER, INC. - Total For Water Distribution</i>			<i>\$102.70</i>
GRAINGER, INC.	WWTP Operations	Solenoid	\$257.01
<i>GRAINGER, INC. - Total For WWTP Operations</i>			<i>\$257.01</i>

GRAINGER, INC. - ALL DEPARTMENTS

\$917.37

HARBOR FREIGHT TOOLS

HARBOR FREIGHT TOOLS	Balefill - Diversion & Special	CART FOR WELDER IN COMPSOT BUILDING	\$399.99
<i>HARBOR FREIGHT TOOLS - Total For Balefill - Diversion & Special</i>			\$399.99
HARBOR FREIGHT TOOLS	Buildings & Structures Fund	City Hall Custodial Supplies	\$94.95
HARBOR FREIGHT TOOLS	Buildings & Structures Fund	Return of Custodial Supplies due to being ch	(\$99.70)
<i>HARBOR FREIGHT TOOLS - Total For Buildings & Structures Fund</i>			(\$4.75)
HARBOR FREIGHT TOOLS	Regional Water Operations	Safety equipment supplies	\$54.92
<i>HARBOR FREIGHT TOOLS - Total For Regional Water Operations</i>			\$54.92
HARBOR FREIGHT TOOLS - ALL DEPARTMENTS			\$450.16

HAWKINS, INC.

HAWKINS, INC.	Aquatics - Operations	Aquatic Center Chemicals	\$1,964.43
<i>HAWKINS, INC. - Total For Aquatics - Operations</i>			\$1,964.43
HAWKINS, INC. - ALL DEPARTMENTS			\$1,964.43

HENSLEY BATTERY CASP

HENSLEY BATTERY CASP	Traffic Control	Battery for NB 12th & Durbin flasher	\$146.13
<i>HENSLEY BATTERY CASP - Total For Traffic Control</i>			\$146.13
HENSLEY BATTERY CASP - ALL DEPARTMENTS			\$146.13

HERCULES INDUSTRIES

HERCULES INDUSTRIES	Buildings & Structures Fund	Duct, end cap, starting collar, snaplock pipe,	\$173.27
<i>HERCULES INDUSTRIES - Total For Buildings & Structures Fund</i>			\$173.27
HERCULES INDUSTRIES - ALL DEPARTMENTS			\$173.27

HISTORICAL FOLK TOYS

HISTORICAL FOLK TOYS	General Fund Revenue	toys for resale in gift shop	\$527.72
<i>HISTORICAL FOLK TOYS - Total For General Fund Revenue</i>			\$527.72
HISTORICAL FOLK TOYS - ALL DEPARTMENTS			\$527.72

HOMAX OIL SALES INC

HOMAX OIL SALES INC	Hogadon - Operations	Fuel hose	\$179.98
<i>HOMAX OIL SALES INC - Total For Hogadon - Operations</i>			\$179.98
HOMAX OIL SALES INC	WWTP Operations	Oil	\$713.05
HOMAX OIL SALES INC	WWTP Operations	Multipurpose oil	\$67.45
<i>HOMAX OIL SALES INC - Total For WWTP Operations</i>			\$780.50
HOMAX OIL SALES INC - ALL DEPARTMENTS			\$960.48

HOMAX OIL SALES, INC

HOMAX OIL SALES, INC	Balefill - Disposal & Landfill	LANDFILL FUEL PURCHASE	\$26,245.84
<i>HOMAX OIL SALES, INC - Total For Balefill - Disposal & Landfill</i>			\$26,245.84
HOMAX OIL SALES, INC	Fleet Maintenance Fund	Diesel fuel	\$28,331.13
HOMAX OIL SALES, INC	Fleet Maintenance Fund	Fuel	\$5.88
HOMAX OIL SALES, INC	Fleet Maintenance Fund	Fuel	\$12.43
<i>HOMAX OIL SALES, INC - Total For Fleet Maintenance Fund</i>			\$28,349.44
HOMAX OIL SALES, INC	Water Distribution	Fuel	\$5,229.37
<i>HOMAX OIL SALES, INC - Total For Water Distribution</i>			\$5,229.37
HOMAX OIL SALES, INC - ALL DEPARTMENTS			\$59,824.65

HOSE & RUBBER SUPPLY

HOSE & RUBBER SUPPLY	WWTP Operations	Belts	\$42.57
<i>HOSE & RUBBER SUPPLY - Total For WWTP Operations</i>			\$42.57
HOSE & RUBBER SUPPLY - ALL DEPARTMENTS			\$42.57

HOULIGANS STEAK

HOULIGANS STEAK	Police Career Services	EATING PLACES, RESTAURANTS	\$20.81
<i>HOULIGANS STEAK - Total For Police Career Services</i>			\$20.81
HOULIGANS STEAK - ALL DEPARTMENTS			\$20.81

IMLSS UTAH

IMLSS UTAH	Buildings & Structures Fund	Lock supplies for Solid Waste	\$330.00
<i>IMLSS UTAH - Total For Buildings & Structures Fund</i>			\$330.00

IMLSS UTAH - ALL DEPARTMENTS \$330.00

INBERG-MILLER ENGINE

INBERG-MILLER ENGINE Water Distribution Construction / compaction testing \$713.50

INBERG-MILLER ENGINE - Total For Water Distribution \$713.50

INBERG-MILLER ENGINE - ALL DEPARTMENTS \$713.50

INDUSTRIAL SCREEN &

INDUSTRIAL SCREEN & Balefill - Baler Processing INDUSTRIAL SUPPLIES NOT ESLEWHERE CLAS \$1,850.00

INDUSTRIAL SCREEN & - Total For Balefill - Baler Processing \$1,850.00

INDUSTRIAL SCREEN & - ALL DEPARTMENTS \$1,850.00

INGRAM BOOK COMPANY

INGRAM BOOK COMPANY General Fund Revenue Books for resale in museum store \$192.71

INGRAM BOOK COMPANY General Fund Revenue Books for resale in museum store \$329.03

INGRAM BOOK COMPANY - Total For General Fund Revenue \$521.74

INGRAM BOOK COMPANY - ALL DEPARTMENTS \$521.74

INLAND TRUCK PARTS C

INLAND TRUCK PARTS C Regional Water Operations Oil & filter change / installation of backup ala \$943.36

INLAND TRUCK PARTS C - Total For Regional Water Operations \$943.36

INLAND TRUCK PARTS C - ALL DEPARTMENTS \$943.36

INSTALLATION & SVC.

INSTALLATION & SVC. Capital Projects Fund Contract Withholding: 21300084 \$5,682.46

INSTALLATION & SVC. - Total For Capital Projects Fund \$5,682.46

INSTALLATION & SVC. - ALL DEPARTMENTS \$5,682.46

INTERMOUNTAIN MOTOR

INTERMOUNTAIN MOTOR Buildings & Structures Fund Supplies to repair PV Pool Slide Pump \$385.92

INTERMOUNTAIN MOTOR Buildings & Structures Fund Supplies to repair PV Pool Slide Pump \$259.91

<i>INTERMOUNTAIN MOTOR - Total For Buildings & Structures Fund</i>	<i>\$645.83</i>
--	-----------------

INTERMOUNTAIN MOTOR - ALL DEPARTMENTS	\$645.83
--	-----------------

INTUIT, INC.

INTUIT, INC.	Parks - Parks Maint.	Graffiti Skate Park	\$175.00
--------------	----------------------	---------------------	----------

INTUIT, INC.	Parks - Parks Maint.	Graffiti removal Adventureland	\$150.00
--------------	----------------------	--------------------------------	----------

<i>INTUIT, INC. - Total For Parks - Parks Maint.</i>	<i>\$325.00</i>
--	-----------------

INTUIT, INC. - ALL DEPARTMENTS	\$325.00
---------------------------------------	-----------------

ITC ELECTRICAL TECHN

ITC ELECTRICAL TECHN	Regional Water Operations	Downspout heat trace	\$1,192.20
----------------------	---------------------------	----------------------	------------

<i>ITC ELECTRICAL TECHN - Total For Regional Water Operations</i>	<i>\$1,192.20</i>
---	-------------------

ITC ELECTRICAL TECHN - ALL DEPARTMENTS	\$1,192.20
---	-------------------

J J KELLER & ASSOCIA

J J KELLER & ASSOCIA	Risk Management	Employer Guide to ADA online and print reso	\$600.00
----------------------	-----------------	---	----------

<i>J J KELLER & ASSOCIA - Total For Risk Management</i>	<i>\$600.00</i>
---	-----------------

J J KELLER & ASSOCIA - ALL DEPARTMENTS	\$600.00
---	-----------------

JACK'S TRUCK & EQUIP

JACK'S TRUCK & EQUIP	Refuse - Recycling	REFUSE RECYCLE MARKER LIGHT	\$20.79
----------------------	--------------------	-----------------------------	---------

<i>JACK'S TRUCK & EQUIP - Total For Refuse - Recycling</i>	<i>\$20.79</i>
--	----------------

JACK'S TRUCK & EQUIP - ALL DEPARTMENTS	\$20.79
---	----------------

JACOBS ENGINEERING G

JACOBS ENGINEERING G	WWTP Operations	North Platte Sanitary Sewer Re	\$22,220.00
----------------------	-----------------	--------------------------------	-------------

<i>JACOBS ENGINEERING G - Total For WWTP Operations</i>	<i>\$22,220.00</i>
---	--------------------

JACOBS ENGINEERING G - ALL DEPARTMENTS	\$22,220.00
---	--------------------

KNIFE RIVER/JTL

KNIFE RIVER/JTL	Capital Projects Fund	City of Casper mix, fuel surcharge, fiber mes	\$1,084.40
-----------------	-----------------------	---	------------

<i>KNIFE RIVER/JTL - Total For Capital Projects Fund</i>			<i>\$1,084.40</i>
KNIFE RIVER/JTL	Streets	1/2" plant mix	\$254.04
KNIFE RIVER/JTL	Streets	1/2" hot mix asphalt	\$340.46
<i>KNIFE RIVER/JTL - Total For Streets</i>			<i>\$594.50</i>
KNIFE RIVER/JTL	Water Distribution	Sand	\$150.40
KNIFE RIVER/JTL	Water Distribution	City of Casper Mix & Fuel Surcharge	\$538.70
<i>KNIFE RIVER/JTL - Total For Water Distribution</i>			<i>\$689.10</i>
KNIFE RIVER/JTL - ALL DEPARTMENTS			\$2,368.00

LAMAR OUTDOOR ADVERT

LAMAR OUTDOOR ADVERT	Police State Grants	Digital posters / bulletins	\$1,300.00
<i>LAMAR OUTDOOR ADVERT - Total For Police State Grants</i>			<i>\$1,300.00</i>
LAMAR OUTDOOR ADVERT - ALL DEPARTMENTS			\$1,300.00

LIMMER ROOFING

LIMMER ROOFING	Capital Projects Fund	Winter Seal Coat on Life Steps	\$5,549.00
<i>LIMMER ROOFING - Total For Capital Projects Fund</i>			<i>\$5,549.00</i>
LIMMER ROOFING	Water Revenue and Transfers Contract Withholding: 21300120		\$760.00
<i>LIMMER ROOFING - Total For Water Revenue and Transfers</i>			<i>\$760.00</i>
LIMMER ROOFING	WWTP Revenue and Transfer Contract Withholding: 21300120		\$237.80
<i>LIMMER ROOFING - Total For WWTP Revenue and Transfers</i>			<i>\$237.80</i>
LIMMER ROOFING - ALL DEPARTMENTS			\$6,546.80

LISA'S SPIC N SPAN

LISA'S SPIC N SPAN	Balefill - Disposal & Landfill	Cleaning service & supplies	\$462.91
<i>LISA'S SPIC N SPAN - Total For Balefill - Disposal & Landfill</i>			<i>\$462.91</i>
LISA'S SPIC N SPAN - ALL DEPARTMENTS			\$462.91

LOAF N JUG #0123

LOAF N JUG #0123	Police Career Services	SERVICE STATIONS	(\$9.00)
<i>LOAF N JUG #0123 - Total For Police Career Services</i>			<i>(\$9.00)</i>
LOAF N JUG #0123 - ALL DEPARTMENTS			(\$9.00)

LOWER & CO PC

LOWER & CO PC	Capital Projects Fund	Engineering service - Casper Aquatic Center	\$1,200.00
LOWER & CO PC	Capital Projects Fund	Engineering services-Casper Business Center	\$4,000.00
<i>LOWER & CO PC - Total For Capital Projects Fund</i>			<i>\$5,200.00</i>
LOWER & CO PC - ALL DEPARTMENTS			\$5,200.00

MENARDS CASPER WY

MENARDS CASPER WY	Balefill - Disposal & Landfill	SHEET METAL FOR VESTIBULE ON E.S.B.	\$708.80
<i>MENARDS CASPER WY - Total For Balefill - Disposal & Landfill</i>			<i>\$708.80</i>
MENARDS CASPER WY	Balefill - Diversion & Special	BRASS VALVES FOR OIL TANKS	\$119.98
<i>MENARDS CASPER WY - Total For Balefill - Diversion & Special</i>			<i>\$119.98</i>
MENARDS CASPER WY	Buildings & Structures Fund	Supplies for PD Remodel at Marathon	\$672.21
MENARDS CASPER WY	Buildings & Structures Fund	Return of supplies for PD Remodel at Marath	(\$96.56)
MENARDS CASPER WY	Buildings & Structures Fund	Supplies to install new safes around the City	\$12.96
<i>MENARDS CASPER WY - Total For Buildings & Structures Fund</i>			<i>\$588.61</i>
MENARDS CASPER WY - ALL DEPARTMENTS			\$1,417.39

MEYERS CONSTRUCTION

MEYERS CONSTRUCTION	Capital Projects Fund	Construction work on playgrounds	\$2,920.00
<i>MEYERS CONSTRUCTION - Total For Capital Projects Fund</i>			<i>\$2,920.00</i>
MEYERS CONSTRUCTION - ALL DEPARTMENTS			\$2,920.00

MIDLAND SCIENTIFIC I

MIDLAND SCIENTIFIC I	WWTP Operations	Lab supplies	\$444.11
<i>MIDLAND SCIENTIFIC I - Total For WWTP Operations</i>			<i>\$444.11</i>
MIDLAND SCIENTIFIC I - ALL DEPARTMENTS			\$444.11

MILWAUKEE BURGER COM

MILWAUKEE BURGER COM	Police Career Services	EATING PLACES, RESTAURANTS	\$22.26
<i>MILWAUKEE BURGER COM - Total For Police Career Services</i>			<i>\$22.26</i>
MILWAUKEE BURGER COM - ALL DEPARTMENTS			\$22.26

ML AUTOMOTIVE

ML AUTOMOTIVE	Fleet Maintenance Fund	Vehicle alignment	\$130.00
<i>ML AUTOMOTIVE - Total For Fleet Maintenance Fund</i>			<i>\$130.00</i>
ML AUTOMOTIVE - ALL DEPARTMENTS			\$130.00

MODERN ELECTRIC CORP

MODERN ELECTRIC CORP	Balefill - Baler Processing	Electrical work on door	\$333.00
<i>MODERN ELECTRIC CORP - Total For Balefill - Baler Processing</i>			<i>\$333.00</i>
MODERN ELECTRIC CORP	Balefill - Diversion & Special	Electrical work on door	\$873.00
<i>MODERN ELECTRIC CORP - Total For Balefill - Diversion & Special</i>			<i>\$873.00</i>
MODERN ELECTRIC CORP - ALL DEPARTMENTS			\$1,206.00

Monson

Monson	Buildings & Structures Fund	Janitorial service - September 2021	\$225.00
Monson	Buildings & Structures Fund	Janitorial service - September 2021	\$5,747.06
<i>Monson - Total For Buildings & Structures Fund</i>			<i>\$5,972.06</i>
Monson - ALL DEPARTMENTS			\$5,972.06

MOUNTAIN STATES

MOUNTAIN STATES	Code Enforcement	Printing service - inspection forms	\$61.54
<i>MOUNTAIN STATES - Total For Code Enforcement</i>			<i>\$61.54</i>
MOUNTAIN STATES	Customer Service	Printing service - envelopes	\$616.84
<i>MOUNTAIN STATES - Total For Customer Service</i>			<i>\$616.84</i>
MOUNTAIN STATES	Municipal Court	Printing services - envelopes	\$129.73
MOUNTAIN STATES	Municipal Court	Business cards	\$66.83
<i>MOUNTAIN STATES - Total For Municipal Court</i>			<i>\$196.56</i>
MOUNTAIN STATES - ALL DEPARTMENTS			\$874.94

MOUNTAIN STATES LITH

MOUNTAIN STATES LITH	Ft. Caspar Museum	#10 envelopes for museum	\$281.97
<i>MOUNTAIN STATES LITH - Total For Ft. Caspar Museum</i>			<i>\$281.97</i>

MOUNTAIN STATES LITH - ALL DEPARTMENTS \$281.97

MOUNTAIN STATES PIPE

MOUNTAIN STATES PIPE Water Meters ERTS \$6,383.96

MOUNTAIN STATES PIPE - Total For Water Meters \$6,383.96

MOUNTAIN STATES PIPE - ALL DEPARTMENTS \$6,383.96

MOUNTAIN WEST TECHNO

MOUNTAIN WEST TECHNO Buildings & Structures Fund Acct #13502 \$49.95

MOUNTAIN WEST TECHNO - Total For Buildings & Structures Fund \$49.95

MOUNTAIN WEST TECHNO Hogadon - Operations Guest Internet \$49.95

MOUNTAIN WEST TECHNO - Total For Hogadon - Operations \$49.95

MOUNTAIN WEST TECHNO Public Safety Communication Acct #13922 \$1,000.00

MOUNTAIN WEST TECHNO - Total For Public Safety Communications \$1,000.00

MOUNTAIN WEST TECHNO - ALL DEPARTMENTS \$1,099.90

MURDOCH'S RANCH&HOME

MURDOCH'S RANCH&HOM Sewer Wastewater Collection safety supplies \$30.98

MURDOCH'S RANCH&HOME - Total For Sewer Wastewater Collection \$30.98

MURDOCH'S RANCH&HOME - ALL DEPARTMENTS \$30.98

MY M&M

MY M&M Human Resources 56 Personalized CASPER M&M packets for Or \$125.50

MY M&M - Total For Human Resources \$125.50

MY M&M - ALL DEPARTMENTS \$125.50

NAPA AUTO PARTS CORP

NAPA AUTO PARTS CORP WWTP Operations Belt \$35.18

NAPA AUTO PARTS CORP - Total For WWTP Operations \$35.18

NAPA AUTO PARTS CORP - ALL DEPARTMENTS \$35.18

NATRONA COUNTY OFFIC

NATRONA COUNTY OFFIC	Police Administration	Juvenile detention - September 2021	\$7,500.00
<i>NATRONA COUNTY OFFIC - Total For Police Administration</i>			<i>\$7,500.00</i>
NATRONA COUNTY OFFIC	Weed & Pest Fund	Insecticide	\$830.04
<i>NATRONA COUNTY OFFIC - Total For Weed & Pest Fund</i>			<i>\$830.04</i>
NATRONA COUNTY OFFIC - ALL DEPARTMENTS			\$8,330.04

NCL OF WISCONSIN INC

NCL OF WISCONSIN INC	WWTP Operations	LAB Supplies	\$34.87
<i>NCL OF WISCONSIN INC - Total For WWTP Operations</i>			<i>\$34.87</i>
NCL OF WISCONSIN INC - ALL DEPARTMENTS			\$34.87

NORCO, INC.

NORCO, INC.	Aquatics - Operations	Air Dispensers	\$486.96
<i>NORCO, INC. - Total For Aquatics - Operations</i>			<i>\$486.96</i>
NORCO, INC.	Buildings & Structures Fund	Cleaning / Janitorial supplies	\$280.12
NORCO, INC.	Buildings & Structures Fund	Antibacterial hand wash	\$204.90
<i>NORCO, INC. - Total For Buildings & Structures Fund</i>			<i>\$485.02</i>
NORCO, INC.	Fleet Maintenance Fund	Cylinder rental	\$140.40
<i>NORCO, INC. - Total For Fleet Maintenance Fund</i>			<i>\$140.40</i>
NORCO, INC.	Metro Animal Shelter	Disinfectant / cleaning supplies	\$300.74
<i>NORCO, INC. - Total For Metro Animal Shelter</i>			<i>\$300.74</i>
NORCO, INC. - ALL DEPARTMENTS			\$1,413.12

NORDIC SOUND INCORPO

NORDIC SOUND INCORPO	Capital Projects Fund	Service contract	\$1,366.25
<i>NORDIC SOUND INCORPO - Total For Capital Projects Fund</i>			<i>\$1,366.25</i>
NORDIC SOUND INCORPO - ALL DEPARTMENTS			\$1,366.25

NORTH PARK TRANSPORA

NORTH PARK TRANSPORA	Ft. Caspar Museum	Shipping of exhibits	\$122.30
NORTH PARK TRANSPORA	Ft. Caspar Museum	Shipping of exhibit	\$129.08

<i>NORTH PARK TRANSPORA - Total For Ft. Caspar Museum</i>	\$251.38
---	----------

NORTH PARK TRANSPORA - ALL DEPARTMENTS	\$251.38
---	-----------------

NORTHERN LIGHTS MANU

NORTHERN LIGHTS MANU	Refuse - Residential	Rebuilding of cylinder mount	\$5,550.00
----------------------	----------------------	------------------------------	------------

<i>NORTHERN LIGHTS MANU - Total For Refuse - Residential</i>	<i>\$5,550.00</i>
--	-------------------

NORTHERN LIGHTS MANU - ALL DEPARTMENTS	\$5,550.00
---	-------------------

NORTHWEST CONTRACTOR

NORTHWEST CONTRACTOR	Balefill - Baler Processing	Drill & bit	\$166.08
----------------------	-----------------------------	-------------	----------

<i>NORTHWEST CONTRACTOR - Total For Balefill - Baler Processing</i>	<i>\$166.08</i>
---	-----------------

NORTHWEST CONTRACTOR	Parks - Parks Maint.	Tool bag for bucket	\$36.80
----------------------	----------------------	---------------------	---------

<i>NORTHWEST CONTRACTOR - Total For Parks - Parks Maint.</i>	<i>\$36.80</i>
--	----------------

NORTHWEST CONTRACTOR	Rec Center - Sports Programs	Flags, lath, safety glasses	\$135.93
----------------------	------------------------------	-----------------------------	----------

<i>NORTHWEST CONTRACTOR - Total For Rec Center - Sports Programs</i>	<i>\$135.93</i>
--	-----------------

NORTHWEST CONTRACTOR	Refuse - Residential	Grease gun & safety gloves	\$702.68
----------------------	----------------------	----------------------------	----------

<i>NORTHWEST CONTRACTOR - Total For Refuse - Residential</i>	<i>\$702.68</i>
--	-----------------

NORTHWEST CONTRACTOR	Regional Water Operations	Masonry bit cutter	\$71.00
----------------------	---------------------------	--------------------	---------

<i>NORTHWEST CONTRACTOR - Total For Regional Water Operations</i>	<i>\$71.00</i>
---	----------------

NORTHWEST CONTRACTOR	Sewer Wastewater Collection	shop supplies	\$42.54
----------------------	-----------------------------	---------------	---------

<i>NORTHWEST CONTRACTOR - Total For Sewer Wastewater Collection</i>	<i>\$42.54</i>
---	----------------

NORTHWEST CONTRACTOR - ALL DEPARTMENTS	\$1,155.03
---	-------------------

OFFICE DEPOT

OFFICE DEPOT	Human Resources	2 boxes of blue personnel file folders	\$57.96
--------------	-----------------	--	---------

<i>OFFICE DEPOT - Total For Human Resources</i>	<i>\$57.96</i>
---	----------------

OFFICE DEPOT - ALL DEPARTMENTS	\$57.96
---------------------------------------	----------------

OFFICEWATER

OFFICEWATER	Water Distribution	WD SYSTEM OPERATION & MAINT COURSE (\$159.00
-------------	--------------------	--------------------------------------	----------

OFFICEWATER	Water Distribution	WD SYSTEM OPERATION & MAINT COURSE (\$167.00
-------------	--------------------	--------------------------------------	----------

<i>OFFICEWATER - Total For Water Distribution</i>	<i>\$326.00</i>
---	-----------------

OFFICEWATER - ALL DEPARTMENTS \$326.00

ONE CALL OF WY.

ONE CALL OF WY. Traffic Control September 2021 tickets \$167.25

ONE CALL OF WY. - Total For Traffic Control \$167.25

ONE CALL OF WY. - ALL DEPARTMENTS \$167.25

O'REILLY AUTO PARTS

O'REILLY AUTO PARTS Balefill - Baler Processing RUBBING COMPOUNT BALER SHOP \$8.99

O'REILLY AUTO PARTS - Total For Balefill - Baler Processing \$8.99

O'REILLY AUTO PARTS Streets Spray Wax \$25.97

O'REILLY AUTO PARTS - Total For Streets \$25.97

O'REILLY AUTO PARTS - ALL DEPARTMENTS \$34.96

ORIGINAL PANCAKE HOU

ORIGINAL PANCAKE HOU Police Career Services EATING PLACES, RESTAURANTS \$27.47

ORIGINAL PANCAKE HOU - Total For Police Career Services \$27.47

ORIGINAL PANCAKE HOU - ALL DEPARTMENTS \$27.47

PACE ANALYTICAL SERV

PACE ANALYTICAL SERV WWTP Operations TESTING LABORATORIES \$56.38

PACE ANALYTICAL SERV - Total For WWTP Operations \$56.38

PACE ANALYTICAL SERV - ALL DEPARTMENTS \$56.38

PAYPAL MKBURGE

PAYPAL MKBURGE Police Investigations PROFESSIONAL SERVICES NOT ELSEWHERE C \$74.00

PAYPAL MKBURGE - Total For Police Investigations \$74.00

PAYPAL MKBURGE - ALL DEPARTMENTS \$74.00

PCN STRATEGIES INC

PCN STRATEGIES INC Capital Projects Fund Cradlepoint Routers \$2,138.60

PCN STRATEGIES INC - Total For Capital Projects Fund \$2,138.60

PCN STRATEGIES INC - ALL DEPARTMENTS \$2,138.60

PEDEN'S INC

PEDEN'S INC Code Enforcement Embroidery service \$144.00

PEDEN'S INC - Total For Code Enforcement \$144.00

PEDEN'S INC - ALL DEPARTMENTS \$144.00

PIZZA HUT 035956

PIZZA HUT 035956 Regional Water Operations Other materials / supplies \$39.17

PIZZA HUT 035956 - Total For Regional Water Operations \$39.17

PIZZA HUT 035956 - ALL DEPARTMENTS \$39.17

POSTAL PROS, INC.

POSTAL PROS, INC. City Manager Printing / Mailing service \$1,767.50

POSTAL PROS, INC. - Total For City Manager \$1,767.50

POSTAL PROS, INC. Customer Service Printing/ mailing of invoices & past due notic \$2,985.74

POSTAL PROS, INC. Customer Service Printing / mailing / postage service \$39.56

POSTAL PROS, INC. - Total For Customer Service \$3,025.30

POSTAL PROS, INC. - ALL DEPARTMENTS \$4,792.80

PP FBINAACHPTR

PP FBINAACHPTR Police Career Services CHARITABLE AND SOCIAL SERVICE ORGANIZA \$75.00

PP FBINAACHPTR - Total For Police Career Services \$75.00

PP FBINAACHPTR - ALL DEPARTMENTS \$75.00

PP WYOMINGWATE

PP WYOMINGWATE WWTP Operations Training Conference \$220.00

PP WYOMINGWATE - Total For WWTP Operations \$220.00

PP WYOMINGWATE - ALL DEPARTMENTS \$220.00

PROFORCE MARKETING I

PROFORCE MARKETING I	Police Career Services	Purchase of 41 Glock 17's	\$19,721.00
<i>PROFORCE MARKETING I - Total For Police Career Services</i>			<i>\$19,721.00</i>
PROFORCE MARKETING I - ALL DEPARTMENTS			\$19,721.00

QDOBA 2082

QDOBA 2082	Police Career Services	FAST FOOD RESTAURANTS	\$12.10
<i>QDOBA 2082 - Total For Police Career Services</i>			<i>\$12.10</i>
QDOBA 2082 - ALL DEPARTMENTS			\$12.10

RELIANT TECHNOLOGY L

RELIANT TECHNOLOGY L	Information Services	Data Domain and VNX maintenance	\$12,100.00
<i>RELIANT TECHNOLOGY L - Total For Information Services</i>			<i>\$12,100.00</i>
RELIANT TECHNOLOGY L - ALL DEPARTMENTS			\$12,100.00

RIDGELINE FRONT DESK

RIDGELINE FRONT DESK	Police Career Services	LODGING, HOTELS, MOTELS, RESORTS	\$402.00
<i>RIDGELINE FRONT DESK - Total For Police Career Services</i>			<i>\$402.00</i>
RIDGELINE FRONT DESK - ALL DEPARTMENTS			\$402.00

ROADSAFE 3101

ROADSAFE 3101	Traffic Control	Extra wedges for sign repair	\$841.39
ROADSAFE 3101	Traffic Control	V-locks for sign installs	\$1,860.00
<i>ROADSAFE 3101 - Total For Traffic Control</i>			<i>\$2,701.39</i>
ROADSAFE 3101 - ALL DEPARTMENTS			\$2,701.39

ROCKY MOUNTAIN DISCO

ROCKY MOUNTAIN DISCO	Ft. Caspar Museum	Gun oil for museum	\$13.99
<i>ROCKY MOUNTAIN DISCO - Total For Ft. Caspar Museum</i>			<i>\$13.99</i>
ROCKY MOUNTAIN DISCO - ALL DEPARTMENTS			\$13.99

ROCKY MOUNTAIN POWER

ROCKY MOUNTAIN POWER	Aquatics - Operations	Acct #54730761-088 1	\$4,203.22
<i>ROCKY MOUNTAIN POWER - Total For Aquatics - Operations</i>			\$4,203.22
ROCKY MOUNTAIN POWER	Aquatics - Pool	Acct #54730761-112 9	\$598.62
<i>ROCKY MOUNTAIN POWER - Total For Aquatics - Pool</i>			\$598.62
ROCKY MOUNTAIN POWER	Buildings & Structures Fund	Acct #54730761-089 9	\$126.65
<i>ROCKY MOUNTAIN POWER - Total For Buildings & Structures Fund</i>			\$126.65
ROCKY MOUNTAIN POWER	City Center Building	Acct #54730761-093 1	\$909.67
<i>ROCKY MOUNTAIN POWER - Total For City Center Building</i>			\$909.67
ROCKY MOUNTAIN POWER	City Hall	Acct #54730761-093 1	\$3,666.37
<i>ROCKY MOUNTAIN POWER - Total For City Hall</i>			\$3,666.37
ROCKY MOUNTAIN POWER	Fire-EMS Administration	Acct #54730761-097 2	\$2,246.35
<i>ROCKY MOUNTAIN POWER - Total For Fire-EMS Administration</i>			\$2,246.35
ROCKY MOUNTAIN POWER	Ft. Caspar Museum	Acct #54730761-098 0	\$596.62
<i>ROCKY MOUNTAIN POWER - Total For Ft. Caspar Museum</i>			\$596.62
ROCKY MOUNTAIN POWER	Golf - Operations	Acct #54730761-099 8	\$4,898.89
<i>ROCKY MOUNTAIN POWER - Total For Golf - Operations</i>			\$4,898.89
ROCKY MOUNTAIN POWER	Hogadon - Operations	Acct #54730761-126 9	\$7,852.82
<i>ROCKY MOUNTAIN POWER - Total For Hogadon - Operations</i>			\$7,852.82
ROCKY MOUNTAIN POWER	Ice Arena - Operations	Acct #54730761-101 2	\$2,521.24
ROCKY MOUNTAIN POWER	Ice Arena - Operations	Acct #54730761-147 5	\$3,726.06
<i>ROCKY MOUNTAIN POWER - Total For Ice Arena - Operations</i>			\$6,247.30
ROCKY MOUNTAIN POWER	Marathon Building	Acct #54730761-093 1	\$518.37
<i>ROCKY MOUNTAIN POWER - Total For Marathon Building</i>			\$518.37
ROCKY MOUNTAIN POWER	Metro Animal Shelter	Acct #54730761-102 0	\$1,297.57
<i>ROCKY MOUNTAIN POWER - Total For Metro Animal Shelter</i>			\$1,297.57
ROCKY MOUNTAIN POWER	Miller St. Dormitory	Acct #54730761-093 1	\$113.89
<i>ROCKY MOUNTAIN POWER - Total For Miller St. Dormitory</i>			\$113.89
ROCKY MOUNTAIN POWER	Parks - Athletic Maint.	Acct #54730761-093 1	\$1,348.01
ROCKY MOUNTAIN POWER	Parks - Athletic Maint.	Acct #54730761-131 9	\$18,212.01
<i>ROCKY MOUNTAIN POWER - Total For Parks - Athletic Maint.</i>			\$19,560.02
ROCKY MOUNTAIN POWER	Parks - Special Areas	Acct #54730761-132 7	\$2,339.83
<i>ROCKY MOUNTAIN POWER - Total For Parks - Special Areas</i>			\$2,339.83
ROCKY MOUNTAIN POWER	Police Administration	Acct #54730761-104 6	\$79.08
<i>ROCKY MOUNTAIN POWER - Total For Police Administration</i>			\$79.08

ROCKY MOUNTAIN POWER	Public Safety Communication	Acct #54730761-146 7	\$310.67
<i>ROCKY MOUNTAIN POWER - Total For Public Safety Communications</i>			<i>\$310.67</i>
ROCKY MOUNTAIN POWER	Rec Center - Operations	Acct #54730761-095 6	\$4,001.98
<i>ROCKY MOUNTAIN POWER - Total For Rec Center - Operations</i>			<i>\$4,001.98</i>
ROCKY MOUNTAIN POWER	Sewer Wastewater Collection	Acct #54730761-105 3	\$442.61
<i>ROCKY MOUNTAIN POWER - Total For Sewer Wastewater Collection</i>			<i>\$442.61</i>
ROCKY MOUNTAIN POWER	Traffic Control	Acct #54730761-106 1	\$47,225.46
ROCKY MOUNTAIN POWER	Traffic Control	Acct #54730761-118 6	\$209.42
<i>ROCKY MOUNTAIN POWER - Total For Traffic Control</i>			<i>\$47,434.88</i>
ROCKY MOUNTAIN POWER	Water Tanks	Acct #54730761-135 0	\$73.05
ROCKY MOUNTAIN POWER	Water Tanks	Acct #54730761-002 2	\$1,508.45
<i>ROCKY MOUNTAIN POWER - Total For Water Tanks</i>			<i>\$1,581.50</i>
ROCKY MOUNTAIN POWER	WWTP Operations	Acct #54730761-004 8	\$365.97
<i>ROCKY MOUNTAIN POWER - Total For WWTP Operations</i>			<i>\$365.97</i>
ROCKY MOUNTAIN POWER - ALL DEPARTMENTS			\$109,392.88

Router

Router	Parks - Parks Maint.	Porta-John from R&R	\$853.65
Router	Parks - Parks Maint.	Porta-John from R&R	\$331.65
<i>Router - Total For Parks - Parks Maint.</i>			<i>\$1,185.30</i>
Router - ALL DEPARTMENTS			\$1,185.30

RUFF KUTT KUSTOMZ

RUFF KUTT KUSTOMZ	Refuse - Commercial	Welding & fab work	\$425.00
<i>RUFF KUTT KUSTOMZ - Total For Refuse - Commercial</i>			<i>\$425.00</i>
RUFF KUTT KUSTOMZ - ALL DEPARTMENTS			\$425.00

SAMS CLUB #6425

SAMS CLUB #6425	Water Distribution	Paper supplies, batteries, office supplies	\$198.70
<i>SAMS CLUB #6425 - Total For Water Distribution</i>			<i>\$198.70</i>
SAMS CLUB #6425 - ALL DEPARTMENTS			\$198.70

SAMSCLUB #6425

SAMSCLUB #6425	Ice Arena - Concessions	Concession Supplies for the Ice Arena	\$180.14
SAMSCLUB #6425	Ice Arena - Concessions	Concession Supplies	\$207.18
<i>SAMSCLUB #6425 - Total For Ice Arena - Concessions</i>			<i>\$387.32</i>
SAMSCLUB #6425 - ALL DEPARTMENTS			\$387.32

SAMSCLUB.COM

SAMSCLUB.COM	Balefill - Disposal & Landfill	DOG BISCUITS FOR CUSTOMERS DOGS	\$28.96
<i>SAMSCLUB.COM - Total For Balefill - Disposal & Landfill</i>			<i>\$28.96</i>
SAMSCLUB.COM - ALL DEPARTMENTS			\$28.96

SELF HELP CENTER, IN

SELF HELP CENTER, IN	Capital Projects Fund	1% #16 Funding Self Help Cente	\$13,615.50
<i>SELF HELP CENTER, IN - Total For Capital Projects Fund</i>			<i>\$13,615.50</i>
SELF HELP CENTER, IN - ALL DEPARTMENTS			\$13,615.50

SHEET METAL SPECIALT

SHEET METAL SPECIALT	Buildings & Structures Fund	Supplies for PD Remodel at Marathon	\$88.77
<i>SHEET METAL SPECIALT - Total For Buildings & Structures Fund</i>			<i>\$88.77</i>
SHEET METAL SPECIALT - ALL DEPARTMENTS			\$88.77

SHERWIN-WILLIAMS COR

SHERWIN-WILLIAMS COR	Balefill - Baler Processing	Paint & supplies	\$721.23
<i>SHERWIN-WILLIAMS COR - Total For Balefill - Baler Processing</i>			<i>\$721.23</i>
SHERWIN-WILLIAMS COR - ALL DEPARTMENTS			\$721.23

SHIRTS & MORE INC

SHIRTS & MORE INC	Parks - Parks Maint.	wraps for traffic boxes	\$1,500.00
<i>SHIRTS & MORE INC - Total For Parks - Parks Maint.</i>			<i>\$1,500.00</i>
SHIRTS & MORE INC - ALL DEPARTMENTS			\$1,500.00

SHOPLET.COM

SHOPLET.COM	Aquatics - Operations	Aquatic Conf. Room Shipping Charge for Dry	\$84.99
SHOPLET.COM	Aquatics - Operations	Aquatic Conf. Room Dry Erase Board Charge	\$110.44
<i>SHOPLET.COM - Total For Aquatics - Operations</i>			<i>\$195.43</i>
SHOPLET.COM - ALL DEPARTMENTS			\$195.43

SHOSHONE DISTRIBUTIN

SHOSHONE DISTRIBUTIN	General Fund Revenue	Assorted souvenirs	\$1,999.00
SHOSHONE DISTRIBUTIN	General Fund Revenue	Assorted souvenirs	\$1,701.50
<i>SHOSHONE DISTRIBUTIN - Total For General Fund Revenue</i>			<i>\$3,700.50</i>
SHOSHONE DISTRIBUTIN - ALL DEPARTMENTS			\$3,700.50

SMARSH, INC

SMARSH, INC	Information Services	Archive Email	\$1,870.00
<i>SMARSH, INC - Total For Information Services</i>			<i>\$1,870.00</i>
SMARSH, INC - ALL DEPARTMENTS			\$1,870.00

SMITH PSYCHOLOGICAL

SMITH PSYCHOLOGICAL	Police Career Services	Confidential legal or medical matters	\$400.00
<i>SMITH PSYCHOLOGICAL - Total For Police Career Services</i>			<i>\$400.00</i>
SMITH PSYCHOLOGICAL - ALL DEPARTMENTS			\$400.00

SOFT DR INC

SOFT DR INC	Municipal Court	Water delivery service	\$62.80
<i>SOFT DR INC - Total For Municipal Court</i>			<i>\$62.80</i>
SOFT DR INC - ALL DEPARTMENTS			\$62.80

SONESTA DENVER

SONESTA DENVER	Police Career Services	SONESTA HOTELS	\$230.62
<i>SONESTA DENVER - Total For Police Career Services</i>			<i>\$230.62</i>
SONESTA DENVER - ALL DEPARTMENTS			\$230.62

SP CRASH DATA GROU

SP CRASH DATA GROU	Police Administration	AUTOMOTIVE PARTS, ACCESSORIES STORES	\$1,250.00
<i>SP CRASH DATA GROU - Total For Police Administration</i>			<i>\$1,250.00</i>
SP CRASH DATA GROU - ALL DEPARTMENTS			\$1,250.00

SQ CASPER GLASS, A

SQ CASPER GLASS, A	General Fund Revenue	Items for resale in gift shop	\$65.00
<i>SQ CASPER GLASS, A - Total For General Fund Revenue</i>			<i>\$65.00</i>
SQ CASPER GLASS, A - ALL DEPARTMENTS			\$65.00

SQ ROCKY MOUNTAIN J

SQ ROCKY MOUNTAIN J	General Fund Revenue	Assorted jewelry to be sold in museum store	\$302.50
<i>SQ ROCKY MOUNTAIN J - Total For General Fund Revenue</i>			<i>\$302.50</i>
SQ ROCKY MOUNTAIN J - ALL DEPARTMENTS			\$302.50

SQ WYATT ELECTRIC I

SQ WYATT ELECTRIC I	Parks - Parks Maint.	Troubleshoot pump @ crossroads replace mi	\$155.40
<i>SQ WYATT ELECTRIC I - Total For Parks - Parks Maint.</i>			<i>\$155.40</i>
SQ WYATT ELECTRIC I - ALL DEPARTMENTS			\$155.40

STAPLES

STAPLES	Sewer Wastewater Collection	office supplies	\$28.98
<i>STAPLES - Total For Sewer Wastewater Collection</i>			<i>\$28.98</i>
STAPLES - ALL DEPARTMENTS			\$28.98

STATE OF WY.

STATE OF WY.	Aquatics - Operations	Sales tax - September 2021	\$0.36
<i>STATE OF WY. - Total For Aquatics - Operations</i>			<i>\$0.36</i>
STATE OF WY.	Balefill - Disposal & Landfill	Sales tax - September 2021	\$341.51
<i>STATE OF WY. - Total For Balefill - Disposal & Landfill</i>			<i>\$341.51</i>
STATE OF WY.	Fire-EMS Training	Fire Investigator, 2nd Edition	\$72.70

<i>STATE OF WY. - Total For Fire-EMS Training</i>			\$72.70
STATE OF WY.	Ft. Caspar Museum	Sales tax - September 2021	\$510.86
<i>STATE OF WY. - Total For Ft. Caspar Museum</i>			\$510.86
STATE OF WY.	General Fund Revenue	Sales tax - September 2021	(\$93.61)
<i>STATE OF WY. - Total For General Fund Revenue</i>			(\$93.61)
STATE OF WY.	Golf - Operations	Sales tax - September 2021	\$163.52
<i>STATE OF WY. - Total For Golf - Operations</i>			\$163.52
STATE OF WY.	Health Insurance Fund	October 2021 Retiree Subsidy	\$5,190.33
<i>STATE OF WY. - Total For Health Insurance Fund</i>			\$5,190.33
STATE OF WY.	Ice Arena - Concessions	Sales tax - September 2021	\$195.38
<i>STATE OF WY. - Total For Ice Arena - Concessions</i>			\$195.38
STATE OF WY.	Ice Arena - Operations	Sales tax - September 2021	\$10.52
<i>STATE OF WY. - Total For Ice Arena - Operations</i>			\$10.52
STATE OF WY.	Rec Center - Operations	Sales tax - September 2021	\$17.86
<i>STATE OF WY. - Total For Rec Center - Operations</i>			\$17.86
STATE OF WY.	WWTP Operations	Loan #CW128GR	\$3,434.22
<i>STATE OF WY. - Total For WWTP Operations</i>			\$3,434.22
STATE OF WY. - ALL DEPARTMENTS			\$9,843.65

STATELINE NO 7 ARCHI

STATELINE NO 7 ARCHI	Capital Projects Fund	Architectural design for City	\$12,000.00
<i>STATELINE NO 7 ARCHI - Total For Capital Projects Fund</i>			\$12,000.00
STATELINE NO 7 ARCHI - ALL DEPARTMENTS			\$12,000.00

SUTHERLANDS 2219

SUTHERLANDS 2219	Regional Water Operations	Safety equipment supplies	\$11.38
<i>SUTHERLANDS 2219 - Total For Regional Water Operations</i>			\$11.38
SUTHERLANDS 2219 - ALL DEPARTMENTS			\$11.38

TEXAS ROADHOUSE

TEXAS ROADHOUSE	Police Career Services	EATING PLACES, RESTAURANTS	\$17.65
<i>TEXAS ROADHOUSE - Total For Police Career Services</i>			\$17.65

TEXAS ROADHOUSE - ALL DEPARTMENTS

\$17.65

THE ANTLERWORKS

THE ANTLERWORKS	General Fund Revenue	Assorted antler souvenirs	\$109.00
-----------------	----------------------	---------------------------	----------

<i>THE ANTLERWORKS - Total For General Fund Revenue</i>			<i>\$109.00</i>
---	--	--	-----------------

THE ANTLERWORKS - ALL DEPARTMENTS

\$109.00

THE HOME DEPOT

THE HOME DEPOT	Buildings & Structures Fund	Supplies for PD Remodel at Marathon	\$10.98
----------------	-----------------------------	-------------------------------------	---------

THE HOME DEPOT	Buildings & Structures Fund	Supplies to install safes around the City	\$367.92
----------------	-----------------------------	---	----------

THE HOME DEPOT	Buildings & Structures Fund	Supplies for PD Remodel at Marathon	\$42.70
----------------	-----------------------------	-------------------------------------	---------

THE HOME DEPOT	Buildings & Structures Fund	Supplies to build stands for safes per new cas	\$5.94
----------------	-----------------------------	--	--------

THE HOME DEPOT	Buildings & Structures Fund	Return of supplies for PD Remodel at Marath	(\$9.48)
----------------	-----------------------------	---	----------

<i>THE HOME DEPOT - Total For Buildings & Structures Fund</i>			<i>\$418.06</i>
---	--	--	-----------------

THE HOME DEPOT	Capital Projects Fund	Roof repair supplies for the Senior Center	\$16.46
----------------	-----------------------	--	---------

<i>THE HOME DEPOT - Total For Capital Projects Fund</i>			<i>\$16.46</i>
---	--	--	----------------

THE HOME DEPOT	Cemetery	CEMETERY SHOP FIXTURES AND HANGING M	\$117.62
----------------	----------	--------------------------------------	----------

<i>THE HOME DEPOT - Total For Cemetery</i>			<i>\$117.62</i>
--	--	--	-----------------

THE HOME DEPOT	Hogadon - Operations	Shop Supplies	\$242.95
----------------	----------------------	---------------	----------

THE HOME DEPOT	Hogadon - Operations	Night Skiing hardware	\$77.34
----------------	----------------------	-----------------------	---------

<i>THE HOME DEPOT - Total For Hogadon - Operations</i>			<i>\$320.29</i>
--	--	--	-----------------

THE HOME DEPOT	Rec Center - Sports Programs	Painter Graco spray gun	\$119.00
----------------	------------------------------	-------------------------	----------

THE HOME DEPOT	Rec Center - Sports Programs	Light bulbs for buildings	\$54.37
----------------	------------------------------	---------------------------	---------

<i>THE HOME DEPOT - Total For Rec Center - Sports Programs</i>			<i>\$173.37</i>
--	--	--	-----------------

THE HOME DEPOT	Water Tanks	SUN III SUMP PUMP REPLACEMENT	\$149.62
----------------	-------------	-------------------------------	----------

THE HOME DEPOT	Water Tanks	SUN III TANK SUMP PUMP PARTS	\$17.30
----------------	-------------	------------------------------	---------

<i>THE HOME DEPOT - Total For Water Tanks</i>			<i>\$166.92</i>
---	--	--	-----------------

THE HOME DEPOT - ALL DEPARTMENTS

\$1,212.72

THE SOLID WASTE ASSO

THE SOLID WASTE ASSO	Balefill - Disposal & Landfill	Membership dues	\$223.00
----------------------	--------------------------------	-----------------	----------

<i>THE SOLID WASTE ASSO - Total For Balefill - Disposal & Landfill</i>			<i>\$223.00</i>
--	--	--	-----------------

THE SOLID WASTE ASSO - ALL DEPARTMENTS

\$223.00

THE UPS STORE

THE UPS STORE	Balefill - Disposal & Landfill	SHIPPING FOR A PUMP TO BE REBUILT	\$250.60
---------------	--------------------------------	-----------------------------------	----------

<i>THE UPS STORE - Total For Balefill - Disposal & Landfill</i>			\$250.60
---	--	--	----------

THE UPS STORE - ALL DEPARTMENTS

\$250.60

THE WASH LLC

THE WASH LLC	Police Traffic Enforcement	Car wash	\$38.55
--------------	----------------------------	----------	---------

<i>THE WASH LLC - Total For Police Traffic Enforcement</i>			\$38.55
--	--	--	---------

THE WASH LLC - ALL DEPARTMENTS

\$38.55

THERAEXPRESSIONS

THERAEXPRESSIONS	Balefill - Disposal & Landfill	Pain clinic mgmt, health/wellness online plat	\$600.00
------------------	--------------------------------	---	----------

<i>THERAEXPRESSIONS - Total For Balefill - Disposal & Landfill</i>			\$600.00
--	--	--	----------

THERAEXPRESSIONS	Refuse - Residential	Pain clinic mgmt, health/wellness online plat	\$600.00
------------------	----------------------	---	----------

<i>THERAEXPRESSIONS - Total For Refuse - Residential</i>			\$600.00
--	--	--	----------

THERAEXPRESSIONS - ALL DEPARTMENTS

\$1,200.00

TOP OFFICE PRODUCTS

TOP OFFICE PRODUCTS	City Attorney	September 2021 Copy Charge	\$156.96
---------------------	---------------	----------------------------	----------

<i>TOP OFFICE PRODUCTS - Total For City Attorney</i>			\$156.96
--	--	--	----------

TOP OFFICE PRODUCTS	Fleet Maintenance Fund	September 2021 copy charge	\$33.72
---------------------	------------------------	----------------------------	---------

<i>TOP OFFICE PRODUCTS - Total For Fleet Maintenance Fund</i>			\$33.72
---	--	--	---------

TOP OFFICE PRODUCTS	Municipal Court	September 2021 copy charge	\$40.72
---------------------	-----------------	----------------------------	---------

<i>TOP OFFICE PRODUCTS - Total For Municipal Court</i>			\$40.72
--	--	--	---------

TOP OFFICE PRODUCTS	Parks - Parks Maint.	September 2021 copy charge	\$33.73
---------------------	----------------------	----------------------------	---------

<i>TOP OFFICE PRODUCTS - Total For Parks - Parks Maint.</i>			\$33.73
---	--	--	---------

TOP OFFICE PRODUCTS	Streets	September 2021 copy charge	\$33.73
---------------------	---------	----------------------------	---------

<i>TOP OFFICE PRODUCTS - Total For Streets</i>			\$33.73
--	--	--	---------

TOP OFFICE PRODUCTS	Water Distribution	September 2021 Copy Charge	\$73.65
---------------------	--------------------	----------------------------	---------

<i>TOP OFFICE PRODUCTS - Total For Water Distribution</i>			\$73.65
---	--	--	---------

TOP OFFICE PRODUCTS	Water Meters	Office supplies	\$633.60
---------------------	--------------	-----------------	----------

TOP OFFICE PRODUCTS - Total For Water Meters \$633.60

TOP OFFICE PRODUCTS - ALL DEPARTMENTS \$1,006.11

TORRINGTON SOD FARM

TORRINGTON SOD FARM Cemetery NURSERIES, LAWN AND GARDEN NEW SOD F \$235.00

TORRINGTON SOD FARM - Total For Cemetery \$235.00

TORRINGTON SOD FARM - ALL DEPARTMENTS \$235.00

TRETO CONST.

TRETO CONST. Capital Projects Fund Ridgecrest Zone 2-3 \$37,911.57

TRETO CONST. - Total For Capital Projects Fund \$37,911.57

TRETO CONST. Water Distribution Ridgecrest Zone 2-3 \$117,496.36

TRETO CONST. - Total For Water Distribution \$117,496.36

TRETO CONST. - ALL DEPARTMENTS \$155,407.93

TST MONK'S EAU CLAI

TST MONK'S EAU CLAI Police Career Services EATING PLACES, RESTAURANTS \$26.71

TST MONK'S EAU CLAI - Total For Police Career Services \$26.71

TST MONK'S EAU CLAI - ALL DEPARTMENTS \$26.71

TST SILLY SERRANO

TST SILLY SERRANO Police Career Services EATING PLACES, RESTAURANTS \$12.69

TST SILLY SERRANO - Total For Police Career Services \$12.69

TST SILLY SERRANO - ALL DEPARTMENTS \$12.69

TYLER TECHNOLOGIES I

TYLER TECHNOLOGIES I Balefill - Baler Processing TIME CLOCK UPGRADES \$2,530.00

TYLER TECHNOLOGIES I - Total For Balefill - Baler Processing \$2,530.00

TYLER TECHNOLOGIES I Balefill - Disposal & Landfill TIME CLOCK UPGRADES \$5,060.00

TYLER TECHNOLOGIES I - Total For Balefill - Disposal & Landfill \$5,060.00

TYLER TECHNOLOGIES I Balefill - Diversion & Special TIME CLOCK UPGRADES \$2,530.00

TYLER TECHNOLOGIES I - Total For Balefill - Diversion & Special \$2,530.00

TYLER TECHNOLOGIES I - ALL DEPARTMENTS

\$10,120.00

UNIFORMS 2 GEAR

UNIFORMS 2 GEAR	Code Enforcement	Uniform supplies	\$1,049.22
UNIFORMS 2 GEAR	Code Enforcement	Uniform supplies	\$1,049.22
<i>UNIFORMS 2 GEAR - Total For Code Enforcement</i>			\$2,098.44
UNIFORMS 2 GEAR - ALL DEPARTMENTS			\$2,098.44

UNITED 0169920778

UNITED 0169920778	Police Investigations	UNITED AIRLINES	\$35.00
<i>UNITED 0169920778 - Total For Police Investigations</i>			\$35.00
UNITED 0169920778 - ALL DEPARTMENTS			\$35.00

URGENT CARE OF CASPE

URGENT CARE OF CASPE	Property Insurance Fund	Random, New Hire, & Post Accident Testing	\$1,842.00
<i>URGENT CARE OF CASPE - Total For Property Insurance Fund</i>			\$1,842.00
URGENT CARE OF CASPE - ALL DEPARTMENTS			\$1,842.00

USA BLUE BOOK

USA BLUE BOOK	WWTP Operations	Floats	\$351.40
<i>USA BLUE BOOK - Total For WWTP Operations</i>			\$351.40
USA BLUE BOOK - ALL DEPARTMENTS			\$351.40

USPS PO 5715580945

USPS PO 5715580945	Planning	POSTAGE STAMPS	\$117.04
USPS PO 5715580945	Planning	POSTAGE STAMPS	\$232.00
<i>USPS PO 5715580945 - Total For Planning</i>			\$349.04
USPS PO 5715580945 - ALL DEPARTMENTS			\$349.04

USPS.COM POSTAL STOR

USPS.COM POSTAL STOR	Code Enforcement	POSTAGE STAMPS	\$466.00
----------------------	------------------	----------------	----------

USPS.COM POSTAL STOR - Total For Code Enforcement \$466.00

USPS.COM POSTAL STOR - ALL DEPARTMENTS \$466.00

UW CASHIER OFFICE

UW CASHIER OFFICE Engineering COLLEGES, UNIVERSITIES, PROFESSIONAL SC \$75.00

UW CASHIER OFFICE - Total For Engineering \$75.00

UW CASHIER OFFICE - ALL DEPARTMENTS \$75.00

VAN DIEST SUPPLY COM

VAN DIEST SUPPLY COM Weed & Pest Fund Chemical Purchase \$1,931.51

VAN DIEST SUPPLY COM - Total For Weed & Pest Fund \$1,931.51

VAN DIEST SUPPLY COM - ALL DEPARTMENTS \$1,931.51

VCN NATRONAREALESTAT

VCN NATRONAREALESTAT Planning GOVERNMENT SERVICES NOT ELSEWHERE CL \$59.50

VCN NATRONAREALESTAT - Total For Planning \$59.50

VCN NATRONAREALESTAT - ALL DEPARTMENTS \$59.50

VERIZON WIRELESS

VERIZON WIRELESS Code Enforcement Acct #942107055-00001 \$80.02

VERIZON WIRELESS - Total For Code Enforcement \$80.02

VERIZON WIRELESS Fire-EMS Administration Acct #571507176-00001 \$1,560.39

VERIZON WIRELESS Fire-EMS Administration Acct#571507176-00002 \$120.03

VERIZON WIRELESS - Total For Fire-EMS Administration \$1,680.42

VERIZON WIRELESS Public Safety Communication Acct #771153835-00001 \$140.79

VERIZON WIRELESS - Total For Public Safety Communications \$140.79

VERIZON WIRELESS Sewer Wastewater Collection Acct #742239432-00002 \$74.37

VERIZON WIRELESS - Total For Sewer Wastewater Collection \$74.37

VERIZON WIRELESS Streets Acct #242152162-00001 \$66.39

VERIZON WIRELESS - Total For Streets \$66.39

VERIZON WIRELESS Water Distribution Acct #542255605-00001 \$208.36

VERIZON WIRELESS - Total For Water Distribution \$208.36

VERIZON WIRELESS - ALL DEPARTMENTS \$2,250.35

VMACY

VMACY Police Career Services Sewing service \$18.00

VMACY - Total For Police Career Services \$18.00

VMACY - ALL DEPARTMENTS \$18.00

VZWRLSS IVR VB

VZWRLSS IVR VB Cemetery TELECOMMUNICATION SERV.INCLUD. LOCAL \$40.01

VZWRLSS IVR VB - Total For Cemetery \$40.01

VZWRLSS IVR VB - ALL DEPARTMENTS \$40.01

WAL-MART #1617

WAL-MART #1617 Buildings & Structures Fund BAS Shop Supplies \$7.47

WAL-MART #1617 - Total For Buildings & Structures Fund \$7.47

WAL-MART #1617 - ALL DEPARTMENTS \$7.47

WARDWELL WATER & SEW

WARDWELL WATER & SEW RWS - Booster Stations Monthly water service \$49.94

WARDWELL WATER & SEW - Total For RWS - Booster Stations \$49.94

WARDWELL WATER & SEW - ALL DEPARTMENTS \$49.94

WAYNE COLEMAN CONSTR

WAYNE COLEMAN CONSTR Capital Projects Fund Construction - Industrial Aven \$136,367.75

WAYNE COLEMAN CONSTR - Total For Capital Projects Fund \$136,367.75

WAYNE COLEMAN CONSTR - ALL DEPARTMENTS \$136,367.75

WEAR PARTS INC

WEAR PARTS INC WWTP Operations Hardware \$147.66

WEAR PARTS INC - Total For WWTP Operations \$147.66

WEAR PARTS INC - ALL DEPARTMENTS \$147.66

WEST PUBLISHING CORP

WEST PUBLISHING CORP City Attorney Library plan charges \$143.25

WEST PUBLISHING CORP City Attorney Online/software subscription \$1,414.56

WEST PUBLISHING CORP - Total For City Attorney \$1,557.81

WEST PUBLISHING CORP - ALL DEPARTMENTS \$1,557.81

WESTERN BUSINESS SOL

WESTERN BUSINESS SOL Ft. Caspar Museum License \$495.00

WESTERN BUSINESS SOL - Total For Ft. Caspar Museum \$495.00

WESTERN BUSINESS SOL - ALL DEPARTMENTS \$495.00

WWW.WYOMINGBAR.ORG

WWW.WYOMINGBAR.ORG City Attorney WYOMING STATE BAR ANNUAL FEE \$380.00

WWW.WYOMINGBAR.ORG City Attorney WYOMING STATE BAR ANNUAL DUES \$380.00

WWW.WYOMINGBAR.ORG - Total For City Attorney \$760.00

WWW.WYOMINGBAR.ORG - ALL DEPARTMENTS \$760.00

WY. ASSOC. OF RISK M

WY. ASSOC. OF RISK M Property Insurance Fund Enhanced cyber coverage \$3,183.03

WY. ASSOC. OF RISK M - Total For Property Insurance Fund \$3,183.03

WY. ASSOC. OF RISK M - ALL DEPARTMENTS \$3,183.03

WY. ASSOC. OF RURAL

WY. ASSOC. OF RURAL Regional Water Operations Annual Conference \$395.00

WY. ASSOC. OF RURAL - Total For Regional Water Operations \$395.00

WY. ASSOC. OF RURAL - ALL DEPARTMENTS \$395.00

WY. LAW ENFORCEMENT

WY. LAW ENFORCEMENT Police Career Services Peace officer training service \$2,914.80

<i>WY. LAW ENFORCEMENT - Total For Police Career Services</i>	<i>\$2,914.80</i>
WY. LAW ENFORCEMENT - ALL DEPARTMENTS	\$2,914.80

WYOMING LOCK & SAFE

WYOMING LOCK & SAFE	Police Investigations	Open safe deposit box, replace lock	\$228.00
<i>WYOMING LOCK & SAFE - Total For Police Investigations</i>			<i>\$228.00</i>
WYOMING LOCK & SAFE - ALL DEPARTMENTS			\$228.00

XEROX CORPORATION

XEROX CORPORATION	Regional Water Operations	Monthly copier usage	\$203.81
<i>XEROX CORPORATION - Total For Regional Water Operations</i>			<i>\$203.81</i>
XEROX CORPORATION - ALL DEPARTMENTS			\$203.81

CITYWIDE BILLS AND CLAIMS TOTAL **\$2,017,234.89**

I certify, under penalty of perjury, that this listing of vouchers and the items included therein for payment are correct and just in every respect.

SUBMITTED BY (Finance Dir) _____ DATE _____

DULY AUDITED BY (City Manager) _____ DATE _____

APPROVED BY (Mayor) _____ DATE _____

CITY of CASPER, WYOMING
BILLS and CLAIMS ADDENDUM
Council Meeting
10/19/21

Additional Accounts Payable

09/30/21

Prewrits - Travel Reimbursement

Justin Price - Travel reimbursement

728.75

728.75

10/07/21

Prewrits - Payroll Vendors,

Wyo. Retirement System - City

397,228.97

Wyo. Retirement System - Police

176,363.47

573,592.44

Total Additional AP \$ 574,321.19

September 29, 2021

MEMO TO: J. Carter Napier, City Manager *JCN*

FROM: Fleur Tremel, Assistant to the City Manager/City Clerk
Carla Mills-Laatsch, Licensing Specialist *CM*

SUBJECT: Establish Public Hearing for Transfer of Retail Liquor License No. 5 From Travis Taylor d/b/a Cocktail's, Located at 138 South Kimball Street to 307 Horse Racing, Inc., d/b/a 307 Horse Racing, Located at 138 South Kimball Street

Meeting Type & Date

Regular Council Meeting
October 19, 2021

Action type

Establish Public Hearing
Minute Action

Recommendation

That Council, by minute action, establish November 2, 2021 as the Public Hearing date for a transfer of ownership for retail liquor license no. 5 from Travis Taylor d/b/a Cocktail's located at 138 South Kimball Street to 307 Horse Racing, Inc., d/b/a 307 Horse Racing, located at 138 South Kimball Street.

Summary

An application has been received requesting a transfer of ownership for retail liquor license no. 5 from Travis Taylor d/b/a Cocktail's, located at 138 South Kimball Street to 307 Horse Racing, Inc., d/b/a 307 Horse Racing, located at 138 South Kimball Street.

This license is currently owned by Travis Taylor with 100% owner interest. If the transfer is approved, Travis Taylor will no longer have any owner interest in this retail liquor license.

This license will be located at the Commissary Mall. If approved, this license will be non-operational for 9 to 12 months. The applicant will be doing extensive remodeling of this building.

The State of Wyoming Liquor Division will duly review the application. The City of Casper Fire-EMS Department, City of Casper Community Development Department, and Natrona County Health Department will review this business and address to ensure compliance with local codes and ordinances.

As required by Municipal Code 05.08.080, a notice will be published in a local newspaper once a week for two consecutive weeks. As required by State Statute 12-4-104(a) it will be advertised on the City's website (www.casperwy.gov).

Financial Considerations

The transfer fee for this license is \$100.

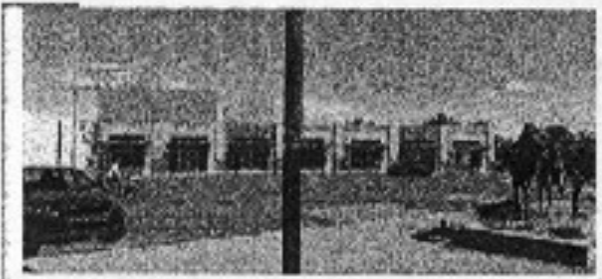
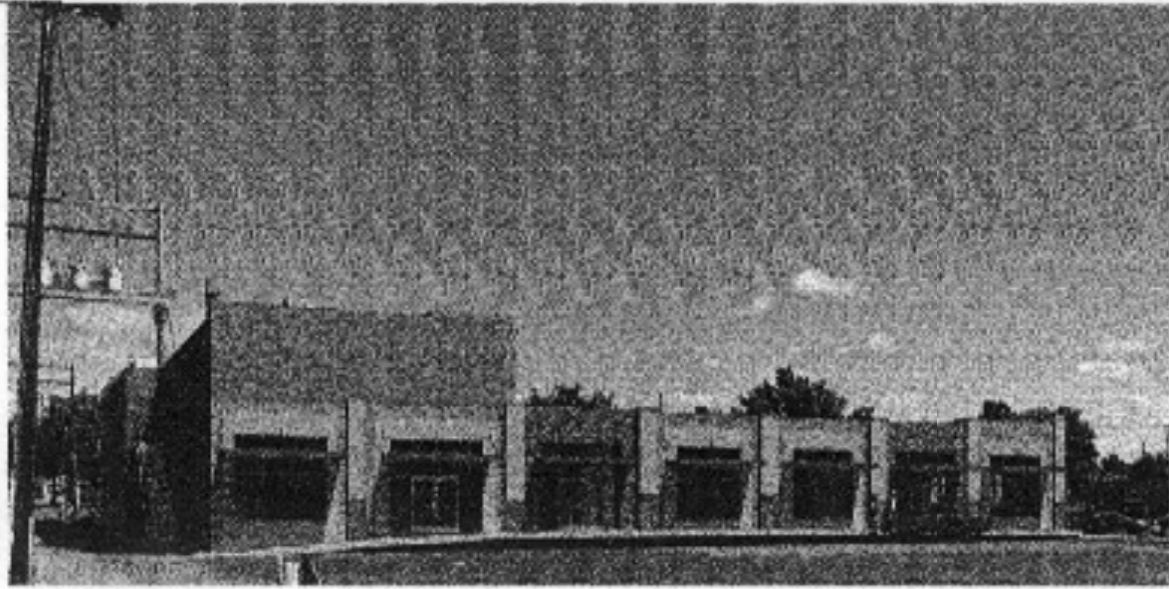
Oversight/Project Responsibility

Carla Mills-Laatsch, Licensing Specialist

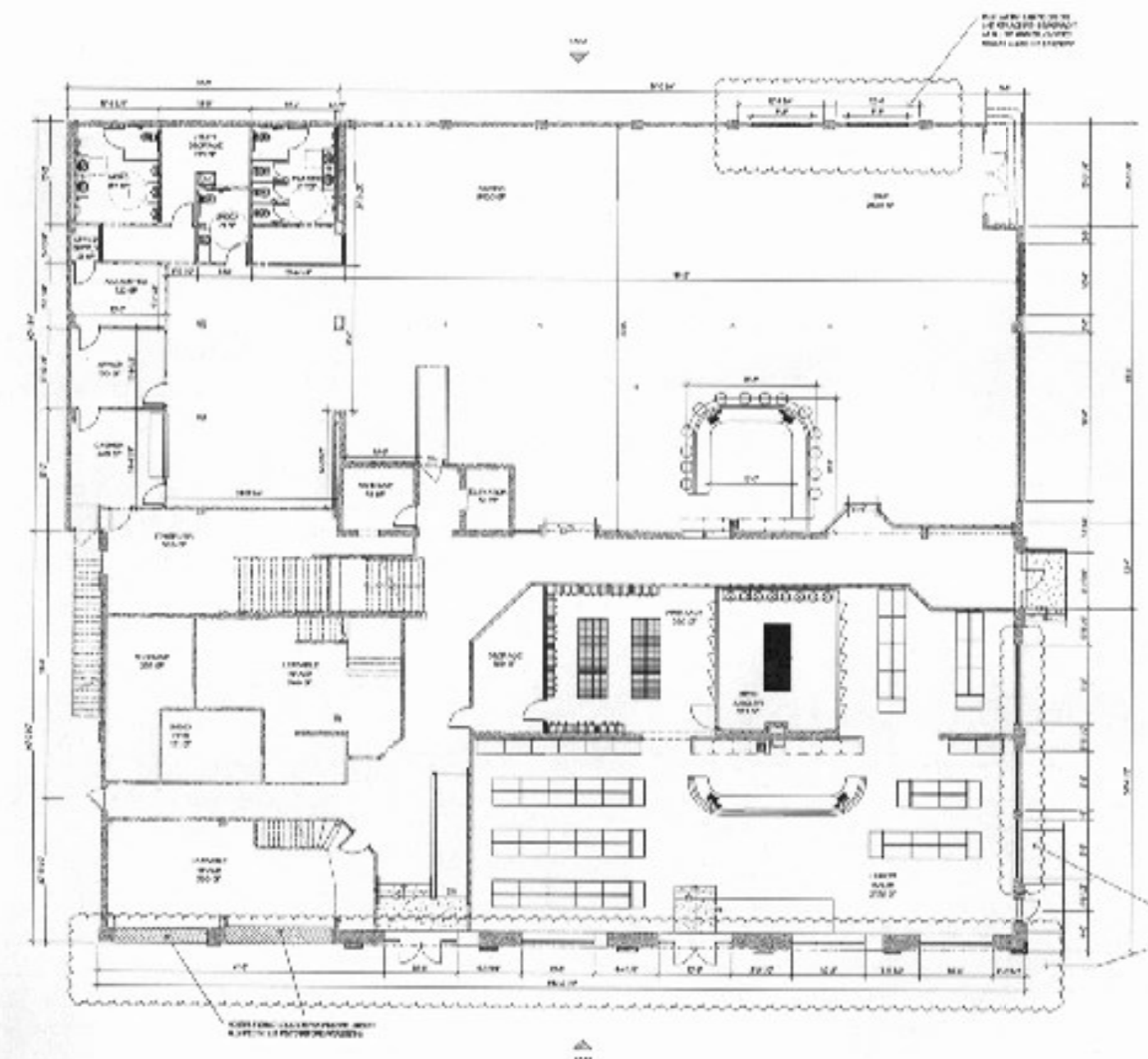
Attachments

Preliminary Design





ACCESSORIES



1 MAIN LEVEL

GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND ALL APPLICABLE REGULATIONS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.

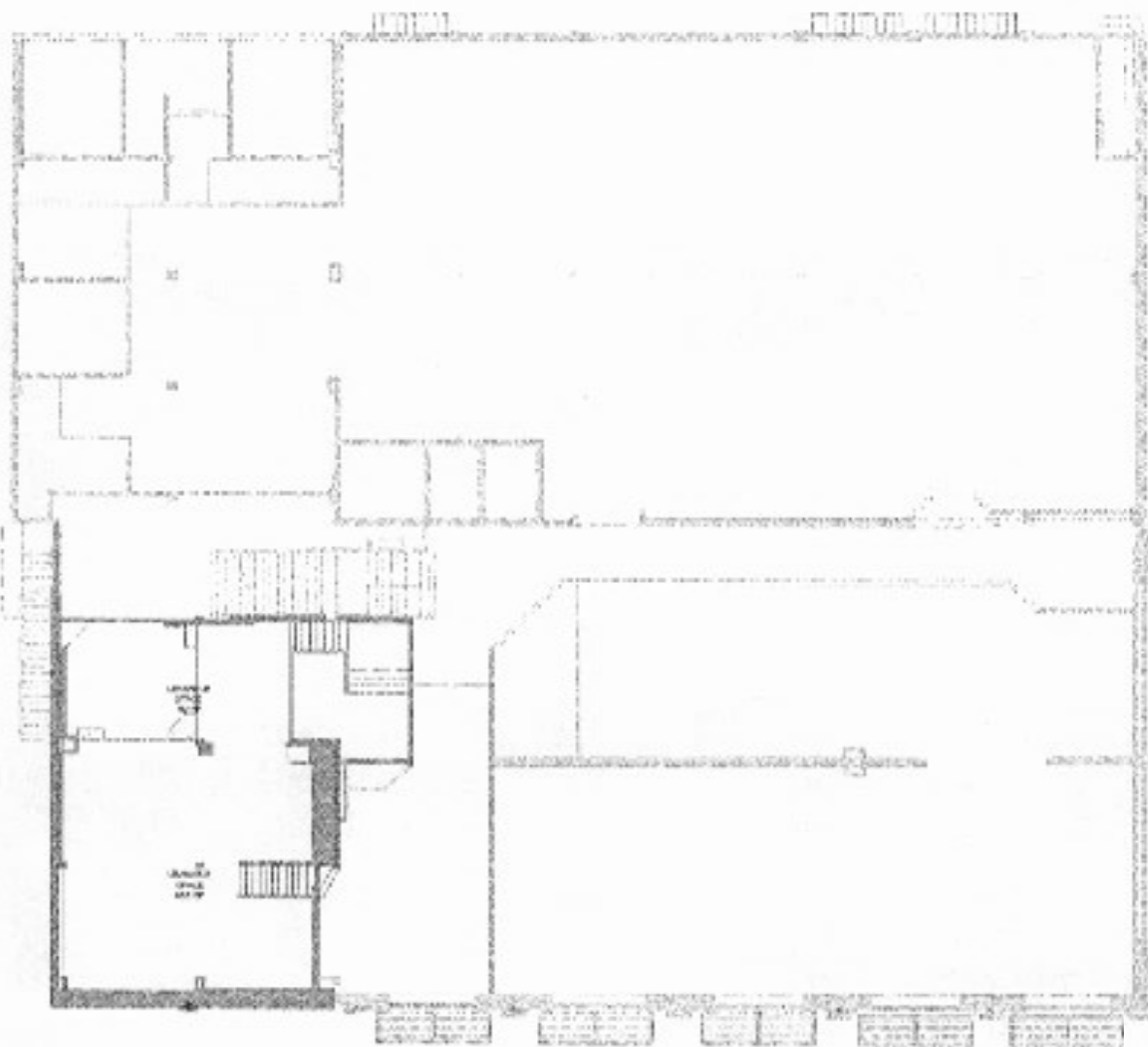
PRELIMINARY

AMUNDSEN ASSOCIATES
ARCHITECTS • PLANNERS • ENGINEERS
200 E. Second Ave. • Anchorage, Alaska 99501
Tel: 907.562.1111 • Fax: 907.562.1112

COMMISSARY MALL
100 WEST END AVE. - ANCHORAGE, ALASKA 99501

AMUNDSEN
DATE: 10/10/00
DRAWN BY: [Signature]
CHECKED BY: [Signature]

3.10



1 MEZZANINE
W/F

GENERAL NOTES:

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODES AND ALL APPLICABLE LOCAL, STATE AND FEDERAL REGULATIONS.
2. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES AND FOR THE COST THEREOF.
3. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME AND SHALL BE SUBJECT TO THE SUPERVISOR'S SCHEDULE.
4. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES TO REMAIN.
5. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE SUPERVISOR.
6. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES TO REMAIN.
7. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME AND SHALL BE SUBJECT TO THE SUPERVISOR'S SCHEDULE.
8. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES TO REMAIN.
9. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE SUPERVISOR.
10. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES TO REMAIN.
11. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME AND SHALL BE SUBJECT TO THE SUPERVISOR'S SCHEDULE.
12. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES TO REMAIN.
13. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE SUPERVISOR.
14. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES TO REMAIN.
15. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME AND SHALL BE SUBJECT TO THE SUPERVISOR'S SCHEDULE.
16. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES TO REMAIN.
17. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE SUPERVISOR.
18. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES TO REMAIN.
19. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME AND SHALL BE SUBJECT TO THE SUPERVISOR'S SCHEDULE.
20. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES TO REMAIN.

PRELIMINARY
 NOT FOR CONSTRUCTION

AMUNDSEN ASSOCIATES
 ARCHITECTS • PLANNERS • INTERIORS
 2015 Laurel Lane • Cape Fear, North Carolina
 704.333.1111 • amundsen.com



NEW BIDDING FOR
COMMISSARY MALL
 THE ARCHITECT DESIGN ALL STREET
 COLUMBIA, N. CAROLINA

SHEET NUMBER
208
 DATE
 10/20/2018
 DRAWN BY
 JTB
 CHECKED BY
 JTB
3.11

GENERAL NOTES

1. ALL WORK SHOWN SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODES AND ALL APPLICABLE LOCAL ORDINANCES.
2. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

**PRELIMINARY
MEASUREMENT
CONSTRUCTION**

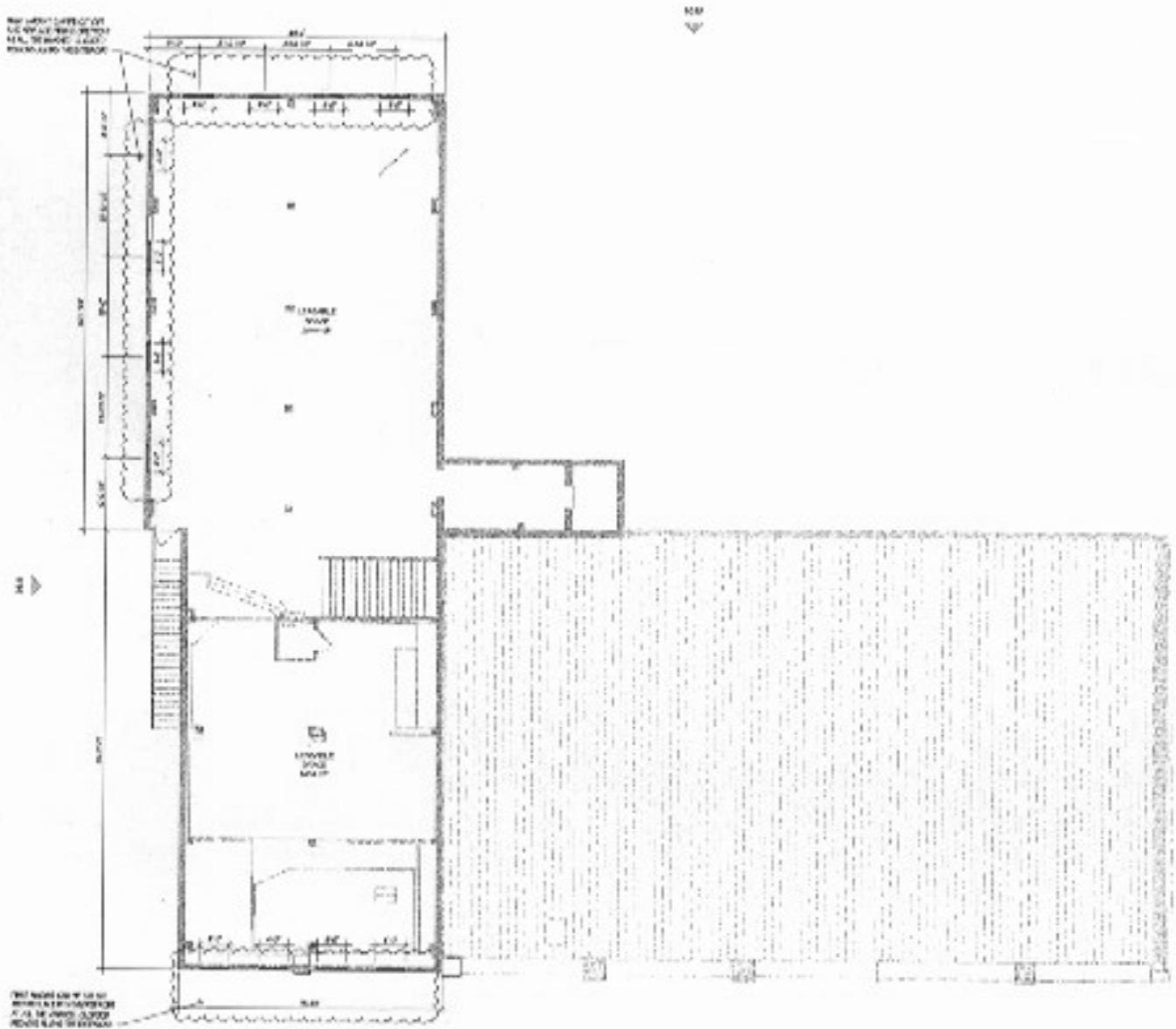
**AMUNDSEN
ASSOCIATES**
ARCHITECTS & PLANNERS - INTERIOR DESIGN
122 E. Broad Street - Suite 1000 - Columbus, OH 43215
614.444.1111



COMMISSARY MALL
120 EAST BROAD STREET
COLUMBUS, OH 43215

JOB NUMBER
DATE
DRAWN BY
CHECKED BY

3.12



1 SECOND LEVEL
M.P. 10

DEMOLITION KEY NOTES

1. REMOVE ALL EXISTING PAINT
2. REMOVE ALL EXISTING CURB
3. REMOVE EXISTING CONC. STRENGTH
4. REMOVE EXISTING
5. CUT EXISTING TO 1/2" FROM FINISH
6. REMOVE EXISTING
7. REMOVE EXISTING
8. REMOVE EXISTING
9. REMOVE EXISTING
10. REMOVE EXISTING
11. REMOVE EXISTING
12. REMOVE EXISTING
13. REMOVE EXISTING
14. REMOVE EXISTING
15. REMOVE EXISTING
16. REMOVE EXISTING
17. REMOVE EXISTING
18. REMOVE EXISTING
19. REMOVE EXISTING
20. REMOVE EXISTING
21. REMOVE EXISTING
22. REMOVE EXISTING
23. REMOVE EXISTING
24. REMOVE EXISTING
25. REMOVE EXISTING
26. REMOVE EXISTING
27. REMOVE EXISTING
28. REMOVE EXISTING
29. REMOVE EXISTING
30. REMOVE EXISTING
31. REMOVE EXISTING
32. REMOVE EXISTING
33. REMOVE EXISTING
34. REMOVE EXISTING
35. REMOVE EXISTING
36. REMOVE EXISTING
37. REMOVE EXISTING
38. REMOVE EXISTING
39. REMOVE EXISTING
40. REMOVE EXISTING
41. REMOVE EXISTING
42. REMOVE EXISTING
43. REMOVE EXISTING
44. REMOVE EXISTING
45. REMOVE EXISTING
46. REMOVE EXISTING
47. REMOVE EXISTING
48. REMOVE EXISTING
49. REMOVE EXISTING
50. REMOVE EXISTING
51. REMOVE EXISTING
52. REMOVE EXISTING
53. REMOVE EXISTING
54. REMOVE EXISTING
55. REMOVE EXISTING
56. REMOVE EXISTING
57. REMOVE EXISTING
58. REMOVE EXISTING
59. REMOVE EXISTING
60. REMOVE EXISTING
61. REMOVE EXISTING
62. REMOVE EXISTING
63. REMOVE EXISTING
64. REMOVE EXISTING
65. REMOVE EXISTING
66. REMOVE EXISTING
67. REMOVE EXISTING
68. REMOVE EXISTING
69. REMOVE EXISTING
70. REMOVE EXISTING
71. REMOVE EXISTING
72. REMOVE EXISTING
73. REMOVE EXISTING
74. REMOVE EXISTING
75. REMOVE EXISTING
76. REMOVE EXISTING
77. REMOVE EXISTING
78. REMOVE EXISTING
79. REMOVE EXISTING
80. REMOVE EXISTING
81. REMOVE EXISTING
82. REMOVE EXISTING
83. REMOVE EXISTING
84. REMOVE EXISTING
85. REMOVE EXISTING
86. REMOVE EXISTING
87. REMOVE EXISTING
88. REMOVE EXISTING
89. REMOVE EXISTING
90. REMOVE EXISTING
91. REMOVE EXISTING
92. REMOVE EXISTING
93. REMOVE EXISTING
94. REMOVE EXISTING
95. REMOVE EXISTING
96. REMOVE EXISTING
97. REMOVE EXISTING
98. REMOVE EXISTING
99. REMOVE EXISTING
100. REMOVE EXISTING

KUEL IMBANYKI
2017
CONSTRUCTION

AMUNDSEN ASSOCIATES
ARCHITECTS • PLANNERS • ENGINEERS
122 South Main Street, Suite 200
New York, NY 10038
Tel: 212-512-1234
Fax: 212-512-1234

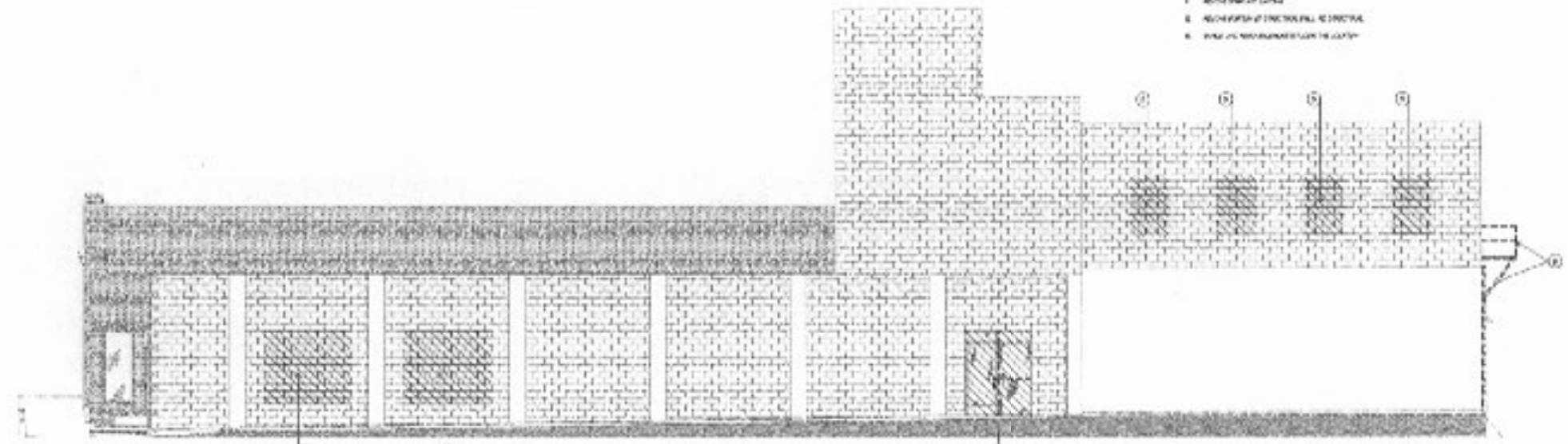


NEW YORK STATE
COMMISSARY MALL
200 SOUTH MAIN STREET
CLERMONT, NY 12051

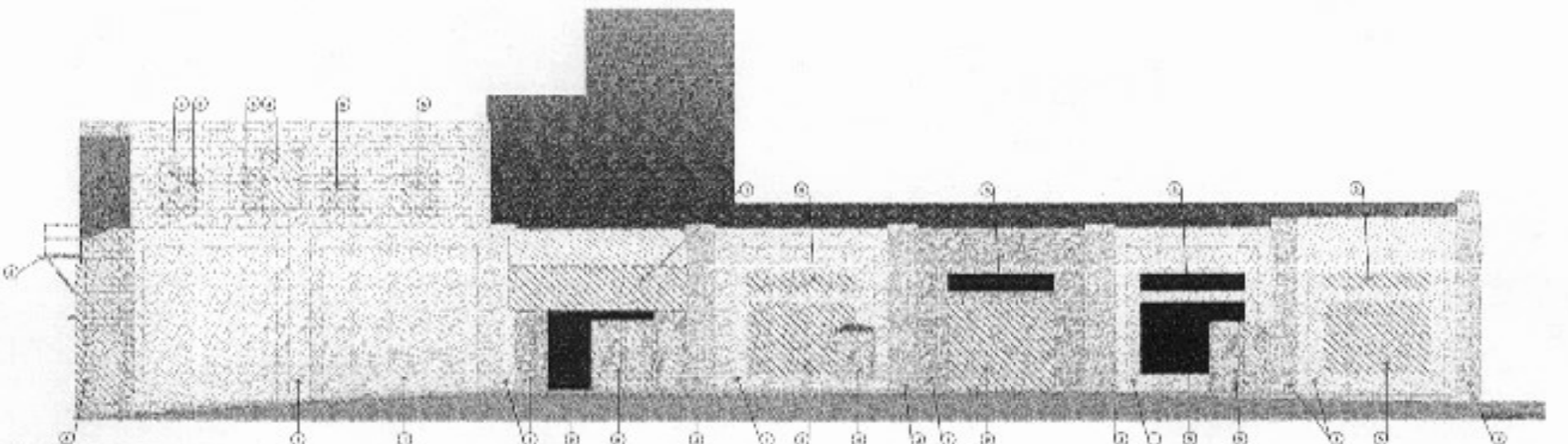
SCALE: 1/8" = 1'-0"
DATE: 08/20/17
DRAWN BY: [Signature]
CHECKED BY: [Signature]

5.00

1 NORTH DEMO ELEVATION

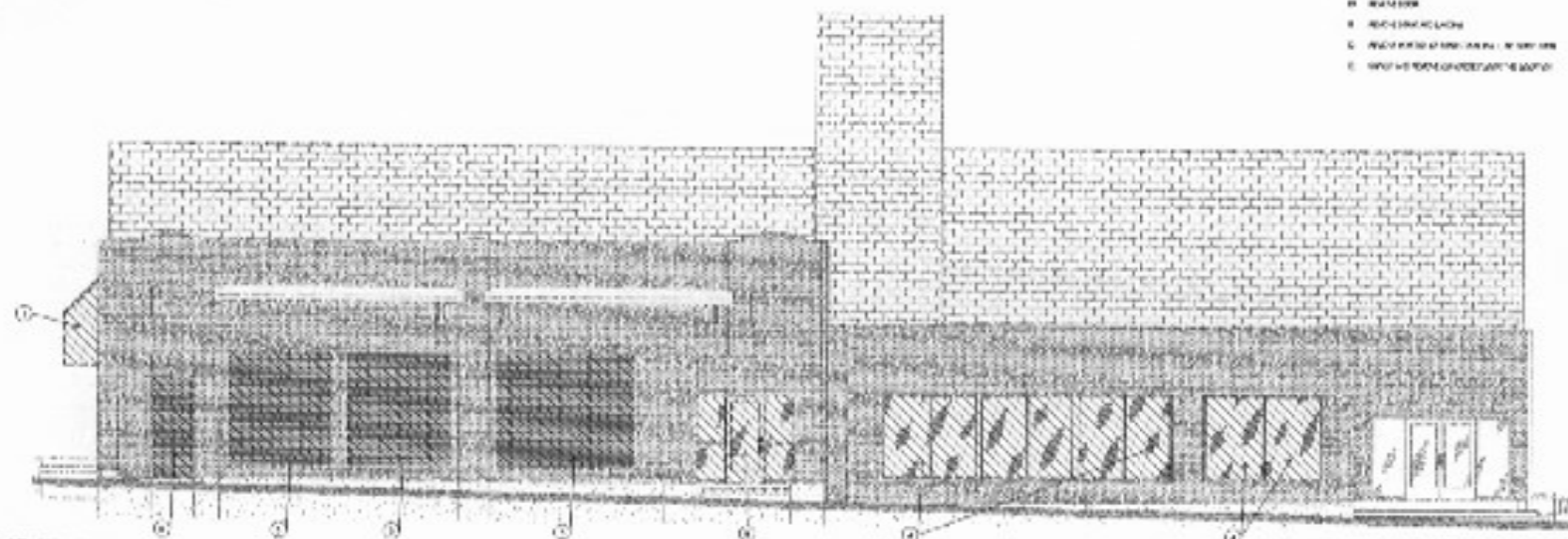


2 SOUTH DEMO ELEVATION

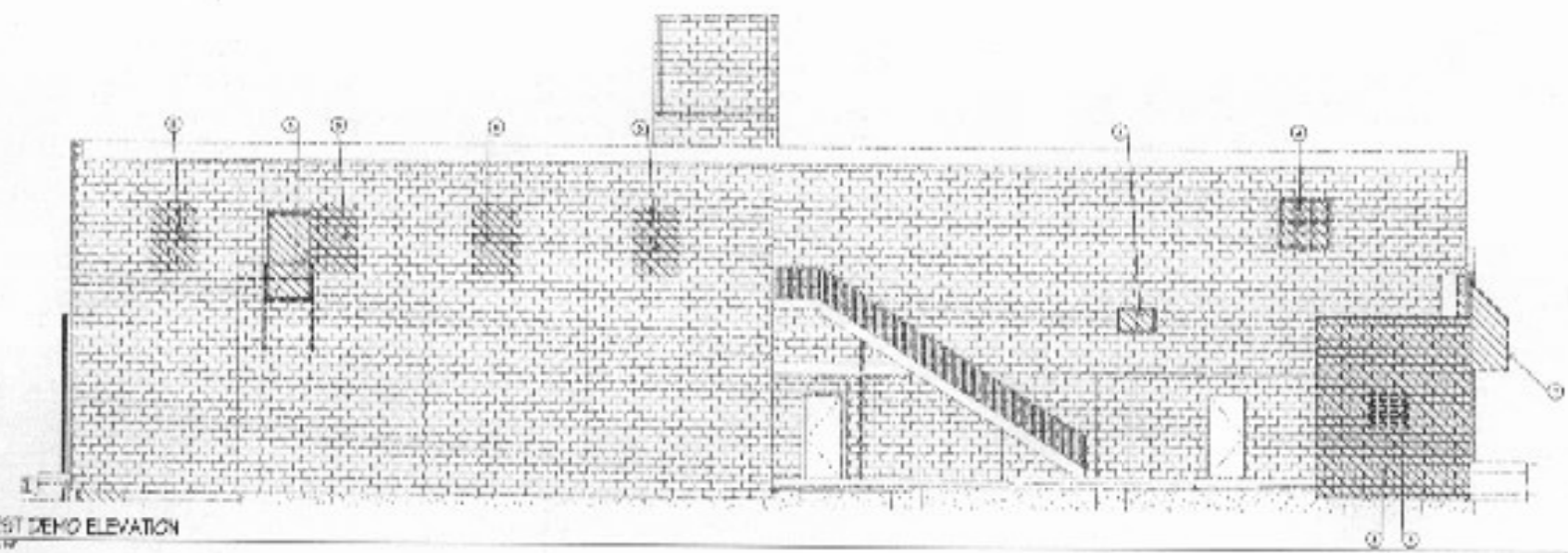


DEMOLITION KEY NOTES (1)

- 1. REMOVE EXISTING EXTERIOR WALLS
- 2. REMOVE EXISTING EXTERIOR ROOF
- 3. REMOVE EXISTING EXTERIOR FLOORING
- 4. REMOVE EXISTING ROOF
- 5. REMOVE PORTION OF WALL, ROOF & FLOORING
- 6. REMOVE EXISTING WALL
- 7. REMOVE EXISTING FLOOR
- 8. REMOVE EXISTING ROOF
- 9. REMOVE EXISTING WALL
- 10. REMOVE EXISTING FLOOR
- 11. REMOVE EXISTING WALL
- 12. REMOVE EXISTING FLOOR
- 13. REMOVE EXISTING WALL
- 14. REMOVE EXISTING FLOOR
- 15. REMOVE EXISTING WALL
- 16. REMOVE EXISTING FLOOR
- 17. REMOVE EXISTING WALL
- 18. REMOVE EXISTING FLOOR
- 19. REMOVE EXISTING WALL
- 20. REMOVE EXISTING FLOOR



1 EAST DEMO ELEVATION
10/12/10



2 WEST DEMO ELEVATION
10/12/10

PRELIMINARY
FOR THE
CONTRACTOR

AMUNDSEN ASSOCIATES
ARCHITECTS • PLANNERS • INTERIOR DESIGNERS
2015 Laurel Road • Columbia, SC 29204
803.732.1100

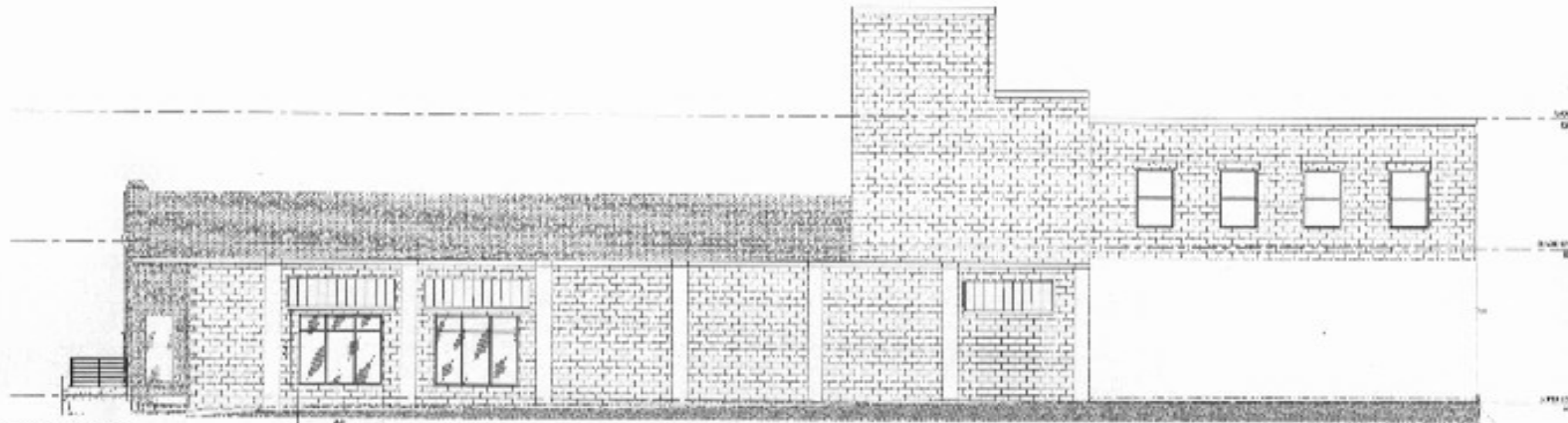


PROPERTY LOCATION:
COMMISSARY MALL
1000 COMMISSARY MALL STREET
COLUMBIA, SC 29204

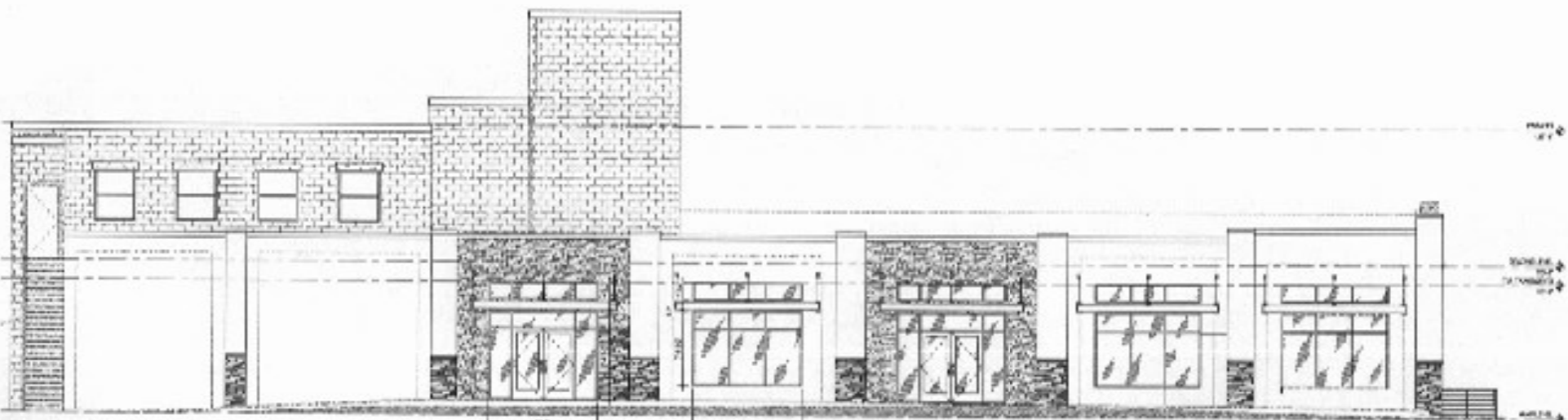
PROJECT NUMBER:
DATE:
DRAWN BY:
CHECKED BY:
SCALE:

5.01

1 NORTH ELEVATION



2 SOUTH ELEVATION



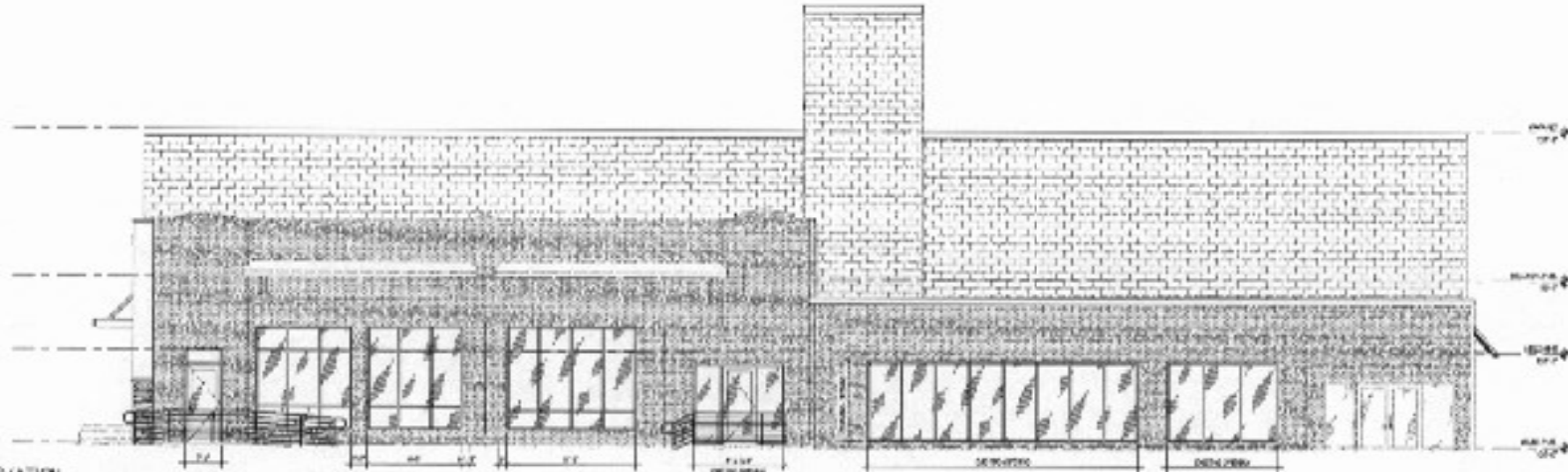
PRELIMINARY
REVISED
CORRECTED

**AMUNDSEN
ASSOCIATES**
ARCHITECTS • PLANNERS • INTERIORS DESIGN
118 South Main • P.O. Box 1000 • Montpelier, VT 05602
PHONE: 802-249-1111 • FAX: 802-249-1112

NEW KENNY FLEX-TONE
COMMISSARY MALL
410 SOUTH MAIN MALL STREET
MONTPELIER, VT 05602

SCALE: 1/8" = 1'-0"
DATE: 5/10/01
DRAWN BY:
SHEET TITLE:
REVISIONS:

5.10



1 EAST ELEVATION
1/2" = 1'-0"



2 WEST ELEVATION
1/2" = 1'-0"

PRELIMINARY
REVISED
DATE

AMUNDSEN ASSOCIATES
ARCHITECTS • PLANNERS • INTERIOR DESIGNERS
222 East Main Street, Suite 200
St. Paul, MN 55101
Tel: 612.291.1111
Fax: 612.291.1112

NEW PROJECTS & EXISTING
COMMISSARY MALL
100 SOUTH BROADWAY, SUITE 100
CLARK, MINNESOTA

PROJECT NUMBER:
DATE:
DRAWN BY:
CHECKED BY:

5.11

GENERAL FINISH NOTES

1. VERIFY FINISH SCHEDULE FOR ALL FINISHES AND MATERIALS TO BE USED.
2. SEE REPRESENTATIVE LIT. LOADS, APPROX. WEIGHTS AND THICKNESS OF ALL FINISHES AND MATERIALS TO BE USED.
3. VERIFY FINISH SCHEDULE FOR ALL FINISHES AND MATERIALS TO BE USED. VERIFY FINISH SCHEDULE FOR ALL FINISHES AND MATERIALS TO BE USED.
4. VERIFY FINISH SCHEDULE FOR ALL FINISHES AND MATERIALS TO BE USED. VERIFY FINISH SCHEDULE FOR ALL FINISHES AND MATERIALS TO BE USED.
5. VERIFY FINISH SCHEDULE FOR ALL FINISHES AND MATERIALS TO BE USED. VERIFY FINISH SCHEDULE FOR ALL FINISHES AND MATERIALS TO BE USED.
6. VERIFY FINISH SCHEDULE FOR ALL FINISHES AND MATERIALS TO BE USED. VERIFY FINISH SCHEDULE FOR ALL FINISHES AND MATERIALS TO BE USED.

7. VERIFY FINISH SCHEDULE FOR ALL FINISHES AND MATERIALS TO BE USED.
8. VERIFY FINISH SCHEDULE FOR ALL FINISHES AND MATERIALS TO BE USED.
9. VERIFY FINISH SCHEDULE FOR ALL FINISHES AND MATERIALS TO BE USED.
10. VERIFY FINISH SCHEDULE FOR ALL FINISHES AND MATERIALS TO BE USED.

FLOOR FINISH LEGEND

Materials

- 1. POLISHED CONCRETE
- 2. POLISHED CONCRETE WITH POLISHED AGGREGATE
- 3. POLISHED CONCRETE WITH POLISHED AGGREGATE AND POLISHED AGGREGATE
- 4. POLISHED CONCRETE WITH POLISHED AGGREGATE AND POLISHED AGGREGATE
- 5. POLISHED CONCRETE WITH POLISHED AGGREGATE AND POLISHED AGGREGATE

Finish Notes

- 1. POLISHED CONCRETE
- 2. POLISHED CONCRETE WITH POLISHED AGGREGATE
- 3. POLISHED CONCRETE WITH POLISHED AGGREGATE AND POLISHED AGGREGATE
- 4. POLISHED CONCRETE WITH POLISHED AGGREGATE AND POLISHED AGGREGATE
- 5. POLISHED CONCRETE WITH POLISHED AGGREGATE AND POLISHED AGGREGATE

PRODUCT & COLOR SCHEDULE

ALL FINISHES

FINISH

- 1. POLISHED CONCRETE
- 2. POLISHED CONCRETE WITH POLISHED AGGREGATE
- 3. POLISHED CONCRETE WITH POLISHED AGGREGATE AND POLISHED AGGREGATE
- 4. POLISHED CONCRETE WITH POLISHED AGGREGATE AND POLISHED AGGREGATE
- 5. POLISHED CONCRETE WITH POLISHED AGGREGATE AND POLISHED AGGREGATE

FINISH COLOR

- 1. POLISHED CONCRETE
- 2. POLISHED CONCRETE WITH POLISHED AGGREGATE
- 3. POLISHED CONCRETE WITH POLISHED AGGREGATE AND POLISHED AGGREGATE
- 4. POLISHED CONCRETE WITH POLISHED AGGREGATE AND POLISHED AGGREGATE
- 5. POLISHED CONCRETE WITH POLISHED AGGREGATE AND POLISHED AGGREGATE

FINISH	TYPE	COLOR	FINISH
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
9	9	9	9
10	10	10	10
11	11	11	11
12	12	12	12
13	13	13	13
14	14	14	14
15	15	15	15
16	16	16	16
17	17	17	17
18	18	18	18
19	19	19	19
20	20	20	20
21	21	21	21
22	22	22	22
23	23	23	23
24	24	24	24
25	25	25	25
26	26	26	26
27	27	27	27
28	28	28	28
29	29	29	29
30	30	30	30
31	31	31	31
32	32	32	32
33	33	33	33
34	34	34	34
35	35	35	35
36	36	36	36
37	37	37	37
38	38	38	38
39	39	39	39
40	40	40	40
41	41	41	41
42	42	42	42
43	43	43	43
44	44	44	44
45	45	45	45
46	46	46	46
47	47	47	47
48	48	48	48
49	49	49	49
50	50	50	50

AMUNDSEN ASSOCIATES

ARCHITECTURE • PLANNING • INTERIOR DESIGN

1000 ...

PRELIMINARY

COMMISSARY MALL

CLARK COUNTY, KY


DATE: ...


DESIGNED BY: ...

SCALE: ...

9.10

October 6, 2021

MEMO TO: J. Carter Napier, City Manager 

FROM: Fleur Tremel, Assistant to the City Manager/City Clerk
Carla Mills-Laatsch, Licensing Specialist 

SUBJECT: Establish Public Hearing for new Microbrewery Liquor License No. 8 for The Black Tooth Brewing Company, LLC., d/b/a Black Tooth Brewing Company, Located at 322 South David Street Suite A.

Meeting Type & Date

Regular Council Meeting
October 19, 2021

Action type

Establish Public Hearing
Minute Action

Recommendation

That Council, by minute action, establish November 2, 2021 as the Public Hearing date for a new Microbrewery Liquor License No. 8 for The Black Tooth Brewing Company, LLC., d/b/a Black Tooth Brewing Company, located at 322 South David Street Suite A.

Summary

An application has been received requesting a new Microbrewery Liquor License No. 8 for The Black Tooth Brewing Company, LLC., d/b/a Black Tooth Brewing Company, located at 322 South David Street Suite A.

If approved, this license will be parked until all permits for a Microbrewery are obtained. The applicant plans to open in December of this year.

The State of Wyoming Liquor Division will duly review the application. The City of Casper Fire-EMS Department, City of Casper Community Development Department, and Natrona County Health Department will review this business and address to ensure compliance with local codes and ordinances.

As required by Municipal Code 05.08.080, a notice will be published in a local newspaper once a week for two consecutive weeks. As required by State Statute 12-4-104(a) it will be advertised on the City's website (www.casperwy.gov).

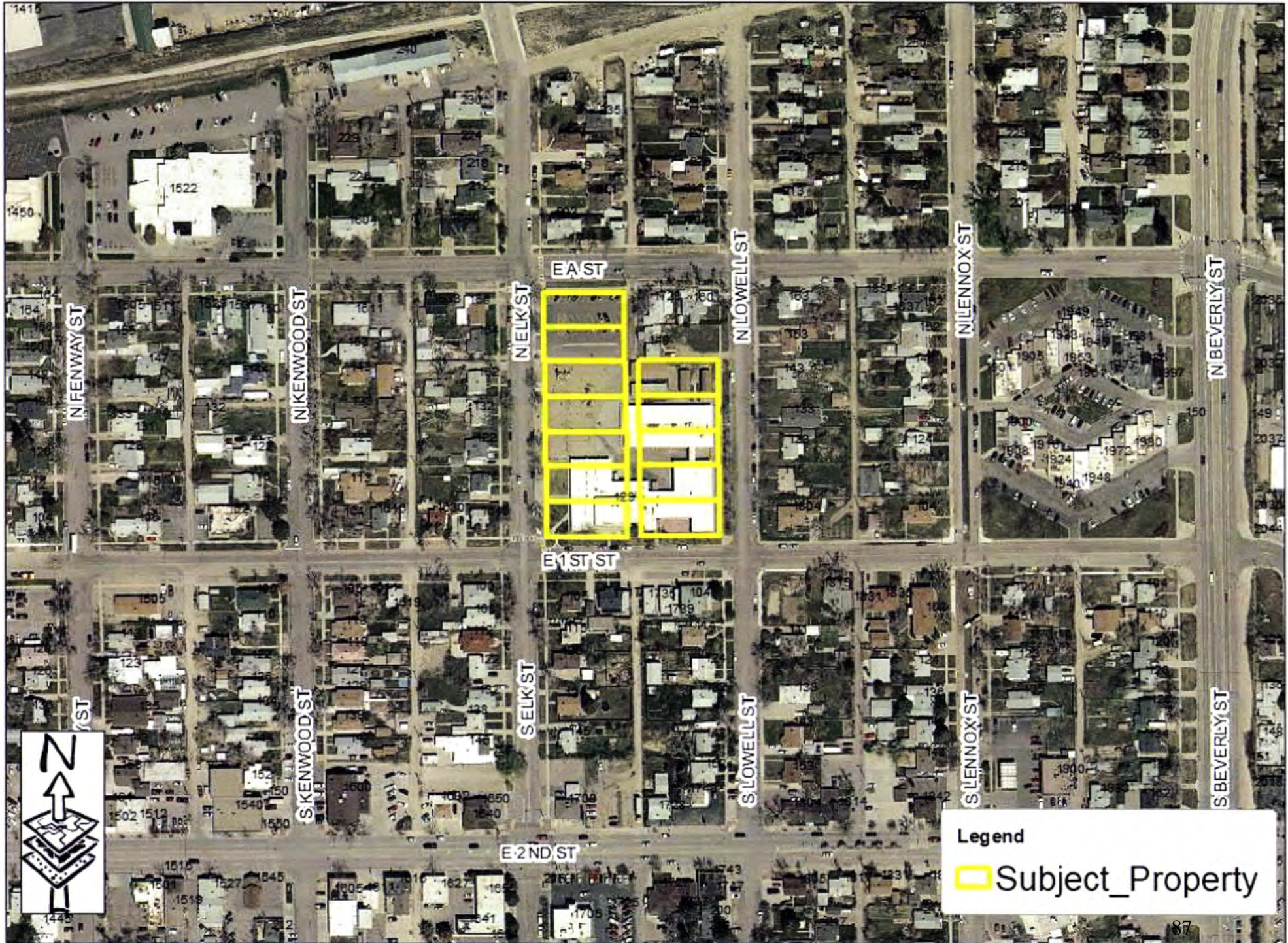
Financial Considerations

The fee for a Microbrewery is \$500.

Oversight/Project Responsibility
Carla Mills-Laatsch, Licensing Specialist

Attachments
None

Willard Campus - Casper Housing Authority



Willard Campus - Casper Housing Authority



ORDINANCE NO. 31-21

AN ORDINANCE APPROVING A ZONE CHANGE OF THE
FORMER WILLARD SCHOOL PROPERTY, LOTS 1-12,
BLOCK 97, BUTLER'S ADDITION

WHEREAS, an application has been made to rezone the former Willard School property, Lots 1-12, Block 97, Butler's Addition, from zoning classification ED (Educational District) to C-2 (General Business); and,

WHEREAS, after a public hearing on August 19, 2021, the City of Casper Planning and Zoning Commission unanimously passed a motion recommending that City Council approve the zone change request; and,

WHEREAS, the governing body of the City of Casper finds that the above-described zone change should be approved.

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING:

SECTION 1:

The requested zone change of the former Willard School property, described as Lots 1-12, Block 97, Butler's Addition, from ED (Educational District) to C-2 (General Business) is hereby approved.

SECTION 2:

This ordinance shall be in full force and effect from and after passage on three readings and publication pursuant to law.

PASSED on 1st reading the 21st day of Sept., 2021.

PASSED on 2nd reading the 5th day of Oct., 2021.

PASSED, APPROVED, AND ADOPTED on 3rd and final reading the day of _____, 2021.

APPROVED AS TO FORM:

Walker Tremel

ATTEST:

CITY OF CASPER, WYOMING
A Municipal Corporation

Fleur Tremel
City Clerk

Steven K. Freel
Mayor



City of Casper
Financial Services
200 N David St.
Casper, WY 82601
307-235-8400

LANDLORD AGREEMENT FORM For Continuation of Utility Service

The Landlord Agreement for Continuation of Utility Service is designed to provide uninterrupted utility service to a rental property between tenants. The utility service for water, sewer and sanitation accounts will automatically be transferred from the tenant's name into the landlord's name at the time service has been terminated by the tenant or when the service has been terminated by the City of Casper for lack of payment by the tenant. Please note this will not prevent all forms of disconnection of water service, only disconnection due to an account termination.

- This agreement will be effective upon the signature and receipt by the City of Casper of this form. All properties listed on the attached addendum will be covered by the Landlord Agreement.
- This will eliminate the turn on charge currently imposed for service that has been terminated and then reinstated.
- This authorizes the City of Casper to put a property back into the owner's name when service is terminated by the tenant(s).
- This authorizes the City of Casper to place a property back into the owner's name when service is terminated for the tenant's failure to pay for service. This may result in the owner being responsible for the tenant's subsequent utility services. The utility bill will serve as notice of the change to the account.
- This agreement remains in effect until a new property owner requests service or the landlord notifies the City of Casper in writing to terminate the landlord agreement. The landlord may add or remove properties to this agreement by written request.
- The landlord is responsible for notifying new tenant(s) that they need to contact the City of Casper to establish new utility service and to pay any deposit required.
- If landlord has a City of Casper account in collections, all Landlord Agreements may be suspended at the city's discretion until account issues are resolved.
- The property owner must be verifiable through the Natrona County Assessor's Office.
- This agreement must be signed by the Property Owner. If property management services are used then the agreement must also be signed by the Property Manager, if the property manager has full access and responsibility over accounts. The City of Casper must be informed in writing of any changes to property management and a new LLA form must be submitted.

Please provide the following information (please print)
**List all properties to be covered on the attached addendum*

PROPERTY OWNER INFORMATION

Name of Property Owner (must be verifiable through Natrona County Assessor)

Name of Property Owners Business (if applicable)

Mailing Address

FIN/EID #

Telephone #

E-Mail Address

Signature of Property Owner

Date

PROPERTY MANAGER INFORMATION

(If Property Manager has full access and responsibility over accounts)

Name of Management Company

Name of Authorized Property Manager

Mailing Address

FIN/EID #

Telephone #

E-Mail Address

Signature of Property Manager

Date



City of Casper Financial Services
 200 N David Street
 Casper, WY 82601
 307-235-8400

PROPERTY OWNER NAME (printed) _____

SIGNATURE _____ DATE _____

Addresses to be covered under Landlord Agreement

	SERVICE ADDRESS/COMPLEX NAME	APT. / UNIT # (if applicable)	(office use only)
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			

ORDINANCE NO. 32-21

AN ORDINANCE AMENDING
CERTAIN SECTIONS OF
CHAPTER 13.03 – UTILITY
BILLING AND COLLECTION, OF
THE CASPER MUNICIPAL CODE

WHEREAS, the governing body of the City of Casper has the authority granted by the Wyoming State Statutes Section 15-1-103(a)(x1i) and 15-1-103(a)(v), to adopt ordinances and resolutions necessary to protect the health, safety, and welfare of its citizenry; and,

WHEREAS, the governing body of the City of Casper may perform all acts in relation to the concerns of the City necessary to the exercise of its corporate powers; and,

WHEREAS, the Casper Municipal Code needs updated and modified from time to time; and,

WHEREAS, the governing body of the City of Casper desires to update and amend the City of Casper Code, CHAPTER 13.03 – UTILITY BILLING AND COLLECTION, OF THE CASPER MUNICIPAL CODE as set out below.

NOW, THEREFORE BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: that the following sections of Chapter 13.03 are hereby updated and amended as follows:

Chapter 13.03 – UTILITY BILLING AND COLLECTION

13.03.010 – Purpose.

The city supplies municipal utility services for the citizens of Casper. This chapter will provide the procedures for initiating, discontinuing, billing and collection of these services.

13.03.020 – Scope.

This chapter shall apply to all property within the city of Casper or any property outside the city that has retail municipal utilities furnished by the city. This chapter does not apply to wholesale water and sewer customers or to customers with specific contractual arrangements.

This chapter shall compliment other chapters of the Casper municipal code, and city rules and regulations regarding water and sewer service.

13.03.030 – Definitions.

- A. “Business office” means the business office of the Financial Services Department, Casper City Hall, 200 North David Street, Casper, Wyoming.
- B. “Commercial” means property as defined in the Casper municipal code, Chapter 17 for business enterprises as retailers, wholesale facilities, hotels, motels, restaurants, travel-

trailer parks, hospitals and other similar business establishments. This does not imply a specific rate.

- C. “Domestic septage” means the mixed liquid and solids’ contents pumped from septic tanks used for receiving domestic wastewater (definition in Chapter 13.20) or wastes from sanitary convenience units.
- D. “New construction” means a building, structure, facility or installation constructed at a site that will generate new water and sewer demand.
- E. “Non-hazardous industrial sump waste” means the liquid and solids contents pumped from sumps, oil and sand interceptors, or grease interceptors receiving industrial wastes (definition in Chapter 13.20) considered non-hazardous in accordance to any state or federal criteria, guidelines or regulations developed pursuant to the Solid Waste Disposal Act, the Clean Water Act, the Resource Conservation and Recovery Act, and state statutes.
- F. “Rate description” means the amount of money that will be charged for a certain service, dependent upon the kind of service received, rather than the property designation. All rates and fees shall be established by resolution of the city council.
- G. “Residential” means a property designation as listed in the Casper municipal code, Chapter 17 including, but not limited to, single-family dwellings; moveable mobile homes; modular homes; multi-family dwelling units, such as duplexes; townhouses; condominiums; apartments; churches; schools; day care (adult, family and group); parks; playgrounds; historical sites; golf course; and, other similar recreational facilities used during daylight hours. This does not imply a specific rate.
- H. “Temporary fire hydrant usage” means a fire hydrant used for delivering water needed for public or private works or new building construction purposes (compaction, dust control, etc.)

13.03.040 – New construction.

- A. Applications for new construction installations for water and sewer service shall be made to the Engineering Department, 200 North David Street, Casper, Wyoming. All applicable charges for new services, including, but not limited to, system investment charges for new services, will be assessed at the time of application in accordance to other chapters of this Casper municipal code and city rules and regulations regarding water and sewer service.
- B. Upon application, the minimum charge for services will be billed until the meter is installed. If water is used for landscaping before the meter is installed, the customer will be charged for twenty-five thousand gallons of water for the billing period.

13.03.050 – Connection or change of service.

- A. The property owner, tenant or agent of the owner may request changes in existing services. If a tenant occupies the property, the property owner or agent of the owner may only request changes in existing services with the written approval of the tenant.
- B. Service can be obtained by contacting the Customer Service Division of the Financial Services Department at 200 North David Street, between the hours of eight a.m. to five

p.m., Monday through Friday (except holidays); calling the Financial Services Department Customer Service Division between the hours of eight a.m. to five p.m., Monday through Friday (except holidays); or, by utilizing the city's website. The request for service will include name of occupant, physical address, mailing address, social security number, day and night time telephone number, employer and requested date of service. The request must be made at least three working days prior to requested starting date. Incomplete website requests will be returned to the customer for additional information.

- C. Tenants of rental properties will be required to make a deposit unless:
 - 1. They have one year of previous service with the city indicating good credit.
 - 2. There is a co-signor who is currently serviced by the city, with good credit, and is willing to sign for any delinquent amounts.
 - 3. They can provide a letter of credit from another utility indicating good credit for at least one year.
- D. Any new occupant, owner or agency is granted a seventy-two hour notice before services will be disconnected to allow the customer time to transfer the utilities to their name without a break in service.

13.03.060 – Refusal of service.

The city reserves the rights to refuse service to any customer until all federal, state and municipal regulations governing municipal utility service have been complied with by the applicant.

13.03.070 – Discontinuance of service.

- A. Service may be discontinued for nonpayment. In order to re-establish service, a delinquent turn-on fee and a deposit may be required before service is restored. Service will not be provided if there are any outstanding bills or fees or any violations of this chapter.
- B. Customers will be charged a fee if an insufficient funds check is received by the city. The bank automatically redeposits insufficient funds checks. If an insufficient funds check has been redeposited and is returned to the city, the amount will be automatically reversed and applied to the customer's account. The customer will be responsible for any additional charges; interest or penalties accrued to the account. The unpaid balance will be subject to any interest or penalty charges associated with a past due amount. The account will be subject to the city general billing and collection policy, adopted by resolution of the city council.
- C. If water service is disconnected because of any misrepresentation, deliberate meter tampering, curb stop tampering or unauthorized connections, service may be restored after the city has received payment for water used, damages to materials, reconnection charges, proper system investment charges and other fees and costs incurred by the city.
- D. A property owner may have water service transferred to their name automatically when a tenant discontinues services or is shut-off, by completing a landlord agreement form. The landlord agreement will remain in effect until a new property owner requests service, or the landlord notifies the city to terminate the landlord agreement.

- E. When water service is temporarily shut-off at the request of the customer and turned on at a later date at the request of the customer, a reconnect fee shall be charged to the customer. There will be no reconnect fee when the water service is shut off for less than twenty-four hours for repairs to the customer's plumbing system.

13.03.080 – Billing.

- A. All bills and notices mailed by the city will be mailed to the street addresses of the property, unless the customer has provided a different mailing address.
- B. All utility billing will be based upon a rate definition rather than a property definition. Property may be designated as commercial in this code; however, they may be charged a residential rate for any of the utilities.
- C. Water billing will be based on meter readings. The bills shall indicate the consumption in one thousand-gallon increments.
- D. Sewer billing for new residential customers will be based on a usage of six thousand five hundred gallons per month. If a customer has established usage at a previous address, the new sewer rate will be based on the same usage as the previous address until the next annual re-evaluation.
- E. Residential and commercial sewer billing will be reevaluated each year, based on actual water usage during the billing period starting after January 1.
- F. Each and every property location will receive a separate bill.
- G. Water and sewer minimum charges are not prorated with the billing period is shorter than thirty days.
- H. Customers will be charged any applicable minimum charges for all utility services during billing periods with no water usage. Minimum charges will be established by resolution.
- I. There may be charges for additional unsubstantiated re-reads. If the meter test reveals that the customer has been over-billed by three percent or more, the customer's bill may be adjusted. If the customer has been billed correctly, or has been underbilled, the city will bill the customer for the meter test. The amount billed will be determined by resolution.

13.03.090 – Adjustments.

- A. Sewer adjustments may be given if a leak occurred during the sewer evaluation periods.
- B. A bill may be adjusted for a water leak if the following condition applies. The usage on the customer's bill with the leak exceeds by three times the usage amount on the customer's bill for the same period one year previous. The leak adjustment is calculated at forty percent of the difference between the current period usage and the usage billed for the same time period one year previous.

13.03.100 – Credit, payment terms and collection efforts.

- A. Bills will be considered delinquent if not paid thirty days after the bill date. Authorized interest and penalty charges will start accruing on this date. A delinquent notice will be mailed to the customer on or shortly after the thirty-first day after the bill date. If the bill remains unpaid forty-five days after the bill date, all utility services will be disconnected.

- B. If the customer's service is disconnected due to lack of payment, and remains unpaid for sixty days; the account shall be closed and turned over for collection.

13.03.110 – Temporary fire hydrant usage.

- A. A fire hydrant usage permit must be obtained from the city.
- B. At the time the fire hydrant usage permit is obtained, a hydrant deposit shall be paid for an auxiliary valve, wrench, meter and hose. Upon return of the valve, wrench, meter, and hose, in good condition, the hydrant deposit will be credited toward the amount due for water usage from the hydrant. If equipment is lost or damaged due to customer neglect, appropriate fees shall be charged. The city manager or his designee reserves the right to rescind this privilege at any time.
- C. A fire hydrant operation charge for use of the fire hydrant shall be established by resolution of the city council. Charges will continue until the auxiliary valve, wrench, meter and hose are returned.
- D. All water will be metered. Hydrant meters may be rented from the city at a price set by resolution of the city council. Hydrant meters provided by the user and approved for use by the city may be used. The current City of Casper water transmission line wholesale water rate will be charged for erosion control, reinstatement of vegetation of disturbed areas, compaction water, and flushing water used by developers, contractors, and others in addition to the hydrant permit and hydrant operations changes.

The current retail water rate (dependent upon hydrant location) will be charged in addition to the hydrant permit and hydrant operational charges for all other uses, including, but not limited to, sod watering and parking lot washing. Payment and collection policies as listed in Section 13.03.090 will apply.

13.03.120 – Domestic septage and non-hazardous industrial sump waste service.

Customers may use the regional wastewater treatment plan for disposing of domestic septage and non-hazardous industrial sump waste. The hauler of the domestic septage or sump waste will be billed on a monthly basis. Customers receiving bills for this service will adhere to the payment and collection policy for non-utility billing customers.

The customer will be responsible for paying the applicable sump waste testing fees directly to the laboratory.

13.03.130 – Appeals.

Bills and adjustments may be appealed to the financial services director or his/her designee within thirty days of the bill date or adjustment date. If satisfactory settlement is not reached within thirty days, the customer may appeal to the Casper utilities advisory board by submitting a written request to the financial services department. If satisfactory settlement is not reached within thirty days with the Casper utilities advisory board, the customer may appeal to the city council by submitting a written request. All decisions made by the city council will be final.


This Ordinance shall become in full force and effect twenty-one (21) days after passage on third reading and publication.

PASSED on 1st reading the 21st day of Sept., 2021

PASSED on 2nd reading the 5th day of Oct., 2021

PASSED, APPROVED, AND ADOPTED on 3rd and final reading the ___ day of _____, 2021

APPROVED AS TO FORM:



ATTEST:

CITY OF CASPER, WYOMING
A Municipal Corporation

Fleur Tremel
City Clerk

Steven K. Freel
Mayor

October 6, 2021

MEMO TO: J. Carter Napier, City Manager *JCN*
FROM: Liz Becher, Community Development Director *LB*
M. Jeremy Yates, MPO Supervisor *m/y*
SUBJECT: Approval and Adoption of the Casper Rail-Trail Extension Plan

Meeting Type & Date: Regular Council Meeting, October 19, 2021.

Action Type: Resolution

Recommendation: That Council, by resolution, approve and adopt the Casper Rail-Trail Extension Plan conducted by the Casper Area Metropolitan Planning Organization (MPO).

Summary:

The MPO publishes Unified Planning Work Program (UPWP) that outlines and guides its slate of projects for the upcoming year. UPWP projects are proposed by the member jurisdictions of the MPO, drafted by MPO staff, and approved by both the MPO Technical and Policy Committees. The objective of the UPWP is to provide local officials in all MPO jurisdictions and participating agencies with a method of ensuring that local and federal transportation planning resources are allocated in accordance with established governmental policies. The UPWP also ensures that the MPO is meeting its transportation planning objectives as identified in the 2020 update of the Long Range Transportation Plan: *Connecting Crossroads*. The UPWP provides guidance and structure for development of planning projects of importance to MPO members. Development of a UPWP project listing allows for the efficient use of federal and local municipal match.

The FY21 UPWP identified the need to complete the Casper Rail-Trail Extension Plan to analyze the feasibility of extending the Casper Rail-Trail from Hat 6 Road to Edness Kimball Wilkins State Park (EKW) following US Highway 20/26. The plan helps meet goals in the most recent Long Range Transportation Plan: *Connecting Crossroads*, including increasing transportation options for all modes and improving the safety and health for all residents.

The Casper Rail-Trail Extension Plan examined two possible alignments developed by the Platte River Trails Trust. During the analysis of the two alignments, a third alignment was identified to make more use of the existing rail bed and utilize an overhead crossing to allow trail users to safely cross US Highway 20/26. This third alignment is the final recommendation in the plan. Alignment 3 provides the most reasonable grades for pedestrian travel, minimizes drainage difficulties during storm events, and meets national standards for overall pathway design and safety. Lastly, Alignment 3 is also the most cost-effective option of the three proposed alignments. The plan

identifies trail alignment recommendations, a summary of the MPO's public outreach for the project, and identifies possible funding sources for the project.

The MPO Technical and Policy Committees will be asked to approve this plan at their meetings on October 14, 2021. This action is intended to be a final approval and adoption of the plan.

Financial Considerations:

Funding for this project comes from the MPO, including federal monies and contributions from member agencies. The MPO Policy Committee approved the funding of \$60,000 of MPO Programs and Projects funds from the Federal Consolidated Planning Grant for the total project on May 21, 2021.

Oversight/Project Responsibility:

M. Jeremy Yates, MPO Supervisor

Attachments:

Casper Rail-Trail Extension Plan



CASPER RAIL-TRAIL EXTENSION STUDY

August 2021





TABLE OF CONTENTS

Introduction.....	1
Public and Stakeholder Engagement	3
Public Engagement.....	3
Digital Survey	3
Stakeholder Working Group	6
One-on-one Stakeholder Coordination.....	6
Preliminary Design and Safety Report.....	9
Alignment 1.....	14
Alignment 2.....	17
Alignment 3.....	19
Cost Estimates.....	20
Study Recommendations	21
Potential Funding Opportunities	24
Public Sources.....	24
Private and Nonprofit Sources.....	24
State and Federal Sources.....	24
WYDOT Transportation Alternatives Program	25
Recreational Trails Program (RTP).....	25
Surface Transportation Block Grants	25
USDOT RAISE Grant Program	25
Additional Potential Federal Funding – Surface Transportation Reauthorization Bill	25
Potential Private and Nonprofit Sources.....	26
Doppelt Family Trail Development Fund – Rails-to-Trails Conservancy.....	26
PeopleForBikes Community Grants.....	26
The Conservation Alliance Grants	26
Walmart Foundation.....	26
Closing	26

APPENDICES

- Appendix A: Public and Stakeholder Engagement Memo
- Appendix B: Design Considerations and Cost Estimates
- Appendix C: Funding Memo
- Appendix D: Public Comment and Response Documentation



INTRODUCTION

The Casper Area Metropolitan Planning Organization (MPO) has analyzed the feasibility of extending the Casper Rail-Trail from Hat 6 Road to Edness Kimball Wilkins State Park (EKW) following US Highway 20/26 (also known as Old Glenrock Highway). The MPO, City of Casper, and Platte River Trails Trust (PRTT), want to continue to provide trail users safe and easy connections to the many parks and other amenities the beautiful area has to offer. The study will help meet the goals in the most recent Long Range Transportation Plan, including increasing transportation options for all modes and improving the safety and health for all residents. The Casper Rail-Trail and the extension to EKW State Park as studied in this report are vital pieces of the Great American Rail-Trail, a project of the Rails-to-Trails Conservancy to connect the country via a multi-use trail spanning between Washington, D.C. and Washington state

The Casper Rail-Trail Extension Study examined two possible alignments developed by the Platte River Trails Trust. During the analysis of the two alignments, a third alignment was identified to make more use of the existing rail bed and utilize an overhead crossing.

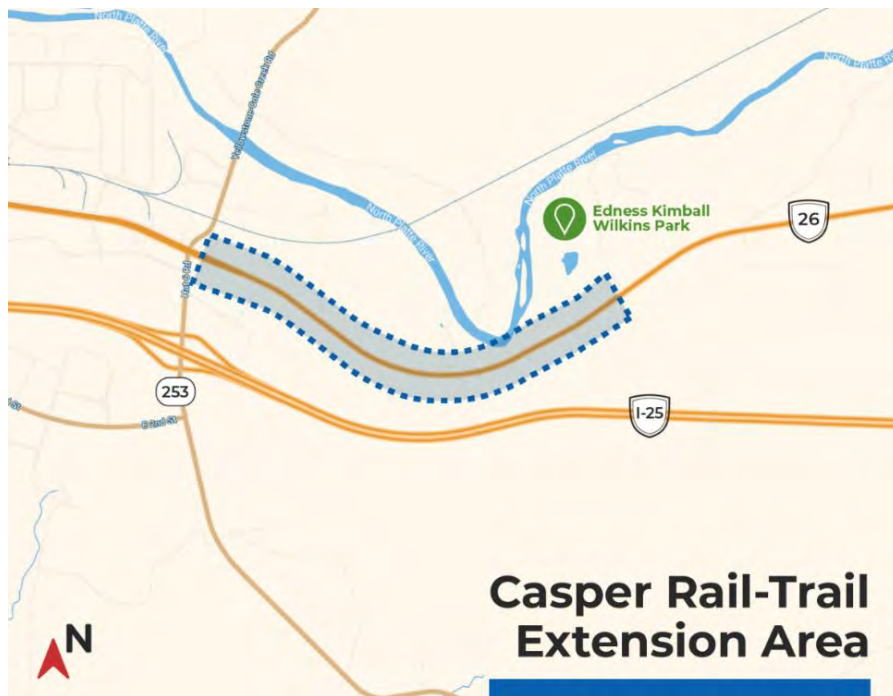


Figure 1 - Study Area

This document summarizes the public and stakeholder engagement conducted throughout the study, results from the preliminary design and safety analysis of the three route alternatives, and funding opportunities for construction of the rail-trail extension.

The background of the page is a light gray topographic map with contour lines. A thick, solid orange horizontal band runs across the middle of the page, containing the main title.

PUBLIC & STAKEHOLDER ENGAGEMENT



PUBLIC AND STAKEHOLDER ENGAGEMENT

As part of the Casper Rail-Trail Extension Study, the project team conducted public and stakeholder engagement to ensure the results of the study reflected their needs and addressed their concerns. The following information and additional details on the public and stakeholder engagement process can be found in Appendix A.

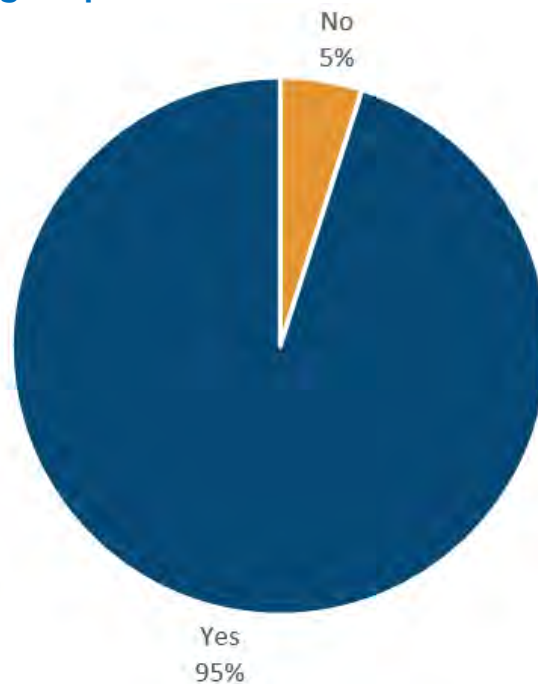
PUBLIC ENGAGEMENT

The project team created an inclusive public involvement plan using traditional and virtual engagement methods to make sure to hear from people who live, work, and play in the Casper area. Various engagement opportunities were provided to gather meaningful feedback on the project, including a digital survey, pop-up event, and online public meeting. Below are the results from each engagement tool.

Digital Survey

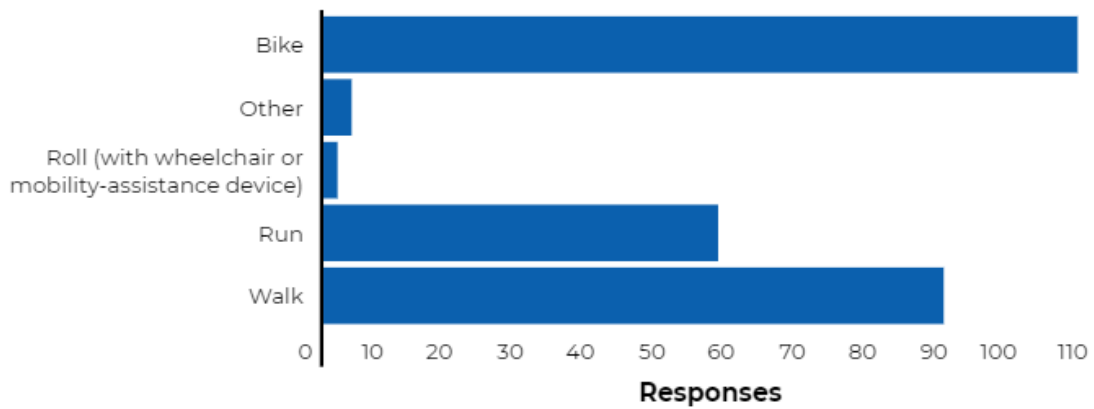
A survey was created to understand the needs of the community which generated 144 responses. The survey was open to the public from June 21 to July 18, 2021. Below is a screenshot of the key findings from the responses. The overall sentiment of the survey's open-ended responses was 84% positive sentiment (according to MonkeyLearn Sentiment Reader).

Do you use the existing Casper Rail-Trail?

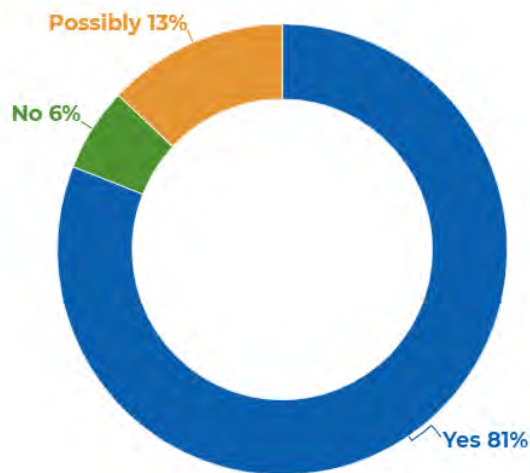




How do you use the existing Casper Rail-Trail?

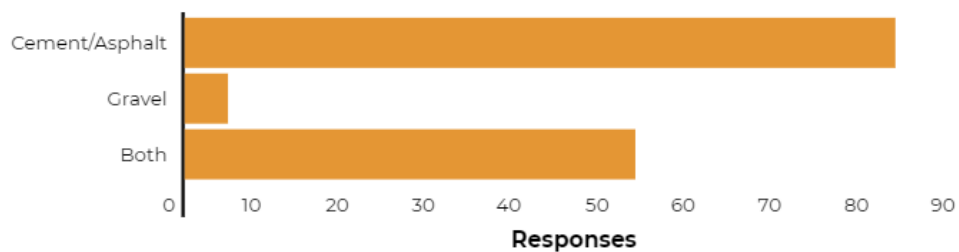


Would you visit EKW Park more often in the future if there was a safe and convenient trail to access the park?



Do you prefer cement/asphalt or gravel trails?

Do you prefer cement/asphalt or gravel trails?



Pop-up Event



A pop-up event was held at Edness Kimball Wilkins State Park on July 17 from 10 a.m. to 1 p.m. The event was promoted to the public and park users. A study overview and map of the alignments with design variables and pros and cons of each were provided. Members of the project team were there to have conversations with participants and address any questions or concerns. Most of the comments from participants were written on post-it notes on the map.



Figure 2 - Pop-up Event

Online Public Meeting

The Casper Area MPO hosted an online public meeting for the Casper Rail-Trail 30-day public comment period. The self-guided meeting launched on August 11, 2021 and closed on September 9, 2021. Topics included:

- Project Overview
- Alignment Options
- What We've Heard
- Alignment Recommendation

The meeting had **566** participants generating eight comments that are captured in appendix D. It was promoted on the Casper Area MPO's Facebook, Twitter, and Instagram, an email to the stakeholder working group, and eblast to those who provided an email in the digital survey or are part of MPO public involvement email list.

Communication Materials

Various communication materials were developed to promote the survey, pop-up event, and online public meeting, including social media posts on the Casper Area MPO's Facebook, Twitter, and Instagram accounts that were shared by study partners and eblast to the MPO's distribution list, press release to local publications, and flyers.



Figure 3 - Pop-up & Survey Promotional Flyer Graphic

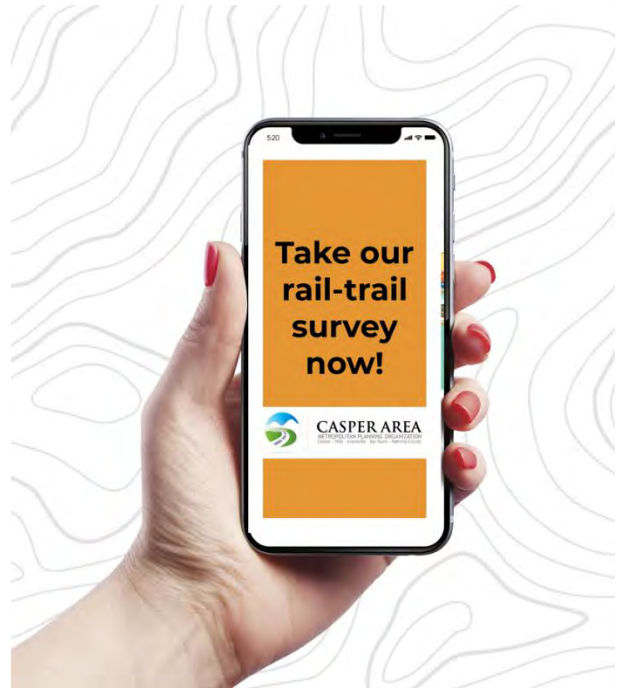


Figure 4 - Survey Social Media Graphic

STAKEHOLDER WORKING GROUP

A stakeholder working group was created with key stakeholders and partner agencies to build consensus and discuss all aspects of the study, as well as develop the project plan in accordance with their individual needs. Members included representatives from:

- Wyoming Department of Transportation (WYDOT)
- Platte River Trails Trust (PRTT)
- Wyoming Office of Outdoor Recreation
- Natrona County & Visit Casper
- Wyoming State Parks
- City of Casper

This group met twice throughout the project. The first meeting was an introduction to build project understanding and awareness. During this meeting, the project team gathered initial input on how stakeholders view project success. Meeting two was held to discuss a study update and public engagement results.

ONE-ON-ONE STAKEHOLDER COORDINATION

The project team communicated with impacted landowners and other stakeholders directly affected by the proposed rail-trail alignments to identify likely impacts and



discuss possible mitigation or resolution. This includes coordination with two private landowners near the proposed alignments to discuss land impacts, including the possibility of additional parking, trail amenities, and trail access. Landowners were able to ask questions and voice their concerns that were addressed in the final route recommendation and cost estimates. The Casper Area MPO will continue to communicate with the impacted landowners to make sure they are on-board with the final design in the future.

The background of the page features a topographic map with contour lines. A solid blue horizontal band is positioned across the middle of the page, containing the main title. The topographic map is visible in the upper and lower portions of the page, with the blue band appearing as if it were a torn strip of paper.

PRELIMINARY DESIGN & SAFETY REPORT



PRELIMINARY DESIGN AND SAFETY REPORT

The portion of the Casper Rail-Trail that was analyzed extends from Hat 6 Road to Edness Kimball Wilkins State Park (EKW Park) following US Highway 20/26, which is approximately 2.1 miles. Further details on design considerations and cost estimates can be found in Appendix B.

As part of this study, US Highway 20/26 crossing alternatives were analyzed to determine the best method regarding safety and cost. The US Highway 20/26 right of way is owned and managed by the Wyoming Department of Transportation (WYDOT) and work inside their right of way would need to meet their requirements. In meetings with WYDOT regarding the study, it was determined that an at-grade crossing of US Highway 20/26 will not be allowed or permitted by WYDOT due to safety concerns that would arise mixing the bike and pedestrian traffic with high-speed vehicle traffic. Therefore, an at-grade crossing was not considered in this study.

Three alignments were analyzed as part of this study, as seen in Figure 5. Alignments 1 and 2 were identified from a previous study conducted by the Platte River Trails Trust. Alignment 3 was identified by the project team during this analysis. Alignments 1 and 2 utilize underpasses to go under US Highway 20/26. Alignment 3 follows the existing railbed further to take advantage of the favorable grades and proposes an overpass constructed in WYDOT right of way to cross US Highway 20/26. The map below highlights each alignment and the important challenges for each



CASPER RAIL-TRAIL EXTENSION STUDY ALIGNMENT OPTIONS

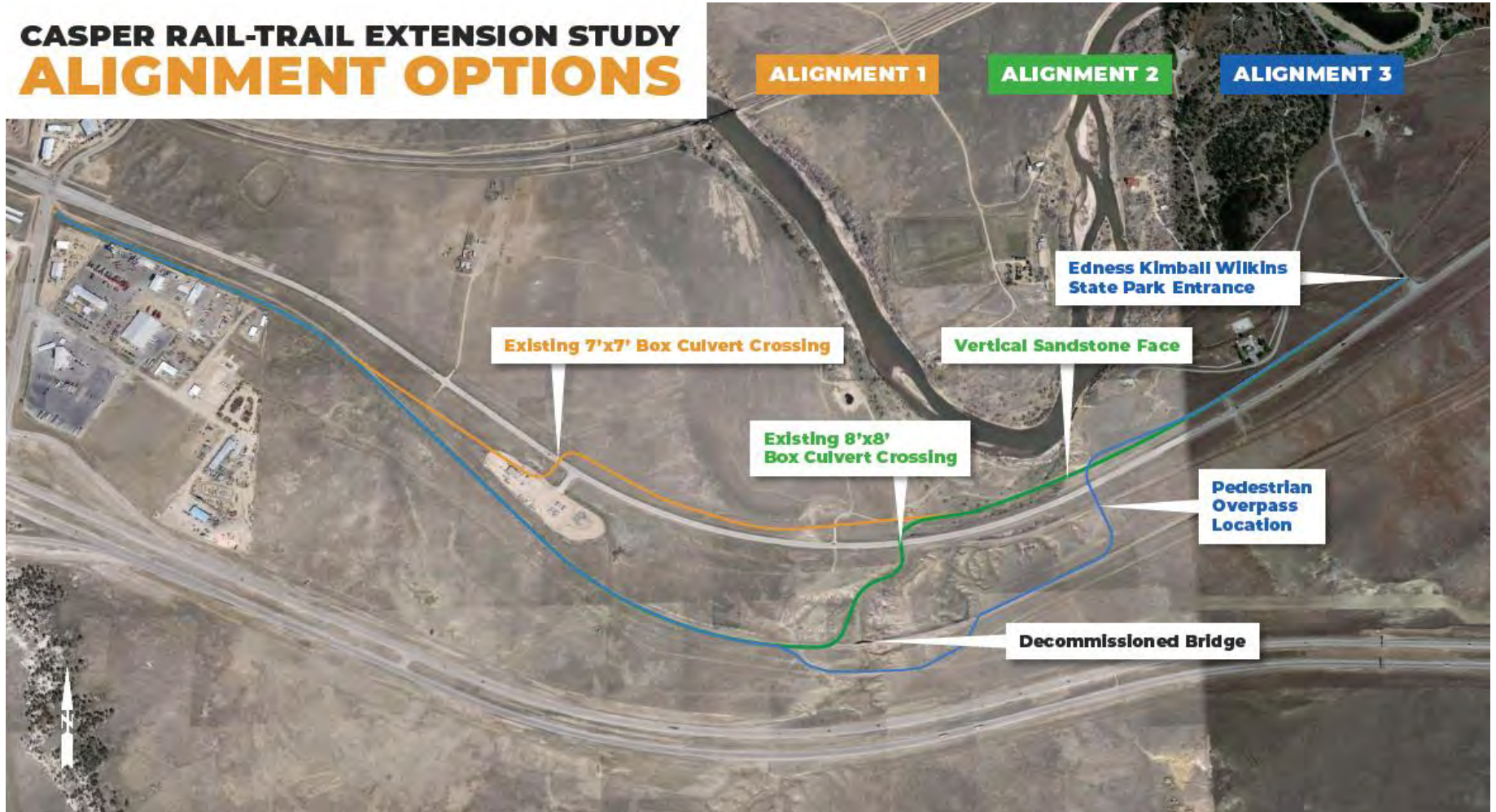


Figure 5 - Alignment Option



PATHWAY SURFACING RECOMMENDATION

Pathway users have different preferences for the type of pathway surfacing they enjoy using. There are several considerations when deciding whether to utilize a hard or soft surface for pedestrian travel. Hard, all-weather surfaces are generally preferred over those of crushed aggregate, sand, clay, or stabilized earth surfaces. Unpaved surfaces may be appropriate on rural paths, where the intended use is primarily recreational, or as a temporary measure before funding is available. A hard surface for the pathway is also a requirement for some funding sources, particularly the Transportation Assistance Program (TAP) grants through WYDOT.

Below are the most common considerations for choosing a surfacing type are:

- User acceptance and satisfaction
- Accessibility
- Cost to purchase and install materials
- Cost of future maintenance of the surface
- Life expectancy
- Availability of materials
- Grant Funding Requirements

The public survey results showed that of the respondents, 59% preferred a hard surface, 4% preferred a soft surface, and 37% preferred a combination of both. Input showed that the trails primary use was for bicycle travel. Due to the location of EKW Park and the desire of the community to access the park by bicycle, a hard surface would be suitable for the primary pathway. A hard surface is also favorable for funding options. For these reasons, a hard all-weather surface is recommended.

The two most common types of hard surfacing are concrete and asphalt pavement. The advantage of an asphalt surface is its cost. Asphalt is cheaper and a more economical option compared to that of a concrete surface and is a “middle ground” between a concrete and soft surface. Asphalt works well as an all-around hard weather surface type for foot and bicycle traffic, however; asphalt will not sustain heavier vehicular loadings regularly.

The downfall of an asphalt surface is its shorter lifespan compared to that of concrete. An asphalt surface has a life expectancy of 15-20 years. Regular maintenance such as crack patching and sealing can increase the longevity of the surface and should be expected as part of an annual maintenance plan to ensure the trails integrity.

The advantage to concrete is its longevity and minimal maintenance needs. Well maintained concrete can last 30 years or more. The surface is appropriate for areas with severe climate and a susceptibility to flooding. Concrete can carry a larger loading than the same thickness of asphalt which allows it to be more appropriate



for use when emergency vehicles or maintenance vehicles should be expected to use the surface.

Concrete has the greater up-front installation cost compared to an asphalt surface. When repairs are needed, they tend to be pricier than asphalt, but they are less common and occur less often with concrete, which may save money over the long run.

This plan estimated the costs per linear foot to construct the pathway using the 3 surfacing types. Costs include the work for placement and installation of pavement surface, base, and subgrade compaction. Additionally, grading, excavation, seeding, and reclamation are included. The surfacing costs do not include major expenses such as new overpasses, underpasses, or large dirt quantities for embankment. Detailed cost estimates that include crossing options are shown starting on page 40.

- 10' Wide Soft Surface Section. 6" Compacted Crusher Fines - **\$37.46/LF**
- 10' Wide Asphalt Section. 4" Asphaltic Concrete, 5" Grade W Base Course - **\$54.52/LF**
- 10' Wide Concrete Section. 4" Concrete, 4" Grade W Base Course - **\$69.91/LF**

Due to the longevity of concrete, reduced maintenance cost, and common construction practices, it is recommended that the Casper Rail-Trail Extension Project be constructed using concrete surfacing. The hard surfacing meets the public expectations and is suitable for all types of multi-modal transportation.

ALIGNMENT RECOMMENDATIONS

At the planning level, the review and evaluation of alignment options will often show some key issues that have a significant impact to the overall feasibility of a project. By evaluating these key issues, cost estimates and the overall goals of the plan, an alignment will be selected as the preferred option.

Two sources of design specifications were utilized in our evaluation of the alignment options. The AASHTO Guide for the Development of Bicycle Facilities – 2012 Fourth Edition was used in looking at geometric requirements for the pathways at a planning level. This plan also evaluated the requirements of the Americans with Disabilities Act (ADA) when considering the grades and crossings for the alignments. The requirements of the Rails to Trails Conservancy were also utilized for guidelines that are important for trail systems. The considerations that came to the surface during our evaluation are described here for an understanding of how they impact the alignments and the users of the pathway. They will be used to discuss each alignment in greater detail in the following section as well.

- 1) Existing Rail Bed – The intent of this plan is the use of the existing rail bed as much as possible for the Rail-Trail Extension. The design requirements for a railroad corridor that allows for the safe and efficient operation of trains is also



ideal for the safe and efficient construction and operation of a pathway system. The gentle grades and slopes meet ADA requirements and provide pathway geometry that is encouraging for the use of all citizens. Because the embankment or grade for the pathway is consistent and close to the grades that the pathway would use, it is cost effective and efficient to build the pathway where the rail used to operate. Building across native ground can have more cuts and fills necessary to create the grades that meet the design requirements.

- 2) Underpass Crossings – Crossing US Highway 26 is a challenge that has significant impacts to safety for the users of both the pathway system and the Highway. Installing a new underpass below US Highway 26 would require permitting and design approval by WYDOT. Additionally, the construction would require demolition of a portion of US Highway 26, significant excavation, installation of the new underpass, backfill and reconstruction of the pavement surface. During this time, vehicular traffic would be impacted by detours or flagging. This type of work is common and familiar to the industry and common with WYDOT. The primary impact to the project is in cost. The estimated cost to install a new structure for the Rail-Trail Extension would be \$550,000, including the work with the roadway. The long-term impacts to the pathway include maintenance to remove silt deposited by storm water and snow deposited by winter winds. Lighting for safety is also encouraged.
- 3) Overpass Crossing - Installing a steel bridge over US Highway 26 is another option. The steel bridge used to evaluate this option is similar to other premanufactured steel bridges that the trail system in Casper utilizes to cross the North Platte River. The structure and design would need to be permitted by WYDOT to be constructed in their right of way. The bridge would need to provide 16 feet of vertical clearance over US Highway 26. It would use abutments that would be constructed outside of the clear zone for traffic on the roadway. The primary impact to the project for the overpass crossing is the cost. The estimated cost for the installation of the overpass crossing would be around \$375,000. The bridge would be rated to carry the loading of a maintenance truck or ambulance. The bridge location in this plan may require the raising of powerlines on the north side of US Highway 26. The cost for the powerline work is included in the cost estimate given later in this plan. It should be noted that AASHTO recommends a bridge crossing, where feasible, due to its advantages in security and drainage.
- 4) Vertical Sandstone Face – Some of the alignment options are impacted by vertical sandstone face near a bend in the river. To be able to build a trail that gets to the top of that sandstone face would require ramping up with a large dirt fill. To meet the design requirements, the grade to climb up the sandstone face should not exceed 5%. It is estimated that the climb would be



nearly 60 feet vertically which leads to a length of 1,200 feet to make the climb. The top of the sandstone has powerlines that would need to be relocated in the event of a large excavation to help build the ramp. When considering the dirt work and the potential impact to powerlines, it is estimated that the cost to navigate up the sandstone face will be around \$155,000. The sandstone face is shown in Figure 6.



Figure 6 - Sandstone Face

Alignment 1

Alignment 1, as shown in orange in Figure 7, has a length of 11,900 feet (2.25 miles). This alignment utilizes the least amount of the existing rail-trail corridor right of way and existing rail bed. It leaves the rail-trail corridor to utilize a crossing location where an existing 7' x 7' box culvert is installed under US Highway 26. The new underpass will be several feet taller and the existing elevation of US Highway 26 will be a limiting factor. Additional work to drain the stormwater that flows through the natural channel would likely be necessary. The alignment also crosses private property and would add an additional landowner to acquire right of way.

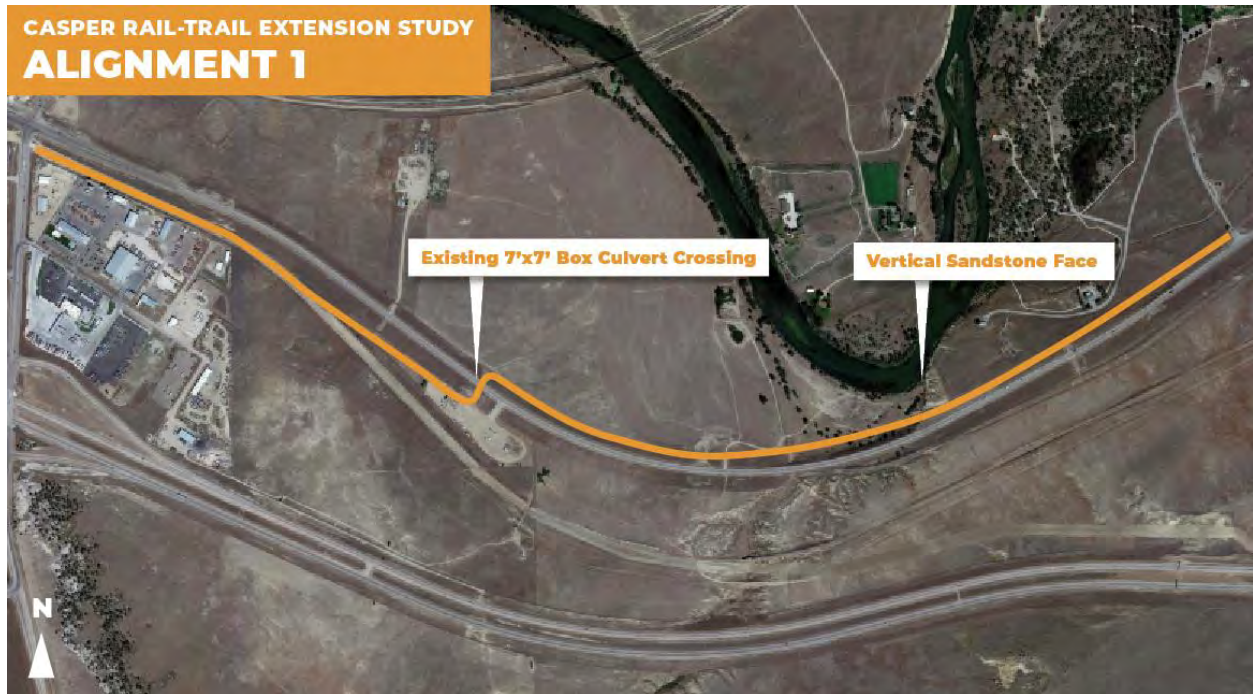


Figure 7 - Alignment 1

The existing box culvert as shown in Figure 8 does not meet AASHTO design criteria or RTC concerns requiring the installation of a new underpass under US Highway 26. Once across US Highway 26, the alignment would provide a view of the bend in the North Platte River while leading to the vertical sandstone face. From the top of the sandstone face, it runs along the WYDOT right of fence on the State Park to the entrance road. Bringing the users to the entrance road allows the state park to control access and its facilities in a manner that works best for EKW.



Figure 8- Alignment 1 Existing Culvert

PROS

- Grades into and exiting the structure are mild and work well with ADA requirements.
- Allows for two-way traffic and emergency and maintenance vehicles.

CONS

- Pathway would cross private property to utilize this crossing. An easement would be needed.
- Exists in a drainage basin which would result in future silt buildup. Regular maintenance may be required to eliminate any silt build up after storm events. Animals/rodents living in the culvert is a concern.
- Underpass lighting would be necessary for pedestrian safety and travel.
- Pathway would eventually need to climb the sandstone cliff face noted on the vicinity map. To climb this vertical grade, significant earthwork would be required to meet the ADA requirement of five percent
- Clearance under the highway is limited and may not be enough for the installation of a new, taller and wider box culvert.
- Will need to be permitted with WYDOT.



- Installation of new underpass will require trenching through US Highway 26 and will generate greater impacts to highway users than other crossings.
- Powerlines may need to be relocated due to excavation for the rail-trail at the top of the sandstone face. If necessary, this is an added cost. We have included this cost in the cost estimate.

Alignment 2

Alignment 2, as shown in green in Figure 9, and has a length of 12,900 feet (2.44 miles). The alignment utilizes more of the existing rail-trail corridor right of way and existing rail bed than Alignment 1. It leaves the rail-trail corridor to utilize a crossing location where an existing double 8' x 8' box culvert is installed under US Highway 26. The crossing location is in the bottom of a large natural drainage that flows a large amount of water during storm events. The steep terrain leading to the crossing creates additional challenges to meeting ADA requirements for slope and would need to wind down the side of the drainage to maintain safe grades.

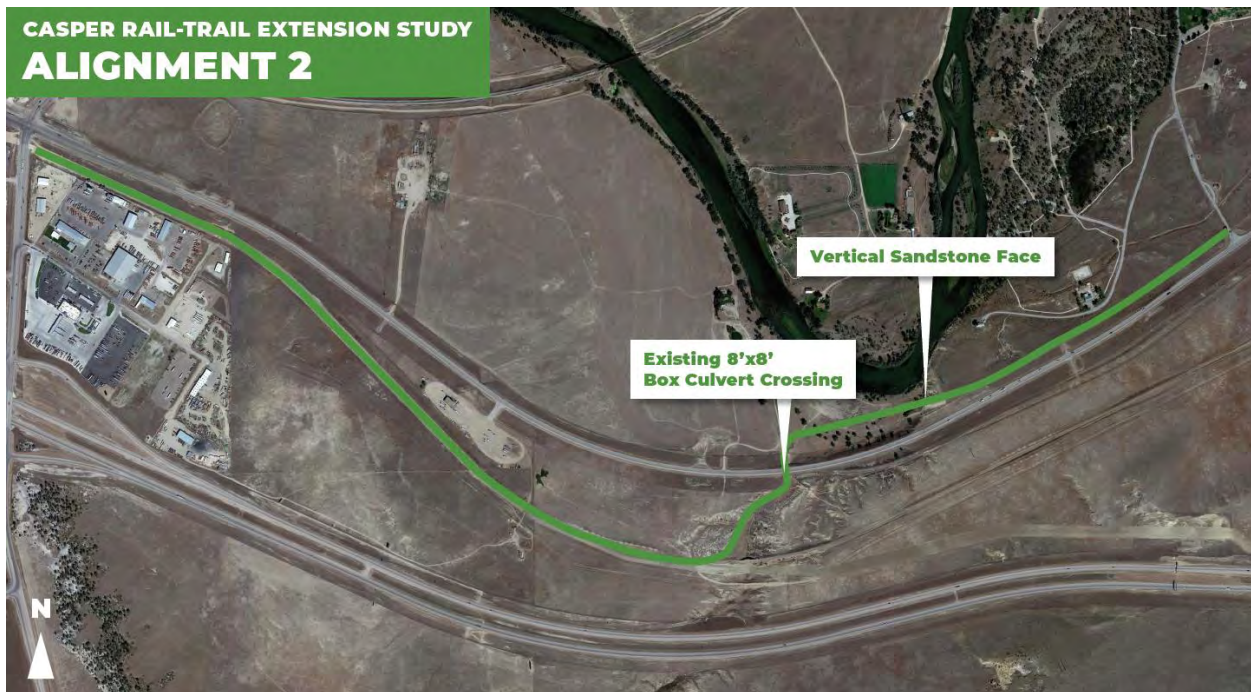


Figure 9 - Alignment 2

The existing box culvert as seen in Figure 10 does not meet AASHTO design criteria or RTC concerns requiring the installation of a new underpass under US Highway 26. The minimum size requirement for an underpass may not be large enough to accommodate stormwater events in this area. The underpass size may need to be increased to meet drainage requirements. Once across US Highway 26, the alignment would provide a view of the bend in the North Platte River while leading to the vertical sandstone face. From the top of the sandstone face, it runs along the WYDOT right of fence on the state park to the entrance road.



Figure 10 - Existing box culvert

PROS

- Allows for two-way traffic and emergency and maintenance vehicles.
- Location has enough height from the pavement to the bottom of the drainage under US Highway 26 to install a new underpass.

CONS

- Exists in a drainage basin which would result in future silt buildup. Regular maintenance may be required to eliminate any silt build up after storm events.
- Significant storm water uses this channel and could wash out soft surfaces.
- Animals may take up residence or seek temporary shelter in the underpass
- Underpass lighting would be necessary for pedestrian safety and travel.
- Existing cliff face must be traversed proving difficulties for ADA requirements.
- Difficult topography and terrain leading to the box culvert entrance proving difficulties for ADA requirements.
- Underpass and pathway would come out directly at a cattle sorting area utilized by the surface lessee of the state land. Coordination with the surface lessee regarding the cattle operation and possible mitigation would be required.
- Will need to be permitted with WYDOT
- Installation of new underpass will require trenching through US Highway 26 and will generate greater impacts to highway users than other crossings.



- Powerlines may need to be relocated due to excavation for the rail-trail at the top of the sandstone face. If necessary, this is an added cost. We have included this cost in the cost estimate.

Alignment 3

Alignment 3, as shown in blue in Figure 11, and has a length of 13,600 feet (2.56 miles). The alignment utilizes the largest amount of the existing rail-trail corridor right of way and existing rail bed of all the options. It leaves the rail bed and follows a two-track road around a decommissioned structure that is not suitable for use. The two-track road is on state owned property and therefore would not include additional landowners.

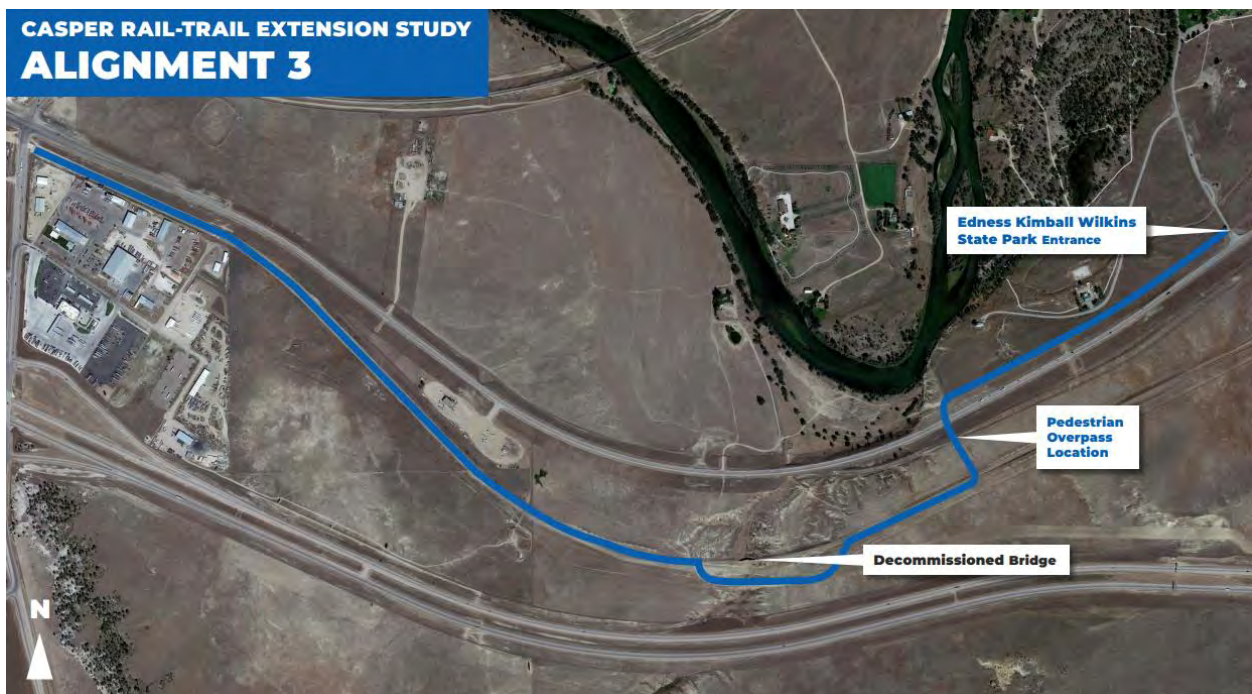


Figure 11 - Alignment 3

When Alignment 3 leaves the rail bed, it travels north to cross US Highway 26. The location of the crossing shown is a spot where US Highway 26 cuts through a hill and the terrain on either side of the road is favorable for the installation of an overhead crossing. The location can be shifted during design to optimize the terrain. There is a power line on the north side of the highway that may need adjusted vertically for the installation of the bridge. Once the alignment has crossed the highway, it follows the same path as the previous two alignments to the entrance of the state park. The elevation gained in the highway crossing will allow for a different view of the North Platte from a higher perspective. Figure 12 is an example photo of an overhead pedestrian crossing located in Casper. The only difference is the alignment three proposes the deck to be made of concrete.



Figure 12- Example Overhead Pedestrian Bridge

PROS

- Allows for two-way traffic and emergency and maintenance vehicles.
- No drainage and silt build up.
- Improved views of the Platte River.
- Open views provide added pedestrian safety and comfort level.
- Choosing the best location for the Pedestrian Overpass allows the pathway to avoid the rough terrain that alignments 1 & 2 must traverse.
- Easier to maintain than underpass – there is no collection of silt and debris caused by storm events and has minimal snow buildup.
- Most cost-effective option

CONS

- Will need to be permitted with WYDOT.
- Powerlines may need to be raised at the overpass crossing. If necessary, this is an added cost. We have included this cost in the cost estimate.

COST ESTIMATES

A cost estimate was produced for each of the three alignments, using each of the three surfacing options for a total of nine individual cost estimates. The final cost for each of the combinations are summarized in Figure 13.



ALIGNMENT 1 TOTAL PROJECT COST			
	CONCRETE	ASPHALT	GRAVEL
DOLLARS (\$)	\$2,688,000.00	\$2,383,200.00	\$2,044,800.00

ALIGNMENT 2 TOTAL PROJECT COST			
	CONCRETE	ASPHALT	GRAVEL
DOLLARS (\$)	\$2,905,200.00	\$2,574,000.00	\$2,228,400.00

ALIGNMENT 3 TOTAL PROJECT COST			
	CONCRETE	ASPHALT	GRAVEL
DOLLARS (\$)	\$2,392,800.00	\$2,042,400.00	\$1,656,000.00

Figure 13 - Cost Estimates

STUDY RECOMMENDATIONS

Through the collection of data, public comments, stakeholder and landowner meetings, and engineering reviews, this study recommends Alignment 3 utilizing a pedestrian overpass to cross US Highway 26. Alignment 3 provides the most reasonable grades for pedestrian travel, minimizes drainage difficulties during storm events, and meets national standards for overall pathway design and safety. Alignment 3 is also the most cost-effective option of the three. The pathway should be 10-feet wide and hard surfaced. Concrete is the recommended surface as it maximizes the trail's life expectancy and minimizes overall trail maintenance cost.

PROJECT PHASING

The Casper Rail-Trail Project could be designed, bid, and built as one project if the funding and schedule allowed. While performing the entire project under one contractual effort has some benefits, there are also significant benefits to phasing the project into multiple phases. By breaking the project into phases, work can be started sooner and scaled to fit with the available funding options and other possible constraints. The work can also be phased in a way that provides access for the users early in the process.

One effective method of phasing the project is described in detail below. This is not the only way that phasing could be utilized, but it shows how portions of the project can be broken out into separate, functional sections.

- **Phase I** could include the preliminary survey, utility ties, geotechnical work, and design for the entire project. The environmental permitting and NEPA process would also be completed in phase I as it is performed in conjunction



with the design. Permitting of the work as needed would be completed in this phase. The bridge that crosses over Highway 20/26 will require a permit from WYDOT and should be obtained in this phase.

- **Phase II** could include the installation of the pedestrian overpass in the Highway 20/26 corridor. The dirt subgrade and a base course could be constructed to connect the existing Rail-Trail to the new structure and connect the new structure to the park entrance.
- **Phase III** would complete the project by constructing the remaining embankment in the existing Rail-Trail corridor and placing the hard surface for the full length of the pathway. Any fencing or other appurtenances would be added in this phase.

Phasing is a helpful tool that should be considered as this project moves forward to continue the progress toward connecting EKW to the Casper Rail-Trail and provide the benefits of the multi modal facility to the community.

The background of the page features a light gray topographic map with contour lines. A solid green horizontal band is positioned across the middle of the page, containing the main title.

POTENTIAL FUNDING OPPORTUNITIES



POTENTIAL FUNDING OPPORTUNITIES

Local and national funding opportunities were identified as part of the Casper Rail-Trail Extension Study to best position the project for future grant applications and other allocation mechanisms. The following sections detail the different type of funding sources available to possibly fund the Casper Rail-Trail extension. The following information and additional details on the potential funding opportunities can be found in Appendix C.

PUBLIC SOURCES

Public funding sources (in this case predominately Federal programs distributed either by the State of Wyoming or the United States Department of Transportation) generally require significant project documentation. This includes a clear depiction of the need for the project, the proposed scope of work (project definition), initial capital costs, on-going maintenance costs, and anticipated benefits (safety, travel time, or environmental).

In most cases, Federal and State programs will require a public agency (likely either the City or the MPO) to serve as the direct recipient of funds, although it is understood that project delivery will be done in partnership with Platte River Trails Trust (PRTT) and other stakeholders. Program requirements are further described in Appendix C.

PRIVATE AND NONPROFIT SOURCES

Projects like the Rail-Trail Extension are typically well-suited to earn support from the private and nonprofit sector – in this case, especially through recreation and environmentalism focused foundations. Several of these foundations are detailed in the next section.

The amount of funding available through these sources is typically less than through more conventional public sector funding programs. However, securing even a few thousand dollars from a foundation grant is a valuable way to demonstrate the importance of the project to the community and these funds can be an important contribution to the calculation of local match. Private and foundation show of support can be influential in securing larger grants or allocations.

Most of the foundation-based grant programs (though not all) require the recipient to be a non-profit or community-based organization. In that case, PRTT is likely to be the best candidate for direct receipt of funds, while again maintaining the partnership with local agencies in project delivery.

STATE AND FEDERAL SOURCES

Below is a list of potential State and Federal competitive grant opportunities that could support implementation of the Casper Rail-Trail expansion. For the State opportunities, funding is provided to WYDOT for these competitive grants based on



annual federal appropriations for transportation programs as defined in the Fixing America's Surface Transportation Act (FAST Act).

WYDOT Transportation Alternatives Program

The Transportation Alternatives Program (TAP) is a funding opportunity established under Section 1122 of MAP-21 and continued as a set-aside of the Surface Transportation Block Grants (STBG) Program under Section 1109 of the FAST Act. The TAP provides funding for bicycle, pedestrian, historic, scenic, and environmental mitigation transportation projects. The TAP replaced the funding from pre-MAP-21 programs including Transportation Enhancements, Scenic Byways, Safe Routes to School, and Recreational Active Transportation by wrapping some elements of those programs into a single funding source.

Recreational Trails Program (RTP)

The RTP provides funds to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. Funding for RTP grants is provided through a set-aside of funds from the TAP described previously.

Surface Transportation Block Grants

The Surface Transportation Block Grant (STBG) program provides funding for projects that preserve and improve the conditions and performance on any federal-aid highway, bridge, and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects.

USDOT RAISE Grant Program (Formerly known as the BUILD & TIGER Grants)

The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the USDOT to invest in road, rail, transit, and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated over \$9.0 billion for twelve rounds of national infrastructure investments to fund projects that have a significant local or regional impact. The eligibility requirements of RAISE allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional USDOT programs.

ADDITIONAL POTENTIAL FEDERAL FUNDING – SURFACE TRANSPORTATION REAUTHORIZATION BILL

While most of the national discussion related to increased transportation funding is tied to the “Infrastructure Bill”, Congress is also working on the multi-year surface transportation funding legislation to replace the FAST Act. More information on the House of Representative’s version of the reauthorization legislation, the Investing in a New Vision for the Environment and Surface Transportation Act (INVEST Act) is currently available. The following provides summaries of potential new funding



programs and expansion of existing programs included in the House version of the INVEST Act that could benefit the Casper Rail-Trail Extension Project in the coming years.

POTENTIAL PRIVATE AND NONPROFIT SOURCES

The following provides a sample of potential private and non-profit organizations that have provided funding for projects similar to the Casper Rail-Trail Extension Project in the past.

Doppelt Family Trail Development Fund – Rails-to-Trails Conservancy

Of the two grant types awarded by the fund, the Casper Rail-Trail Extension Project is eligible for the larger Project Transformation Grant opportunity. Per grant cycle, up to two projects are selected for grant awards ranging from \$10,000 to \$30,000. This project is a good fit for the program, as it is along the preferred route of the [Great American Rail-Trail](#) and therefore fits the primary criteria for the program.

PeopleForBikes Community Grants

Grants focus on bicycling, active transportation, or community development, from city or county agencies or departments, and from state or federal agencies working locally. Requests must support a specific project or program; operating costs are not funded.

The Conservation Alliance Grants

The grant program is designed to support projects that offer protection to wilderness. While a rail to trail conversion project such as this would represent a divergence from the fund's typical applicants, it could conceivably qualify depending on the specific ways the project is characterized. All applicants must be nominated by a Conservation Alliance member company, and there is a maximum of \$50,000 per grant request.

Walmart Foundation

Local community grants are awarded through an open application process. Requirements are open-ended and the program supports a broad range of efforts led by non-profits, government organizations, or schools. Nominations must go through local Walmart or Sam's Club stores. Grant amounts range from \$250 to a maximum of \$5,000.

CLOSING

This vibrant area has served as a convergence of four westbound trails for centuries: the California Trail, Mormon Trail, Oregon Trail, and Pony Express. There are close to 90 miles of public trails and pathways in the Casper area that provide outdoor amenities to our residents and visitors. The Casper Rail-Trail is part of the Great American Rail-Trail, the nation's first cross-country, multi-use trail, that will stretch



more than 3,700 miles between Washington, D. C. and Washington state when completed.

This 2.1-mile Casper Rail-Trail Extension will help create more connections that are safe and convenient for all current and future rail-trail users. The Casper Area MPO and its partners will work towards identifying funding to make this extension a reality.

The image features a background of a topographic map with light gray contour lines. A solid blue horizontal band is positioned across the middle of the page, partially obscuring the map lines. The word "APPENDICES" is centered within this blue band in a bold, black, sans-serif font.

APPENDICES



APPENDIX A: PUBLIC AND STAKEHOLDER ENGAGEMENT MEMO

As part of the study analysis, the project team conducted public and stakeholder engagement to ensure the results reflected their needs and addressed their concerns.

PUBLIC ENGAGEMENT

The project team created an inclusive public involvement plan using traditional and virtual engagement methods to make sure to hear from people who live, work, and play in the Casper area. Various engagement opportunities were provided to gather meaningful feedback on the project, including a digital survey, pop-up event, and online public meeting.

Digital Survey

A survey was created to understand the needs of the community which generated 144 responses. Below is a list of the questions that were asked with the results.

Would you like to receive updates about this project?

Response	Responses	% of Responses
Yes	81	58.3%
No	58	41.7%

Do you use the existing Casper Rail-Trail?

Response	Responses	% of Responses
Yes	135	95.1%
No	7	4.9%

On a scale from 1 to 5 what is your comfort level using the existing Casper Rail-Trail? (1-Very Uncomfortable, 5-Very Comfortable).

Response	Responses	% of Responses
5	97	67.8%
4	22	15.4%
3	10	7.0%
2	6	4.2%
1	8	5.6%

About how often do you visit the Edness Kimball Wilkins (EKW) Park?

Response	Responses	% of Responses
----------	-----------	----------------



Never	13	9.1%
Once or twice a year	48	33.6%
Once every 1 – 3 months	33	23.1%
Between once a week and once a month	35	24.5%
At least once a week	14	9.8%

How do you currently access EKW Park?

Response	Responses	% of Responses
Drive	129	90.2%
N/A	7	4.9%
Bike	5	3.5%
Walk	1	0.7%
Other	1	0.7%

Would you visit EKW Park more often in the future if there was a safe and convenient trail to access the park?

Response	Responses	% of Responses
Yes	117	81.3%
Possibly	19	13.2%
No	8	5.6%

Do you prefer cement/asphalt or gravel trails?

Response	Responses	% of Responses
Cement/asphalt	82	59.0%
Both	52	37.4%
Gravel	5	3.6%

How do you use the existing Casper Rail-Trail?

Response	Responses	% of Responses
Bike	107	76.4%
Walk	88	62.9%
Run	56	40.0%
Other	4	2.9%
Roll (with wheelchair or mobility-assistance device)	2	1.4%



How do you use the existing Casper Rail-Trail?

Response	Responses	% of Responses
Bike	121	84.0%
Walk	75	52.1%
Run	51	35.4%
Other	6	4.2%
Roll (with wheelchair or mobility-assistance device)	3	2.1%

What are other trails you enjoy using in or around the Casper area? (Open response) *When ran through key word reader (MoneyLearn), Bridal Trail, Casper Mountain Trail, and Platte River Trail were the most noted.*

- Bridle trail, river trails
- Bridle trail, Casper mountain trails, muddy mountain trails, Platte river parkway
- Platte Rivet Trails and trails around Three Crowns
- Bridle, Squaw creek, eadesville
- Beartrap, Bridle Trail, Nordic trails, etc...
- Platte river, Casper mountain trails & closeby BLM property (some don't have defined trails)
- Fix the sidewalks first
- Bridle, eadsville, Casper mountain road (would love that trail extended up the mountain to look out point) use the river pathway all the time.
- Platte river parkway, Casper mountain & muddy mountain mountain bike trails
- By river and up casper mountain road
- Platte River Trail, both east and west directions
- Platte river trail system
- All paved trails especially around Tate Pumphouse
- I love the trail from Bryan Stock to Crossroads
- Nordic trails. Bridle Trail
- Casper Mountain, Platte River
- I use all of them and love them. We need more trails!
- Platte river trail
- Around specific parks and around the Tate Pumphouse. But have to drive myself or my bike to the trail as we live in Bar Nunn.
- Are use the Platte River Trail 4 to 5 times a week walking or bike riding in the summer and the fall
- Bridle Trail & Platte River Parkway
- Platte River Trails system



- I ride the trail to the 3 crowns trail. I ride the trail all the way to paradise valley once a week. Most weekdays I ride the trail that goes under the freeway to mike landing field and over to the soccer fields and down Bryan stock trail.
- Wish there was a trail up Casper mountain
- River trail
- Platte River Parkway, Rotary Park, the trail from the college to Garden Creek loop, Sage Creek drainage
- Bridle, Eadesville, Duncan Ranch
- Path from the soccer complex through crossroads and up to the event center. Then I also like the path around three crowns and the new path from CC to the end of the trail toward Casper Mtn. Road. Thank you for paving and extending that path. :-)
- All of them
- I walk the Parkway trail all the time and the section behind West Tech in Mills almost daily.
- Platte River Parkway, Bridle Trail, XC ski trails
- All road bike trails, except for the one north of the river, where the asphalt has way TOO many deep cracks to enjoy the ride. The Rail Trail is the best because the cement provides for a smooth ride. Three Crowns is pretty good, but it too has a lot of cracks in the asphalt. For those who don't ride: going over crack and crack after crack is like riding over railroad ties. Often riding on a street is easier.
- Morad
- I ride around the white-water park/golf course and whitewater park to paradise valley
- Frisbee golf, sage park path, EKW
- All of them
- All Platte River Trails
- Bike path in North Casper. bike path around 3 crowns golf course
- River trail from Morad to the Pump House
- Bridle trails, muddy mountain, river walks
- The trail extension up Casper Mountain road. All the dirt trails on the mountain
- Bridel, all single-track bike trails
- I use the river pathway often.
- Casper mountain
- Not sure of names
- Any part of the River Trail system really. We use the trails out by PV the most just because it's where we live.
- Morad park
- The Platte River
- Crossroads, Squaw Creek, Casper Mountain, Duncan Ranch
- Platte river trails from north casper to PV. Connecting trails around golf course and museum. Trail along casper college to the foothills.
- Long Park and Sage Park, Rail Trail thru town and out to Morad Park



- Bridal, PRT system from Soccer fields to PV.
- Especially near Tate Pumpouse and Morad Park areas.
- trail along Casper Mountain Road
- All
- All of them!
- Casper mountain trails Platte River Trails
- Glendo State Park trails, Casper Mtn trails
- I use the Platte River trail, the one around Three Crowns, and the one that goes through Long Park. Bridle trail and the bike trails on the mountain.
- Rotary park trails. Casper mt. trails. Squaw Creek trails.
- I either bike or walk all of the trails in the Casper area, including the ones on Casper Mt. and Muddy Mt.
- Trails on Casper Mountain, Pathways everywhere
- ALL OF THEM
- Platte River trail & Nordic trail on casper mountain
- hiking in the mountain, and other paved paths
- Mountain road, plate parkway
- River path, trail to Mtn, Casper Mtn trails
- All!!!!!!!!!!
- Bridle Trail
- The river trail, Morad Park, 3 Crowns trail
- Walking paths around parks
- Behind soccer fields, Amoco Park area, Morad
- North Platte River Trail, Eadsville, Bridle
- Walking, running, and bicycling. Trails around city, Casper mountain.
- Trail on Casper Mtn Road Multiple trails on Casper Mtn
- Bridle (should be bike and hike) nd Casper Mountain. Please more single-track mountain bike trails
- The path up to Rotary Park and the waterfall. The walkway by Morad and Amoco.
- Nordic, Bridal, Yesness and Mike Cedar
- 3 trails, bridal
- Prtt
- Mountain trails
- RIVER
- Platte River Trail
- Bridal trail
- Platte river trails from PV-north Casper, bridle trail, Nordic trails, squaw creek trail
- Platte River Trail, Sage Creek Path, Long Creek Drainage Path
- Trails on the mountain.
- All of them!
- Bridle Trail eadsville trail
- Primarily the rail to trails



- All of them
- All of them
- platte river park trail, garden creek to falls,
- I'm not aware of any others for biking. We love the Michelson trail in the black hills. If we had something similar it would bring in more tourism
- All of them
- All in town, rotary park and the trails on Casper mtn
- Parkway
- Bridle trail
- All of them
- Platte River Trail, Sage creek trail.
- Casper mountain trails, went to college in casper and no longer live there but love to use the trails when I come for a visit
- Platte River Pathway Bridle Trail to Split rock Wish we had more!!!!
- I frequent all trail systems in the Casper area.
- Trails around 3 crown, from College up to Casper mountain road
- None
- Platte river trails
- Rails from Morad to downtown, amoco park area, trails around the frisbee golf course in north casper area.
- Squaw. Casper Mountain. Single track by Casper bike path and Casper bike path.
- All pathways. Behind parks west side. Yesness
- Up Casper mtn road, bridal trail needs connected since both are used
- Soccer field across the bridge along the river
- Platte River/ bridal/ edesville
- Platte River Trails system and ski and snowshoe trails on mountain
- parkway trail, Linda Vista around Platte River Commons, trail on Casper Mountain road. Many of the singletrack trails on Casper and Muddy Mountains.
- Bridle trail, mountain trails,
- Platte River
- Platte River trails, the mountain extension
- Platte, Bridle, Skunk Hollow
- Three crowns, Morad park, platte river trail system, Casper Mtn, bridle trail
Would like trail that parallels Outer Drive from CY to East 2nd
- River path, casper mtn rd, rotary park, nordic system
- Platte River Trail.
- Everything from Bryan stock trail west.
- All of them!
- All of them, from the River Trail to the Casper Mountain Road Trail and the dirt trails on Casper Mountain.
- All of the paths
- Platte river trail from PV to poplar street
- Bike path. 3 Crowns



- Moral, Beverly, pump house,
- Platte River Parkway
- Platte River Trails system, any hiking trail

Is there anything else you would like us to consider at this time? (Open Response) *When ran through sentiment reader (MoneyLearn), 84% of responses were noted as positive sentiment.*

- More hiking trails
- Build it and they will come!
- I don't recall any water hydrants, faucets, etc. along this trail. I usually carry my water, but if feasible (& cost reasonable) could this be added in just a few places--or even just in one strategic place?
- More, more, more SAFE pedestrian and bike access throughout our town - it seems we lag behind western cities our size and many Wyoming towns
- Extension to rotary park
- You are the kind of people who make Casper special!
- Aggressively enforce the leash rules and clean up after the dogs
- Having connected communities will help with business and employee recruitment to Casper, Mills and Evansville.
- The timeline for this project would be sooner than later
- I hope the Platte River Parkway can be extended also to EKW from the Bryan Stock Trail.
- This extension to the rail trail would be an incredible asset for Casper to extend the already excellent trail system. Great marketing feature for the city.
- Mountain bike park at Hogadon with chair lift access
- I don't know why the trail is closed on the east end by the new off ramp construction. I think the fence could be moved to the other side of the trail and users would still be more than safe.
- Just want to support the trail building. There has been talk about it being built for years. Hope it happens.
- Take care of the issues downtown
- No and thank you for allowing this survey opportunity!
- I would love for you to factor in dog waste station(s) and out house(s) for sure. I'm truly grateful for the trails we have along the river.
- Quality of life is also an economic driver. Make this a place people want to be. This is quality of life infrastructure for many of us.
- You need to find a solution to the I-25/Yellowstone Highway problem. The construction destroyed the amazing link between Yellowstone Highway between Latham Road and the smooth part of the Rail Trail that began at Walsh Drive. It's too dangerous to ride on Yellowstone Highway through the 2-lane construction zone. This has been a serious disappointment, especially since Casper has such a short riding season. I go on long rides from Centennial Hills to Robertson Road, but there is no great way to go now.
- Just would be wonderful for safety reasons and for those who love the outdoors



- An easy way for south Casper to access the trails away from traffic.
- Yes, there are concerns that people will enter EKW without paying to get into the park. We at EKW provide clean bathrooms of which I clean. We could see an increase in transients at EKW, which means we may need security. Also, it would be important that the path goes under the highway so as not to impact traffic. Also, what impacts would there be with the local deer and antelope population? Can we also minimize antelope and deer accidents with vehicles on the highway and provide some kind of game crossing? thank you!
- love the idea!
- Extend the bridle trail to Hogadon.
- Baby steps do a little bit every year and we'll get there.
- Gravel would be problematic for road bikes. Concrete is more difficult to traverse on roller skis than asphalt as the poles have a more difficult time gaining purchase in concrete.
- Trails are a big tourist attraction. It's why I visit Casper
- It is about time
- Stop wasting our city funds on stupid stuff and littering our city with your scooter idea its dumb
- a better turn around at the end of the trail going through town.
- Develop Multi-use trails in the Red Butte area west of town
- Make it easier/safer to crossroads on existing trail, consider that with new section. Crossing under roads using tunnels is by far the safest option in some of the busier areas.
- Continuing on replacing the original trail surface north of the river with concrete as has been already done of parts of the trail.
- sidewalk/trail along CY
- Go further west also
- Make it continuous all the way from Bryan stock trail
- Would someone please clean up the landscape debacle along the path between Morad Park and the water treatment facility? There used to be gorgeous trees. Now it's a barren wasteland. Who thought that was a good idea?
- Keep going with expanding our trail system. People love it and it gets us all outside and moving...as well as enjoying the views!
- More public bathrooms
- Glad you're doing this.
- No, this already sounds great.
- As many paths as possible. Hat six?
- Please make it accessible for all!
- This is a great project and will improve our community!
- Bathrooms closely assessable.
- Finishing it with something besides gravel to hat six at least. A lot of us have road bikes.
- A safe way to cross 20/26 like an underpass like what they put in at Fort Caspar



- Fixing trail Behind KW to 15th
- The west side of town - Cottonwood area is neglected by the trails. There is NO safe way to cross Robertson rd to Aster to connect to the trail in PV. Consider a crosswalk marking on Trevett and Robertson RD and on RobertsonRD to cross to Aster.
- Mesa shopping area to Morad connection
- I wish that I could be in this meeting for tomorrow night.
- Working with the city to connect existing bike path segments.
- Wish we could finish Casper mountain road path. Garden creek. Try to leave more spaces in Casper wild instead of city selling and building houses on every inch of land.
- Connect Casper mntn road trail to bridal trail
- I appreciate the upgrade to the curbs in the Raccas Gas Light Social area
- As a soon to be retiree, I think it is great to see more trails, off of busy streets, available in Casper and surroundings.
- More trails
- I do believe these types of projects take an “if you built they will come” leap of faith. Hopefully the other trails developed have helped prove that so far. Thanks!
- Please cross the highway towards the river bottom as close to Hat Six as possible because it is a nicer area by the trees and water.
- We’ve lived here since the early 90’s. Each expansion of the trail has enriched Casper and we use them often. It’s the first place we take out of town visitors. My locale doesn’t allow using them for shopping or work, but I think that’s an important planning situation. Love the trail up Casper mountain road. Keep up the great work and expansions. Thanks.
- More share the road signs, especially at intersections that the trails cross. Drivers need to be more aware.
- Would really like to see the trail to EKW remain gravel.
- Extending the path past Paradise Valley.
- Consider painting crosswalk lines at the intersection of Robertson rd and trevett
- Please no gravel as most can’t ride it if it is not paved!
- Wish there was a trail on Garden creek road

Pop-up Event

A pop-up event was held at Edness Kimball Wilkins Park on July 17 from 10 a.m. to 1 p.m. The event was promoted to the general public and park users. A study overview and map of the alignments with design variables, pros and cons of each were provided. Members of the project team were there to have conversations with participants and address any questions or concerns. Most of the comments from participants were recorded on post-it notes on the map by MPO staff.



CASPER RAIL-TRAIL EXTENSION STUDY

CASPER AREA
METROPOLITAN PLANNING ORGANIZATION
Casper - Mills - Evansville - Bar Nunn - Natrona County

About the Study

The Casper Area Metropolitan Planning Organization (MPO) is studying the feasibility of extending the Great American Rail-Trail from Hat 6 Road to Edness Kimball Wilkins State Park following US Highway 20/26. The MPO, City of Casper and Platte River Trails Trust, want to continue to provide trail users safe and easy connections to the many parks and other amenities our beautiful area has to offer.

The Casper Rail-Trail Extension Study examined two possible alignments developed by the Platte River Trails Trust and identified a third alignment that is recommended based on safety and existing conditions. The study will help meet the goals in the most recent Long Range Transportation Plan, including increasing transportation options for all modes and improving the safety and health for all residents.

Get Involved

Keep an eye out for the opportunity to review and comment on the final Casper Rail-Trail Extension Study:

- facebook.com/CasperAreaMPO
- [@CasperwyoMPO](https://twitter.com/CasperwyoMPO)
- [@CasperwyoMPO](https://instagram.com/CasperwyoMPO)
- [casperareampo.org](https://surveymonkey.com/r/CasperRail-Trail)

Take our survey before it closes on July 19 at surveymonkey.com/r/CasperRail-Trail

Figure A-1: Pop-up Event Board

CASPER RAIL-TRAIL EXTENSION STUDY ALIGNMENT OPTIONS

ALIGNMENT 1	ALIGNMENT 2	ALIGNMENT 3
<p>Design Variables</p> <ul style="list-style-type: none"> Head Slope: 1:100 Design Speed: 15 mph Design Life: 20 years ADA Compliance: 2010 ADA Standards for Accessible Design Vertical Clearance: 14 ft Horizontal Clearance: 10 ft Right-of-Way: 100 ft Lighting: 10 ft <p>Pros:</p> <ul style="list-style-type: none"> • Minimal impact on existing infrastructure • Utilizes existing right-of-way <p>Cons:</p> <ul style="list-style-type: none"> • Limited crossing options • Potential for utility conflicts 	<p>Design Variables</p> <ul style="list-style-type: none"> Head Slope: 1:100 Design Speed: 15 mph Design Life: 20 years ADA Compliance: 2010 ADA Standards for Accessible Design Vertical Clearance: 14 ft Horizontal Clearance: 10 ft Right-of-Way: 100 ft Lighting: 10 ft <p>Pros:</p> <ul style="list-style-type: none"> • Better crossing options • Improved safety <p>Cons:</p> <ul style="list-style-type: none"> • Higher construction costs • Potential for utility conflicts 	<p>Design Variables</p> <ul style="list-style-type: none"> Head Slope: 1:100 Design Speed: 15 mph Design Life: 20 years ADA Compliance: 2010 ADA Standards for Accessible Design Vertical Clearance: 14 ft Horizontal Clearance: 10 ft Right-of-Way: 100 ft Lighting: 10 ft <p>Pros:</p> <ul style="list-style-type: none"> • Best crossing options • Highest safety <p>Cons:</p> <ul style="list-style-type: none"> • Highest construction costs • Potential for utility conflicts

Figure A-2: Pop-up Event Roll Plot



Pop-up Event Photos



Online Public Meeting

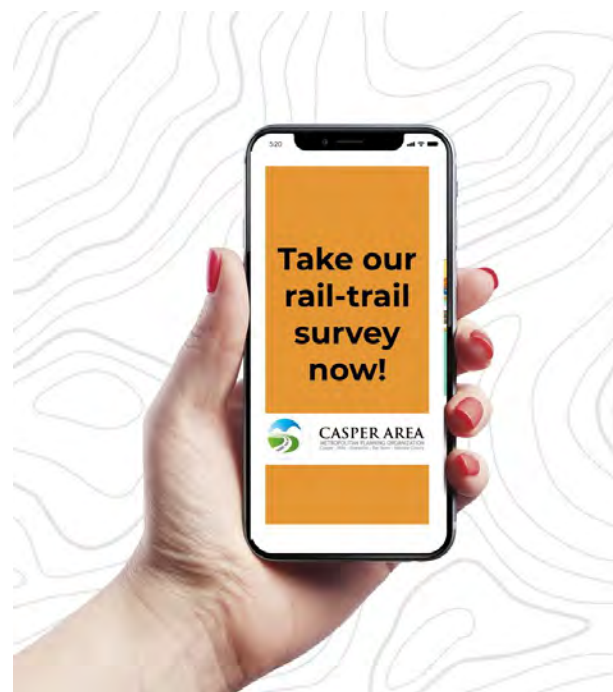
Overview coming after meeting closes on August 27th.

Communication Materials

Various communication materials were developed to promote the survey, pop-up event, and online public meeting, include social media posts on the Casper Area MPO's Facebook, Twitter, and Instagram that were reshared by study partners, eblast to the MPO's distribution list, press release to local publications, and flyers.



Pop-up & Survey Promotional Flyer



Social Media Survey Promotion Graphic



STAKEHOLDER WORKING GROUP

A stakeholder working group was created with key stakeholders and partner agencies to build consensus and discuss all aspects of the study and develop the project plan in accordance with their individual needs. Members included representatives from:

- WYDOT
- Platte River Trail Trust
- Wyoming Office of Outdoor Recreation
- Natrona County & Visit Casper
- Wyoming State Parks
- City of Casper

This group met twice throughout the project. The first meeting was an introduction to build project understanding and awareness and gather initial input on how they view project success. Meeting two was held to discuss a study update and public engagement results.

ONE-ON-ONE STAKEHOLDER COORDINATION

The project team communicated with impacted landowners and other stakeholders directly affected by the proposed rail-trail alignments to identify likely impacts and discuss possible mitigation or resolution. This includes coordination with two private landowners near the proposed alignments to discuss land impacts, including the possibility of additional parking, trail amenities, and trail access. Landowners were able to ask questions and voice their concerns that were addressed in the final route recommendation and cost estimates. Our team will continue to communicate with the impacted landowners to make sure they are on-board with the final design in the future.



APPENDIX B: DESIGN CONSIDERATIONS AND COST ESTIMATES

DESIGN VARIABLES

The table below is a concise, graphic summary of the key considerations for the review of the alignments as detailed in the section above.

ALIGNMENT 1

Design Variables

Total Length: 11,900 Feet
Underpass Or Overpass: Underpass
Drainage Difficulties Present: Yes
ADA Requirement Difficulties: Yes*
Vertical Clearance Met At Crossing (Rails To Trails Standard): No
Vertical Clearance Met At Crossing (AASHTO Standard): No
Horizontal Clearance Met At Crossing (Rails To Trails Standard): No
Horizontal Clearance Met At Crossing (AASHTO Standard): No
Private Property Access Required: Yes
Lighting Required: Yes

ALIGNMENT 2

Design Variables

Total Length: 12,900 Feet
Underpass Or Overpass: Underpass
Drainage Difficulties Present: Yes
ADA Requirement Difficulties: Yes*
Vertical Clearance Met At Crossing (Rails To Trails Standard): Yes
Vertical Clearance Met At Crossing (AASHTO Standard): No
Horizontal Clearance Met At Crossing (Rails To Trails Standard): No
Horizontal Clearance Met At Crossing (AASHTO Standard): No
Private Property Access Required: No
Lighting Required: Yes

ALIGNMENT 3

RECOMMENDED OPTION

Design Variables

Total Length: 13,600 Feet
Underpass Or Overpass: Overpass
Drainage Difficulties Present: No
ADA Requirement Difficulties: No
Vertical Clearance Met At Crossing (Rails To Trails Standard): Yes
Vertical Clearance Met At Crossing (AASHTO Standard): Yes
Horizontal Clearance Met At Crossing (Rails To Trails Standard): Yes
Horizontal Clearance Met At Crossing (AASHTO Standard): Yes
Private Property Access Required: No
Lighting Required: Yes

COST ESTIMATES

A cost estimate was produced for each of the three alignments, using each of the three surfacing options for a total of nine individual cost estimates. The final cost for each of the combinations are summarized in the table below:

ALIGNMENT 1 TOTAL PROJECT COST			
	CONCRETE	ASPHALT	GRAVEL
DOLLARS (\$)	\$2,688,000.00	\$2,383,200.00	\$2,044,800.00

ALIGNMENT 2 TOTAL PROJECT COST			
	CONCRETE	ASPHALT	GRAVEL
DOLLARS (\$)	\$2,905,200.00	\$2,574,000.00	\$2,228,400.00

ALIGNMENT 3 TOTAL PROJECT COST			
	CONCRETE	ASPHALT	GRAVEL
DOLLARS (\$)	\$2,392,800.00	\$2,042,400.00	\$1,656,000.00

The detailed cost estimates to be used for fund raising and project planning are listed below. Note that each alignment has a separate cost estimate for gravel surfacing, asphalt surfacing, and concrete surfacing.



Cost Estimate
Casper Rail Trails Extension Plan
Alignment 1 - Gravel Pathway

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
1	Mobilization and Bonds	LS	1	\$ 74,200.00	\$ 74,200.00
2	Contractor Storm Water Control	LS	1	\$ 25,000.00	\$ 25,000.00
3	10' Wide Gravel Pathway (6" Compacted Crusher Fines)	LF	11,900	\$ 37.46	\$ 445,900.00
4	Installation of New Box Culvert	LS	1	\$ 550,000.00	\$ 550,000.00
5	Box Culvert Lighting & Electrical	LS	1	\$ 30,000.00	\$ 30,000.00
6	Unclassified Excavation (Cliff Face)	LS	1	\$ 155,000.00	\$ 155,000.00
7	Powerline Impacts	LS	1	\$ 30,000.00	\$ 30,000.00
Construction Subtotal					\$ 1,310,100.00
Construction Contingency (30%)					\$ 393,030.00
Construction Cost Total					\$ 1,704,000.00
Engineering (10%)					\$ 170,400.00
Construction Administration (10%)					\$ 170,400.00
Total Estimate					\$ 2,044,800.00

Cost Estimate
Casper Rail Trails Extension Plan
Alignment 1 - Asphalt Pathway

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
1	Mobilization and Bonds	LS	1	\$ 88,200.00	\$ 88,200.00
2	Contractor Storm Water Control	LS	1	\$ 25,000.00	\$ 25,000.00
3	10' Wide Asphalt Pathway (4" PMP/5" Grade W Base Course)	LF	11,900	\$ 54.52	\$ 648,800.00
4	Installation of New Box Culvert	LS	1	\$ 550,000.00	\$ 550,000.00
5	Box Culvert Lighting & Electrical	LS	1	\$ 30,000.00	\$ 30,000.00
6	Unclassified Excavation (Cliff Face)	LS	1	\$ 155,000.00	\$ 155,000.00
7	Powerline Impacts	LS	1	\$ 30,000.00	\$ 30,000.00
Construction Subtotal					\$ 1,527,000.00
Construction Contingency (30%)					\$ 458,100.00
Construction Cost Total					\$ 1,986,000.00
Engineering (10%)					\$ 198,600.00
Construction Administration (10%)					\$ 198,600.00
Total Estimate					\$ 2,383,200.00

Cost Estimate
Casper Rail Trails Extension Plan
Alignment 1 - Concrete Pathway

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
1	Mobilization and Bonds	LS	1	\$ 100,800.00	\$ 100,800.00
2	Contractor Storm Water Control	LS	1	\$ 25,000.00	\$ 25,000.00
3	10' Wide Concrete Pathway (4" PCCP/4" Grade W Base Course)	LF	11,900	\$ 69.91	\$ 832,000.00
4	Installation of New Box Culvert	LS	1	\$ 550,000.00	\$ 550,000.00
5	Box Culvert Lighting & Electrical	LS	1	\$ 30,000.00	\$ 30,000.00
6	Unclassified Excavation (Cliff Face)	LS	1	\$ 155,000.00	\$ 155,000.00
7	Powerline Impacts	LS	1	\$ 30,000.00	\$ 30,000.00
Construction Subtotal					\$ 1,722,800.00
Construction Contingency (30%)					\$ 516,840.00
Construction Cost Total					\$ 2,240,000.00
Engineering (10%)					\$ 224,000.00
Construction Administration (10%)					\$ 224,000.00
Total Estimate					\$ 2,688,000.00



Cost Estimate
Casper Rail Trails Extension Plan
Alignment 2 - Gravel Pathway

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
1	Mobilization and Bonds	LS	1	\$ 81,900.00	\$ 81,900.00
2	Contractor Storm Water Control	LS	1	\$ 25,000.00	\$ 25,000.00
3	10' Wide Gravel Pathway (6" Compacted Crusher Fines)	LF	11,900	\$ 37.46	\$ 445,900.00
4	40 LF - 24" CMP Culvert w/ Flared Ends	EA	8	\$ 4,400.00	\$ 35,200.00
5	Drainage Embankment Material	LS	1	\$ 25,000.00	\$ 25,000.00
6	Installation of New Box Culvert	LS	1	\$ 600,000.00	\$ 600,000.00
7	Box Culvert Lighting & Electrical	LS	1	\$ 30,000.00	\$ 30,000.00
8	Unclassified Excavation (Cliff Face)	LS	1	\$ 155,000.00	\$ 155,000.00
9	Powerline Impacts	LS	1	\$ 30,000.00	\$ 30,000.00
Construction Subtotal					\$ 1,428,000.00
Construction Contingency (30%)					\$ 428,400.00
Construction Cost Total					\$ 1,857,000.00
Engineering (10%)					\$ 185,700.00
Construction Administration (10%)					\$ 185,700.00
Total Estimate					\$ 2,228,400.00

Cost Estimate
Casper Rail Trails Extension Plan
Alignment 2 - Asphalt Pathway

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
1	Mobilization and Bonds	LS	1	\$ 95,900.00	\$ 95,900.00
2	Contractor Storm Water Control	LS	1	\$ 25,000.00	\$ 25,000.00
3	10' Wide Asphalt Pathway (4" PMP/5" Grade W Base Course)	LF	12,900	\$ 54.52	\$ 703,400.00
4	40 LF - 24" CMP Culvert w/ Flared Ends	EA	8	\$ 4,400.00	\$ 35,200.00
5	Drainage Embankment Material	LS	1	\$ 25,000.00	\$ 25,000.00
6	Installation of New Box Culvert	LS	1	\$ 550,000.00	\$ 550,000.00
7	Box Culvert Lighting & Electrical	LS	1	\$ 30,000.00	\$ 30,000.00
8	Unclassified Excavation (Cliff Face)	LS	1	\$ 155,000.00	\$ 155,000.00
9	Powerline Impacts	LS	1	\$ 30,000.00	\$ 30,000.00
Construction Subtotal					\$ 1,649,500.00
Construction Contingency (30%)					\$ 494,850.00
Construction Cost Total					\$ 2,145,000.00
Engineering (10%)					\$ 214,500.00
Construction Administration (10%)					\$ 214,500.00
Total Estimate					\$ 2,574,000.00

Cost Estimate
Casper Rail Trails Extension Plan
Alignment 2 - Concrete Pathway

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
1	Mobilization and Bonds	LS	1	\$ 109,900.00	\$ 109,900.00
2	Contractor Storm Water Control	LS	1	\$ 25,000.00	\$ 25,000.00
3	10' Wide Concrete Pathway (4" PCCP/4" Grade W Base Course)	LF	12,900	\$ 69.91	\$ 901,900.00
4	40 LF - 24" CMP Culvert w/ Flared Ends	EA	8	\$ 4,400.00	\$ 35,200.00
5	Drainage Embankment Material	LS	1	\$ 25,000.00	\$ 25,000.00
6	Installation of New Box Culvert	LS	1	\$ 550,000.00	\$ 550,000.00
7	Box Culvert Lighting & Electrical	LS	1	\$ 30,000.00	\$ 30,000.00
8	Unclassified Excavation (Cliff Face)	LS	1	\$ 155,000.00	\$ 155,000.00
9	Powerline Impacts	LS	1	\$ 30,000.00	\$ 30,000.00
Construction Subtotal					\$ 1,862,000.00
Construction Contingency (30%)					\$ 558,600.00
Construction Cost Total					\$ 2,421,000.00
Engineering (10%)					\$ 242,100.00
Construction Administration (10%)					\$ 242,100.00
Total Estimate					\$ 2,905,200.00



Cost Estimate
Casper Rail Trails Extension Plan
Alignment 3 - Gravel Pathway

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
1	Mobilization and Bonds	LS	1	\$ 66,000.00	\$ 66,000.00
2	Contractor Storm Water Control	LS	1	\$ 15,000.00	\$ 15,000.00
3	10' Wide Gravel Pathway (6" Compacted Crusher Fines)	LF	13,600	\$ 37.46	\$ 509,600.00
4	40 LF - 24" CMP Culvert w/ Flared Ends	EA	8	\$ 4,400.00	\$ 35,200.00
5	140' Pedestrian Bridge Highway Overpass	LS	1	\$ 375,000.00	\$ 375,000.00
6	Bridge Lighting and Electrical	LS	1	\$ 30,000.00	\$ 30,000.00
7	Powerline Impacts	LS	1	\$ 30,000.00	\$ 30,000.00
Construction Subtotal					\$ 1,060,800.00
Construction Contingency (30%)					\$ 318,240.00
Construction Cost Total					\$ 1,380,000.00
Engineering (10%)					\$ 138,000.00
Construction Administration (10%)					\$ 138,000.00
Total Estimate					\$ 1,656,000.00

Cost Estimate
Casper Rail Trails Extension Plan
Alignment 3 - Asphalt Pathway

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
1	Mobilization and Bonds	LS	1	\$ 82,000.00	\$ 82,000.00
2	Contractor Storm Water Control	LS	1	\$ 15,000.00	\$ 15,000.00
3	10' Wide Asphalt Pathway (4" PMP/5" Grade W Base Course)	LF	13,600	\$ 54.52	\$ 741,500.00
4	40 LF - 24" CMP Culvert w/ Flared Ends	EA	8	\$ 4,400.00	\$ 35,200.00
5	140' Pedestrian Bridge Highway Overpass	LS	1	\$ 375,000.00	\$ 375,000.00
6	Bridge Lighting and Electrical	LS	1	\$ 30,000.00	\$ 30,000.00
7	Powerline Impacts	LS	1	\$ 30,000.00	\$ 30,000.00
Construction Subtotal					\$ 1,308,700.00
Construction Contingency (30%)					\$ 392,610.00
Construction Cost Total					\$ 1,702,000.00
Engineering (10%)					\$ 170,200.00
Construction Administration (10%)					\$ 170,200.00
Total Estimate					\$ 2,042,400.00

Cost Estimate
Casper Rail Trails Extension Plan
Alignment 3 - Concrete Pathway

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
1	Mobilization and Bonds	LS	1	\$ 97,000.00	\$ 97,000.00
2	Contractor Storm Water Control	LS	1	\$ 15,000.00	\$ 15,000.00
3	10' Wide Concrete Pathway (4" PCCP/4" Grade W Base Course)	LF	13,600	\$ 69.91	\$ 950,900.00
4	40 LF - 24" CMP Culvert w/ Flared Ends	EA	8	\$ 4,400.00	\$ 35,200.00
5	140' Pedestrian Bridge Highway Overpass	LS	1	\$ 375,000.00	\$ 375,000.00
6	Bridge Lighting and Electrical	LS	1	\$ 30,000.00	\$ 30,000.00
7	Powerline Impacts	LS	1	\$ 30,000.00	\$ 30,000.00
Construction Subtotal					\$ 1,533,100.00
Construction Contingency (30%)					\$ 459,930.00
Construction Cost Total					\$ 1,994,000.00
Engineering (10%)					\$ 199,400.00
Construction Administration (10%)					\$ 199,400.00
Total Estimate					\$ 2,392,800.00

STUDY RECOMMENDATIONS

Through the collection of data, public comments, meetings, and engineering reviews, this study recommends Alignment 3 utilizing a pedestrian overpass to cross US Highway 26. Alignment 3 provides the most reasonable grades for pedestrian



travel, minimizes drainage difficulties during storm events, and meets national standards for overall pathway design and safety. Alignment 3 is also the most cost-effective option of the three.

The pathway should be 10-feet wide and hard surfaced. Concrete is the recommended surface as it maximizes the trail's life expectancy and minimizes overall trail maintenance cost. The recommended alignment constructed with concrete surfacing has an estimated construction cost of **\$2,392,800.**



APPENDIX C: FUNDING MEMO

INTRODUCTION/PURPOSE

This memo is designed to provide a high-level overview of non-local funding sources that could be targeted for the Casper Rail-Trail Extension project. The information provided here includes general strategic considerations to best position the project for future grant applications and other allocation mechanisms, as well as key characteristics of the potential funding sources.

PREPARING FOR FUNDING REQUESTS

In order to maximize the possible funds available for the Casper Rail-Trail Extension, there is a significant advantage in conducting up-front analysis to understand how future investments fit within the criteria of different potential funding programs. Some funding programs are broad enough to match well with most types of investments, while others are targeted to a very specific functional category or strategic priority. In either case, the Casper Area MPO, Platte River Trails Trust (PRTT) and other corridor partners can improve their chances of securing outside funding by developing a clear understanding of what sets this project apart from the perspective of the relevant funding programs (many of which are detailed within this memo).

Quantitative data sources (such as capital costs, specific demographic breakdowns of communities benefiting from the project, and projected users based on modeling efforts) are necessary for most funding sources in order to provide documentation needed for apples-to-apples comparisons among projects competing for the same funding source. However, understanding and articulating the qualitative need for the project is also critical for all funding sources. The project team has already begun the work of articulating the community need for the Rail-Trail Extension – further clarifying and bolstering that argument will be a key factor in securing outside funding.

For the Rail-Trail Extension project in particular, some type of documentation of trail users will be central to nearly any funding request. This might include counts of users of the existing trail, expected use of the trail extension (via regional modeling, public surveys, or another defensible source), and current and future demand for access to the Edness Kimball Wilkins State Park.

Public Sources

Public funding sources (in this case predominately Federal programs distributed either by the State of Wyoming or the United States Department of Transportation) generally require significant documentation of the project. This includes a clear depiction of the need for the project, the proposed scope of work (project definition), initial capital costs, on-going maintenance costs, and anticipated benefits (safety, travel time, or environmental).



In most cases, Federal and State programs will require a public agency (likely either the City or the MPO) to serve as the direct recipient of funds, although it is understood that project delivery will be done in partnership with PRTT and other stakeholders.

Private and Nonprofit Sources

Projects like the Rail-Trail Extension are unusually well-suited to earn support from the private and nonprofit sector – in this case, especially through recreation and environmentalism focused foundations. Several of these foundations are detailed in Section 4.

The amount of funding available through these sources is typically less than through more conventional public sector funding programs. However, earning even a few thousand dollars from a foundation grant is a valuable way to demonstrate the importance of the project to the community and contribute to the calculation of local match. Having that show of support can be influential in securing larger grants or allocations.

Most of the foundation-based grant programs (though not all) require the recipient to be a non-profit or community-based organization. In that case, PRTT is likely to be the best candidate for direct receipt of funds, while again maintaining the partnership with local agencies in project delivery.

POTENTIAL STATE AND FEDERAL SOURCES

The following provides an overview of potential State and federal competitive grant opportunities that could support implementation of the Casper Rail-Trail Expansion Project. For the State opportunities, funding is provided to WYDOT for these competitive grants based on annual federal appropriations for transportation programs as defined in the Fixing America's Surface Transportation Act (FAST Act). Additionally, for each opportunity, the overview includes a general description, eligible expenses, the allocation and/or award process, estimated revenue potential, and the local match requirements.

WYDOT TRANSPORTATION ALTERNATIVES PROGRAM

Description

The Transportation Alternatives Program (TAP) is a funding opportunity established under Section 1122 of MAP-21 and continued as a set-aside of the Surface Transportation Block Grants (STBG) Program under Section 1109 of the FAST Act. The TAP provides funding for bicycle, pedestrian, historic, scenic, and environmental mitigation transportation projects. The TAP replaced the funding from pre-MAP-21 programs including Transportation Enhancements, Scenic Byways, Safe Routes to School, and Recreational Active Transportation by wrapping some elements of those programs into a single funding source.

Eligible activities include but are not limited to:



- Construction, planning, and design of facilities for pedestrians and bicyclists
- Construction of turnouts, overlooks and viewing areas, and preservation of historic transportation facilities
- Some environmental mitigation activities, including vegetation management, and archeological and storm water mitigation related to highway projects
- The Recreational Trails Program (RTP) – *described as a separate opportunity below.*

Allocation/Award Process

Within Wyoming, all responsibility for the allocation of federal TAP funding falls to WYDOT, which uses a competitive application process to award funds. Annually, the application period opens in March and requires an initial statement of intent (SOI), with full applications due before July 15.

Revenue Potential

There is approximately \$2 million per year in TAP funding available for the state of Wyoming based on the FAST Act. This total reflects the amount available to directly fund TAP projects and does not include set-asides (such as the RTP).

Local Match Requirement

WYDOT's TAP requires a 20 percent local match.

RECREATIONAL TRAILS PROGRAM (RTP)

Description

The RTP provides funds to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. Funding for RTP grants is provided through a set-aside of funds from the TAP described previously.

Allocation/Award Process

The RTP process is administered by Wyoming State Parks, Historic Sites and Trails (SPHST). The FY 2022 application cycle is ongoing, with final applications due on October 1, 2021.

FY 2022 RTP APPLICATION TIMELINE

- May 19, 2021: The FY 2022 Application Process opens
- September 1, 2021: Pre-Application Form is due by 11:59 PM
- By September 8, 2021: Pre-Applicants will be advised if they are approved to proceed to full application
- October 1, 2021: Final Application Package is due by 11:59 PM
- November 2021: Trails Advisory Council meeting to approve project funding recommendations
- December 2021: Applicants will be notified if their project is approved for funding



- May 2022: The earliest date any approved projects will receive a Notice to Proceed

Revenue Potential

There is approximately \$1.3 million available per year in Wyoming for RTP projects. This amount is further subdivided according to trail user types – nonmotorized, motorized, and diversified (which includes both motorized and nonmotorized uses). For nonmotorized projects including the Casper Rail Trail Extension Project, the maximum grant amount is \$50,000 in most cases; the minimum grant amount is \$10,000. The split of funds for FY 2020 is shown in Table 1.

Table 1: FY 2020 Funds Available for RTP Projects in Wyoming

Grant Category	Dollar Value of Allocation
Total Available for Grant Projects	\$1,356,518
<i>Subtotal: Nonmotorized Trail Projects</i>	<i>\$406,955</i>
<i>Subtotal: Motorized Trail Projects</i>	<i>\$406,955</i>
<i>Subtotal: Diversified Trail Projects</i>	<i>\$542,607</i>

Local Match Requirement

There is no explicit local match requirement for RTP funds. However, Wyoming’s RTP Grant Program operates according to a programmatic match goal of 20 percent overall. In order to meet this requirement, SPHST considers available matching funds as a favorable scoring element in the pre-approval process.

SURFACE TRANSPORTATION BLOCK GRANTS

Description

The Surface Transportation Block Grant (STBG) program provides funding for projects that preserve and improve the conditions and performance on any federal-aid highway, bridge, and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects. Examples of the types of projects that are eligible for STBG funding include the following:

- Recreational trails, pedestrian and bicycle projects;
- Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways;
- Capital costs for transit projects;
- Corridor parking facilities;
- Improvements at intersections with high crash rates or levels of congestion; and
- Infrastructure-based ITS capital improvements.

Allocation Process

Because the Casper metropolitan region has a population between 5,000 and 200,000, suballocation of STBG funds is the responsibility of the State, working in coordination with local planning organizations (such as the Casper MPO).



Revenue Potential

\$80.6 million total statewide in Wyoming for FY2020 (before set-asides) for all eligible project types.

Local Match Requirement

No specific local match required, although some sub-programs do have match requirements.

USDOT RAISE GRANT PROGRAM (FORMERLY KNOWN AS THE BUILD & TIGER GRANTS)

Description

The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit, and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated over \$9.0 billion for twelve rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The eligibility requirements of RAISE allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs.

Allocation/Award Process

As shown in Table 2, the RAISE/BUILD/TIGER program is extremely competitive, with 9,700 applications submitted to USDOT requesting \$175 billion in RAISE/BUILD/TIGER funds over the program's twelve rounds. USDOT has awarded a total of \$9.6 billion to 624 projects, which is approximately six percent of all applicants. Table 2 illustrates overall supply and demand for the program since it was first authorized under the American Recovery and Reinvestment Act of 2009 (ARRA). While there have been annual appropriations for RASIE/BUILD/TIGER every FY since 2009, including the most recent BUILD NOFO released in April 2021, the program is not specifically authorized in federal legislation and must be approved each year as part of the annual federal budget process. The most recent notice of funding opportunity (NOFO) application window closed on July 12, 2021, which award announcements required by November of 2021.



Table 2. RAISE/BUILD/TIGER Program Size, Applicants, and Projects Funded (FY 2009-2020)

Fiscal Year (FY)	Program Size	Applicants	Projects Funded	Percent of Projects Funded
2009	\$1.5 billion	1366	51	3.7%
2010	\$600 million	1639	75	4.6%
2011	\$510 million	833	46	5.5%
2012	\$500 million	708	47	6.6%
2013	\$474 million	583	52	8.9%
2014	\$600 million	798	72	9.0%
2015	\$500 million	627	39	6.2%
2016	\$500 million	585	41	7.0%
2017	\$500 million	452	40	8.8%
2018	\$1.5 billion	851	41	4.8%
2019	\$900 million	666	55	8.3%
2020	\$1.0 billion	656	70	10.7%

Source: USDOT

Revenue Potential

Despite the program’s \$25 million statutory maximum grant amount, the typical grant awarded to projects is between \$10 to \$15 million. USDOT rarely awards close to its maximum allowed award of \$25 million to any one project.

Local Match Requirement

The most recent RAISE grant cycle required a 20 percent match for projects in urban areas and had no local match requirements for projects in rural areas or for planning grants in Areas of Persistent Poverty.

ADDITIONAL POTENTIAL FEDERAL FUNDING – SURFACE TRANSPORTATION REAUTHORIZATION BILL

While most of the national discussion related to increased transportation funding is tied to the “Infrastructure Bill”, Congress is also working on the multi-year surface transportation funding legislation to replace the FAST Act. More information on the House of Representative’s version of the reauthorization legislation, the Investing in a New Vision for the Environment and Surface Transportation Act (INVEST Act) is currently available. The following provides summaries of potential new funding programs and expansion of existing programs included in the House version of the INVEST Act that could benefit the Casper Rail-Trail Extension Project in the coming years.

POTENTIAL NEW OPPORTUNITY: Member designated projects: The House version of the INVEST Act reintroduces congressional “earmarks,” whereby members of a given congressional delegation submitted requests for funding for specific projects in their districts. The current House version of the Invest Act includes 1,473 named projects designated for funding I (out of 2,383 projects submitted) if the current version of the bill is signed into law.



The benefits of having a project identified through this process go beyond the actual allocated funding. Historically, earmarked funds ensured an identifiable funding stream and an advantage for any project named in federal legislation. The named projects carry the special intent of Congress which means that these projects move ahead of others in the funding queue. Thus, Congressional earmarks often indicate a money trail and preference for key projects which can also be a catalyst to attract funding from other sources because these projects are given greater visibility and credibility in the eyes of both public and private sector organizations.

It should be noted that the state of Wyoming is one of very few states that does not have a member designated project in the House version of the INVEST Act. There is still a short window opportunity for local projects (such as the Rail-Trail Extension) to be included in the final version of the bill through Senate negotiations, although that effort would likely have to occur in the next few months.

POTENTIAL NEW OPPORTUNITY: Sec. 1309 - Active transportation connectivity grant program: Provides \$250 million a year (2023 to 2026) for a grant program to support infrastructure investment in connected active transportation networks. Requires 30 percent of the funds to develop active transportation networks to connect points within a community, and 30 percent of the funds to be used for active transportation spines to connect communities to one another, including nationally and regionally significant greenway trails. Supports the development of complete streets and the use of safe systems approaches to enhance safety for vulnerable road users. Includes considerations for the environmental justice and equity impacts of a project and the extent to which the project improves connectivity to public transportation.

POTENTIAL EXPANSION OF EXISTING OPPORTUNITY: Sec. 1206 - Transportation alternatives program: Continues to provide funding for the TAP as a 10 percent set-aside out of STP. Increases the share of the program's funds that must be suballocated to areas of the state based on population from 50 percent to 66 percent. A state may suballocate up to 100 percent of its TAP funding if certain conditions are met and upon approval of the Secretary. Boosts the recreational trails set-aside in proportion to the increase for TAP. Requires states to provide sufficient obligation authority over the life of the bill to ensure this suballocated can be obligated in a timely manner, consistent with the requirement under STP.

POTENTIAL PRIVATE AND NONPROFIT SOURCES

The following provides a sample of potential private and non-profit organizations that have provided funding for projects similar to the Rail-Trail Extension Project in the past.



DOPPELT FAMILY TRAIL DEVELOPMENT FUND

Organization

Rails to Trails Conservancy

Description

Of the two grant types awarded by the fund, the Rail-Trail Extension project is eligible for the larger Project Transformation Grant opportunity. Per grant cycle, up to two projects are selected for grant awards ranging from \$10,000 to \$30,000. This project is a good fit for the program, as it is along the preferred route of the [Great American Rail-Trail](#) and therefore fits the primary criteria for the program.

Allocation/Award Process

Annual application – timeline for 2021 cycle listed below.

- Nov. 16, 2020 – Online Application process opens
- Jan. 3, 2021 – Application must be submitted by 11 p.m. E.S.T.
- February 26, 2021 – RTC will announce awards
- January 30, 2022 – Final Project Report due to RTC

Local Match Requirement

No specific match requirement.

PEOPLE FOR BIKES COMMUNITY GRANTS

Organization

People for Bikes

Description

Grants focus on bicycling, active transportation, or community development, from city or county agencies or departments, and from state or federal agencies working locally. Requests must support a specific project or program; operating costs are not funded.

Allocation/Award Process

There are typically one or two grant cycles per year, with no exact standard deadlines. The spring 2021 grant cycle awarded \$50,000 total to eight projects. The process involves first [submitting a letter of interest](#) via the People for Bikes website – finalists chosen from among those submitting a letter of interest are invited to submit a full application.

Local Match Requirement

No specific percent match grants; no grants for more than 50 percent budget.

CONSERVATION ALLIANCE GRANTS

Organization

The Conservation Alliance (a group of outdoor industry and related businesses)



Description

The grant program is designed to support projects that offer protection to wilderness. While a rail to trail conversion project such as this would represent a divergence from the fund's typical applicants, it could conceivably qualify depending on the specific ways the project is characterized. All applicants must be nominated by a Conservation Alliance member company, and there is a maximum of \$50,000 per grant request.

Allocation/Award Process

There are two annual award cycles, dates of which are detailed below.

Summer Cycle:

- Nominations Open April 1
- Nominations Close May 1
- Proposals Due June 1
- Board and Staff Grant Review – June and July
- Member Company Voting – August
- Grants Announced October 1

Winter Cycle:

- Nominations Open October 1
- Nominations Due November 1
- Proposals Due December 1
- Board and Staff Grant Review – December and January
- Member Company Voting – February
- Grants Announced April 1

Local Match Requirement

No specific match requirement.

WALMART FOUNDATION

Organization

Walmart

Description

Local community grants are awarded through an open application process. Requirements are open-ended and the program supports a broad range of efforts led by non-profits, government organizations, or schools. Nominations must go through local Walmart or Sam's Club stores. Grant amounts range from \$250 to a maximum of \$5,000.



Allocation/Award Process

Nomination process is driven by local store – applications ([submitted online](#)) are reviewed by local management. The specific cycle and process varies from store to store.

Local Match Requirement

No local match requirement.



APPENDIX D: PUBLIC COMMENT AND RESPONSE DOCUMENTATION

PUBLIC COMMENTS

Below are the comments received from the general public using the online public meeting comment form.

Type	Comment	Response
Online Meeting	I definitely support the 3rd alignment option. Thanks!	No response needed
Online Meeting	Just follow the old railroad track, you can't go wrong. OH and start at Walsh. And then head West. Sorry I have some issues with MPO. Build a damn bridge from Dempsey acres to Fairgrounds road. Not Paradise valley The area across the river from the fairgrounds is county-owned, and basically was water holding grounds. I can see where an evacuation from Dempsey is a concern, but after 60 years living off Pendale, it has never been an issue until you did a survey.	No response needed
Online Meeting	I agree that Alignment #3 is the best option. Having ridden rail-trails frequently, having the former rail line there and the work that has already been done will make the project more cost effective, and a reality sooner than the options.	No response needed
Online Meeting	An additional advantage of Option 3 overpass is that an overpass could serve as a safe crossing for wildlife, especially antelope and deer. If a wildlife-safe crossing over or under I 25 is ever constructed in the future, the Option 3 overpass would serve as an extension of a safe wildlife corridor from the plains and foothills to the south to the riparian area of the North Platte River.	No response needed



Type	Comment	Response
Online Meeting	I think Option 3 makes the most sense and would be a very attractive way to extend the trail to EKW.	No response needed
Online Meeting	I think its great that the city wants to expand the trail. However I think those funds should be spent fixing sections of the trail we already have. There are many places on the existing trail that are in bad shape and quite honestly, are dangerous for bicyclists. The cracks on the asphalt and paved sections are bad enough to damage bike wheels, or worse, cause harm to those riding over them. Sometimes you cannot avoid them, especially when others are using the path as well. I feel that before we build something new, we should make the existing one safe.	No response needed
Email	#3 seems the best alignment, overpass should be extra high to facilitate rare but occurring industrial traffic for hwy 20. Important to complete because of an inability to achieve a adequate bike pathway within Casper's city streets. The bike path in Teton county is an ideal example.	No response needed
Email	Any chance you could build the over/underpass at Wolf Creek to Morad Park crossing instead? It is a much higher vehicle traffic and pedestrian use area. I like your project, although it is baffling that a location out in the county, nowhere near a residential area would take precedent. The Wolf Creek to Morad trail crosses a very busy four lane highway. EKW is a two lane highway with plenty of breaks in any traffic. Really out there or perhaps both locations	No response needed. This was not within the scope of this project.



Type	Comment	Response
	<p>you should team with the state and the mule deer foundation for a combination wildlife and trail user crossing. Just some thoughts. I do appreciate this project and effort I just wish it wasn't so far out of town.</p>	
Email	I vote for option #3	No response needed
Email	<p>The trail system needs more benches the next one should be visible from the last also at each entrance there should be a distance to the next exit going either way. There are people that are not in great shape that want to use the trails but don't want to get in over there heads. Water bottle refill stations at entrances would be nice.</p>	No response needed
Email	<p>I like the looks of alignment 2. Some elevation change is good, good views of river. If it will be paved maybe add some soft surface trails parallel or alongside. Urban single track concept is missing/lacking in Casper area</p>	No response needed
Email	<p>I'm very pleased to hear of the extension plans! I thought this was a pipe dream that might happen many decades from now. Neat to think that it might happen within a few years. Thank you for all the work.</p>	No response needed
Email	<p>I strongly recommend Alignment 3 as the option to build. As a cyclist that has ridden on numerous rail trails throughout the US, as well as the current Casper Trail, riding on the path of the actual rail line is part of the fun. Alignment 3 meets</p>	<p>The bridge was considered, and was deemed unsafe (even for pedestrian and bicycle traffic) by a structural engineer.</p>



Type	Comment	Response
	<p>that requirement. My only question is this: Was the decommissioned bridge considered for repurposing on this segment of the trail?</p>	
Email	<p>Greetings, I support Option 3 and fully support more Rail Trails in Wyoming! Thank you for making more rail trails accessible to everyone!</p>	No response needed
Email	<p>I like option 3. Thank You</p>	No response needed
Email	<p>After looking over the info, alignment three is the best option. Are there plans to connect the trail from Beverly (North Casper Athletic complex) to this portion so those of us on the west side of town (Mills, PV) can ride through to EKW?</p>	No response needed
Facebook	<p>This is great. But first things first, how about advocating for passable sidewalks?</p>	<p>MPO response from Facebook: Thank you. You are not the first person to mention this, by far. As a planning organization we do not do much with ongoing maintenance but believe me, your comments have been noted and appreciated. This has definitely been on ongoing theme. No further response needed</p>
Facebook	<p>I would love to see more trails for biking. Concrete base and option 3 is my vote.</p>	No response needed



Type	Comment	Response
Casper Council for People with Disabilities meeting	Chargers for electric wheelchairs should be considered as an amenity, charging may be needed on this length of trail. Please also keep in mind that electric wheelchairs do not always plug in to standard outlets and extra batteries are cumbersome to carry	No responses needed

LANDOWNER COMMENTS

Below are the comments received from nearby landowners during in-person meetings held with the Casper Area MPO and adjacent landowners.

Landowner 1 Comments

- Concerned about water holes east of Dixon Brothers property and liability of having cows so close to the trail. Cows graze within the project area in both spring and fall and this is their only available water. See photo below.



- Landowner does not want to cut off the nearby water source and is afraid that fencing would do that, but that fencing will be needed to limit liability.
- The State Land Board paid to re-do the well about a decade ago.
- It is not feasible to move the corrals on the north side of highway.
- State Land Board was not in favor of the trail before.
- Opposed to recommended route but likes alignment along US HWY 20/26.



- Has seen motorcycles and 4-wheelers using trail and believes they will continue to do so.
- Target practice and hunting is also common on the state owned land within the state owned land in the project area and there are safety concerns, and questions on how this would be handled.
- Replacing bridge that is currently crumbling and allowing cattle and wildlife to move underneath could work but it is a very long span. Up to four feet of water has been observed under the bridge during storm events and spring run-off.
- The water well would need to be fenced off.
- The lessee is concerned about mixing the cattle with pedestrians, bicyclists and dogs etc. They would suggest the pathway be fenced. Cattle will use the pathway to walk on.
- The corrals on the North side of the highway are in use and the ranch does not want the public too close to them because of the dangers involved with cattle in a sorting facility and a branding event etc.
- An alignment was discussed that would be suitable for the lessee. It is drawn up on the exhibit below.



Figure 14 Alignment Variation

Project Team Response

The Casper Area MPO and HDR developed a new idea during the landowner meeting and sketched up the alignment various shown in Figure 16, that would



possibly address the issues landowner 1 noted above. This alignment has not been designed or reviewed and is only a sketch to document ideas from the meeting. This could potentially allow the pathway to be fenced, allow livestock access to the water, and minimizes impact to the ranch activities on the state owned land.

In addition, the Wyoming Recreational Use Statute and the Wyoming Recreational Safety Act limit or absolve landowners of liability for accidents and other risks brought about by recreational use trails traversing their property, placing most of that liability on the trail users.

According to the Rails-to-Trails Conservancy, existing bridges and trestles must remain in place on railbanked corridor, and no new permanent structures can be built within the corridor. Railbanking is a process by which abandoned rail lines can be preserved for possible future use through interim conversion to trail use, and the corridor is treated as though it had not been abandoned. Therefore, it appears that rebuilding the existing bridge may not be feasible, and the existing bridge was deemed unsafe by a structural engineer in a previous study. The City of Casper railbanked the corridor within the project area in 1999 and is in possession of a donative quitclaim deed from the Union Pacific Railroad.

There is approximately 30 feet between the existing stock water tank near the well and the existing property fence. However, there is less distance between the actual well and the fence, approximately 15 feet. If the available space allows for a properly designed and constructed trail, it is recommended that this alignment also be studied further before the final alignment is chosen.

Landowner 2 Comments

Landowner 2 was overall favorable to the trail and would like to see access to the path from the highway that can also be access to their property. They also noted they might be willing to provide space for a parking area or other amenities adjacent to the trail if there was a new road. They would like vehicle access to their property from US HWY 20/26.

Project Team Response

Any access off the highway would need to be permitted by WYDOT and meet their spacing standards. No further response needed.



PARTNER COMMENTS

Rails-to-Trails Conservancy Comments

Hello – attached, please find comments from Rails-to-Trails Conservancy on the Casper Rail-Trail Extension Study. We are excited to see the great progress that is being made on this extension, and we appreciate the support on its role in the Great American Rail-Trail. Please reach out if you have any questions.

Casper Area Metropolitan Planning Organization
200 North David Street
Room 203
Casper, WY 82601
September 3, 2021

Subject: Comments on Casper Rail-Trail Extension Study, August 2021 Draft

Dear Casper Area Metropolitan Planning Organization,

Thank you for the opportunity to comment on the Casper Rail-Trail Extension Study Draft. Rails-to-Trails Conservancy (RTC) supports the regional efforts to extend the Casper Rail-Trail east to connect with Edness Kimball Wilkins State Park. As indicated in the study, Casper Rail-Trail is a vital part of the Great American Rail-Trail, a cross-country, multi-use trail that is currently in development between Washington, D.C. and Washington state Casper Rail-Trail is identified as the Gateway Trail for the route of the Great American Rail-Trail through Wyoming meaning that it is an exemplary trail that is emblematic of the experience we are working to create across the cross-country route.

RTC agrees with the findings of the draft study that Alignment 3 is the best option to complete this trail extension. Alignment 3 provides three very important benefits compared to the other two alignments. First, it utilizes the greatest length of the former railroad corridor. RTC has decades of experience supporting trail development along former railroad corridors, and they are great assets for trail development. They are relatively flat, separated from vehicle traffic, and make great corridors for multi-use trails. The City of Casper has already railbanked the corridor as well, making the process even easier.

Second, Alignment 3 provides a grade-separated crossing of the highway via a bicycle and pedestrian bridge. Safe road crossings will encourage more ridership and provide a more pleasant experience for trail users.

Lastly, Alignment 3 was the least expensive option of all three alignments. Funding is available for trail projects like the proposed extension, and RTC is working at the state and federal levels to increase the availability of funds for trail construction. However, there is strong competition for the use of these funds, and making a case that the chosen route is the least expensive while providing the greatest benefits will



make this route more competitive for public grant funding.

Nearby agricultural uses may present some challenges to following Alignment 3 exactly as shown. RTC collaborated on a 2015 study that inventories and analyzes existing trails in agricultural settings. While the study focuses on a specific project in California, the findings are applicable to other areas where trails may traverse agricultural properties. The report can be found on RTCs Resource Library here: <https://www.railstotrails.org/resource-library/resources/santa-paula-branch-line-recreational-trail-compatibility-survey/>.

RTC appreciates that the draft study presents an extension of the Casper Rail-Trail eastward as a benefit to the Great American Rail-Trail. To that end, we have a few suggestions for small tweaks to the report:

1. On Page 1, the first sentence reads, “The Casper Area Metropolitan Planning Organization (MPO) has analyzed the feasibility of extending the Great American Rail-Trail from Hay 6 Road to Edness Kimball Wilkins State Park...” Since the Great American Rail-Trail will be comprised of over 150 individual trails, we propose changing this first sentence to reference extending the Casper Rail-Trail as opposed to the Great American Rail-Trail to highlight the importance of the local trail name.
2. On Page 1, we suggest adding the following text to the first paragraph: “The Casper Rail-Trail and the extension to EKW State Park as studied in this report are vital pieces of the Great American Rail-Trail, a project of the Rails-to-Trails Conservancy to connect the country via a multi-use trail spanning between Washington, D.C. and Washington state”
3. On page 26, we suggest changing the last sentence of the first paragraph to the following: “The Casper Rail-Trail is part of the Great American Rail-Trail, the nation’s first cross-country, multi-use trail, that will stretch more than 3,700 miles between Washington, D. C. and Washington state when completed.”

RTC staff remains available to support this extension with technical assistance should questions or specific challenges arise. Please contact Kevin Belanger, Manager of Trail Planning, at kevinb@railstotrails.org or 202-974-5117, or Marianne Wesley Fowler, Senior Strategist for Policy Advocacy, at marianne@railstotrails.org or 202-974-5104.

Thank you for the opportunity to review and comment on this draft study. We look forward to seeing this trail extension become a reality one day.

Sincerely,
Manager of Trail Planning
Rails-to-Trails Conservancy
2121 Ward Ct NW, 5th Floor
Washington, DC 20037



Project Team Response

Requested changes have been made to the final report.

Platte River Trails Trust Comments

The Platte River Trails Trust (PRTT) would like to see recommendations for a phased approach to funding and construction. A possibility exists to apply for a TAP grant to fund construction of the bridge over US 20/26 including a paved surface on the bridge and within the WYDOT right-of-way, and combine this with a temporary gravel trail from Hat Six Road to the bridge and into Edness Kimball Wilkins State Park (EKW) as Phase I. Phase II would then encompass paving the remaining section of trail from Hat Six road (and possibly the section from Curtis Street in Evansville to Hat Six Road), and could be accomplished at a later time. It's possible that the PRTT will seek Optional One Cent #17 funds for this project and having the phased approach on record would support construction of the project over a period of time.

The PRTT would also like to see discussion in the report of tourism potential and economic impact to the area from this trail. Tourism, especially bicycle traffic resulting from being a part of the Great American Rail Trail system, could increase if this trail is constructed, and subsequently the number of visitors to EKW should rise as well. Additionally, has anyone approached EKW management or Wyoming State Parks specifically as a funding partner for the section of trail that will connect the US 20/26 crossing to the existing trail system in the park? The PRTT would like to see this option explored further.

The PRTT had previously contracted a structural engineer to analyze the existing bridge for possible use and it was deemed unsafe even for pedestrian and bicycle traffic. It is preferable that this bridge be torn down if possible. The PRTT has received private donations for this purpose, and has initiated discussions with the railroad on this subject. The PRTT is looking into getting a second opinion about the RR Bridge from another structural engineer here in town. We wonder if the tons of ballast and concrete on top of the steel spans was removed, could a deck and railing system be constructed on the steel?

In response to Landowner 1 comments above: Design and construction of this section of the trail will be such that conflict with grazing cattle will be minimized and high congestion areas will be addressed with appropriate fencing. The PRTT does not feel that the entire length of this section will need to be fenced due to the tendency of grazing cattle to follow already established routes to food and water sources. The trail segment adjacent to the water well, wetland area, and water tank will be separated with fencing as well. Additionally, the previously existing fence along the railroad line has been removed by a third party (not the PRTT, railroad, or City of Casper) and the PRTT does not believe it would be an unreasonable request to ask the responsible party to contribute to the construction of any new fencing needed.



The PRTT finds it interesting that this landowner representative is comfortable having trail users within 30 feet of his only water source. In scaling it off the map, his water tank is 200 feet from the railbed. We suggest staying with the rail alignment for the trail and propose that the trail be fenced from the west section line to the gully. The cows could then pass under the bridge or through a replacement culvert to get to the grass south of the trail.

We are not sure that we owe any landowner access to Hwy. 20-26. If a drainage culvert was installed where the trestle that was removed existed, we feel that gap could then be filled, and a trail with an acceptable grade could be built on top of it.

Finally, the PRTT would like to see the possible next steps be outlined in this document.

Project Team Response

The MPO agrees that economic impacts are a factor in procuring funding for the trail. However, studying tourism and other economic factors was not part of the scope of this plan.

Local state park staff are open to funding discussions but are unable to commit to anything at this time. Project requests for Wyoming State Parks are usually 3-5 years out (although subject to change), which may coincide with the possible construction timeline. More detailed discussions with Wyoming State Parks are outside of the scope of this plan.

Additional recommendations for phasing of the project was added to the plan.

RESOLUTION NO.21-140

A RESOLUTION APPROVING AND ADOPTING THE CASPER RAIL TRAIL EXTENSION PLAN FOR THE CASPER METROPOLITAN AREA.

WHEREAS, the Casper Area Metropolitan Planning Organization (MPO) initiated the Casper Rail Trail Extension Plan; and,

WHEREAS, the Casper Rail Trail Extension Plan represents a key component in the MPO's FY21 Unified Planning Work Plan (UPWP); and,

WHEREAS, the MPO is required to successfully complete all of the projects approved in the FY21 UPWP; and,

WHEREAS, the MPO Policy Committee passed a motion at their meeting on October 14, 2021, to approve the Plan; and,

WHEREAS, it is the desire of the governing body of the City of Casper to approve and adopt said Plan for the Casper Urbanized Area.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: That the Casper Rail Trail Extension Plan is hereby approved and adopted.

PASSED, APPROVED, AND ADOPTED on this ____ day of _____, 2021.

APPROVED AS TO FORM:



ATTEST:

Fleur Tremel
City Clerk

CITY OF CASPER, WYOMING
A Municipal Corporation

Steven K. Freel
Mayor

October 6, 2021

MEMO TO: J. Carter Napier, City Manager ^{cn}
FROM: Liz Becher, Community Development Director ^{LB}
M. Jeremy Yates, MPO Supervisor ^{m/y}
SUBJECT: Approval and Adoption of the Evansville Trail Linkage Study

Meeting Type & Date: Regular Council Meeting, October 19, 2021.

Action Type: Resolution

Recommendation: That Council, by resolution, approve the Evansville Trail Linkage Plan conducted by the Casper Area Metropolitan Planning Organization (MPO) for the Town of Evansville.

Summary:

The MPO publishes a Unified Planning Work Program (UPWP) that outlines and guides its slate of projects for the upcoming year. UPWP projects are proposed by the member jurisdictions of the MPO, drafted by MPO staff, and approved by both the MPO Technical and Policy Committees. The objective of the UPWP is to provide local officials in all MPO jurisdictions and participating agencies with a method of ensuring that local and federal transportation planning resources are allocated in accordance with established governmental policies. The UPWP also ensures that the MPO is meeting its transportation planning objectives as identified in the 2020 update of the Long Range Transportation Plan: *Connecting Crossroads*. The UPWP provides guidance and structure for development of planning projects of importance to MPO members. Development of a UPWP project listing allows for the efficient use of federal and local municipal match funding.

The FY21 UPWP identified the need for the Evansville Trail Linkage study to assess the feasibility of connecting existing trails in the town of Evansville to the existing Rail Trail System. The MPO, through the City, contracted with consulting firm Western Research LTD/Y2 Consulting to complete the plan.

The plan proposes three (3) ranked choice options to design a link non-motorized connection between existing trails in northern Evansville and the east-west Casper Rail Trail south of US-20/26 (East Yellowstone Highway). The plan includes a system conditions report, recommendations, a summary of the MPO's public outreach for the project, cost estimates.

The MPO Technical and Policy Committees will be asked to approve this plan at their meetings on October 14, 2021. This action is intended to be a final approval of the plan. As the fiscal agent

for the MPO, the City of Casper is asked to approve all plans regardless of the municipal jurisdiction involved with the project.

Financial Considerations:

Funding for this project comes from the MPO, including federal monies and contributions from member agencies. The MPO Policy Committee approved the funding of \$20,000 of MPO Programs and Projects funds from the Federal Consolidated Planning Grant for the total project on May 21, 2021.

Oversight/Project Responsibility:

M. Jeremy Yates, MPO Supervisor

Attachments:

Evansville Trail Linkage Plan



EVANSVILLE TRAIL LINKAGE PLAN

CASPER AREA MPO / TOWN OF EVANSVILLE, WY

Prepared by:

Western Research & Development, Ltd.
a subsidiary of Y2 Consultants, LLC



TOWN OF
Evansville
WYOMING

Prepared for:

Casper Area MPO
Community Development Department, #203
Casper City Hall, 200 N David Street, Casper, WY 82601

Town of Evansville
235 Curtis Street
Evansville, WY 82636

August 31, 2021

BACKGROUND

Cover Photo: A local resident using the 5th Street Trail in Evansville, Wyoming, June 24, 2021

Funding: This study was funded by a combination of federal planning funds and local matching funds:

Federal Funds	90.49%	\$ 18,065.42
Local Match	9.51%	\$ 1,898.58

Responsible Agencies:

This study was managed by the Casper Area Metropolitan Planning Organization and prepared with the cooperation and assistance of the Town of Evansville, Wyoming, and the Wyoming Department of Transportation.

Preparer: This plan document was prepared by:

Western Research and Development, Ltd.
5908 North Yellowstone Road
Cheyenne, WY 82009
A subsidiary of Y2 Consultants, Jackson, WY

TABLE OF CONTENTS

Executive Summary	4
System Conditions:	5
A. Traffic and Crash Patterns	5
B. Terrain	8
C. Railroad Crossings	9
D. US-20/26 (East Yellowstone Hwy)	12
E. Available Trail Alignments	13
Non-Motorized Demand and Needs:	14
A. Pedestrian Design Principles: (Safety, Security, Directness, Legibility, Comfort & Access)	14
B. Non-Motorized Travel Characteristics	15
C. Local Trip Origins and Destinations	15
D. Compliance with the Americans with Disabilities Act of 1990 (ADA)	17
E. Wyoming DOT Accessibility Guidelines	18
Current Plans and Opportunities:	20
A. Casper Rail Trail Extension	20
B. Reshaw Park and North Evansville Trail Loop	20
C. Evansville Grid Streets	21
D. BNSF Railroad Crossings	21
E. Yellowstone/Walsh Drive/Western Avenue Intersection	22
F. Proposed Closure of US-20/26 Access Road	22
G. Yellowstone Highway (US-20/26 Curtis Street) / Intersection	22
H. Fifth Street Trail	23
I. Public Riverfront Parcel	23
J. Park and Recreation Options	23
K. VA Cemetery Bridge and new Secondary Access Road	24
L. Lathrop Road Pedestrian Link	24
M. US-20/26 Speed Reduction	25
N. Texaco Star Business Park	25
O. Casper Area Transit Bus Line	25
Study Corridors:	26
A. West Corridor: Platte Park Road, Gold Avenue, Western Avenue	26
B. Central Corridor: Curtis Street Issues & Recommendations	28
C. East Corridor: Evans & Leavitt Streets, and North Town Trail Recommendations	31
Public Involvement Outreach:	33
A. Public Involvement Summary	33
Study Recommendations:	34
A. West Corridor Selection	34
B. Pedestrian Waypoints	35
C. Bicycle Treatments	35
D. 10% Engineering Design, Cost Estimate, Alignment and Typical Cross Sections	36
E. 10% Landscape Architecture Waypoint Design	40 A-C
Acknowledgements:	41

EXECUTIVE SUMMARY

Study Purpose: The purpose of the Evansville Trail Linkage Study was to identify a preferred non-motorized connection between existing trails in northern Evansville and the east-west Casper Rail Trail south of US-20/26 (East Yellowstone Highway).

Alignment Constraints: Potential trail corridors were limited by three existing crossings of the BNSF Railroad tracks: Western Avenue, Curtis Street, and Evans Street. The principal barrier to a trail connection is the five-lane US-20/26 roadway which carries up to 12,000 vehicles per day and is not ADA compliant.

Trail Design Principles and Objectives: Key considerations for pedestrian and non-motorized trail alignment and design include Safety, Security, Directness, Legibility (wayfinding), Comfort, and Universal Access (ADA).

Non-Motorized Travel Destinations: Major existing destinations within walking and bicycling distance are the mall commercial area, Kelly-Walsh High School, Casper Rail Trail, and points southwest including central Casper. EK Wilkins State Park will not be a practical destination until Casper Rail Trail is extended to that point.

Opportunities: Along with the current reconstruction of I-25, WYDOT will reconstruct the US-20/26- Western Avenue intersection in 2023, with new pedestrian crosswalks and pedestrian-actuated crossing signals. This project will improve pedestrian convenience and increase pedestrian crossing demand at that location.

Public Involvement Charrette: A design charrette was held on June 24, 2021. Participants quickly identified the west (Western Avenue) corridor as the safest and most direct alignment to connect Evansville with major destinations in metro Casper area.

Plan Recommendations:

- The study recommends ADA compliant sidewalks along all streets in Evansville. Sidewalks should be at least 5-foot wide behind 6-inch barrier curb to prevent vehicles overrunning sidewalks.
- Among all potential alignments, the near-term priority is to improve pedestrian connections between the existing sidewalk terminus at Platte Park Road north of 5th Street and the Casper Rail Trail south of the new US-20/26 (East Yellowstone Hwy) / Western Avenue Intersection. This priority is due to the new signalized pedestrian crosswalks planned at that intersection in 2023.
- Because the west corridor only has adequate right-of-way for a 5-foot-wide attached sidewalk, bicycle connections will use shared-space principles for operating on the adjacent public street. Advanced cyclists will use the street and inexperienced cyclists (children) may use the sidewalks.
- Curtis Street should have improvements to crosswalks at the US-20/26 intersection and sidewalks along Curtis Street.
- A future study is recommended to evaluate alternatives and identify the preferred solution(s) for the east trail alignment using the Evans Street Rail crossing toward EK Wilkins State Park.

Cost Estimate: The estimated cost of recommended west corridor improvements is approximately \$580,000 in 2021 dollars.

Cost Estimate for Evansville, Wy	
Total for Platte Park RD	\$ 86,405.94
Total for Cielo Vista	\$ 27,690.13
Total for Gold Ave	\$ 136,164.36
Total for Iron St	\$ 27,526.50
Total for Western Ave	\$ 301,606.20
Overall Total	\$ 579,393.13

System Conditions

The study team analyzed available necessary environmental, topographical, and land use data to determine the best route through the town of Evansville from the North Trail Loop to the existing Rail Trail. The following section describes key initial findings that determine the available alignments.

A. Traffic and Crash Patterns

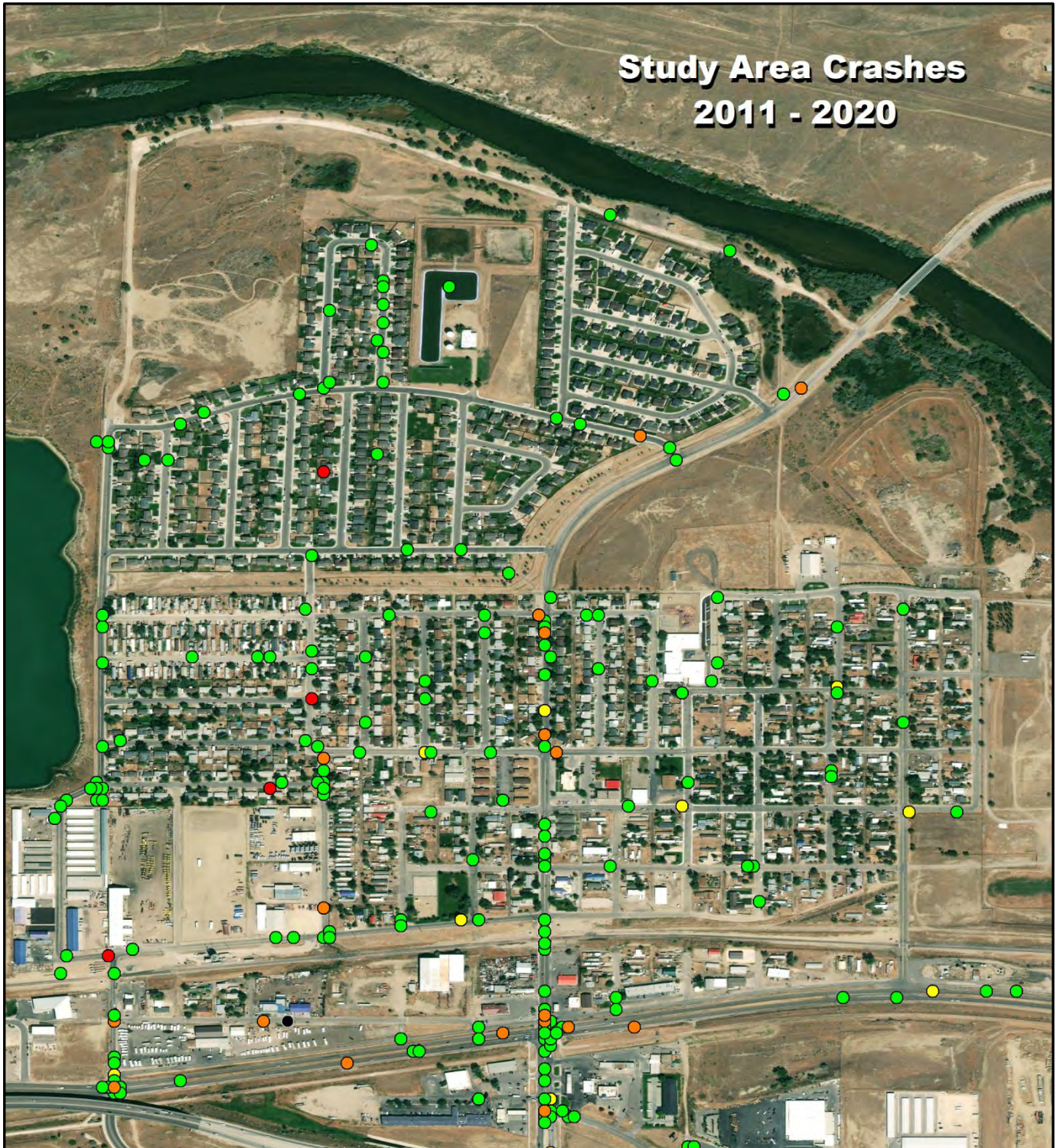
Traffic: Traffic volumes depicted in the map below were projected for 2021 based on traffic count records available on-line from the Casper Area MPO database. High-traffic corridors tend to be less compatible with non-motorized users.



Crashes: Traffic crash records from 2011 to 2020 produced the pattern shown below. Serious injuries are shown in red, minor injuries are in orange, suspected injuries are shown in yellow, and property damage crashes are in green.

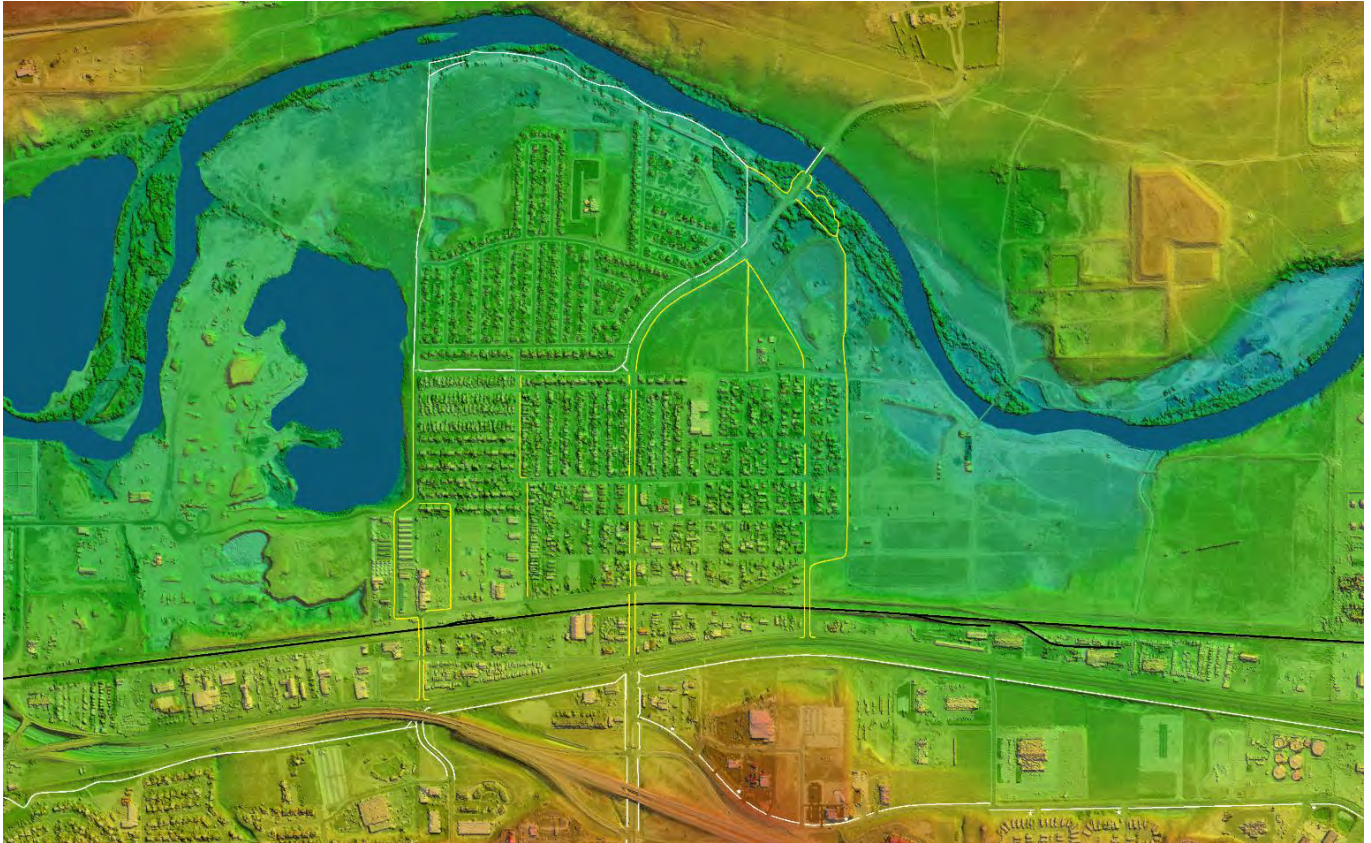
Crash clusters appear at Yellowstone/Curtis, Yellowstone/Western, Curtis/Lathrop, Platte Park Road at Cielo Vista, Copper at 3rd, and along the Curtis Street corridor from 3rd to 5th.

Crash clusters can be interpreted both as places that non-motorized users may wish to avoid, and as places where improvements are most needed. Since there are few places to cross the railroad and Yellowstone Highway, these clusters strongly suggest potential sites where non-motorized improvements are most needed.



B. Terrain:

The study area is mostly flat, varying from a minimum of 5091 feet elevation on the riverside path at Reshaw Park to a maximum of 5142 feet elevation on Casper Rail Trail at the Curtis Street crosswalk. This is an elevation change of 51 feet over one mile: an average slope of slightly less than 1%. Short sections with slopes of up to 7% (equivalent to a 7-foot elevation change over a distance of 100 feet) occur at approaches to the Evans Street railroad crossing.



C. Railroad Crossings

On an average day, BNSF Railway operates six freight trains through Evansville at speeds less than 50 MPH. Three streets cross the BNSF tracks in Evansville: Western Avenue, Curtis Street, and Evans Street. The following section describes these crossings.

Western Avenue: US DOT Railroad Crossing Inventory Number 089342Y

- Western Avenue crosses 150 feet of BNSF Right-of-Way.
- Passive traffic control includes two W10-1 Advance Warning signs and two R15-1 crossbuck sign assemblies.
- Train activated devices include two roadway gate arms in the northwest and southeast quadrants. There are four pairs of flashing lights on masts, and two bells.
- The local street is two-lane, paved, unmarked, and not illuminated. The approach street is asphalt, and the crossing area is concrete slab aligned at an angle of 83 degrees. Stated roadway speed limit is 20 MPH with a traffic volume of 2047 daily vehicles, 13% trucks, and 6 daily school buses in 2019.
- There are no approach sidewalks or pedestrian crossing facilities. The designated road space is 24.25 feet wide with 7.5-foot pedestrian slabs available on each side.
- The adjacent photo looks south at the crossing.



Curtis Street: US DOT Railroad Crossing Inventory Number 089341S

- Curtis Street crosses approximately 213 feet of BNSF Right-of-Way, 75 feet from the nearest cross street.
- Passive traffic control includes two W10-1 Advance Warning signs and 2 crossbuck sign assemblies.
- Train activated devices include two roadway gate arms in the northwest and southeast quadrants. There are four pairs of flashing lights on masts, and two bells.
- The major collector street surface is two-lane, paved, unmarked, and not illuminated. The approaching street is asphalt, and the crossing area is concrete slab aligned at an angle of 83 degrees. Stated roadway speed limit is 20 MPH with a traffic volume of 5561 daily vehicles, 13% trucks and 49 daily school buses in 2019.
- At the tracks, the road surface is 32 feet wide and pedestrian walkways are approximately 8 feet wide.
- The adjacent photo looks north at the crossing.



Evans Street: US DOT Railroad Crossing Inventory Number 089340K

- Evans Street crosses approximately 150 feet of BNSF Right-of-Way.
- Passive traffic control includes 2 crossbuck sign assemblies. There are W10-1 Advance Warning signs (one each on the northbound and southbound approaches), but inventory records do not list them.
- Train activated devices include two roadway gate arms in the northwest and southeast quadrants. There are four pairs of flashing lights on masts, and one bell.
- The local street is two-lane, paved, unmarked, and not illuminated. The approach street is asphalt, and the crossing area is concrete slab aligned at an angle of 87 degrees. Posted roadway speed limit is 20 MPH with a traffic volume of 1109 daily vehicles, 13% trucks, and 7 daily school buses in 2019.
- There are no approach sidewalks or pedestrian crossing facilities. The designated road space is 24.25 feet wide with 7.5-foot pedestrian slabs available on each side.
- Adjacent photo is looking north at the crossing.
- **Train-Pedestrian Crash:** An eastbound 66-car freight train pulled by two locomotives struck a 47-year-old male pedestrian at this crossing at 3:20 AM on Oct 25th, 2003. The train was traveling an estimated 15 MPH. Stated conditions were dark and cloudy, and a temperature of 25 degrees F. The pedestrian was injured but survived.



D. US-20/26 (East Yellowstone Highway)

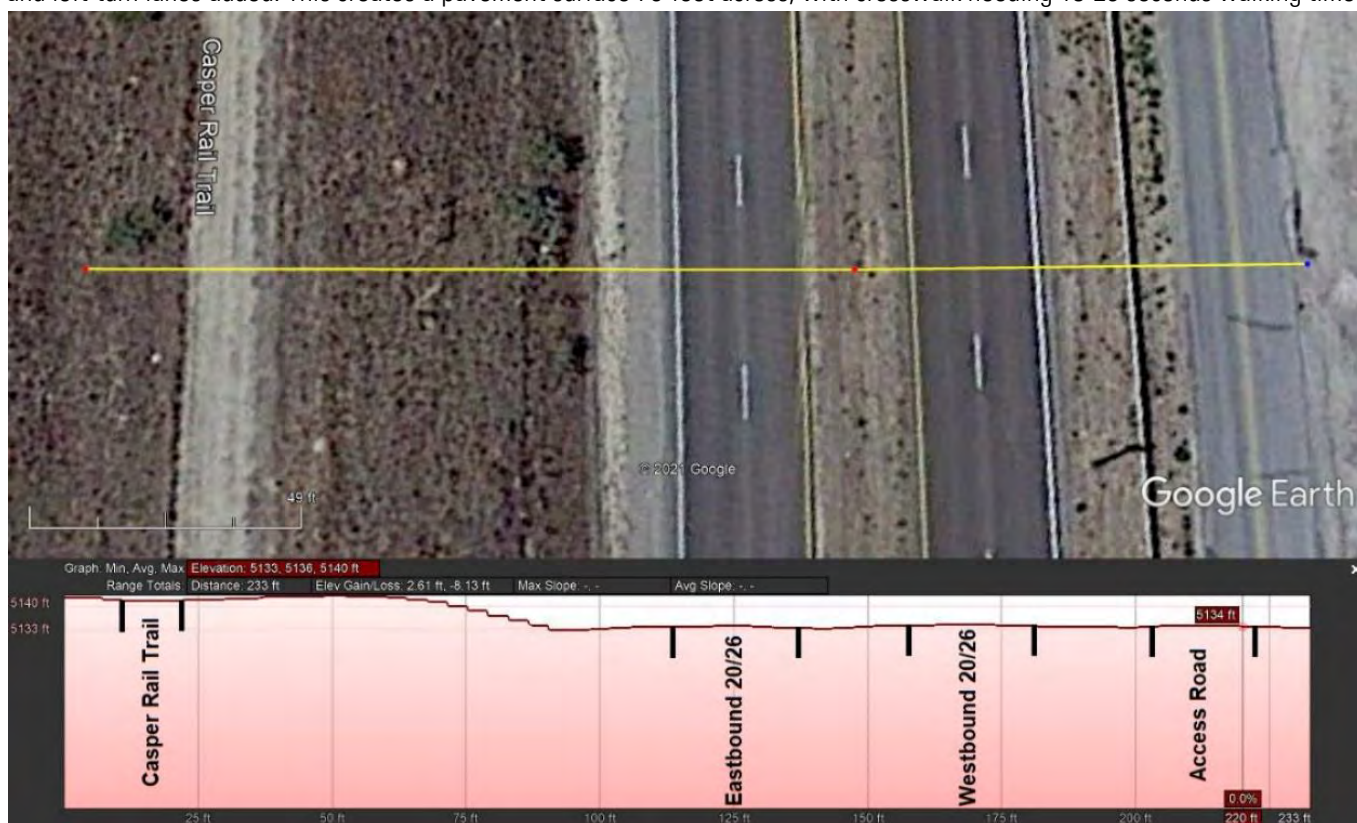
Background: U.S. Highway 20 was commissioned in 1926 and runs 3,365 miles from Newport, Oregon to Boston, Massachusetts. The study segment is shared with U.S. Highway 26, which runs 1,525 miles from Interstate 80 in Ogallala, Nebraska to south of Seaside, Oregon. Stretches of US-26 follow the historic (1849-1869) Oregon Trail. The transcontinental function of US-20/26 was superseded when Interstate 25 which was completed parallel to this segment in 1982. Since that time, long-distance traffic has shifted to I-25, the function of US-20/26 has changed as adjacent land has urbanized.

Functional Class: US-20/26 is a Major Arterial. It is a Wyoming State Highway and a component of the National Highway System (NHS) with high standards for mobility and commercial vehicle access.

Speed: The speed limit on US-20/26 through the study area is 40 MPH, increasing to 55 MPH east of Craig Thomas Boulevard.

Traffic: Daily traffic volumes are in the range of 10,000 to 12,000 vehicles near Curtis and Western, including 6% commercial trucks.

Cross section: US-20/26 has historically been a 'controlled-access' highway. The basic cross section (shown here east of Texas Street) is two, 12-foot travel lanes in each direction, with a 20-foot median between them. The 20-foot access drive (Old Glenrock Highway) along the north side is separated by a 24-foot grass strip and fence. At intersections, the median is eliminated, and left-turn lanes added. This creates a pavement surface 70-feet across, with crosswalk needing 18-20 seconds walking time.

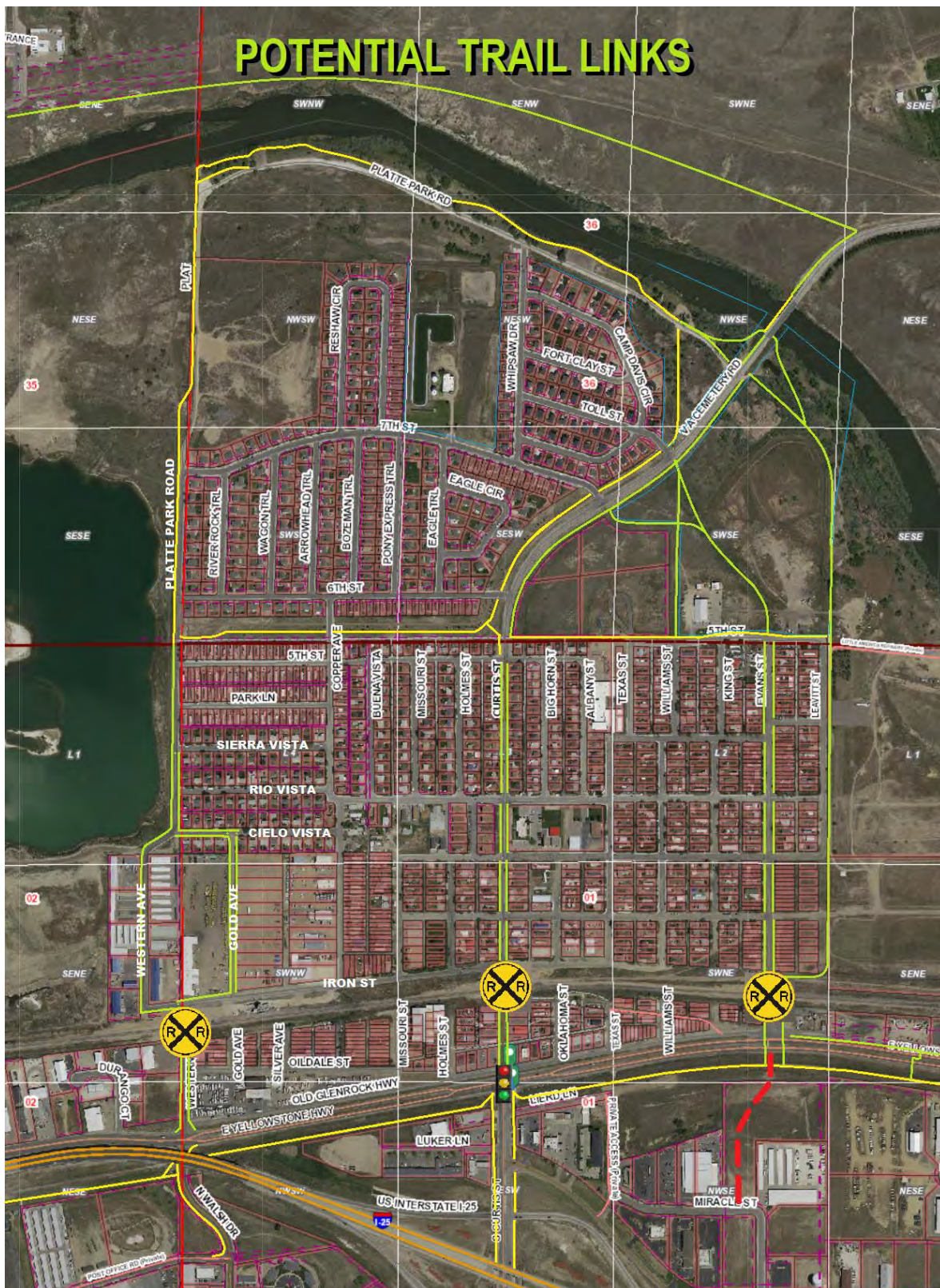


Non-Motorized: East Yellowstone Highway (US-20/26) has no parallel sidewalks or shared-use path. Trains are less frequent so; the highway is the most significant barrier to north-south pedestrian / non-motorized access between Evansville and the Casper Rail trail. Coordination of pedestrian crossings of major arterial highways is always a problem, but the now obsolete divided-highway-plus-access-road cross-section of US-20/26 makes pedestrian crossings particularly difficult, especially for individuals with disabilities.

Individual highway crosswalks will be described in upcoming section on the three non-motorized corridor alternatives.

E. Available Trail Alignments

Given the previous conditions, three main corridors emerge, with a small set of alignments within each corridor. These will be described in detail in following sections. The map below shows existing trails in yellow and potential alignments in green.



NON-MOTORIZED DEMANDS AND NEEDS

A. Pedestrian Design Principles

1. **Safety:** Pedestrians need to be protected from motor vehicles. Methods to accomplish that include separating travel paths, minimizing the number of street crossings, providing grade separations, and locating non-motorized routes in areas with lower traffic volumes and reduced speeds. At 40 miles per hour, a pedestrian crash is almost always fatal. Crash data strongly indicates that pedestrian survival is much improved in locations with traffic speeds of 20 MPH or less.

Where crossings are necessary, measures can be taken to improve visibility and driver expectation, including signing, marked crosswalks, and pedestrian actuated traffic signals.

Trail alignments should not lead pedestrians into dangerous locations where they may be required or tempted to cross busy roads or railroad tracks lacking proper crossing facilities.

2. **Security:** Non-motorized users need protection from real and perceived threats of criminal assault, robbery, sexual harassment, etc. This design factor favors placing trails in visible, well-lit, populated areas where there are more eyes and ears on the trail.

Several Evansville corridors traverse industrial and isolated areas where improved street lighting and security cameras would be useful amenities.

3. **Directness:** More than other travel modes, pedestrians are sensitive to travel distance. Pedestrians - and to a lesser extent, bicyclists - tend to choose the most direct route and will not go far out of their intended travel path (aka "desire line"). For this reason, designers should not try to force pedestrians out of their way. (They won't go.) Designers should place crosswalks near pedestrians' "desire line" (most direct path) so that shortest route is also the safest route. More direct connections also make pedestrian behavior predictable.

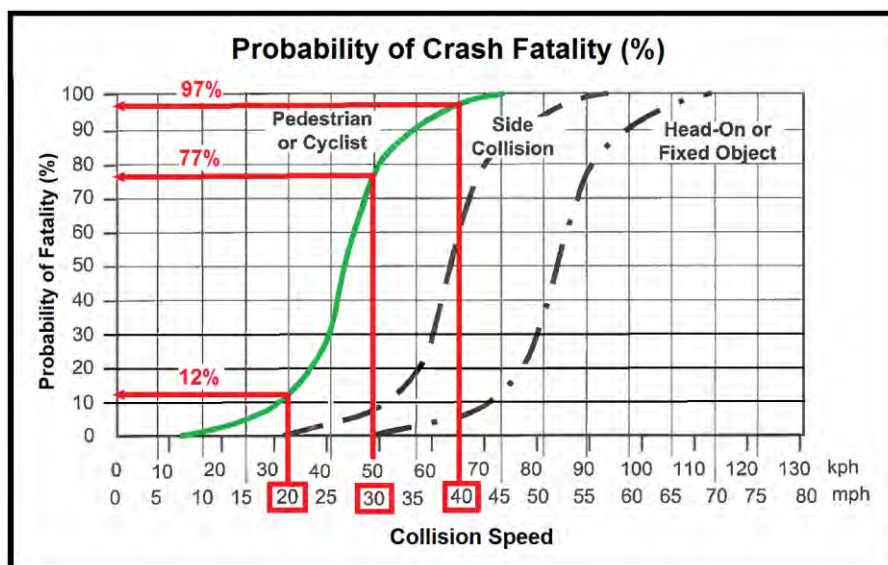
For Evansville, multiple destinations throughout the metro area, such as downtown Casper and Edness K. Wilkins State Park, will make it necessary to eventually provide more than one alignment, serving each major pedestrian destination and trail facility. This will determine practical locations where Evansville trail users will want to cross US-20/26 to reach their destination.

4. **Legibility:** The intended route should be easy to understand. To keep users from getting lost, designers need to consider where signs or maps are useful. Infrastructure and pavement color can also be used to orient users along the trail.

For Evansville, major destinations will include Reshaw Park, downtown Casper, Kelly-Walsh High School, the mall, and EKW State Park. Where route alignments change, signs should be provided to direct users.

5. **Comfort:** Trails should be designed to be pleasant to use. Steep grades, poor walkway surface condition, wind and weather, blazing sun, and vehicle noise and exhaust should be avoided. Great trails provide shade trees, wayside rests and benches, views, art, and aesthetic treatments.

6. **Universal Access:** Last but not least, trails need to be available for everyone to use, not just the able-bodied. Federal funding eligibility requires that projects comply with the Americans with Disabilities Act (ADA), which includes a minimum 5' sidewalk width and a maximum 5% slope for wheelchair users, and tactile surfaces with truncated domes for the visually impaired.



B. Non-Motorized Travel Characteristics

- 1. Walking Speed:** Pedestrian destinations are limited by time and walking speed, which varies depending on human factors such as height, weight, age, terrain, surface, load, culture, effort, and fitness. The average human walking speed is about 3.1 mph (5.0 km/h) or about 4.5 feet per second. Crosswalks are designed for slower (old, young & disabled) walkers traveling about 3.5 fps (2.4 mph).
- 2. Acceptable Time:** Generally, the greater the commitment of time, the less likely it is that people are willing to make the trip. If the trip is made more enjoyable, more people are willing to accept a greater time commitment.
- 3. Trip Purposes:** Many people walk or bike for exercise, so their destination is a round trip. Individuals may prefer the same route each time, or to change it up using different routes. Some citizens stated they would walk for exercise “along east Yellowstone Road,” “Platte Trail System” or “Wherever the trail leads.”
- 4. Work/School Trips:** When trips are for work or school, people must go at a particular time and their travel times have a predictable statistical distribution. About half of people will commute less than 25 minutes, and only one in five people are willing to commute more than 40 minutes. As travel time increases, people also tend to change their mode of travel from walking, to bicycling, to driving. Because there are 24 hours in a day and people are mostly alike, this travel time tendency is consistent both historically and from place to place.
- 5. “Captive” Trips:** Captive trips are those travelers who have no other choice but to walk or bike. These include people who for any reason cannot drive to their destination.

C. Local Trip Origins and Destinations:

The following three tables depict distance and travel time from three Evansville origin points to 13 destinations in and near Evansville. We can observe that acceptable walking and bicycling destinations will not be the same from west Evansville as they are from east Evansville, and the list of nearby destinations changes slightly for each origin point.

Travel from Evansville Town Hall			
Nearest Destinations	Travel Distance (Miles)*	Average Walking Time (Minutes at 4.5 FPS)	Average Bicycling Time (Minutes at 10 MPH)
Evansville Elementary	0.22	4.3	1.3
Loaf-N-Jug	0.37	7.2	2.2
Wal-Mart	0.83	16.2	5.0
Safeway	0.99	19.4	5.9
Dairy Queen	1.15	22.5	6.9
Eastridge Mall	1.2	23.5	7.2
Kelly Walsh High School	1.9	37.2	11.4
Blackmore Marketplace	2.1	41.1	12.6
Downtown Casper	3.1	1:00.6	18.6
Edness K. Wilkins State Park	5.2	1:41.7	31.2
Mills	5.3	1:43.6	31.8
Fort Caspar	5.6	1:49.5	33.6
Morad Park	6.2	2:01.2	37.2

*Travel times do not include time spent waiting at street crossings, pedestrian signals, or traffic lights. Different origins and improved facilities will change the travel time and pedestrian comfort to local destinations.

Green=less than 25 minutes, Yellow = 25 to 39 minutes, Orange = 40-59 Minutes, Pink/Red = More than 1 hour, 1.5, 2.0, etc.

Travel from the Western Avenue RR Crossing			
Nearest Destinations	Travel Distance (Miles)*	Average Walking Time (Minutes at 3.1 MPH)	Average Bicycling Time (Minutes at 10 MPH)
Loaf-N-Jug	0.54	10.6	3.2
Dairy Queen	0.73	14.3	4.4
Evansville Elementary	0.80	15.6	4.8
Safeway	1.11	21.7	6.7
Wal-Mart	1.27	24.8	7.6
Kelly Walsh High School	1.33	26.0	8.0
Eastridge Mall	1.39	27.2	8.3
Blackmore Marketplace	2.19	42.8	13.1
Downtown Casper	2.61	51.0	15.7
Mills	4.90	1:35.8	29.4
Edness K. Wilkins State Park	5.26	1:42.9	31.6
Fort Caspar	5.56	1:48.7	33.4
Morad Park	6.0	1:57.3	36.0
*Travel times do not include time spent waiting at street crossings, pedestrian signals, or traffic lights. Different origins and improved facilities will change the travel time and pedestrian comfort to local destinations.			
Green= less than 25 minutes, Yellow = 25 to 39 minutes, Orange = 40-59 Minutes, Pink/Red = More than 1 hour. 1.5, 2.0.			

Travel from the Evans Street RR Crossing			
Nearest Destinations	Travel Distance (Miles)*	Average Walking Time (Minutes at 3.1 MPH)	Average Bicycling Time (Minutes at 10 MPH)
Loaf-N-Jug	.47	9.2	2.8
Evansville Elementary	.48	9.4	2.9
Safeway	1.08	21.1	6.5
Wal-Mart	1.21	23.7	7.3
Dairy Queen	1.28	25.0	7.7
Eastridge Mall	1.30	25.4	7.8
Kelly Walsh High School	1.95	38.1	11.7
Blackmore Marketplace	1.98	38.7	11.9
Downtown Casper	3.20	1:02.6	19.2
Edness K. Wilkins State Park	4.55	1:29.0	27.3
Mills	5.68	1:51.1	34.1
Fort Caspar	5.98	1:56.9	35.9
Morad Park	6.84	2:13.8	41.0
*Travel times do not include time spent waiting at street crossings, pedestrian signals, or traffic lights. Different origins and improved facilities will change the travel time and pedestrian comfort to local destinations.			
Green= less than 25 minutes, Yellow = 25 to 39 minutes, Orange = 40-59 Minutes, Pink/Red = More than one hour. 1.5, 2.0.			

D. Compliance with the Americans with Disabilities Act of 1990 (ADA)

ADA. The *Americans with Disabilities Act (ADA)* is a civil rights law that prohibits discrimination based on disability. The law is enforced by the Justice Department. Compliance with the ADA is required to receive federal funds – which pay for the lion’s share of pedestrian improvements.

Under the ADA and several other laws, the *US Access Board* is authorized to develop guidelines and standards for the built environment, transportation systems, and other facilities. Guidelines include the *ADA Accessibility Guidelines for Buildings and Facilities*, *ADA Accessibility Guidelines for Transportation Vehicles*, and *Architectural Barriers Act (ABA) Accessibility Guidelines*.

In the case of public roads and pathways, the governing guidance is the “*PROWAG*” or *Public Rights-of-Way Accessibility Guidelines*. PROWAG guidelines require state and local government facilities to follow the requirements of the *2010 Standards for Accessible Design* for new construction and alterations. New and altered facilities must conform to the design guidelines to receive federal funds.

Evansville Conditions: Evansville has used integrated sidewalk with rollover concrete curb and gutter extensively throughout town. While these curbs are traversable by motor vehicles and enable driveways at any location, they are not wheelchair accessible, and the results can be unfortunate. In some locations, cars roll up onto sidewalks and block wheelchair access, such as along Curtis Street between 3rd and 5th Streets (below left). In other locations, trails terminate at this curb type and wheelchairs are unable to mount the curb. At Platte Park Road, rubber mats have been tested as a retrofit for this issue (below right), however the mats collect runoff debris and do not comply with modern access guidelines.



In Evansville, designers will need to scan the entire route for any physical barriers, and bear in mind that if the *entire* route isn’t accessible, then none of it is. It helps to imagine ourselves as a parent with a stroller, a child, an older adult, or a disabled veteran.

WYDOT ADA Guidelines:

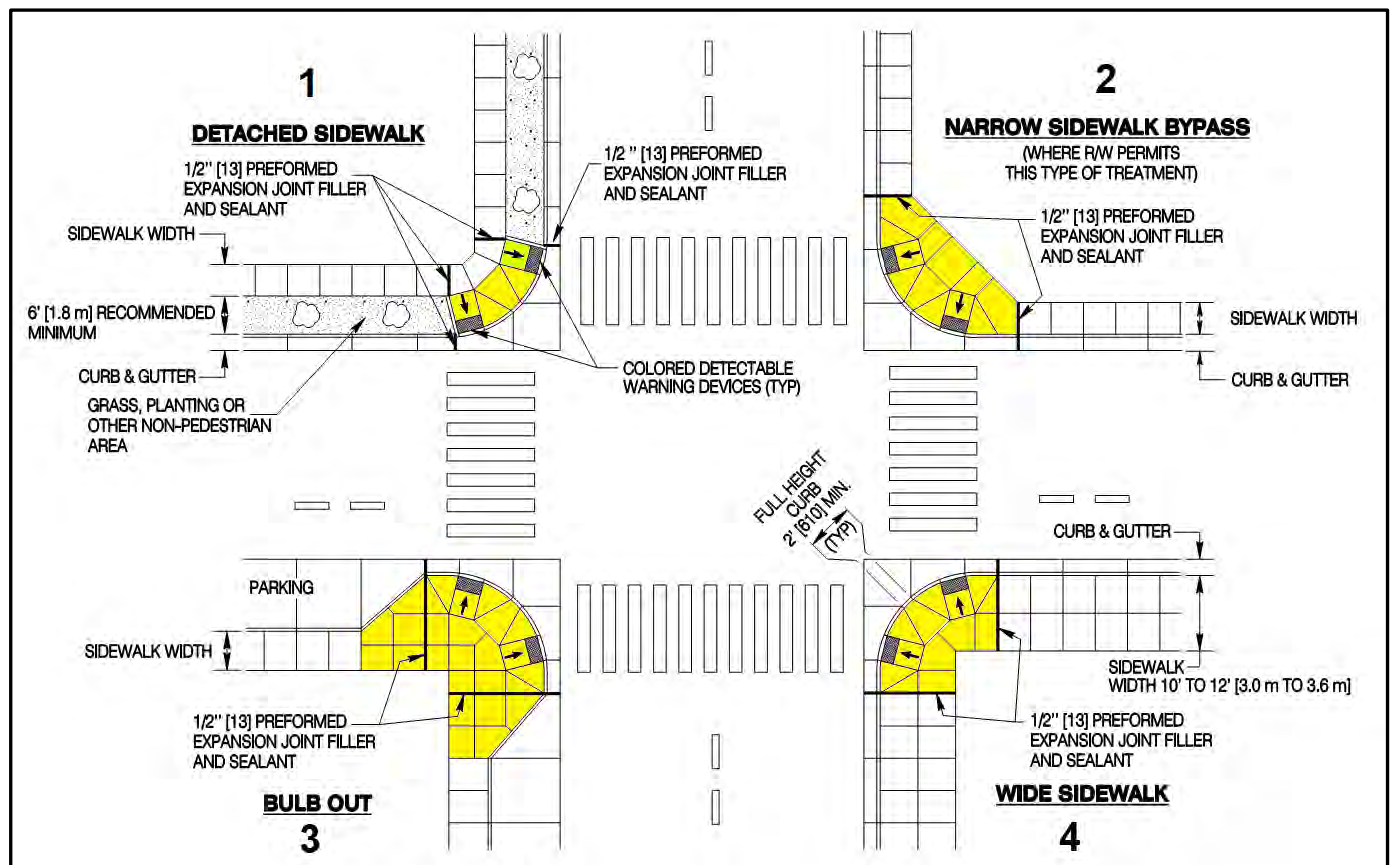
Individual states are responsible for enforcement of the Access Board guidelines in DOT funded projects. In 2017, WYDOT published *WYDOT ADA Guidelines for Accessibility* to comply with national standards for accessible design.

Guidelines pertinent to the Evansville study area concern primarily minimum sidewalk width (5-feet), maximum slope (5%) which may be exceeded at a few locations, and curb cuts and tactile strips (truncated domes) at crosswalks, to assist wheelchair users and the visually impaired. The following diagrams depict these treatments.¹

Crosswalk Curb Ramps: Curb ramps are required at crosswalks. These may be a mid-block crosswalk or an intersection crosswalk, and these situations have slightly different design needs and requirements depending on whether the sidewalk is attached to the curb.

The diagram below is from WYDOT Standard Plans.² In older parts of Evansville, most existing sidewalks are just 4 feet wide abutting the back of curb. WYDOT options 2 and 3 match Evansville conditions.

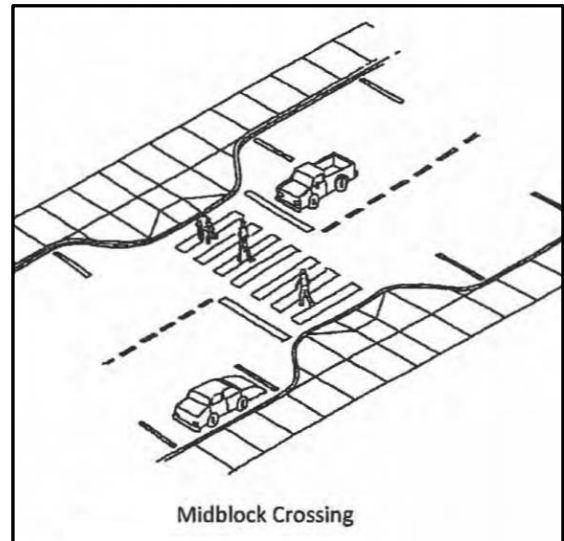
- **Option 2: Narrow Sidewalk Bypass:** Where sufficient right of way is available outside the sidewalk to construct a 5-foot-wide bypass, option #2 will be appropriate.
- **Option 3: Bulb Outs:** Where there is not enough right-of-way available behind the sidewalk, a bulb out (curb extension) is needed to create sufficient space to develop the ramps and provide a 5-foot-wide bypass for wheelchair users.



¹ Source: WYDOT ADA Guidelines for Accessibility, 2017.

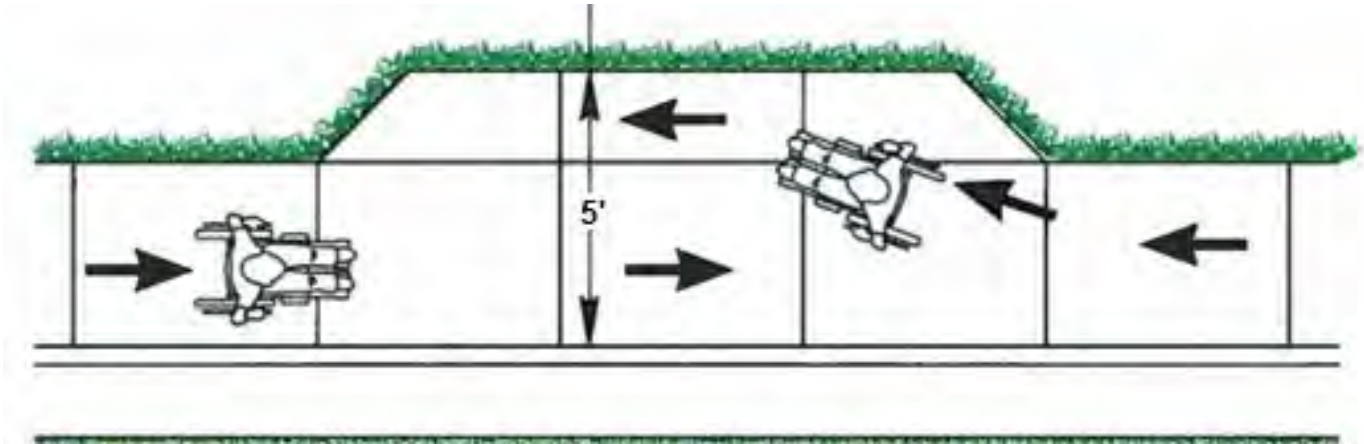
² WYDOT Standard Plan Number 608-1A "Concrete Sidewalk and ADA Accessibility," December 2006.

WYDOT Standard Midblock Crossing: WYDOT regulations prohibit mid-block crossings with on-street parking within 100 feet unless the crosswalk is equipped with curb extensions. Curb extensions provide clear sightlines between pedestrians and drivers, allow space to develop wheelchair ramps and tactile warning devices, and create a location where drivers expect to encounter pedestrians. Crosswalks may be either marked or unmarked, in accordance with the *January 2014 WYDOT Pedestrian and School Traffic Control Manual*. Image source: *WYDOT ADA Guidelines for Accessibility, 2017*. This type of crosswalk costs approximately \$7000 to \$9000.



ADA Passing Zone

ADA passing zones offer a lower cost alternative to complete reconstruction of sidewalks. Five-foot (60-inch) sidewalk segments are spaced every 200' or less so that wheelchair users can pass one another. Sidewalk passing zones can be constructed along with new or existing driveways, or at corner modifications. If the existing sidewalk is 4 feet wide, and if passing zones are provided at least every 200 feet, then it is not necessary to reconstruct the entire sidewalk to meet ADA requirements. Image Source: *WYDOT ADA Guidelines for Accessibility, 2017*

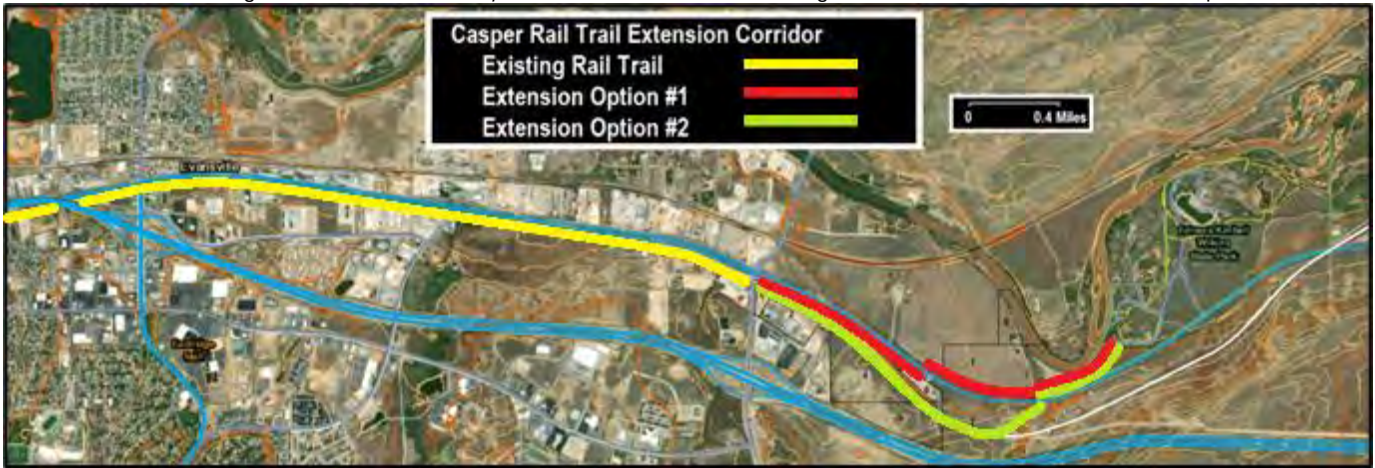


CURRENT PLANS AND OPPORTUNITIES

Various current plans and conditions on the area street network will create opportunities for non-motorized trail improvements in the Evansville area. The following lists a few existing conditions and proposed projects.

1. Casper Rail Trail Extension

Plans are underway to extend the Casper Rail Trail east to Edness K Wilkins State Park. Plans call for paving the former railbed from Walsh Drive/Western Avenue east to Curtis Street in 2021. A planning study is now underway to choose an alignment to extend the current gravel rail trail from Hat Six Road to EK Wilkins State Park in coming years. That extension project was instrumental in creating the need for this study to determine the best trail alignments to link Evansville to the Casper Rail Trail.



2. Reshaw Park and the North Evansville Trail Loop

The North Evansville Trail Loop circles newer housing development north of the older sections of town south of 5th Street. The loop trail has the following cross section, surface conditions, alignment, and features:

- A six-foot asphalt trail follows along the south bank of the North Platte River through Reshaw Park. Reshaw Park includes the trail, a replica of the historic Reshaw's Bridge, four picnic shelters with tables, three other tables, BBQ grills, and public toilet.
- A six-foot asphalt path along a north extension of Williams Street, east of the *Reshaw Addition* subdivision.
- A six-foot asphalt path along the west side of VA Cemetery Road.
- A six-foot asphalt path on a Town-owned strip of land between 5th and 6th Streets. (Crosswalks on this alignment have rollover curb and are not ADA compliant.)
- A 5-foot concrete sidewalk abutting the west curb of Platte Park Road from north of 7th Street to north of 5th Street.
- A 6-foot asphalt path from north of 7th Street to the North Platte Riverbank.



3. Existing Evansville Grid Streets

Evansville's grid street pattern south of 5th Street creates many potential alternatives for north-south pedestrian/bike connections from the Evansville Trail Loop and 5th Street Trail to the Casper Rail Trail (below). Street sections differ in right-of-way width, road and sidewalk width, traffic volume, crash numbers, number of driveways and cross streets, etc.

Given the three railroad crossings, alternatives narrow down to Western or Gold, east or west side of Curtis Street, and Evans or Leavitt.



4. BNSF Railroad Crossings

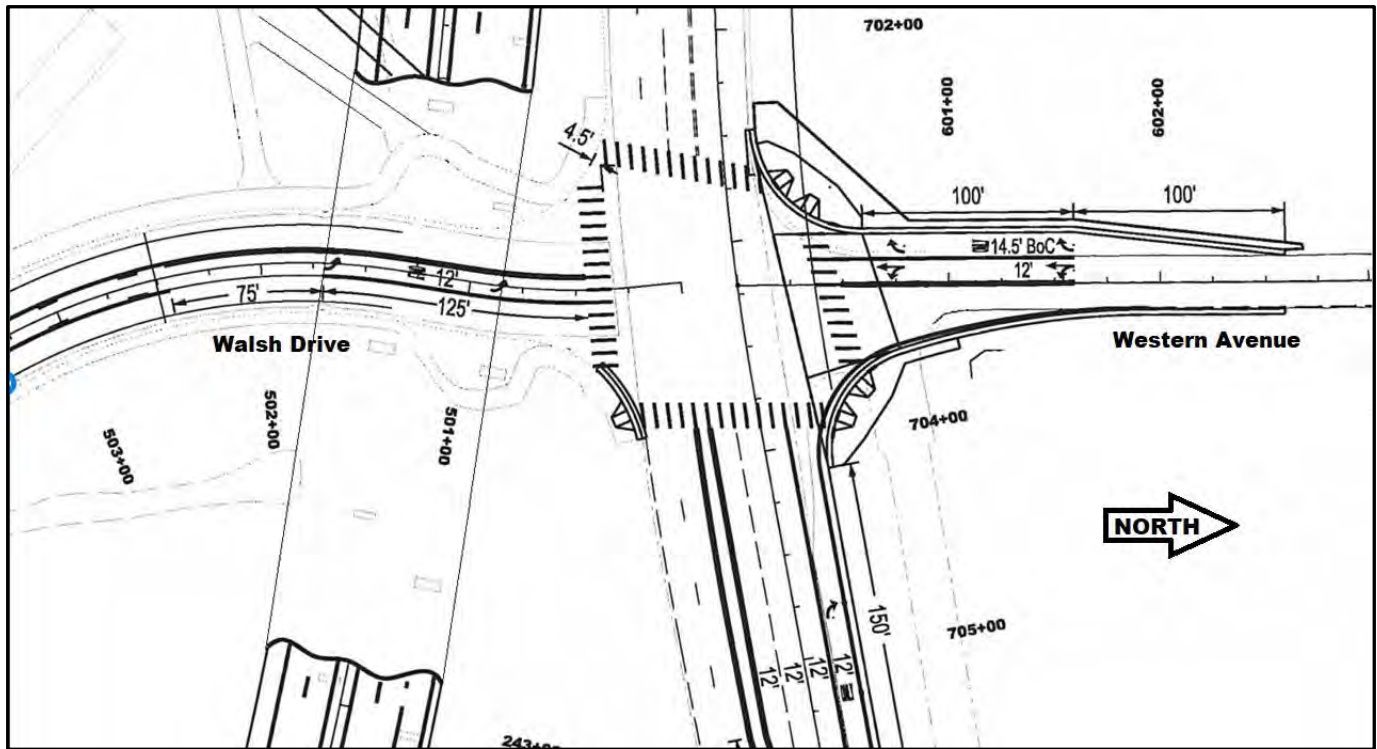
Only three Evansville north-south streets cross the Burlington Northern Santa Fe Railroad (BNSF) tracks: Western Avenue, Curtis Street, and Evans Street. While only Curtis Street now has pedestrian facilities, the Evans Street and Western Avenue RR crossings offer potential for improvement. These railroad crossings define three potential north-south trail corridors. (Below: RR crossings at Evans Street (left) and Western Avenue (right)).



5. Reconstruction of the US-20/26 (East Yellowstone) intersection at Walsh Drive / Western Avenue

As part of the I-25 reconstruction project, WYDOT will rebuild and signalize this intersection in 2023, including crosswalks and pedestrian signals on all four legs. This crossing will become the shortest non-motorized path from Evansville to central Casper.

WYDOT plans show acquisition of rights-of-way for expansion of the roadway surface. Planned right of way is not sufficient for ADA-minimum 5-foot sidewalks and backslope restoration. Additional right of way will be needed to facilitate sidewalk construction.



6. Proposed Closure of the US-20/26 Access Road (Old Glenrock Hwy)

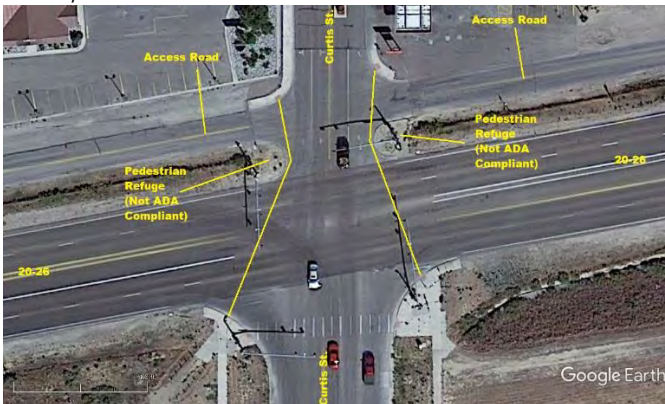
Interstate-25 was completed parallel to US-20/26 almost 40 years ago, and since then, long-distance traffic has moved off US-20/26. The former rural design of US-20/26 (East Yellowstone) and its parallel access drive (Old Glenrock Highway) no longer match the corridor's urbanizing conditions. WYDOT recently turned over a segment of the access drive east of Western Avenue to private ownership (Smith RV), and WYDOT has expressed interest in continuing this to the east: closing more of the access drives and changing access locations. This WYDOT objective may match well with the need to improve trails through Evansville, creating opportunities for a separate trail parallel to Yellowstone Highway. The recently proposed re-design of US-20/26 may offer an opportunity to meet this need.



7. US-20/26 (Yellowstone Highway) / WYO 258 (Curtis Street) Intersection Improvement Proposals

The six-leg Curtis Street intersection with US-20/26 (East Yellowstone Highway) and the parallel Access Road is frequented by pedestrians and offers barriers to disabled users. Pedestrian refuges between the 20-26 Main Road and the Access Road are not wheelchair accessible, making the wheelchair crossing distance between pedestrian ramps (yellow line below) about 142 feet.

WYDOT staff stated that WYDOT wants to turn over the US-20/26 access road to local or private ownership and close those legs of the WYO-258 (Curtis Street) intersection. WYDOT District 2 staff state they intend to correct deficiencies in the design and crosswalk accessibility at this intersection when that right of way is abandoned. The timing of these proposed changes is not yet known.



8. Fifth Street Trail

One half mile north of Yellowstone Highway, a trail along 5th Street provides an east-west non-motorized connection all the way across Evansville. This existing non-motorized link makes it possible to connect a trail northward at many locations along 5th Street. This trail also abuts school properties east of Curtis Street and provides a Safe-Route-to-School. Crosswalks along this trail at Platte Park Road, Copper Street, and Curtis Street are not ADA compliant.



9. Public-Owned Riverfront Parcel

East of VA Cemetery Road and North of 5th Street, the Town of Evansville owns an approximately 50-acre plot of land, including 14 acres of riverine woodlands along the North Platte. The state of Wyoming owns pieces of riverfront also.

Parts of this lot were once used for wastewater lagoons. However, Evansville is now connected to a regional sewage system and the site is no longer needed for utilities. If Evansville DPW can consolidate their material storage into a more compact area, the DPW yard might be fenced off with privacy fence to enhance the appearance of the site. Large parts of this lot could then be tidied up and landscaped for trails and other public uses. Trails could be constructed with asphalt or crusher fines, which make a good running surface.

10. Park & Recreation Options:

With consolidation and tidying up of DPW storage areas, and clean-up and landscaping of the grounds, numerous potential public uses are possible. Options include eastward expansion of Reshaw Park along the riverfront, a riverside trail beneath the VA Bridge with connections



to the east, trail connections to the south, and facilities such as a baseball diamond, tennis courts, frisbee golf, dog park, water/splash park, BMX bicycle course, horseshoes, kayak & canoe launch, fishing dock, and many others. Evansville and the State of Wyoming should evaluate options in consideration of existing area recreation facilities, projected population age brackets in Evansville, regional trail plans, school plans, and anticipated recreational needs.

11. VA Cemetery Road Bridge and the new Secondary Access Road

The VA Cemetery Road Bridge was built more than 30 years ago with a pedestrian walkway on the west side. Until recently, the walkway did not lead anywhere, so there was no reason to connect a walkway to the bridge. Now, a pedestrian connection to the bridge has a potential purpose and destination.

Built in the Spring of 2021, the *Secondary Access Road* along the north bank of the North Platte River enables vehicles to enter and exit Evansville from the north in the event a train blocked all three south crossings. Along with the VA Cemetery Road Bridge, this creates an opportunity for a pedestrian link from Evansville and Reshaw Park to Bryan Stock Trail in Casper. (Project diagram and view from VA Cemetery Road below.)



12. Planned Lathrop Road Pedestrian Link:

A 2021 study recommended a new pedestrian/bike link along Lathrop Road, south of the Casper Rail Trail. The recommended route follows the north side of Lathrop from Curtis to Craig Thomas Blvd., then along the south side of Lathrop from Craig Thomas Blvd. to Blackmore Road. The local unit of government has advanced this project for funding under Casper Area MPO plans.

For the Evansville Trail Linkage Study, this plan suggests a future connection along Blackmore Road and increasing demand for a pedestrian crossing of East Yellowstone Hwy. east of Evans Street and/or Craig Thomas Boulevard.



STUDY CORRIDORS

Given the preceding observations of the study area, three potential trail corridors emerge from the geography of Evansville, primarily due to restrictions imposed by available railroad crossings:

- *West Evansville Alignments* using the Western Avenue BNSF RR Crossing
- *Central Evansville Alignments* using the Curtis Street BNSF RR Crossing
- *East Evansville Alignments* using the Evans Street BNSF RR Crossing

Study team staff inspected the corridors with attention to sidewalk width and condition, number and condition of driveway and street crossings, compliance with ADA requirements, and other system conditions such as open space, vistas, etc. Details of study corridors are discussed in the following section.

A. West Corridor – From North to South

West Trail Alignments: The north end of the West Corridor begins where the Evansville Trail Loop connects to the west sidewalk of Platte Park Road, near the Knife River gravel pit/pond. The West Corridor is constrained by the BNSF railroad crossing.

There are two potential trail alignments in this corridor:

1. Continue down Platte Park Road and Western Avenue, OR
 2. Follow Cielo Vista east to and Gold Avenue and then south on Gold Ave. to Iron Street and Western Avenue.
- **From 5th Street south to Cielo Vista**, the alignment continues the existing sidewalk south along the west side of Platte Park Road. The north crosswalk at the 5th Street would need ADA improvements: curb cuts and truncated domes for the visually impaired.
 - **Corridor 1: Western Avenue:** Western Avenue angles southwest from the Platte Park Road / Cielo Vista intersection. Residents report these two 45-degree intersections are blind curves and drivers often do not use enough caution through them. The diagonal section has a 5-foot sidewalk on the southeast side, but there is no right of way or sidewalk on the northwest side.
 - From the diagonal south to Iron Street, Western Avenue has a 50-foot right of way, with 42-foot roadway and no sidewalks. Land use is industrial, and dumpsters are placed along both sides of the roadway.
 - Iron Street from Western to Western has a 50.36-foot right of way and 41-foot roadway with curb and gutter and no sidewalk. Adjacent land is gravel surface parking with industrial uses on both sides.
 - **Corridor 2: Cielo Vista - Gold Avenue:** This alignment is closer to central Evansville and avoids purchasing right-of-way from the Knife River quarry.
 - **Cielo Vista from Platte Park Road to Gold Avenue** has existing a 50-foot right of way with 40-foot asphalt street and 4-foot sidewalk on both sides of the street, with rollover curb formed as part of the sidewalk.
 - **Gold Avenue from Cielo Vista to Iron Street:** The north 106 feet of Gold has a 50-foot tight of way for the first 106 feet, with 40 feet of roadway and 4-foot sidewalks on each side. The remaining 850 feet to Iron Street have a 40-foot platted right of way width and 32-foot road surface, with curb and gutter and no sidewalks.



- **Western Avenue from Iron Street to BNSF RR Tracks:** This section is about 188 feet long and existing right of way appears sufficient for any roadway cross section required.
- **Western Avenue Railroad Crossing:** See previous section for details.
- **Western Avenue from the BNSF Tracks to Yellowstone Highway:** On this 650-foot section, the right of way is just 35 feet wide. The west side of the street follows the section line separating Section 2 (City of Casper) from Section 1 (Town of Evansville). The City of Casper did not reserve right of way on its (west) side of the section line. (Source: Recorded *Plat of Fairservis Addition* to the City of Casper.)

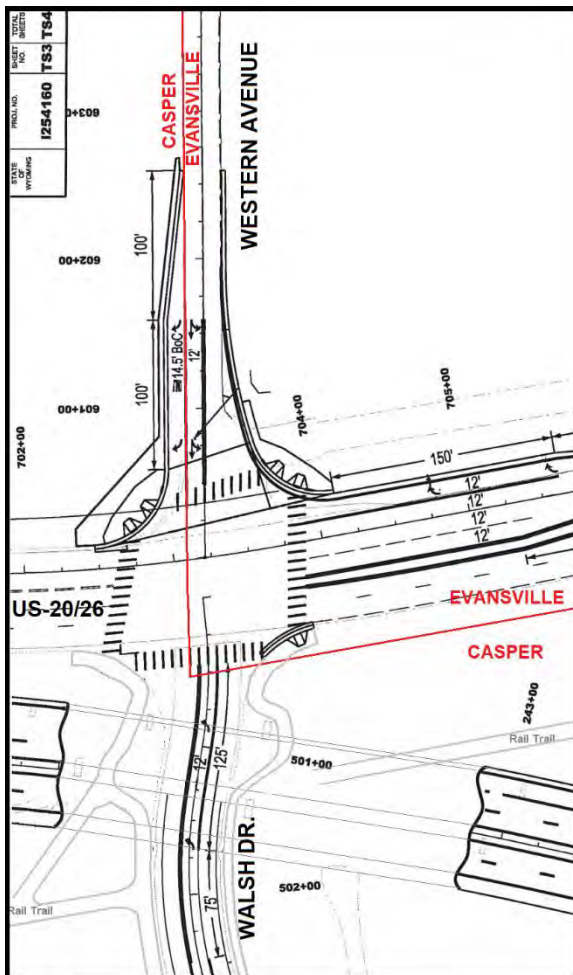
The roadway measures 30 feet from the back of curb, leaving only 5 feet of right of way. A five-foot sidewalk through this segment would require land: either from the road surface, or by acquiring additional right of way adjacent.

- **US-20/26 (East Yellowstone) Western Avenue Intersection:** This intersection currently has no pedestrian facilities. With 11,000 vehicles per day, this part of US-20/26 is difficult to cross at busy times of day.

As part of the project to replace the *Interstate 25 Bridge over Walsh Drive*, WYDOT plans to add a southbound right turn lane and signalize the Walsh Drive/Western Avenue / Yellowstone Highway intersection in 2023. Signalized pedestrian crossings are part of that project (below).

WYDOT plans show that constrained right of way is an issue at this location. State or local agencies will need to reallocate street space or purchase right of way to provide a standard pedestrian connection.

- **I-25 Underpass:** The Walsh Drive underpass offers a critical non-motorized connection beneath I-25. The next pedestrian crossing opportunities are at Curtis Street, 0.4 miles (10-minute walk) east, and Bryan Stock Trail, 1.3 miles (29-minute walk) west.
- **Casper Rail Trail:** Casper Rail Trail also crosses beneath I-25 immediately south of East Yellowstone Highway. The new I-25 bridge is being rebuilt with adequate underclearance so that the rail bed can be used again in the future if it is ever needed.



Safe, non-motorized access routes and crosswalks are critical to the design of this location.



Figure 1: Existing Western Avenue / US-20/26 Intersection showing Non-Motorized Links

B. Central Corridor– From North to South

Central Trail Alignments: The central alignments would use the Curtis Street RR crossing. Curtis Street is the most logical and direct route. There are parallel streets and utility alleys, but they are discontinuous and would require extensive upgrades.

On Curtis Street, sidewalks on the Town-owned section are well used and west sidewalks largely meet minimal ADA design requirements. Some east side sidewalk sections need to be completed, and drivers should be deterred from parking on sidewalks. Existing crosswalks at US-20/26 need ADA upgrades.

Curtis is the lowest cost connection, but it is not the most direct route to either E.K. Wilkins State Park or Downtown Casper, which are the two major destinations on the Casper Rail Trail.

- **Veterans Cemetery Road North of 5th Street:** The trail paralleling the west side of Veterans Cemetery Road north of 5th Street is well developed and has ADA compliant crosswalks.
- **Curtis Street / 5th Street Intersection:** This intersection operates as a 2-way stop, with 5th Street under stop control. The existing 8-foot asphalt trail connects to the northwest quadrant of the intersection. Sidewalk is present in the NW, SW, and SE quadrants. All legs have marked crosswalks with curb ramps and tactile strips.
- **5th Street to 3rd Street:** In this 800-foot residential block, the right of way narrows to 48 feet. The pavement surface is 32-foot-wide asphalt, and rollover concrete curb with attached 4-foot sidewalk adds 6.5 feet to each side, for a total street cross section of 45 feet. This segment has more traffic volume and crashes than other parallel street segments. (See System Conditions section.)

The block has two significant problems for pedestrians. First, the physical sidewalk is only 4 feet wide, and lacks 5-foot passing zones needed to meet ADA standards. Second, due to the street width, excess vehicles park on sidewalks and block wheelchair access. The Town of Evansville should evaluate this corridor and reassign available street space to correct safety and access concerns.

- **Curtis Street / 3rd Street Intersection:** This intersection is a 4-way stop. All quadrants have marked crosswalks, curb cuts, and tactile strips for the blind.
- **3rd Street south to 2nd Street:** This block has an 80-foot right of way. Land uses are 4-plex apartment on the west, and Town Hall with parking lot on the east. The street surface is 42 feet wide, with a continuous 5-foot sidewalks and rollover curb on the west side. The east (Town Hall) side has parking adjacent to the street and a 6-foot sidewalk offset 18 feet behind the back of curb. The west sidewalk provides a better pedestrian link.
- **Curtis Street / 2nd Street Intersection:** This intersection is a 2-way stop with 2nd Street under stop control. All legs have marked “zebra” crosswalks. All corners have curb cuts, and tactile strips for the blind, except for the southeast corner which has a fire hydrant and protective steel posts and no sidewalk or curb cuts.



- **2nd Street south to 1st Street:** This block of Curtis Street has a 60-foot right of way. The street is 40-feet wide from back of curb, with a 36-foot asphalt pavement. The west side has an attached sidewalk 5 feet wide. The east side has 250 feet of 5-foot sidewalk, with a 65-foot missing section of sidewalk south of 2nd Street.
- **Curtis Street/1st Street Intersection:** This intersection is a 2-way stop with 1st Street under stop control. All legs have marked “zebra” crosswalks, curb cuts, and tactile strips for the blind.
- **1st Street south to Iron Street:** This block of Curtis Street has a 60-foot right of way. The street is 40’ wide from back of curb, with a 36-foot asphalt pavement. The west side has an attached sidewalk 5 feet wide. The east (Community Center) side has a 5-foot sidewalk separated from the curb by a 4-foot grass landscape strip.
- **Curtis Street/Iron Street Intersection:** This intersection is a 2-way stop with Iron Street under stop control. All legs have marked “zebra” crosswalks, curb cuts, and tactile strips for the blind.
- **Iron Street to BNSF RR Tracks:** This section crosses BNSF property. The roadway is 50 feet from backs of curb, with a 46-foot asphalt road surface. Attached sidewalks on both sides are five feet wide.
- **BNSF RR Tracks:** The asphalt roadway surface narrows to 32 feet wide over the tracks. Sidewalks on both sides are eight feet wide and level with the tracks and road surface.
- **BNSF Tracks to US-20/26 (East Yellowstone Hwy.):** North of US-20/26, on the portion under Town of Evansville jurisdiction, some sidewalks are 5’ wide (ADA standard) with wheelchair ramps and tactile strips for the visually impaired, however driveway openings are poorly defined and very wide.

- **Curtis Street/East Yellowstone Intersection:** The cross section of Curtis Street north of US-20/26 is 2-lane, with a 5-lane south of 20/26. US-20/26 is 5-lanes, with crosswalks 90 feet (26 seconds) long. This intersection is complicated by the presence of an access road (Old Glenrock Highway) north of the main highway. WYDOT wants to close this road and turn the road over to local and private ownership.

Pedestrians cross US-20/26 frequently here, due to extensive residential areas to the north, the mall and commercial area to the south, and the underpass of I-25. US-20/26 crosswalks do not meet current standards for the Americans with Disabilities Act (ADA). Crosswalk markings on 20-26 have worn away, and the median separating the access road from the main highway is simply dirt with barrier curb. A modern, ADA-compliant design is needed at this intersection to improve pedestrian and non-motorized travel conditions.

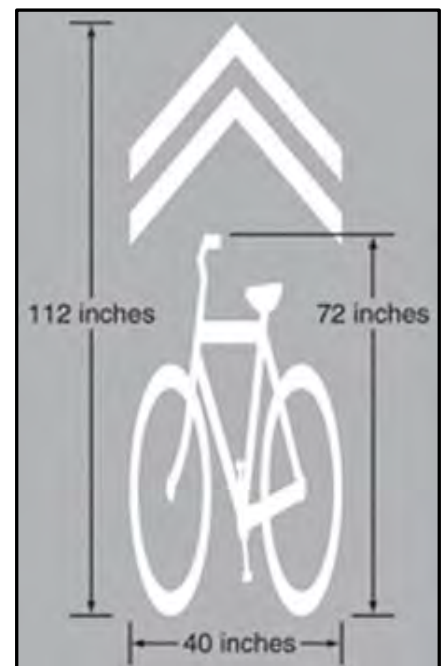


- **Casper Rail Trail:** The Casper Rail Trail crosses Curtis Street immediately south of US-20/26 (aerial). The crosswalk over Curtis Street (WYO Hwy 258) is 97 feet (28 seconds) across, marked and signaled, with ADA compliant curb cuts and tactile strips for the visually impaired. Plans call for paving the Rail Trail west of Curtis in 2021.

Curtis Street Recommendations:

Because of the narrow street cross section, a pattern of crashes and injuries appears on Curtis Street between 3rd and 5th Streets. (See map page 6). Alternatives for Curtis Street are primarily under the authority of the Town of Evansville. Western’s team considered several alternatives between 3rd and 5th Streets, including enforcing parking laws, eliminating on-street parking, purchasing a residential lot for use as parking, conversion of this section of Curtis Street to one way northbound, and closure of a parallel alley for use as a pedestrian path. Of the available options, the following recommendation appears to be the simplest and most cost-effective solution, requiring only pavement stripes and markings, law enforcement, and a few signs.

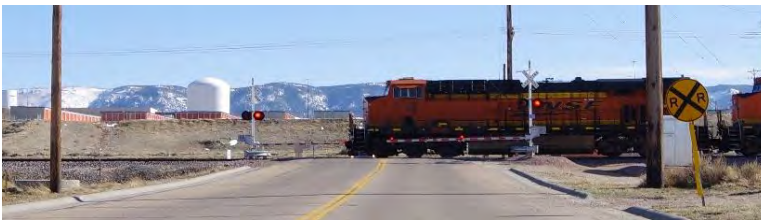
- **Re-allocate space on Curtis Street between 3rd and 5th Streets:** Eliminate parking on the west side of Curtis Street and paint new centerline and travel lane stripes. (Reason: This cross section aligns best with lanes on Curtis south of 3rd Street.) Part of the existing parking lane on the west side of Curtis Street should be reassigned for use as southbound on-street bike lane. The northbound lane will have sharrow markings. The 32’ street width will be striped as one 7’ northbound parking lane, one 11-foot northbound travel lane, one 11-foot southbound travel lane, one five-foot southbound bike lane, and yellow curb paint on the west curb. The west sidewalk is continuous along Curtis and will no longer be blocked by parked vehicles. Speed limit to remain 20 MPH.
- **Enforcement:** Enact and/or enforce town parking ordinances to prevent cars parking on sidewalks.
- **Construction:**
 - Complete the east sidewalk south of 2nd Street.
 - Improve driveways between US-20/26 and the BNSF RR tracks as the opportunity arises.
 - Improve pedestrian crossings at US-20/26 to meet ADA standards (under WYDOT authority).
- **Speed Limit:** The existing 20 MPH speed limit is compatible with pedestrians and bicyclists.
- **Signs and Markings:** A system of signs and markings should be used to consistently remind drivers to share street space and facilities with pedestrians and bicyclists.
- **Sharrows:** At intervals along Curtis Street, “SHARROW” markings (MUTCD Figure 9C-9) should be painted on Curtis Street travel lanes to remind drivers to share the road with bicyclists. Reusable sharrow stencils are available on-line for \$200. Directions for use are available on-line in the *Manual of Uniform Traffic Control Devices* (MUTCD).
- **Bike Route:** To help assure that drivers observe instructions to share the street with bicycles, the MUTCD D11-1C “BIKE ROUTE” sign should be placed intermittently along Curtis Street in conjunction with sharrow pavement markings.



C. East Corridor– From North to South

East Trail Alignments: With an existing surface crossing of the railroad tracks, Evans Street offers a third “path of least resistance” to the Casper Rail Trail. Potential east Evansville alignments using the Evans Street RR crossing could follow either Evans Street or Leavitt Street. Neither street currently has continuous sidewalk.

- **Evans Street from 5th Street to 2nd Street:** Evans Street has a uniform 80-foot right of way width from 5th Street to US-20/26. The asphalt pavement surface is 40 feet wide, with 30-inch concrete curb on each side, for a total width of 45 feet between backs of curb. Evans has short sections of ADA compliant sidewalk at the 5th Street intersection and the west leg of the 3rd Street intersection. Traffic is light. A five-foot sidewalk would provide a finishing touch to the west side of Evans Street.
- **Leavitt Street from 5th Street to 2nd Street:** Leavitt Street has a continuous 60-foot right of way along its entire 1340-foot length from 5th Street to 2nd Street. There are TEE intersections at 4th and 3rd Streets, but only one active driveway on the east side of the street, Leavitt Street is platted south of 2nd Street (aerial image) however it is currently fenced off south of 2nd Street. Leavitt Street also intersects 2nd Street at an ELL, which could enable a continuous 8-to-10 foot wide shared-use path from 5th Street to US-20/26 with no street crossings.
- **Evans Street from 2nd Street to BNSF RR Tracks:** Evans’ 80-foot right of way and 45-foot cross section continue through the 1st Street intersection to the BNSF RR Tracks.
- **BNSF RR Tracks:** The asphalt roadway surface narrows to 24 feet wide over the tracks. Concrete slabs on both sides are eight feet wide and level with the tracks and road surface, however there are no connecting sidewalks.



- **Evans Street from BNSF RR tracks to US-20/26 (Yellowstone):** This segment continues Evans’ 80-foot right of way and 45-foot street cross section.
- **US-20/26 to Casper Rail Trail:** This section is northernmost bend of the Casper Rail Trail and a crossing near this location would offer an advantage for pedestrians interacting to the southeast and EK Wilkins State Park. Alignment options vary widely, including a connection using a proposed new street crossing on US-20/26, or a new pedestrian crossing at many potential locations.



East Corridor Recommendation:

A Separate Study of East Trail Options: Because of the variety and complexity of possible alternative street and trail alignments on the east side of Evansville, the citizen involvement committee determined that the east side of Evansville warrants consideration under its own separate study. Among many issues to be considered are the following:

- **Proposed New Street Crossing of US-20/26:** It has been suggested to extend of either Texas Street or Evans Street south across US-20-/26 to connect to Miracle Street. Miracle Street is 50-feet higher elevation than US-20/26. Evans would be steeper, and it has the advantage of a rail overcrossing. A crossing at Evans Street could curve diagonally to intersect at the east or west end of Miracle Street (aerial below). Texas Street is shorter, but with no railroad crossing it would be less continuous with the street network. Potential alignments have not yet been studied in detail and there is no plan in place for construction.



- **Proposed closure of the US-20/26 Access Road:** WYDOT staff have suggested turning the access road over to local or private ownership and maintenance. This creates the potential for use as a shared use trail parallel to US-20/26. Because such a trail would parallel the Casper Rail Trail on the north side of US-20/26, there are numerous alternative trail crossing locations that would not cause adverse travel distance for access to the Blackmore Road non-motorized pedestrian trail or EK Wilkins State Park.



- **Alternative US-20/26 Crossing Locations:** With conversion of the access road to a shared use trail, a new trail crossing at or east of Evans Street has many potential alignments. A few are depicted below. It could follow a new street alignment, or an independent pedestrian crosswalk, or a mid-block crossing east of Evans Street, or a pedestrian crosswalk at Craig Thomas Boulevard. Each alignment would have pros and cons.

- **Potential North Connecting Trails:** The Town of Evansville and the State of Wyoming own extensive property between 5th Street and the North Platte River, and a new roadway now connects from the VA Cemetery to Bryan Stock Trail. Several recreational trail alignments could serve northern Evansville. Options include a pedestrian connection over and/or under the VA Cemetery Road Bridge over the North Platte River, extension of a Platte River Trail, connections to Evans and Leavitt Street, and others.



- **Future Trail Alignment Study:** The study team and citizens have recommended the Western Avenue route as the immediate priority due to expected demand when the new signal is installed at Western Avenue. However, a study of eastern alignments is recommended as a strong secondary priority due to the imminent extension of the Casper Rail Trail and other area proposals. Plans for an east-end alignment should be prepared so that a trail can be advanced as need emerges.

PUBLIC INVOLVEMENT OUTREACH

A Public Involvement Summary:

Immediately after the start of the study, the team established a *Facebook* page with a posted phone number, email address, and general information about the study effort. A press release then informed the public that the study was underway. This established early and continuous opportunities for interested parties to have an opportunity to comment from the outset of the study.

Public Open House #1: Open House #1 was held on Thursday, June 24, 2021, from 5 PM to 8 PM at the Evansville Community Center on at 71 Curtis Street. The meeting was advertised by a second press release to local news media. It was also advertised as a “boosted” Facebook event that ran for two weeks and was targeted to households within 1 mile of the event (Evansville). Facebook stated this outreach appeared on 1569 Facebook feeds and produced 13 responses, 11 people expressed interest and two attended.

The Open House began with a PowerPoint presentation of research findings of fact, regarding corridor conditions, traffic and safety data, a survey of major pedestrian and bicycle destinations, area plans, common non-motorized design objectives, and alternatives for public discussion. The meeting was attended by citizens, MPO staff, WYDOT, and Town staff and elected officials. Surveys were provided to gather input on preferred walking and bicycling destinations, routes, and amenities.

The presentation was followed by a hands-on design charrette. Three worktables were set up for the purpose: one for each of the three corridors with railroad crossings. Each table had a strip aerial photograph plot of the entire corridor, along with data on the rail crossing, plat maps, and street dimensions, markers, and an easel. MPO and Town staff facilitated each table focus group, Participants used markers and post-it-notes to note issues and preferences along each corridor. Teams wrote their preferences on flip charts.

Citizen team worked on all corridors, but quickly recognized that the Western Avenue corridor should receive immediate priority because of the new pedestrian crossing of US-20/26 that WYDOT plans to construct there in 2 years (2023). The Gold Avenue alignment was selected due to low traffic volume and to avoid acquiring right of way from the Knife River property west of Platte Park Road. Details of the preferred alignment will be provided in the following section.



Public Open House #2: Open House #2 was held on Thursday evening, August 5, 2021, again from 5 PM to 8 PM at the Evansville Community Center on at 71 Curtis Street. The meeting was advertised by a third press release to local news media. The Facebook event advertisement again ran for two weeks, targeted to households within 1 mile radius of the Community Center. Facebook stated this outreach appeared on more than 2055 Facebook feeds, with 22 responses: 4 people who stated they planned to attend and 18 who expressed interest in attending.

The second public open house began with a presentation of the study process and results, followed by plan recommendations and cost estimates. The PowerPoint presentation and online ZOOM feed was followed by a question and comment session. Attendees were asked to offer their thoughts on priorities for future next trail alignments. The draft plan was released for a 30-day public comment period after Open House #2.

Public Involvement Records: All outreach efforts, news releases, meeting records, public comments, and survey results received are in the appendix of this plan document.

STUDY RECOMMENDATIONS

This study recommends that all streets in Evansville eventually have ADA compliant sidewalks, and that all three corridors be improved with connecting trails. Immediate funding is not available for every project, so the recommendation is that the Town advance the most important alignment first, while reserving other corridors for the future. This approach will enable the Town of Evansville to build the first trail while also advancing planning efforts and preserving rights of way for other future trail linkages.

Selection of the West Corridor as the Immediate Priority:

The west corridor was selected by citizens and officials at the design charrette to receive short-term priority for non-motorized improvements. Participants provided several key reasons for this decision:

1. The west corridor is the shortest pedestrian/bicycle route between Evansville and major area trip attractions south and west, including Kelly Walsh High School and Casper Rail trail connections to central and downtown Casper.
2. In 2023, WYDOT will reconstruct the US-20/26/Western Avenue/Walsh Drive intersection, including signalized pedestrian crossings.
3. Construction of new pedestrian crossings will improve relative convenience of that route compared to other routes, increasing the number of pedestrians wishing to use this crossing location.
4. There are currently no pedestrian paths or sidewalks leading from interior Evansville streets to WYDOT's proposed crosswalks at US-20/26.

Selection of the Preferred Alignment within the West Corridor:

Multiple alignments were available within the west corridor. The trail termini were determined by existing conditions:

- a. The trail must begin at the existing sidewalk along the west side of Platte Park Road south of 6th Street. This location connects to existing trails north of 5th Street.
- b. The trail must terminate at Casper Rail Trail along Walsh Drive south of US-20/26.

The preferred alignment connecting these points is as follows:

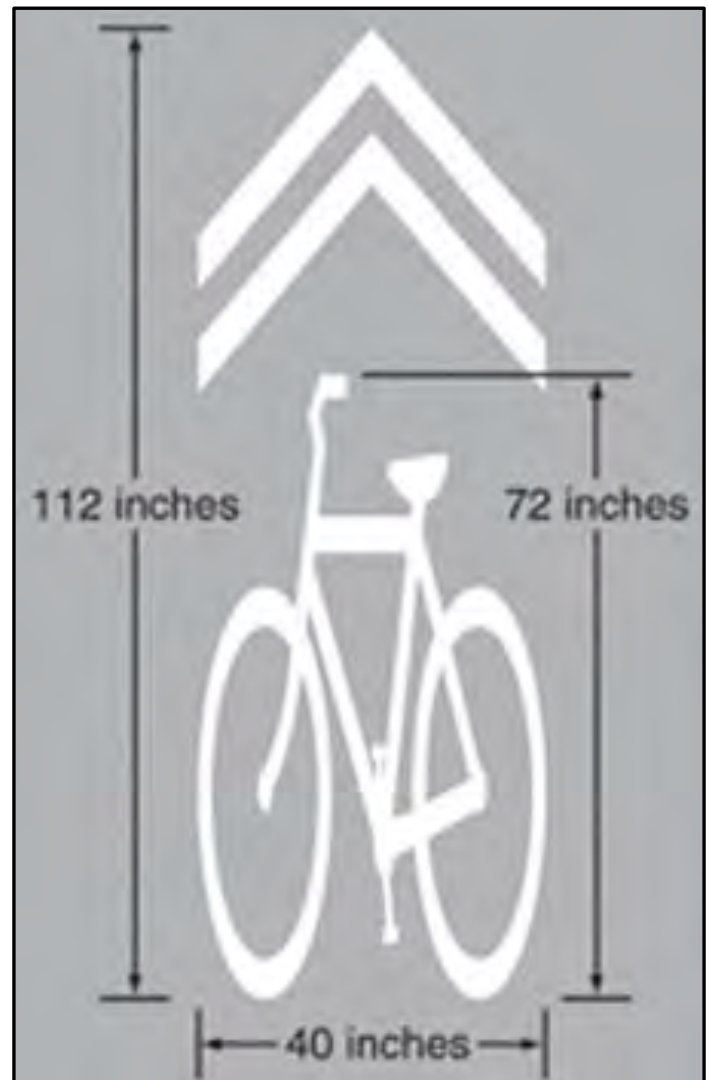
1. Gold Avenue was preferred over Western Avenue because Western Avenue has more traffic and many driveway openings. Gold Avenue has little traffic and only one driveway. The Western Avenue alignment would have also required right of way from Knife River's quarry west of Platte Park Road. Gold Avenue is also closer to users arriving from central Evansville (Copper Street corridor).
2. To reach Gold Avenue, a crosswalk is required over Platte Park Road. The crosswalk was placed at Rio Vista instead of Cielo Vista because that Rio Vista has better approach visibility (stopping sight distance) than the Cielo Vista intersection.
3. The north side of Cielo Vista was preferred because it does not require a crosswalk at Platte Park Road.
4. The west side of Gold Avenue was preferred because it requires fewer street crossings.
5. The north side of Iron Street was preferred because there is more industrial activity and traffic on the south side of Iron Street.
6. The west side Western Avenue was preferred because it aligns with the west crosswalk at US-20/26, which connects to Kelly Walsh High School and the Casper Rail Trail southwest.



Pedestrian Waypoints: Western/Y2 landscape architects identified potential locations for future pedestrian resting waypoints, where users can relax and enjoy the view, wait for trains to pass, and so on. These add a great deal to the enjoyment of the trails, and they can be added during construction or in the future as budgets permit. Waypoints are typically composed of a bench and shade feature at a location with a view or attraction. The preliminary design is in the final section of this document.

Bicycles: Due to narrow rights of way along Western Avenue (35 feet), Gold Avenue (40 feet), and Platte Park Road corridors, there is not enough space for a wide (eight-to-ten-foot) shared-use trail on this alignment. Fortunately, traffic and pedestrian volumes are light, and the speed limit is 20 MPH on most Evansville streets. This makes it practical for experienced cyclists to use the street, and for younger cyclists to use the sidewalk.

To assure that drivers are aware of this shared-space arrangement, appropriate signs and pavement markings are needed along the corridors. Sign and marking styles and locations will be determined during final engineering design.



Sketch-Level Design and Cost Estimate:

Given the above direction, Western/Y2 engineers developed a 10% (sketch level) design for the preferred alignment. A land survey was not done for the study, so the design was sketched on aerial imagery. The planning-level cost estimate (\$580,000 plus right of way in year 2021 dollars) is suitable for budget and grant proposal purposes. When the project is added to the Casper Area MPO Transportation Improvement Program (TIP), cost estimates should be adjusted for inflation.

Description of Preferred Alternative:

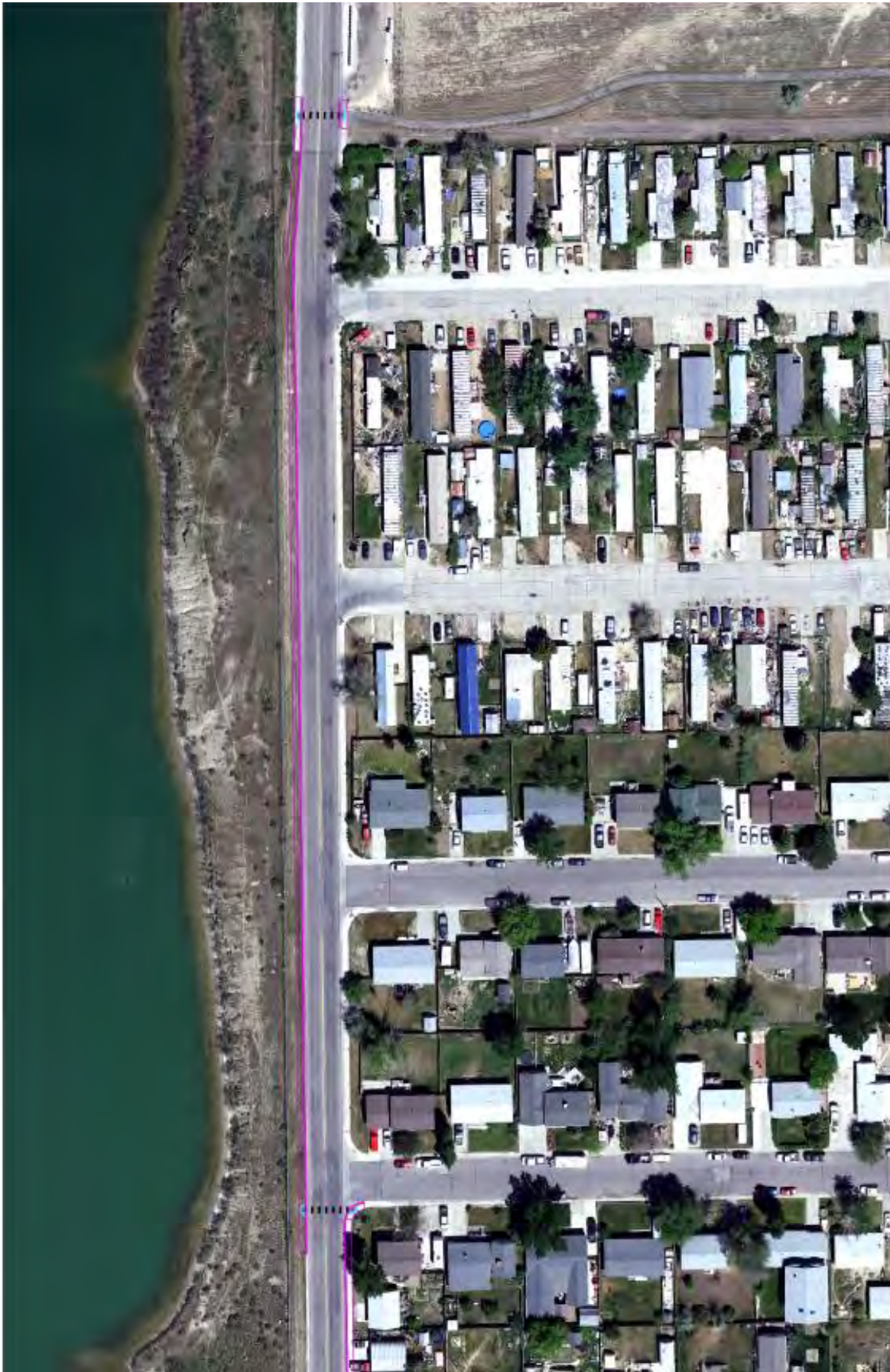
1. The crosswalk over Platte Park Road north of 5th Street will be rebuilt to comply with ADA, including curb cut and tactile surfaces. Other crosswalks should be retrofitted as funds permit. There will be no parking on Platte Park Road within 100 feet of the crosswalk. Trail Crossing signs will be installed at the crosswalk.
2. New 5-foot-wide sidewalk will abut the back of curb along the west side of Platte Park Road from the current sidewalk terminus to the south side of Rio Vista.
3. An ADA compliant crosswalk will be built across Platte Park Road on the south side of Rio Vista. There will be no parking on Platte Park Road within 100 feet of the crosswalk. Trail Crossing signs will be installed at the crosswalk.
4. Sidewalk will follow the east side of Platte Park Road from Rio Vista to Cielo Vista.
5. The Platte Park/Cielo Vista intersection will require an ADA passing area, using a sidewalk bypass or bulb-out.
6. Sidewalk will follow the north side of Cielo Vista from Platte Park Rd to west of Gold Ave.
7. Curb extensions will be built on Cielo Vista west of Gold Ave. to enable a crosswalk with existing on-street parking. Curb extension (bump-outs) give the engineer space to develop the wheelchair ramp and allow drivers and pedestrians to see around parked cars before the pedestrian starts across.
8. A 5-foot sidewalk will follow the west side of Gold Avenue from Cielo Vista to Iron Street. Constructing on the east side of Gold Ave. may reduce costs significantly.
9. The path will follow the north side of Iron Street from Gold Avenue to the west side of Western Avenue.
10. An ADA compliant crosswalk will be built across Gold Avenue west of Western Avenue. There will be no on-street parking on Iron Street within 100 feet of the crosswalk. Trail Crossing signs will be installed at the crosswalk. All-way stop control for this intersection will be evaluated during final engineering design.
11. A 5-foot attached sidewalk will follow the west side of Western Avenue from Iron Street to US-20/26. Portions will fit behind existing curbs in the existing right of way. Some locations may require taking space from the existing road surface or acquiring right-of-way from adjacent property owners.
12. Additional right of way will be needed on the northwest quadrant of the US-20/26 intersection to provide space for a five-foot sidewalk and grade restoration.
13. Pedestrian stopping waypoints are recommended at locations along the corridor: south of Fifth Street, between Cielo Vista and Iron Street, at safe locations north and south of the railroad tracks, and southwest of the US-20/26 intersection. These sites should be provided with a bench and shade as a minimum.

Cost Estimate:

- The estimated project cost is \$580,000 in 2021 dollars, plus right of way, which may be donated, purchased, or acquired through eminent domain. A detailed breakdown of cost elements is provided in the appendix.




North Trail Section: 5th Street Trail to Rio Vista:



Center Trail Section: Cielo Vista to Iron Street



Typical Cross Sections:



RESEARCH & DEVELOPMENT, LTD.
AN ILLINOIS LIMITED LIABILITY COMPANY

EVANSVILLE TRAIL LINKAGE STUDY

STANDARD PLANS

PROJECT NUMBER: 1901-000010

DATE: 08/2019


NOT TO SCALE

SCALE: AS SHOWN

PROJECT: EVANSVILLE TRAIL LINKAGE STUDY

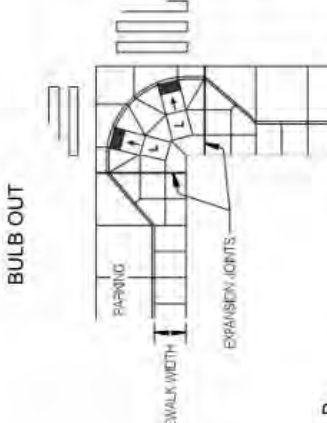
SHEET NUMBER: DT-01

TYPE C - DEPRESSED PEDESTRAIN SIDEWALK



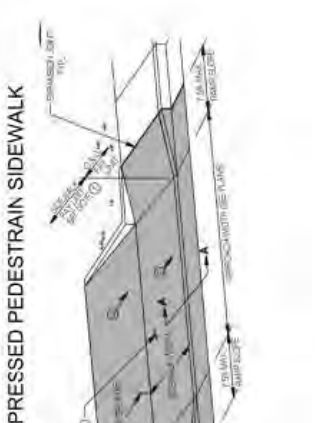
A

BULB OUT




B

NARROW SIDEWALK BYPASS



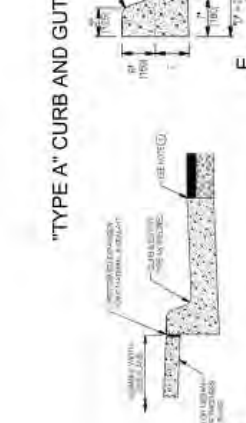
C

"TYPE A" CURB AND GUTTER



D

MIDBLOCK CROSSING



E

GENERAL NOTES

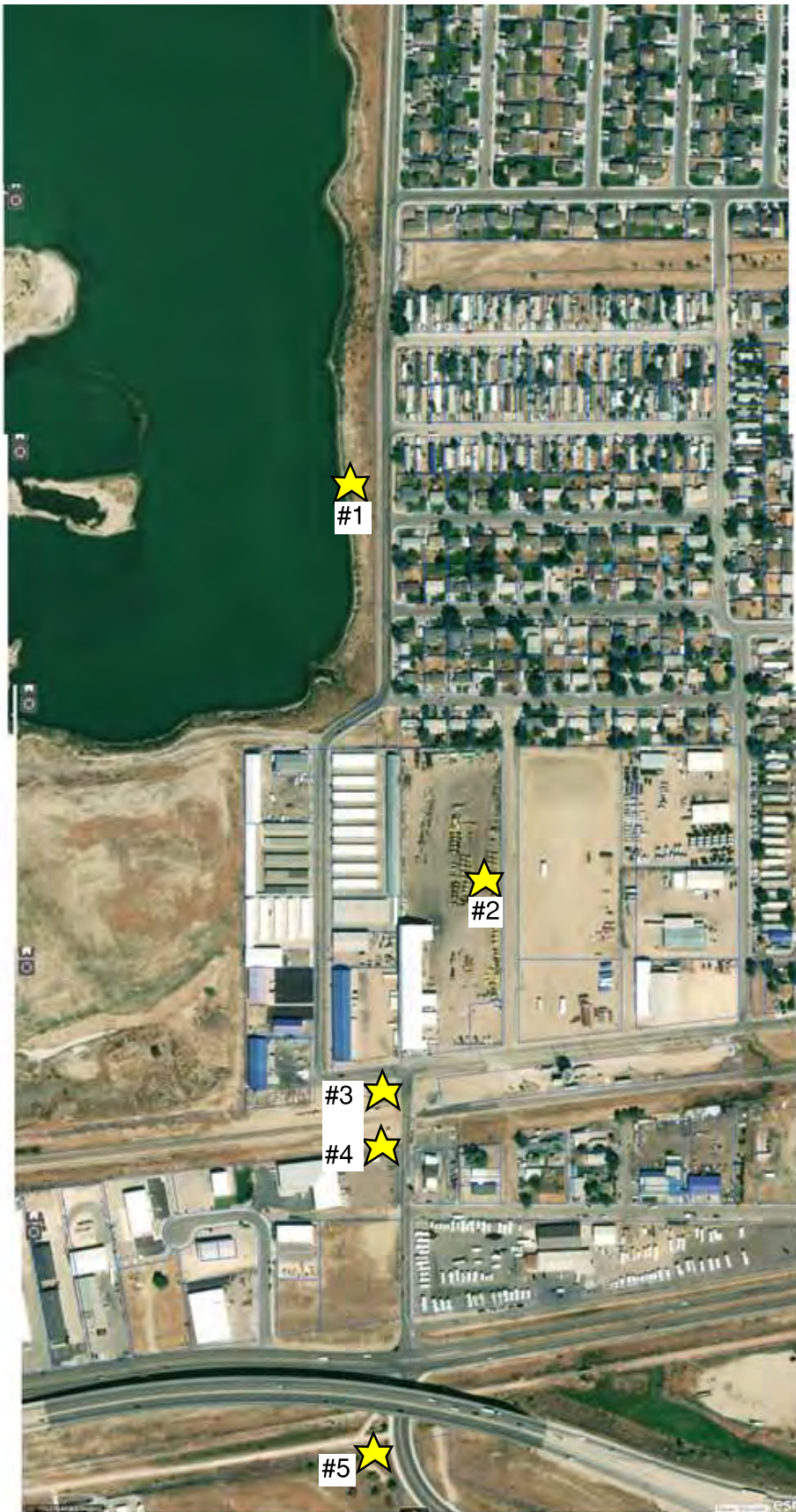
- 1 Ensure all pavement surfaces are smoothly tapered and flush at curb ramps to facilitate wheelchair movements.
- 2 Ensure sidewalk curb ramps, approaches, and other ADA accessibility features apply to this standard plan. See standard plan for "CONCRETE SIDEWALK AND ADA ACCESSIBILITY" for additional requirements.
- 3 Joints (B), (C), and (D) are detailed in the standard plan for "CONCRETE PAVEMENT".
- 4 T = Thickness of gutter pan or double gutter.
Unless specified otherwise:
T = 8" (150) where adjacent to plant mix pavement.
T = concrete pavement thickness where adjacent to concrete.
- 5 Use spillout curb and gutter only when specified in the plans or as directed by the engineer. Spillout curbs are intended to convey drainage away from the curb such as on the high side of some super-elevated highways, the inside of roundabouts, etc.

F

At midblock crossings, the cross slope of the pedestrian street crossing is allowed to equal the street grade. Midblock crossings should not be located where the horizontal or vertical alignment of the roadway limits drivers' or pedestrians' sight distance. No parking is allowed within 100' of a midblock crossing unless it has a bump out.

Curb extensions at midblock crossings help reduce crossing distance.

IMAGES TAKEN FROM
WYDOT ADA GUIDELINES FOR ACCESSIBILITY
WYDOT STANDARD PLANS 609-1B
WYDOT STANDARD PLANS 608-1B



PEDESTRIAN WAYPOINTS

Waypoint #1 is proposed on the western side of Platte Park Rd., parallel to the sidewalk, and midway between the existing Trail at its intersection with Platte Park Road, and Cielo Vista Rd.

Although facing away from the water, this location provides a destination and a resting point for those continuing on the trail, or just joining the trail from the nearby residential neighborhoods.

Waypoint #2 is proposed along Gold Avenue, midway between Cielo Vista and Iron St. This location is intended to provide a respite in the long uninterrupted north-south run of Gold Avenue.

The orientation, dimensions and specifications of this feature depend upon the relative locations of the walkway and ROW, and the desire of the property owner and the City.

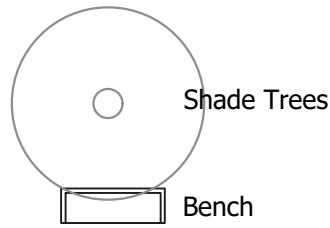
Waypoints #3 and #4 are proposed to the benefit of those traversing Western Avenue between Iron St. and Highway 26.

These rest points shall be oriented perpendicular to the sidewalk, providing a clear view of the railroad tracks for trainspotters, and an off-trail resting point for those moving north or south.

Waypoint #5 is proposed at the intersection of the Casper Rail Trail and N. Walsh Drive, for the benefit of those resting, checking maps, or meeting friends at this important and popular intersection.

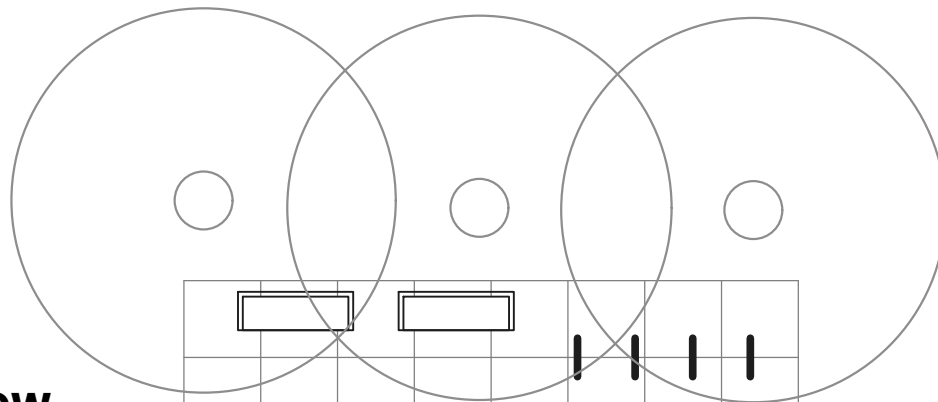
This waypoint shall be placed along the exiting sidewalks in a location convenient to pedestrians, cyclists, and the City.

LEGEND



NOTES

1. Plant species shall be as recommended by Evansville Parks & Recreation Dept personnel.
2. Orient benches and dimension concrete according to site dimensions. Bike parking is recommended, particularly at anticipated bus stop locations.
3. Waypoint 1 shall be narrow in keeping with site restrictions.
4. Waypoint 2 - location to be determined - shall be dimensioned as requested by record property owner.
5. Waypoint 5 shall be oriented for ease of access between Casper Rail Trail and N. Walsh Dr.

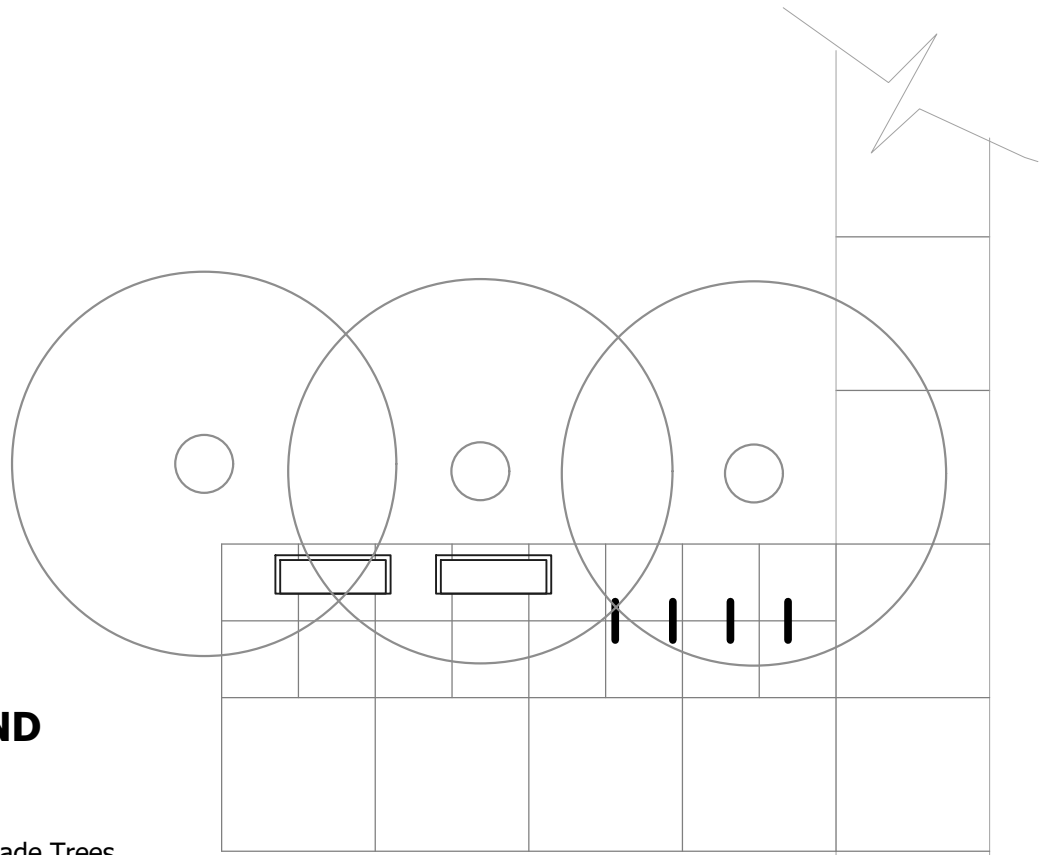


Existing. ROW

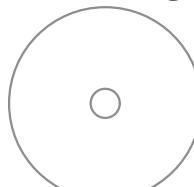


Prop. Sidewalk

LANDSCAPE CONCEPT
Waypoint #1 Platte Park Rd.
Waypoint #2 Gold Ave.
Waypoint #5 N. Walsh Dr.

1 OF 2	DATE: JULY 2021	DRAWING TITLE 10% DESIGN OF PROPOSED LANDSCAPE	CLIENT INFORMATION	 RESEARCH & DEVELOPMENT, LTD. <small>5908 YELLOWSTONE ROAD, SUITE B CHEYENNE, WY, 82009 (307) 632-5656</small>
	SCALE: 1"=10'		EVANSVILLE TRAIL LINKAGE PLAN CASPER AREA MPO CASPER DEVELOPMENT DEPT. #203 CASPER WY 82601	
	DRAWN/CHECKED BY: PE/EW		PROJECT NUMBER: 130-1899-00 (Y2-21104)	
	DRAWING PATH \$FILEL\$			



LEGEND

-  Shade Trees
-  Bench
-  Bike Rack (2 bikes ea.)


NOTES

1. Plant species shall be as recommended by Evansville Parks & Recreation Dept personnel.
2. Waypoints 3 & 4 shall be set well back from the railroad tracks, but with a clear line of sight for trainwatching. Coordinate location with property owner and track maintenance.
3. Waypoint 3 shall face south, toward the tracks.
4. Waypoint 4 shall mirror WP#3, facing north toward the tracks.
- 5 Waypoint 5 shall be oriented for ease of access between Casper Rail Trail and N. Walsh Dr.

Existing. ROW
Prop. Sidewalk

LANDSCAPE CONCEPT

Waypoint #3 Western Ave. north of railroad
Waypoint #4 Western Ave. south of railroad

2 OF 2	DATE: JULY 2021	10% DESIGN OF PROPOSED LANDSCAPE	CLIENT INFORMATION EVANSVILLE TRAIL LINKAGE PLAN CASPER AREA MPO CASPER DEVELOPMENT DEPT. #203 CASPER WY 82601	 RESEARCH & DEVELOPMENT, LTD. <small>5908 YELLOWSTONE ROAD, SUITE B CHEYENNE, WY, 82009 (307) 632-5656</small>
	SCALE: 1"=10'			
	DRAWING CHECKED BY: PE/EW	PROJECT NUMBER: 130-1899-00 (Y2-21104)		
DRAWING PATH	FILES			

ACKNOWLEDGEMENTS

The Evansville Trail Linkage Study team wishes to gratefully acknowledge the many agencies, staff, and civic-minded citizens who aided immeasurably in the development of this Plan.

Chad Aagard PE, Traffic Engr, WYDOT District 2
Jamie Marlene Alcala, Citizen
Mark Ayen, PE, Constr. Engr., WYDOT District 2
Chirsten Bahr, Citizen
Trevor Baker, General Manager, Komatsu Corp.
Casey Hanson Baruth, Citizen
Zuly Bastidas, Citizen
Kenneth Jay Bearsbackbone, Citizen
Michael Botkin, Citizen
Sandy Pflanz Bouchier, Citizen
Shelby Carlson PE, Western R&D
Casper Area MPO Staff, Citizen
Lorie Wayne Chesnut, WYDOT Safety Records
Compton Compton, Citizen
Casey Cowan, Citizen
Delina Dority, Citizen
Hon. Chad Edwards, Mayor of Evansville
Pat Ehrman, PLA, Landscape Architect, Western/Y2
Angela Emery, Platte River Trails
Kari Fictum, WYDOT Highway Safety Records
Kyle Gamroth, Citizen
Mark Graff, Citizen
Gary Grigsby, PE, Traffic Engineer, Western R&D
Michael Haigler, Natrona County
Paul Hanson, Evansville Dept of Public Works
Renee Hardy, GIS Technician, Casper Area MPO
Gabe Hathaway, Citizen
Sabrina Kemper, Citizen
Jill Dresang Kiester, Citizen
Carol Knop, Citizen
Brendan LaChance, Reporter, Oil City News
Robert Lewallen, Evansville Town Shop
Crystal Lybbert, Citizen

Raelene Malson, Citizen
Mindy McKillop, Komatsu Corporation
Delbert McOmie, PE, Western R&D
Sheryl Miech, Citizen
Bonnie Milne, Citizen
Dr. Brian Neville, LiDAR Specialist, Western R&D
TayCee Nobles, Citizen
Scott Norris, Citizen
Cora Palato-Page, Citizen
Amy Pickett Rose, Citizen
Sandy Porter, Citizen
Shane Porter PE, WLC Engineering
Kathy Ray, Citizen
Dorothy Reimann, Citizen
Bobbee Russell, KCWY News 13
Michael Scott, Citizen
Yolanda I. Scribner, Citizen
Rachel Sharkey, Citizen
Bruce Sowers, Citizen
Cathleen Stypa, Evansville Town Council
Mike Stypa, Evansville Planning and Zoning
Ralph Syvertson, Citizen
JoAnn True, Citizen
Rebecca & John Tucker
Keith Tyler, Citizen
Penny Van Holland, Citizen
Ed Waddell, Community Planner, Western R&D
Ian Walker, Citizen
Stephanie Kohlhaas Whitfield
Ursula Wilkerson, Citizen
Marty Wood, Citizen
Jeremy Yates, Supervisor, Casper Area MPO
Kendra Ziler, Citizen

RESOLUTION NO.21-141

A RESOLUTION APPROVING AND ADOPTING THE EVANSVILLE TRAIL LINKAGE STUDY FOR THE CASPER METROPOLITAN AREA.

WHEREAS, the Casper Area Metropolitan Planning Organization (MPO) initiated the Evansville Trail Linkage Study; and,

WHEREAS, the Evansville Trail Linkage Study represents a key component in the MPO's FY21 Unified Planning Work Plan (UPWP); and,

WHEREAS, the MPO is required to successfully complete all of the projects approved in the FY21 UPWP; and,

WHEREAS, the MPO Policy Committee passed a motion at their meeting on October 14, 2021, to approve the Plan; and,

WHEREAS, it is the desire of the governing body of the City of Casper to approve and adopt said Plan for the Casper Urbanized Area.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: That the Evansville Trail Linkage Study is hereby approved and adopted.

PASSED, APPROVED, AND ADOPTED on this ____ day of _____, 2021.

APPROVED AS TO FORM:




ATTEST:



Fleur Tremel
City Clerk

CITY OF CASPER, WYOMING
A Municipal Corporation

Steven K. Freel
Mayor

October 6, 2021

MEMO TO: J. Carter Napier, City Manager 

FROM: Liz Becher, Community Development Director 
M. Jeremy Yates, MPO Supervisor 

SUBJECT: Approval and Adoption of the Robertson Road to Mills Trail Extension Plan

Meeting Type & Date: Regular Council Meeting, October 19, 2021.

Action Type: Resolution

Recommendation: That Council, by resolution, approve the Robertson Road to Mills Trail Extension Plan conducted by the Casper Area Metropolitan Planning Organization (MPO) for the City of Mills.

Summary:

The MPO publishes a Unified Planning Work Program (UPWP) that outlines and guides its slate of projects for the upcoming year. UPWP projects are proposed by the member jurisdictions of the MPO, drafted by MPO staff, and approved by both the MPO Technical and Policy Committees. The objective of the UPWP is to provide local officials in all MPO jurisdictions and participating agencies with a method of ensuring that local and federal transportation planning resources are allocated in accordance with established governmental policies. The UPWP also ensures that the MPO is meeting its transportation planning objectives as identified in the 2020 update of the Long Range Transportation Plan: *Connecting Crossroads*. The UPWP provides guidance and structure for development of planning projects of importance to MPO members. Development of a UPWP project listing allows for the efficient use of federal and local municipal match.

The FY21 UPWP identified the need to complete the Robertson Road to Mills Trail Extension Plan. The purpose of the plan is to determine the feasibility of construction of a pathway through the town of Mills between Robertson Road and Wyoming Boulevard near Mills City Hall. The primary goal of the project was to evaluate the feasibility of constructing a shared-use pathway for bicyclist and pedestrian access with connectivity between existing and developing neighborhoods, future developments, and the existing Platte River Parkway Trail system. The MPO, through the City, contracted with consulting firm WWC Engineering to complete the study. The Mills Comprehensive Plan identified opportunities to improve connectivity between existing trails within Mills as well as the need to expand the trail system to the west and connect to newly developed neighborhoods.

The plan studied three (3) trail alignment options and identified alignment B as the most feasible given easement constraints in the study area. The plan includes a system conditions report,

recommendations, a summary of the MPO's public outreach for the project, cost estimates, and preliminary pathway design materials.

The MPO Technical and Policy Committees will be asked to approve this plan at their meetings on October 14, 2021. This action is intended to be a final approval of the plan. As the fiscal agent for the MPO, the City of Casper is asked to approve all plans regardless of the municipal jurisdiction involved with the project.

Financial Considerations:

Funding for this project comes from the MPO, including federal monies and contributions from member agencies. The MPO Policy Committee approved the funding of \$65,000 of MPO Programs and Projects funds from the Federal Consolidated Planning Grant for the total project on May 21, 2021.

Oversight/Project Responsibility:

M. Jeremy Yates, MPO Supervisor

Attachments:

Robertson Road to Mills Trail Extension Plan



CASPER AREA
METROPOLITAN PLANNING ORGANIZATION
Casper - Mills - Evansdale - Bar Nunn - Natrona County



CITY OF MILLS
EST. 1991



ROBERTSON ROAD TO MILLS TRAIL EXTENSION PLAN



SEPTEMBER 30, 2021
220

TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY	3
2.0 PROJECT OVERVIEW	4
2.1 Project History	4
2.2 Project Description & Location	4
2.3 Existing Conditions	4
2.4 Project Goals	4
3.0 ALIGNMENT ANALYSIS	5
3.1 Safety	5
3.2 User Experience	5
3.3 Recreational Opportunities	5
3.4 Grades & ADA Compliance	6
3.5 Easements & Rights-of-Way	6
3.6 Utilities	6
3.7 Environmental Considerations	6
3.8 Constructability	6
4.0 ALIGNMENT OPTIONS	7
4.1 Alignment Descriptions	7
4.2 Connection to Existing Pathways	9
5.0 PUBLIC INVOLVEMENT	11
5.1 Outreach Events	11
5.2 Public Response	11
6.0 PREFERRED ALIGNMENT	12
6.1 Preliminary Design Plans & Amenities	12
6.2 Final Design Considerations	12
6.3 Cost Estimate	16
6.4 Potential Funding Sources	17
7.0 PROJECT IMPLEMENTATION PLAN	20
8.0 REFERENCES	21
LIST OF FIGURES & MAPS	
Figure 1: Alignment A	7
Figure 2: Alignment B	8
Figure 3: Alignment C	9
Map 1: Trail Conceptual Plan	44
Map 2: WAPA Corridor Concept Plan	45
LIST OF TABLES	16
Table 1: Preliminary Engineers Estimate of Probable Construction Costs	
APPENDICES	
Appendix A – Public Outreach Summary	22
Appendix B – Preliminary Design Drawings and Exhibits	27
Appendix C – Amenity Illustrations & Cost Reference	43

1.0 EXECUTIVE SUMMARY

The Robertson Road to Mills Trail Extension Plan and feasibility study was conducted to determine the feasibility of construction of a pathway through the town of Mills between Robertson Road and Wyoming Boulevard near City Hall. The Mills Comprehensive Plan identified opportunities to improve connectivity between existing trails within Mills. The Plan also noted a need to expand the trail system to the west to connect to newly developed neighborhoods. The following is a summation of those efforts.

1.1 PROJECT PURPOSE & NEED

Founded in 1921, the City of Mills has a rich history including being part of the Oregon and Mormon Trails. Two of the many routes used by early settlers heading west came through Mills using the Child’s route and Poison Spider route. The Child’s route, or Child’s Cutoff, was a leg of the Oregon Trail which opened in 1850. This new route allowed emigrants to follow along the north bank of the North Platte River to avoid crossing at Fort Laramie. This cutoff lead emigrants right into what is now Mills, Wyoming.

Today Mills connects to a regional network of approximately 45 miles of trails spanning the entire Casper area. Within the existing Mills city limits, there are approximately four miles of pathways connecting to the Platte River Parkway. Mills residents can access the Platte River Parkway at First Street Park and at SW Wyoming Boulevard near First Street. The City of Mills and the Casper Area MPO want to connect this system with the Robertson Hills neighborhood and other newer residential developments within the City.



1.2 PROCESS

Community engagement and public outreach was performed to inform the communities of the planning process and intent of the Study, gather and document public input, and better understand the needs of the Mills community and visitors. Public input was collected in person at two events in Summer 2021, online and during a 30-day comment period for the draft document. Input was evaluated for consideration in the final plan document.

1.3 PREFERRED ALIGNMENT

Multiple alignments were explored and evaluated for their ability to best meet the project goals. Evaluation factors included: safety, grades and ADA compliance, user experience, recreational opportunities, utilities, land ownership, easements and right-of-way, constructability and environmental constraints.

The preferred alignment meets all the project goals, and all affected landowners have indicated preliminary support for the alignment. The trail location will be constructable and implementable while still providing opportunity for a great user experience and a safe pathway.



2.0 PROJECT OVERVIEW

2.1 PROJECT HISTORY

The economy of Mills continues to cycle through the boom and busts of the extractive industry and the town continues to expand services and amenities. The current population is approximately 4,500 people. The City is generally bordered by the US 20/26 Bypass in the northeast, Salt Creek Highway and the North Platte River to the east, River Crossing and Boles Roads to the south, and Robertson and Poison Spider Roads to the west.

Multiple studies and plans have been completed for the City of Mills and the Casper Area MPO regarding long term goals, and potential improvements to the area:

- The Mills Main Street Corridor Study goal was to explore the future implementation of a Downtown Riverfront District, and to provide corridor improvement recommendations and redesign concepts of SW Wyoming Boulevard with the objectives of enhancing connectivity, safety, placemaking, and economic opportunity.
- The Mills Comprehensive Plan established the vision and future character to guide the growth and development of Mills.
- The River Front Property Programming Study assessed the development potential along the riverfront property where this project's proposed pathway would end.

2.2 PROJECT DESCRIPTION & LOCATION

The Robertson Road to Mills Trail Extension Plan assesses the feasibility, and guides the development, of the construction of a pathway beginning at Robertson Road near the westerly city limits of Mills and connecting to the existing Platte River Trails corridor near the Platte River/ Wyoming Blvd. bridge. This trail would be a paved walking/biking, non-motorized use, multi-modal improvement trail.

2.3 EXISTING CONDITIONS

Multiple field visits were conducted to review the existing conditions throughout the study area in consideration of a potential pathway. The pathway alignment would pass through varying conditions ranging from open land areas to city streets and neighborhoods. Multiple existing utility easement corridors exist through the area, notably the Western Area Power Administration (WAPA) overhead power lines and multiple underground gas lines.



2.4 PROJECT GOALS

The primary goal of the project is to evaluate the feasibility of constructing a shared-use pathway to provide a bicyclist and pedestrian friendly pathway with connectivity between existing and developing neighborhoods, future developments, and the existing Platte River Parkway Trail system.

With safety concerns for runners, bicyclists, and walkers along Robertson Road and Poison Spider Road, the City of Mills and the Casper Area MPO are seeking a dedicated pathway for pedestrians to use for overall community enhancements while also improving safety concerns. With the increase in recreational opportunities, the pathway would provide a safe means to participate in some form of exercise to benefit their health. The pathway would create a family-friendly recreational corridor through the Mills community, improving the community's overall quality of life.

3.0 ALIGNMENT ANALYSIS

Multiple alignment options exist within the project corridor between Robertson Road and the existing pathway infrastructure east of the bridge at Wyoming Boulevard. A primary goal of this study is to evaluate these options, identify issues and overall feasibility, and ultimately identify a preferred alternative that would serve as the basis for moving the project forward toward construction in the future. Many factors were considered while evaluating potential alignment options. Primary criteria included the following:

3.1 SAFETY

Safety is of utmost importance for a project of this type. The construction of a shared-use pathway would need to meet the connectivity and user goals while at the same time minimizing the potential for vehicular and bicycle/ pedestrian incidents and improving the overall pedestrian safety along the corridor.

The preferred alignment will have sufficient signage indicating its pedestrian use. Signage will help indicate direction of travel, trail length and difficulty, prohibited activities, upcoming hazards or risks, and refuge areas. Multiple at-grade crossing would be required to cross existing streets. Each at grade crossing would need to evaluate site conditions and identify engineering controls for both pathway and vehicle traffic.



3.2 USER EXPERIENCE

The preferred alignment should consider the overall experience of the pathway user and incorporate opportunities for recreation and other future amenities. Separation from established roadways, maximizing scenic viewsheds, and utilizing open spaces where possible are all seen as advantageous. Impacts to users due to weather, primarily wind, should also be taken into consideration.



3.3 RECREATIONAL OPPORTUNITIES

In addition to accommodating traditional direct trail uses such as cycling, walking and running, trails can support more diverse user groups by considering supplemental amenities. Features such as nature-play, soft-surface trails, bike skills loops, exercise stations and public art displays can be incorporated along the corridor as funding allows. Co-locating these amenities adjacent to developed park, open space or trail heads increases use and ease of maintenance.



3.4 GRADES & ADA COMPLIANCE

The preferred alignment option would consider limitations of all potential users. Existing topography and grades play a large role in being able to comply with the requirements of the Americans with Disabilities Act (ADA) to ensure it is accessible and usable by individuals with disabilities. If Federal funding sources were to be used for construction, pathway designs would be required to meet current ADA Standards for Accessible Design (ADA, 2010). Circumstances exist where it may be possible to seek a design exception, however for the purposes of this study alignments were evaluated on the assumption that pathway would remain ADA compliant with maximum 2% cross slopes and maximum 5% running slopes. While ADA criteria allow steeper longitudinal grades if landings and handrails are provided, we did not consider this an option when evaluating alignments. Amenities at trailheads and waysides shall also be compliant with ADA, to include seating, signage and other features.



challenging slopes adjacent to wyoming boulevard

3.5 EASEMENTS & RIGHTS-OF-WAY

Existing land ownership plays a large factor when evaluating the feasibility of pathway alignments throughout the corridor. Any part of the proposed pathway alignment or potential construction disturbance located on private lands would require negotiations with each effected landowner for easement acquisition, land purchase, or other right of way acquisition strategies. Temporary construction easements would be required in areas where additional room is needed during construction. Once construction is complete or the term expires, the temporary easement would be terminated.

Multiple large utility corridors exist in the area that could be utilized as potential pathway locations. The utility easements limit current uses and future development potential in these areas, which could make right of way negotiations easier. City of Mills also owns multiple parcels throughout the area, many of which were acquired specifically with this project in mind. Taking advantage of City owned property will undoubtedly reduce costs and project time frames.

3.6 UTILITIES

As mentioned above, multiple buried and overhead utilities exist along the proposed alignment, including natural gas, overhead power, underground telephone, water, sewer, and cable. Pathway alignments should avoid direct conflict with utilities whenever possible to minimize utility relocation costs and limit potential future costs due to utility repair or maintenance work.



electrical equipment along alignment

3.7 ENVIRONMENTAL

Potential alignments also need to consider impacts to existing wetlands, wildlife, historical or cultural impacts, and vegetation. Conflicts with environmental factors could result in unexpected delays and increased costs to the project.

3.8 CONSTRUCTABILITY

Consideration of adjacent drainage patterns, conflicts with existing development (landscaping, retaining walls, etc.), fencing and access control, and other detailed design considerations were also evaluated when evaluating alignment alternatives.

4.0 ALIGNMENT OPTIONS

While the area within the project corridor is relatively large, multiple constraints exist that limit the potential locations for a pathway. The location of the Mobil Concrete pit and the boundary of the southerly City limits in the western half of the project area make a southerly route impractical. More options exist through the developed portion of Mills between 6th Ave. and Falcon Ave, however most of the potential routes through here would rely on following existing street corridors. Options through the eastern portion of the project are somewhat limited by the larger industrial properties that exist in this area.

4.1 ALIGNMENT DESCRIPTIONS

City of Mills staff had performed preliminary work identifying a potential alignment corridor prior to the onset of this project, including preliminary conversations with affected landowners. The initial alignment identified by Mills was used as a starting point in our evaluation. Two variants of this alignment were also evaluated, with the differences primarily being in the middle half of the project area. The east and west portions of the alignment identified by Mills make the most sense, and few other alternatives exist in these areas. The three alignment options evaluated in detail can be seen in below:

ALIGNMENT A

This is the initial option identified by City of Mills staff and is 2.93 miles or 15,490 linear feet. A primary advantage of this route from a user perspective is utilization of open space and separation from existing streets. The existing Western Area Power Administration (WAPA) corridor and multiple underground gas line easements were utilized, allowing the pathway to traverse through adjacent development while not restricting future development or being confined to existing street corridors. This option



Figure 1: Alignment A

increases user safety by minimizing potential conflicts with traffic and provides exceptional views of the Platte River Valley, Casper Mountain, and surrounding areas. This alignment also incorporates several parcels of City owned property, reducing the amount of right of way acquisitions required.

This alignment crosses a large swath of property owned by Mobile Concrete, at both their active pit and office/equipment yard locations. City staff had discussed the potential of a pathway with the owners of Mobil Concrete prior to initiation of this study, and consensus at the time was that they were generally in support of the project. WWC presented the potential alignment to Mobile Concrete and discussed the project in more detail during this study. The owners are in support of the overall project but expressed concerns of safety and liability related to operations at their pit and where the pathway would need to cross existing pit access roads. They have similar concerns for the portion of the alignment that crosses their yard near Wyoming Blvd, but the biggest concerns were related to the pit property. Potential measures that might address these concerns such as engineering controls, signage, easement language, and property acquisition were discussed. As of this time, the landowner is not supportive of this alignment due to its location across the pit property.

ALIGNMENT B

With the uncertainty of being able to cross the Mobile Concrete Pit property, alternative routes were explored. Alignment B is 3.25 miles or 17,172 linear feet. As described previously, moving south is not feasible leaving the next logical location to move north along Poison Spider Road. This option would maintain the same route on the east half and west end, with the only difference being jogging north to Poison Spider Road to go around the Mobile Concrete pit property. The alignment would leave Poison Spider across from the Oregon trail Road intersection and move south along an existing alley corridor to get back to the previously identified WAPA corridor. This option would still require crossing approximately 600 feet of the Mobile Concrete pit property, however it would not cross existing pit access roads and would be contained within an existing 85-foot-wide utility easement. This corner of the property could also be fenced, further isolating pathway users from pit operations.



Figure 2: Alignment B

No sidewalk currently exists along Poison Spider Road west of Oregon Trail Road. The distance from existing back of curb to right of way is approximately 17 feet, providing ample room for a detached pathway. Locating the pathway along Poison Spider would require crossing of multiple wide commercial approaches into adjacent properties, which is not ideal from a safety and pedestrian user perspective. The potential for vehicle-pedestrian conflicts is increased compared to an open space corridor or even when compared to following a residential street. The potential of the pathway following the north side of Poison Spider or even jogging further north around the developed properties

along Poison Spider were considered to try and mitigate safety concerns. Either of these would require 2 additional at-grade crossings of Poison Spider however, which may offset any safety benefits to moving further north.

This alignment was discussed with Mobil Concrete owners also, as it does still impact a portion of the pit property. While concerns over conflicts with pit operations still exist, property owners indicated this option is something they would consider.

ALIGNMENT C

The third alignment analyzed would continue east along Poison Spider to Pendell, then east along Pendell to Freeden Park where it would turn south and ultimately connect to the same original alignment at the east end of the Buffalo Meadows Development. This option offers the advantage of utilizing a larger amount of existing street corridors to minimize private landowner impacts. Conversely, this option has the least amount of open space, less separation from traffic, and arguably the highest potential for pedestrian traffic conflicts.



Figure 3: Alignment C

A further variation of this option was originally considered that would follow Pendell to Wyoming Boulevard, then paralleling Wyoming Boulevard south to the North Platte Bridge. This option would have the least impacts to private property and would require minimal easement acquisition, but would include very little open space. This option was not considered to be viable due to the increased potential for traffic impacts and the user experience being limited to confines of established roadways.

4.2 CONNECTION TO EXISTING PATHWAYS

The proposed pathway will connect two existing pathways, one on the western end of the alignment, and the other on the eastern end.

WEST CONNECTION

The connection on the western end of the proposed alignment is straight forward. The existing pathway which runs along Robertson Road ends at the intersection with River Heights Drive. The proposed pathway would begin at the north side of this intersection and extend through the newly developed residential area. Between River Heights Drive and Stillwater Way the pathway would be attached to the adjacent curb and gutter along Robertson Road. North of Stillwater Way the alignment will deviate from Robertson Road, traveling northeast just outside the Robertson Hills Subdivision.



west connection



looking south along Robertson Road

EAST CONNECTION

The connection on the eastern end of the proposed alignment will require careful planning and realistic pedestrian movements. A defined goal of the proposed pathway is to coincide with future development of the Riverfront property owned by the City near the Wyoming Boulevard bridge over the North Platte River, with a connection to the existing Platte River Parkway trail system at the northeast corner of the bridge. The pathway alignment near the river has been laid out with the previous Riverfront Comprehensive Plan and Concept Development in mind. Ideally the pathway is incorporated into any future development along the river by the City of Mills.



looking south at Riverfront property site

From a safety standpoint, the pathway crossing at Wyoming Boulevard will be a critical concern. With the high traffic volumes along the road, it poses a potential safety concern with pedestrians. The simple solution would be an at-grade crossing of Wyoming Blvd near the bridge.



looking south along Wyoming Boulevard



High traffic volumes and limited sight distance around the curve would create a serious safety hazard, eliminating this crossing as a viable option. Other alternatives considered to for providing connectivity across Wyoming Boulevard include:

UTILIZE EXISTING BRIDGE AT WYOMING BLVD

At first glance, utilizing the existing bridge seems like a simple solution. However, there is not enough vertical clearance over the river to allow a pedestrian underpass which rules out that option. Addition of a widened sidewalk along the west side of the bridge to allow use of the existing underpass south of the river would be possible, but would require widening and modification of the bridge deck which may be cost prohibitive compared to other alternatives.

PEDESTRIAN BRIDGE OVER THE RIVER

Another way to utilize the existing underpass south of the river would be to install a separate pedestrian bridge over the Platte River to the west of the existing traffic bridge. Pathway users could then utilize the existing pathway tunnel beneath Wyoming Boulevard to then cross back over the traffic bridge with the existing sidewalk and make the connection to the pathways north of the river. While still expensive, this option would likely cost less than widening the existing roadway bridge. The primary concern we have with the option is

the additional distance this route would require. Pedestrians may view this as an unnecessary detour and consider crossing Wyoming Boulevard in an undesignated location, which as discussed previously would be a safety concern.

SIGNALIZED AT GRADE CROSSING

As indicated in the Mills Main Street Corridor Study, our recommendation would be to utilize a signalized crossing to cross Wyoming Boulevard. A rectangular rapid flashing beacon (RRFB) could be installed at the 4th street intersection as indicated in the Corridor Study to align with future development and access control.

If the crossing were moved west from the bridge and into the tangent section of the roadway, engineering controls such as signalization, signage, pavement markings, and pedestrian refuge islands could be incorporated into a safe at-grade crossing design. Our recommendation would be to install an at-grade cross over Wyoming Boulevard near 4th St. This would allow the crossing to be 500' from the curve and providing maximum site lines for vehicles and pedestrians. The pathway would then follow the sidewalk on the north side of Wyoming Boulevard and connecting to the existing pedestrian pathways near the river. This location would also coincide with future development plans for the adjacent Riverfront property. WYDOT would need to be approve this crossing design. Preliminary conversations indicate they are not opposed to the concept, but it may require installation of a traffic signal at this intersection. If this crossing could be done in conjunction with adjacent development of the Riverfront area, this option appears to be the most feasible. However the cost of this crossing by itself may be cost prohibitive if a traffic signal were to be required and costs could not be distributed between the pathway and future development infrastructure.

5.0 PUBLIC INVOLVEMENT

5.1 OUTREACH EVENTS

Community engagement and public outreach was performed to inform the communities of the planning process and intent of the Study, gather and document public input, and better understand the needs of the Mills community and visitors.

Our team conducted two public outreach events during the course of the study. On June 12th, 2021 an informational booth was displayed during the City of Mills 100th Anniversary Summerfest event. Project goals and intent were conveyed, along with an opportunity to provide feedback on pathway usage and preferred features and amenities. On August 17th, 2021 an informational booth was manned during the bi-weekly farmers market at the David Street Station. The three alignment options were presented along with a summation of feedback received from the first outreach. Attendees were encouraged to ask any questions they had and provide any comments or feedback to the team.

In addition to the two public outreach events, individual contact was made with each affected private landowner who might be affected or impacted by the pathway. The goal of these contacts was to share an overview of the project and identify any landowner concerns that might impact the feasibility of a particular alignment or impact the potential of being able to secure easements in the future. A summary of input collected during the outreach process is included in Appendix A.



public outreach #1 participants

5.2 PUBLIC RESPONSE

The response received during the public involvement process was overwhelmingly positive. Everyone that provided feedback was in support of the overall project concept and were excited about the prospect of adding additional pathways to the existing network. The two concerns we heard about most during our outreach conversations were safety and connectivity.

SAFETY

Vehicular collisions are generally the most dangerous and damaging accidents for pedestrians and bicyclists to due to the sheer size and speed of automobiles. Current pedestrians and bicyclists must use Robertson Road, Poison Spider Road, and various connection streets within the Mills area, all of which are significantly more dangerous than a dedicated multi-use pathway. There is currently no signage or designated areas pedestrians and cyclists along the roadway save for a few locations of sidewalk. The pathway would provide a much safer route for walkers, runners, and bicyclists. This was the most discussed topic during our individual conversations with affected landowners.

CONNECTIVITY

The City of Mills recently has seen an expansion and growth of residential areas west of town near the Robertson Road area. This pathway would allow for the city of Mills to be connected through transportation alternatives other than automobiles. The pathway would allow children and adults of all ages to travel independently between various residential areas of the city. Ensuring that the selected route would provide connectivity and access to surrounding neighborhoods, future development, and existing trail systems was a frequent topic of conversation during the public involvement process.

6.0 PREFERRED ALIGNMENT

Considering the numerous factors described in Sections 3 and 4 above, and after careful evaluation of each alignment we believe that Alignment A as originally identified by the City of Mills is the best option from purely a pathway design perspective. It is the most scenic, provides the most open space, and has the least potential for traffic conflicts compared to the other two alignment options. However, based on recent conversations with the landowner we do not see it being feasible to obtain needed easements or right of way acquisition at this time. Based on that, the recommendation is to move forward with Alignment B as the most feasible alternative (see Figure 2 and Map 1). This alignment meets all the project goals, and all affected landowners have indicated preliminary support for this alignment. While it may not contain all of the same advantages as Alignment A, Alignment B avoids areas of significant landowner concern while still providing opportunity for a great user experience and a safe pathway.

6.1 PRELIMINARY DESIGN PLANS & AMENITIES

Conceptual designs were developed for the alignment following design criteria found in the following guidance documents:

- American Association of State Highway and Transportation Officials (AASHTO) guideline "Guide for the Development of Bicycle Facilities" (AASHTO 2012)
- AASHTO "Guide for the Planning, Design, and Operation of Pedestrian Facilities (AASHTO, 2004), and
- 2010 ADA Standards for Accessible Design (ADA, 2010).

A pathway width of 10-ft is recommended, though sections of the path may need to be narrowed in order to fit within the available Right of Way corridor. The preliminary design comprises major design elements including the current estimated ROW, the pathway alignment in plan and profile, typical sections, and design feature locations. ROW widths, potential easement acquisitions, ADA compliance and slope, construction costs, and pathway materials were all considerations during design. The preliminary design drawings are provided in Appendix B.

In addition to the preliminary design plans along the preferred alignment, illustrations depicting potential amenities that could be incorporated along the alignment are shown in Appendix C.

6.2 FINAL DESIGN CONSIDERATIONS

In order to move the project to final design and construction, additional effort will be required in the several areas. Primary considerations are described in more detail below:

RIGHT OF WAY & EASEMENT ACQUISITION

Easements from seven individual landowners will be required in order to secure the necessary Right of Way to move forward with construction. While we made initial contact with all landowners along the preferred alignment, additional negotiations will be required to discuss and negotiate the terms and conditions of the easements. Legal descriptions and exhibits will need to be prepared that define the easement areas, which will require a boundary survey in some instances.

DESIGN CONSTRAINTS

While there will be many specific design details to be worked out during final design, there are four notable areas that warrant identification:

- South of Robertson Hills 2 just west of the CWRWS Water Tank (Station 33+50 to 36+00 ±) there is a small area of very steep topography that will be difficult to design to ADA complaint grades.



- Approximately 700 feet of fence would be required to limit access onto the Mobile Concrete Pit property (Station 87+00 to 93+00 ±).



- A very narrow corridor exists at the east end of the Buffalo Meadows subdivision (Station 126+00 to 129+75 ±) that the pathway would have to fit inside. This area was reserved during negotiations between the City and the developer specifically for this pathway. The

available easement width is just over 10-foot wide, with existing 6-foot chain link fence on the north side and subdivision barrier fencing proposed along the south side it may not be possible to construct an 8-foot wide pathway though this reach. While it will function, the narrow corridor will be detrimental to user experience through this area.



- The entire portion of the pathway across the Mobile Concrete Office and yard property (Station 140+00 to 152+00 ±) will need to be fenced to prevent access to the adjacent property. Depending on the type of fencing installed and the negotiated easement width, this could result in a similar “narrow hallway” feel as chain link fencing currently exists along the north side. The existing electrical service (Station 149+00±) to the Mobile Concrete property will likely need to be relocated as a condition of the landowner in order to eliminate conflicts with the pathway.



ENVIRONMENTAL

The level of effort required for environmental clearances will likely be determined by the funding sources used for the project. If Federal funds are used, the project will be required to conform with the National Environmental Policy Act (NEPA) rules and regulations. NEPA requires that prior to funding, authorizing, or implementing an action, agencies consider the effects that their proposed action may have on the environment and the related social and economic effects, as early as possible in any given decision-making process. Federal agencies comply with NEPA for an activity or action by evaluating the environmental impacts of the action in one of three levels of analysis: Categorical Exclusion (CATEX), Environmental Assessment (EA), or Environmental Impact Statement (EIS). The NEPA action for the proposed pathway is likely a CATEX.

The following are the primary steps to be completed for the CATEX:

- Prepare scoping letters with details on the proposed scope of the project,
- Send scoping letters to the Wyoming Game and Fish Department, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, State Historic Preservation Office, and other applicable agencies depending on project specifics,
- Complete design plans to 35% to determine proposed impacts,
- Complete a Class III Cultural Survey,
- Determine if existing wetlands are impacted,
- Complete a biological review and review of Threatened and Endangered Species
- Summarize findings and documentation of CATEX determination.

Conversely, if the project were to be funded with local or private funds, it may not be required to follow the NEPA process.

ENVIRONMENTAL REVIEW

As part of this study, a preliminary review of data in the public record was reviewed to determine the potential for any known environmental concerns along this corridor. The National Wetlands Inventory (NWI) database of known wetland areas was reviewed, along with limits of defined floodplains. The area near the North Platte River contains previously delineated wetlands along the banks, though the proposed alignment does not impact any of them. The entire area along Wyoming Boulevard south of Mobile Concrete property is located inside the delineated floodplain, though no restrictions exist for pathways being located inside a floodplain. Other databases of previously contaminated sites with Wyoming Department of Environmental Quality and EPA were reviewed but did not identify any potential issues. While this brief review is no guarantee that no environmental concerns exist, we do not anticipate any significant environmental impacts delaying or impeding this project.

PARKING & PATHWAY ACCESS

While the pathway would be easily accessible by local residents and pedestrians and bicyclists using it as a connection from adjacent trails, the addition of trailheads and designated parking areas for users is worth consideration. The ability for residents to drive to a parking lot and utilize the pathway is a great way to increase access and overall pathway use. It can also serve as



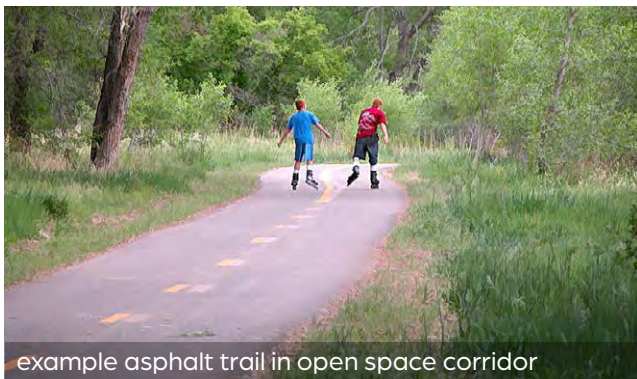
example neighborhood trail access point

a great location for integration of trail system maps or the addition of other amenities. The vacant lot inside the WAPA corridor near the intersection of Pontiac Street and 3rd Avenue could be a potential location for future parking area and trailhead, as would the area just north of the intersection of Stillwater Way and Robertson Road.



SURFACING TYPE

Two options exist for pathway surfacing material, asphalt or concrete. Concrete Pathways are common in urban settings and can have a greater life expectancy. However, initial construction costs can be higher when compared to asphalt. Asphalt paths are frequently used in undeveloped, open space corridors. Either material is a viable option, cost and long term maintenance should be evaluated along with stakeholder preference.



Our recommendation would be to consider a concrete pathway in locations adjacent to existing streets and developed areas (along Robertson Road and Poison Spider Road), while considering asphalt through the undeveloped open spaces (WAPA corridor).

A granite sands or stabilized crusher fines shoulder could also be added in areas through park and open spaces to allow an alternative surface for trail runners and gravel cyclists.



6.3 COST ESTIMATE

A preliminary cost estimate for final design, permitting, and pathway construction is provided in Table 1. The cost estimate will provide the City of Mills and Casper Area MPO an estimated breakdown of costs for each component of the Project to assist in identifying and securing funding for future phases.

BASE PATHWAY

ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
Mobilization & Bonds	LS	1	\$100,000	\$100,000
Right-of-Way Acquisitions	LS	1	\$50,000	\$50,000
Traffic Control	LS	1	\$10,000	\$10,000
Unclassified Excavation	CY	6000	\$40	\$240,000
Embankment	CY	2500	\$50	\$125,000
6" Concrete Pathway & 4" Crushed Base	SY	6500	\$70	\$455,000
3" Asphalt Pathway & 5" Crushed Base	SY	12500	\$50	\$625,000
Signage	LS	1	\$15,000	\$15,000
Fencing	FT	2500	\$50	\$125,000
Erosion & Sedimentation Control	LS	1	\$10,000	\$10,000
Re-seeding	LS	1	\$25,000	\$25,000
Construction Estimate				\$1,780,000
Contingency (10%)				\$178,000
<u>Final Design & Construction Administration</u>				<u>\$195,800</u>
TOTAL				\$2,153,800

OPTIONAL PATHWAY AMENITIES

ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
Trees (shade and windbreak)	EA	100	\$500	\$50,000
Trailheads & Access Points	Allow	1	\$75,000	\$75,000
Waysides/Overlooks	EA	2	\$7,500	\$15,000
Soft Surface Bike Loop	Allow	1	\$10,000	\$10,000
Natural Play Node	EA	1	\$10,000	\$10,000
Construction Estimate				\$160,000
Contingency (10%)				\$16,000
<u>Final Design & Construction Administration</u>				<u>\$17,600</u>
TOTAL				\$193,600

NOTES

1. Does not include escalation for inflation – assume 5% per year
2. Does not include tap or permitting fees.
3. Does not include power, utility POC's or sleeving.
4. Costs are based on date of estimate only and subject to fluctuation.
5. Does not include detailed design or engineering fees if required.

6.4 POTENTIAL FUNDING SOURCES

Project funding may be provided through a variety of sources including grants, loans, or private contributions. Numerous grants and loans are available at the local, state, and federal level to assist with funding for the future design, permitting, and construction of the pathway. Securing funding from key project stakeholders in addition to solicitation of local donations is advisable to create matching dollars, which will increase the likelihood of securing funding through state and federal programs. The City of Mills may choose to show their commitment for the Project through providing financial support for certain elements, such as final engineering design and permitting. This commitment of funds would be important to include on grant and loan requests to show the communities' support.

LOCAL CONTRIBUTIONS

The contributions from the City of Mills will be important for funding aspects of the final pathway design, construction oversight, construction costs, and other Project expenses. The funds contributed would serve as leverage to obtain additional grant and loan funding, as it is typically important to show support from the local municipality.

GRANTS

Grants provide an opportunity for various entities to administer funds for project design and construction with no obligation of repayment. Because grants do not require repayment, the process of obtaining the funding is often more competitive than similar loan programs. The Wyoming Office of State Lands and Investments (SLIB) administers several grants, as do entities such as the Wyoming Business Council (WBC) and WYDOT. Other grant programs exist at the local, state, and federal level with various requirements and monetary values.

MINERAL ROYALTY GRANT (MRG)

Similar to the CWC Grant, MRG applicants may be applied for by towns, counties, and joint powers boards. The MRG funds are awarded with approximately 87.5% of the available funds allocated to projects where the MRG funding does not exceed 50% of the eligible project costs. To demonstrate eligibility for the MRG program, the project must alleviate an emergency situation of health, safety, or welfare, promote compliance with a federal or state mandate, or provide an essential public service. The pathway would increase the safety for pedestrians traveling the corridor, promoting the safety of citizens. The MRG funds are available for construction costs in addition to engineering fees (including design, inspection, and contract administration) up to 20% of the project's construction cost. A statement of feasibility from an Engineer is required during the application process in addition to providing other funding sources expected to be utilized for the project. The MRG applications are considered with criteria including funding matches, financial need of the applicant, and the percentage of the applicant's population served by the project.

TRANSPORTATION ENTERPRISE ACCOUNT (TEA)

The TEA has grants and loans awarded by SLIB to Wyoming counties, municipal corporations, and others for the purpose of enhancing transportation in Wyoming. The TEA application includes information on project scope and other funding sources expected to be utilized. After applications are reviewed by WYDOT and a legislative committee, SLIB prioritizes applications based on criteria including project funding expectations, urgency, and the percentage of the applicant's population directly served. The funds from the TEA may be applied to applicable project costs including professional services.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

TAP consists of federal funds administered by WYDOT. The purpose of the TAP funds is to expand travel choices and enhance transportation. To be eligible, a project must relate to surface transportation through at least one eligible activity, with the pathway eligible as a pedestrian and bicycle facility and safe route for non-drivers, and potentially under other activities. The TAP funding is approximately \$2.1 million throughout Wyoming every year with a competitive application program. The pathway may have grant allocations from the TAP with opportunities improved based on the public involvement, planning, and design completed through this Study. The TAP funds operate on an 80% TAP to 20% local cash match, meaning alternative funds will be required for matching purposes.

SAFE ROUTES TO SCHOOL (SRTS)

The SRTS program was created for the encouragement of children to safely walk and bicycle to school. The SRTS program is administered by WYDOT and funds programs at schools or school districts in addition to infrastructure projects within a two-mile radius of targeted schools. A portion of the pathway is within a 2-mile radius of the Oregon Trail Elementary School. If the pathway is considered completely eligible or partially eligible and ultimately selected for funding under the SRTS program, the associated federal funds are available with no match required. Eligible applicants include school districts, state agencies, counties, municipalities, and nonprofit organizations. The SRTS application requires project information including a detailed cost estimate and are scored upon recommendations of a committee with final award by the Wyoming Transportation Commission.

Wyoming Business Council (WBC)

The WBC administers many grants including the Rural Development - Community Development grant to assist rural communities in making improvements to the quality of life for citizens,

enhance visitor experience, and encourages others to come live in the community. Grants up to \$2,500 are available through the Rural Development Community Development Grant program. Additional grants with maximum allocations of \$500,000 or more are available under the Business Ready Communities (BRC) Grants. These grants are intended for projects that will promote economic development within communities and applicants that can demonstrate economic expansion of the local economy directly associated with the project are more likely to be funded.

WYOMING RECREATION TRAILS PROGRAM (RTP) GRANTS

RTP grants are administered by the Wyoming State Parks, Historic Sites and Trails (SPHST) with funds derived from the federal gas tax paid on non-highway recreation fuel used by off-highway vehicles. The funds are available for local, state and federal agencies in addition to non-profits. The typical annual fund allocations are approximately \$1.5 million with approximately \$400,000 allocated to non-motorized trails. The grant amounts administered through the RTP for non-motorized trails range from \$10,000 to \$50,000 and may be exceeded in special conditions with additional approval of SPHST management and others. The utilization of the RTP grants requires additional requirements including Buy America requirements for iron and steel, System for Award Management (SAM) registration, and various requirements for agreements on the project and monitoring and reporting the grant allocation. A non-motorized RTP may be applied to planning, engineering, and design work not to exceed 15% of the project's total cost and landscaping along the pathway is not eligible unless it is required as a screen between adjacent landowners. During the application and prioritization process for RTP grants a priority multiplier is applied to projects scores, with hard-surfaced community trails having the minimum multiplier of 1.0, the maximum multiplier being a 1.5 for maintenance or restoration of trails.

LOANS

Various loans are available through SLIB for infrastructure projects including Capital Construction Loans and loans through the TEA program. The TEA loan requirements are the same as the grant requirements. Loans through SLIB are often low interest with favorable loan terms.

CAPITAL CONSTRUCTION LOAN

Similar to the grant programs available through SLIB, the Capital Construction Loan may be granted to a town or county. Eligible projects for the Capital Construction Loan include purchase of land, renovating or upgrading existing infrastructure, and planning and construction for street and road projects. Additional requirements for the Capital Construction Loan include development and implementation of a maintenance plan through the duration of the loan, an Engineer's feasibility statement, and commitment letters from other funding sources. The Capital Construction Loan's interest rate is calculated as 1% plus 0.75% for each year of the loan term in excess of 5 years with the maximum loan term being 25 years. The Capital Construction Loan applications are considered based on several criteria including the project's contribution to health, safety and welfare of citizens, project and financial need, and the applicant's ability to repay the loan. The pathway may not be classified as a "street or road project" and further clarification should take place with SLIB prior to applying for the Capital Construction Loan.

7.0 PROJECT IMPLEMENTATION PLAN

Successful implementation of the Project includes the following steps: identifying and securing funding, complete the design and permitting, construction activities, and O&M of the constructed pathway.

FUNDING

Development of a funding program by the Committee is an essential first step towards completion of the Project. The Committee should research all potential funding sources and develop a comprehensive funding program for the Project. The funding program should consider planning options including:

- Identification of multiple funding sources and their specific requirements,
- Phased pathway construction alternatives,

Additionally, individual funding sources should be consulted to discuss options and determine the best paths forward. Meeting funding application deadlines and securing grant matching funds is vital for Project completion. Once constructed, a sustainable, long-term program for funding pathway O&M is essential to ensure a safe and viable pathway system for future generations.

DESIGN

The intent of this Study is to identify a preliminary pathway alignment, identify potential regulatory requirements, development of preliminary designs and estimated costs, and provide a clear path forward to move towards a constructed Project. As such, additional design, permitting, potential easement acquisition, and other associated tasks are necessary to advance the Project to bidding and construction. The cost estimate provided in Table 1 was developed to provide the detail necessary for the Committee to secure Project funding, and to move towards a final design.

CONSTRUCTION

A competitive bidding environment is advantageous in that it allows the opportunity for multiple contractors to bid projects, generally resulting in fair and equitable construction costs. Final design and permitting for the Project should be completed and timed to allow for late fall/winter bidding to maximize contractor turnout and ensure competitive costs for spring/summer construction.

MAINTENANCE

An O&M manual should be developed to ensure the entity responsible for the pathway follows established maintenance procedures and safety inspections to maintain the pathway as a successful, long-term community asset.

8.0 REFERENCES

Mills River Front Concept Development, River Front Property Programming & Feasibility Study to Provide Recommendations for Undeveloped Land in the Town of Mills, Wyoming, 2016

Uniquely Mills, Comprehensive Plan, 2017, Town of Mills

Nelson Nygaard., 2020, Mills Main Street Corridor Study

American Association of State Highway and Transportation Officials, 2004, Guide for the Planning, Design, and Operation of Pedestrian Facilities. Available for purchase on the Internet as of March 2021: <https://www.transportation.org/>

_____, 2012, Guide for the Development of Bicycle Facilities, Fourth Edition. Available for purchase on the Internet as of March 2021: <https://www.transportation.org/>

Miller, Kirk A., 2003, Peak-Flow Characteristics of Wyoming Streams, Water-Resources Investigations Report 03-4107. Available on the Internet as of March 2021: <https://pubs.usgs.gov/wri/wri034107/pdf/wri034107.pdf>

United States Department of Justice, Civil Rights Division, 2010, 2010 ADA Standards for Accessible Design. Available on the Internet as of March 2021: https://www.ada.gov/2010ADASTandards_index.htm

United States Department of Transportation, Federal Highway Administration, 2021, Uniform Easement Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Available on the Internet as of March 2021: <https://www.fhwa.dot.gov/hep/guidance/>

[Wyoming Department of Transportation, 2020, Highway Safety Segment Crash History Report, Year 2015-2019, LRS Route: ML 37 B US14, From RM:82.8 to RM 88.4. Electronic copy only, available on request from WYDOT.](#)

_____, 2018, Programmatic Agreement Between the Federal Highway Administration, Wyoming Division and the Wyoming Department of Transportation Regarding the Processing of Actions Classified as Categorical Exclusions for Federal-Aid Highway Projects. Available on the Internet as of March 2021: http://www.dot.state.wy.us/files/live/sites/wydot/files/shared/Environmental_Services/Documents/Programmatic%20CE%20Agreement%20with%20FHWA%202018.pdf

APPENDIX A – PUBLIC OUTREACH SUMMARY

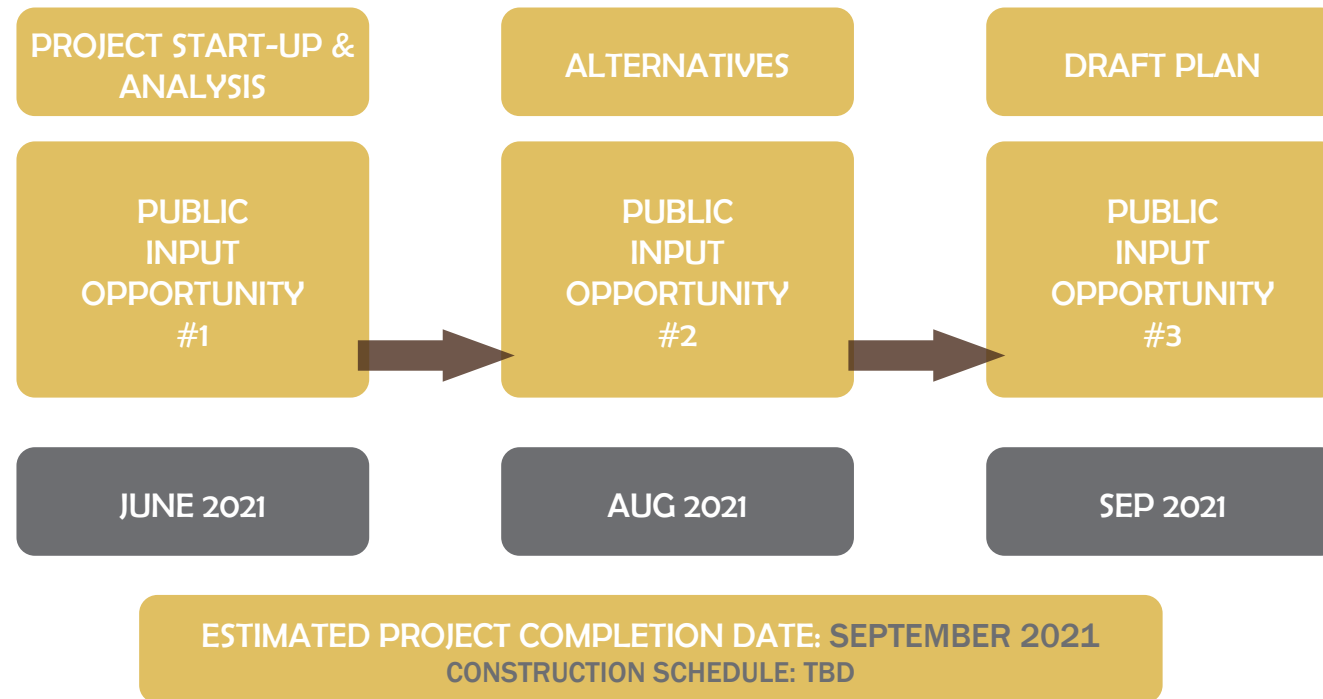
ROBERTSON ROAD TO MILLS TRAIL EXTENSION PLAN

PROJECT OVERVIEW

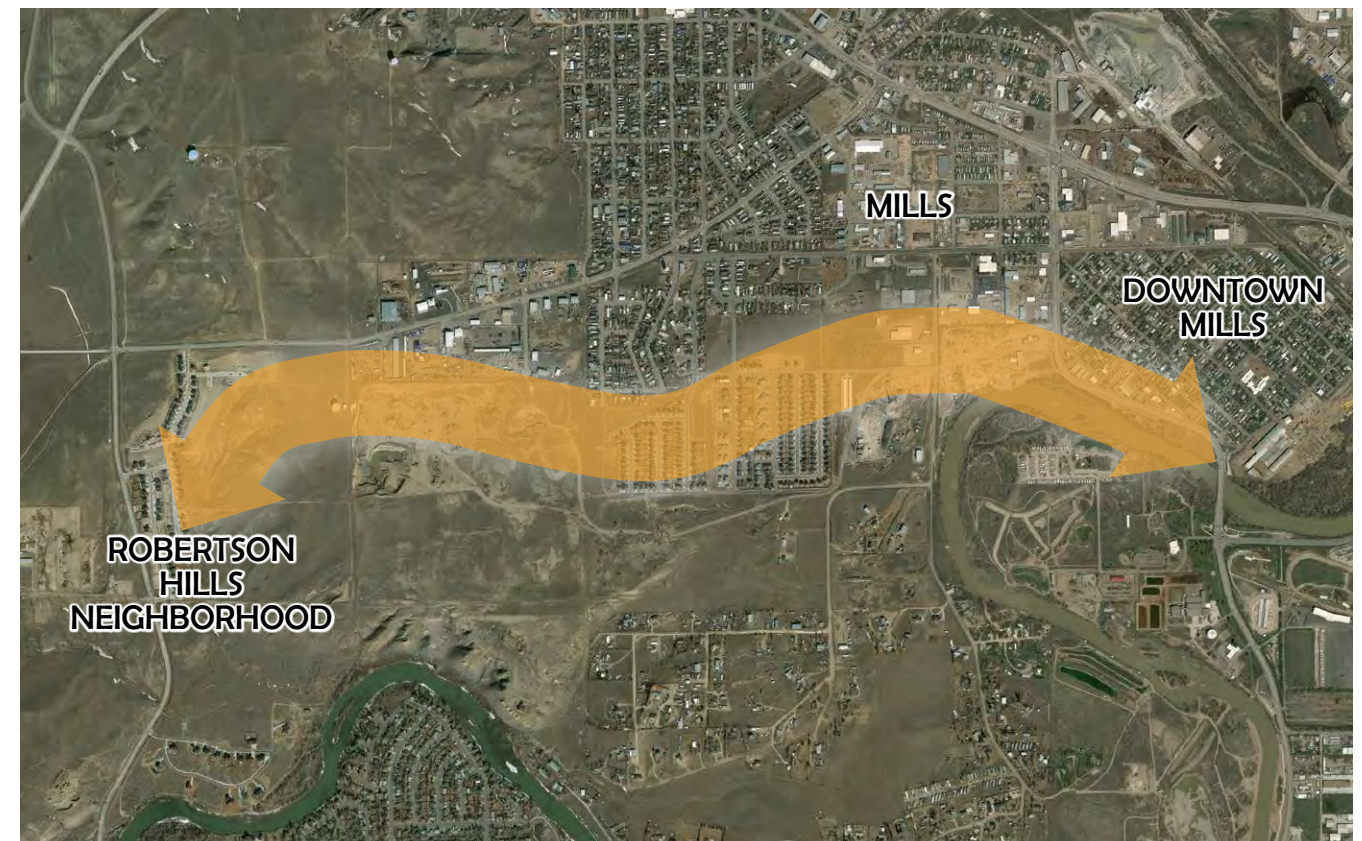
The project will assess the feasibility and guide the development of the construction of a multi-modal trail from Robertson Road to the existing Platte River Trail corridor.

This study would help meet the goals set forth in the most recent update of the Long Range Transportation Plan: Connecting Crossroads including, increasing transportation options for all modes and improving the safety and health for all residents.

PROJECT SCHEDULE



PROJECT STUDY CORRIDOR



FOR MORE INFORMATION VISIT:

casperareampo.org

WHAT WE HEARD

Public input is an important aspect of the Robertson Road to Mills Trail Extension Plan.

The following is a summary of what we heard from our open house booth at Mills' 2021 Summerfest and 100 Year Anniversary Celebration.

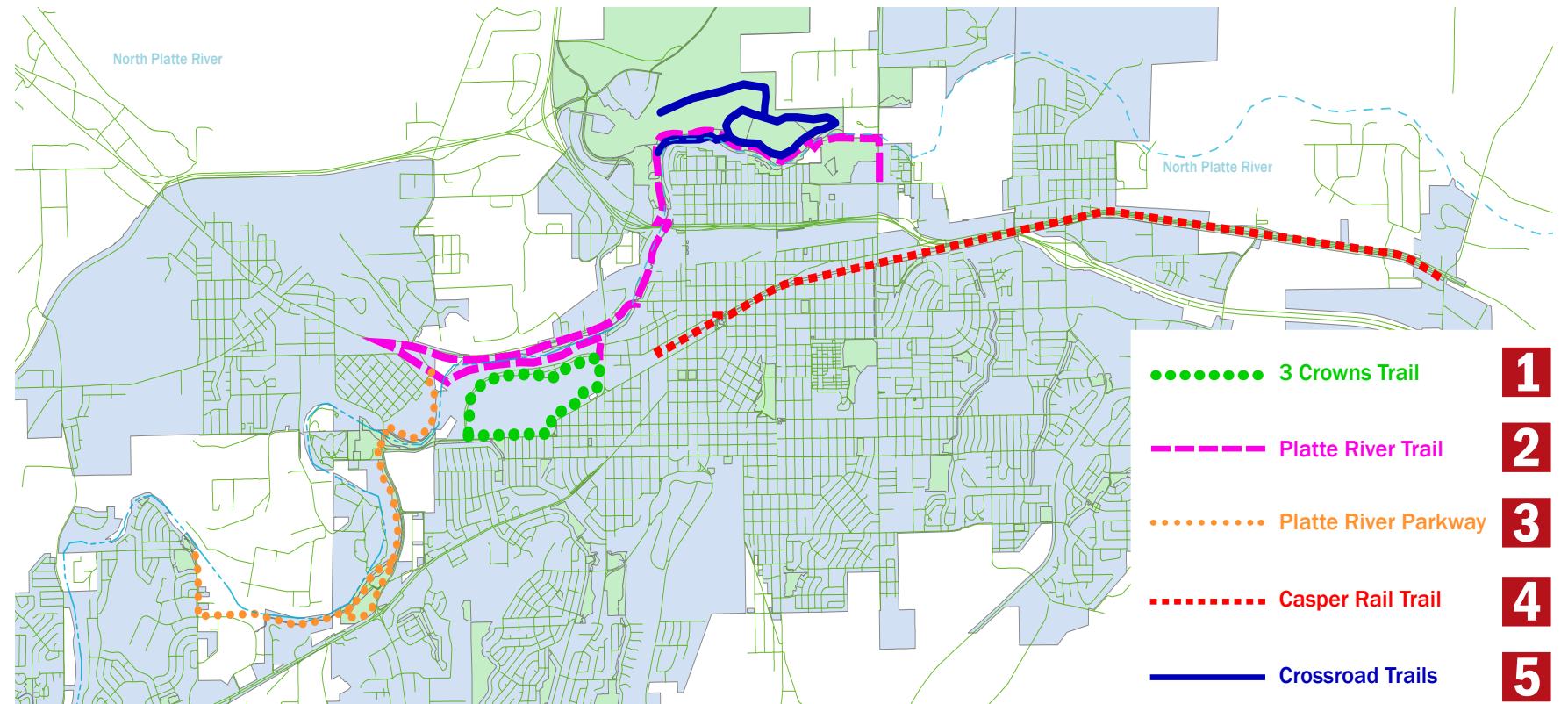
Trail alignments shown were also reviewed with adjacent landowners for feasibility prior to determining a preferred alignment.

Thanks to all who have participated in this process!

PUBLIC OUTREACH #1 SUMMARY

TRAIL USAGE

1 = most frequently used, 5 = least frequently used



TRAIL USAGE

How you will use the trail, 1 = highest number of users, 5 = lowest number of users

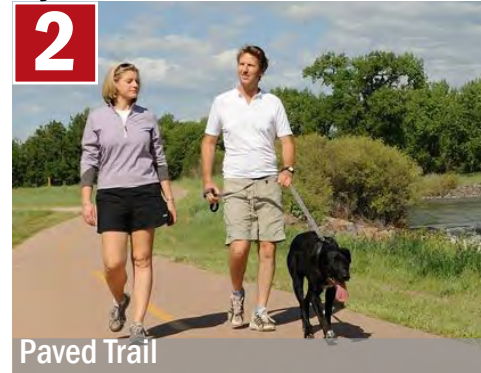


TRAIL FEATURES

1 = highest priority features, 5 = lowest priority features



Lighting



Paved Trail



Dog Waste Station



Distance Markers



Trail Maps



Soft Surface Trail/Shoulder



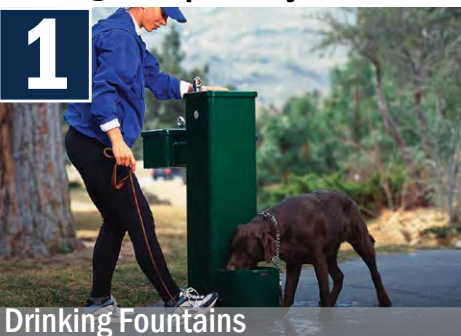
Bike Racks



Bike Repair Station

TRAIL AMENITIES

1 = highest priority amenities, 5 = lowest priority amenities



Drinking Fountains



Plantings/Wind Protection



Natural Play Area



Public Art



Shade Pavilions/Gathering Spaces



Seating/Picnic Tables

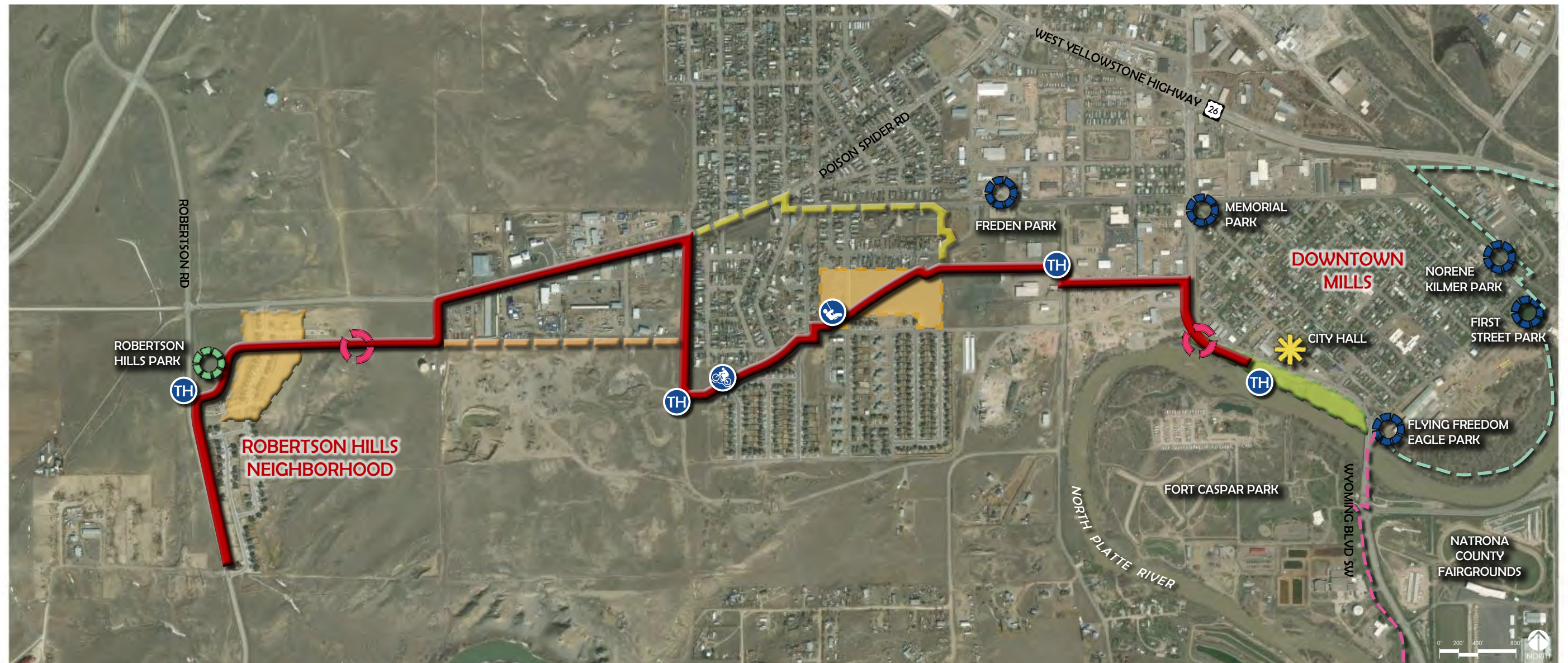


Overlook/Scenic Viewpoint



Exercise Stations

ROBERTSON ROAD TO MILLS TRAIL EXTENSION PLAN



- | | | | |
|--|---------------------------------|--|---------------------------------------|
| | PREFERRED TRAIL ALIGNMENT | | PLATTE RIVER PARKWAY |
| | ALTERNATE ALIGNMENT A* | | PLATTE RIVER TRAIL |
| | ALTERNATE ALIGNMENT B* | | RESIDENTIAL DEVELOPMENT AREA |
| | PROPOSED TRAILHEAD/ACCESS POINT | | POTENTIAL RIVERFRONT DEVELOPMENT AREA |
| | PROPOSED WAYSIDE OR OVERLOOK | | EXISTING PARK |
| | PROPOSED SOFT SURFACE BIKE LOOP | | FUTURE PARK |
| | PROPOSED NATURAL PLAY NODE | | |

*ALTERNATE ALIGNMENTS ARE SHOWN FOR REFERENCE ONLY AND WERE NOT SELECTED BASED ON ABILITY TO SECURE AGREEMENTS WITH ADJACENT LANDOWNERS AND INCREASED SAFETY CONCERNS ALONG THESE ALIGNMENTS.

NOTES:

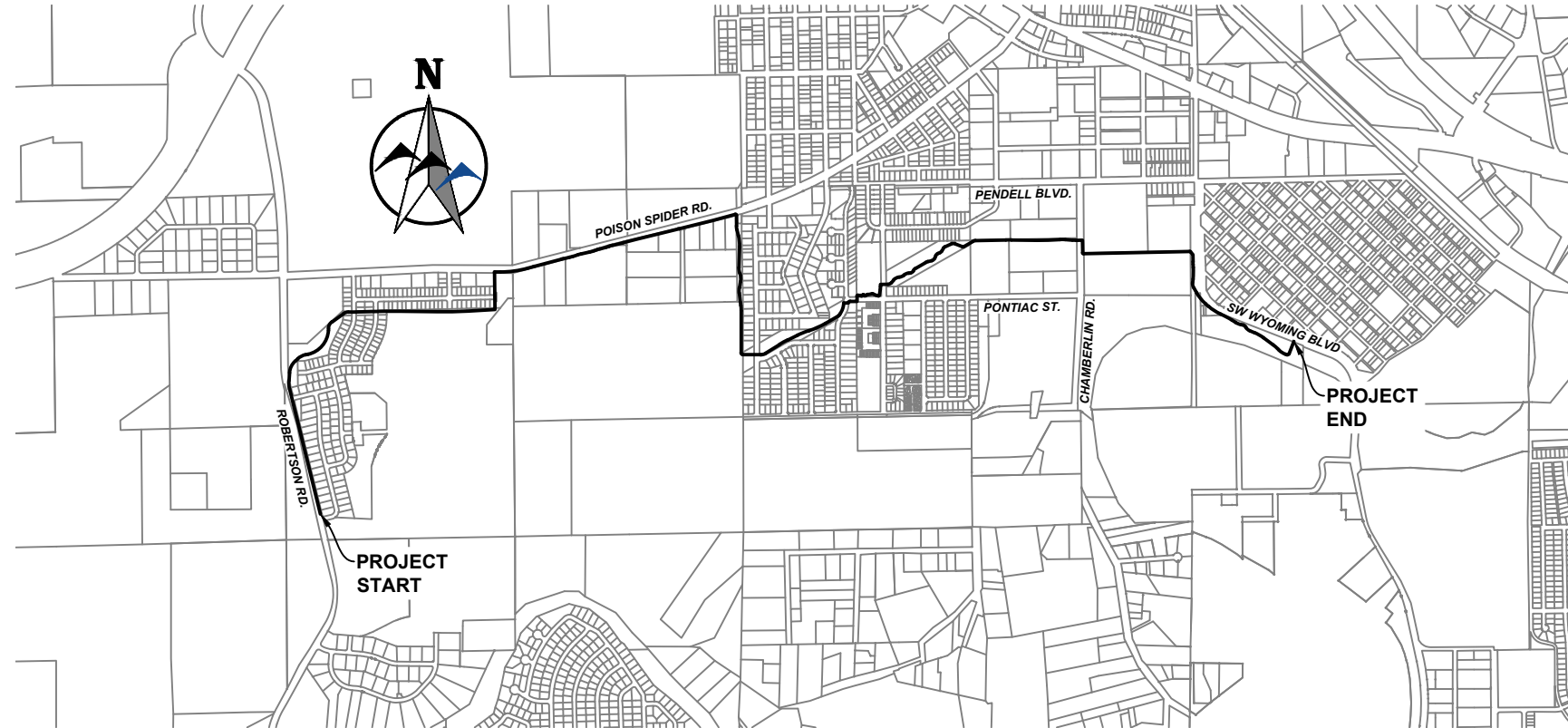
1. TRAILHEADS MAY INCLUDE BENCHES/SEATING, SMALL SHADE STRUCTURES, TRAIL MAPS, DOG WASTE STATIONS, BIKE PARKING OR PUBLIC ART.
2. TRAIL WAYSIDES AND OVERLOOKS MAY INCLUDE SEATING OR TABLES.
3. TRAIL DISTANCE MARKERS AND WAYFINDING SHALL BE PLACED CONTINUOUSLY ALONG THE TRAIL CORRIDOR.
4. SOFT SURFACE SHOULDERS MAY BE ADDED TO PORTIONS OF THE TRAIL WHERE FEASIBLE AND COMPATIBLE WITH ADJACENT USES AND GRADES.
5. LIGHTING, DRINKING FOUNTAINS AND OTHER ELEMENTS DEPENDENT ON AVAILABILITY OF UTILITIES TO BE LOCATED AS FEASIBLE AT TRAILHEADS AND MAJOR TRAIL ACCESS POINTS.
6. PLANTED WIND SCREENS WILL REQUIRE IRRIGATION WATER TO BE MOST SUCCESSFUL AND WILL ALSO NEED ACCESS TO UTILITIES.
7. TRAIL CORRIDOR LOCATION SHOWN IS CONCEPTUAL AND SUBJECT TO OUTCOME OF LAND OWNER NEGOTIATIONS. WIDTH MAY VARY DEPENDING ON ADJACENT CONDITIONS.

CONCEPTUAL TRAIL ALIGNMENT

METROPOLITAN PLANNING ORGANIZATION

ROBERTSON ROAD TO MILLS TRAIL EXTENSION PLAN

CITY OF MILLS, WYOMING



PREPARED BY
WWC ENGINEERING
 5880 ENTERPRISE DR., SUITE 600
 CASPER, WY 82609
 (307) 473-2707
 www.wwcengineering.com

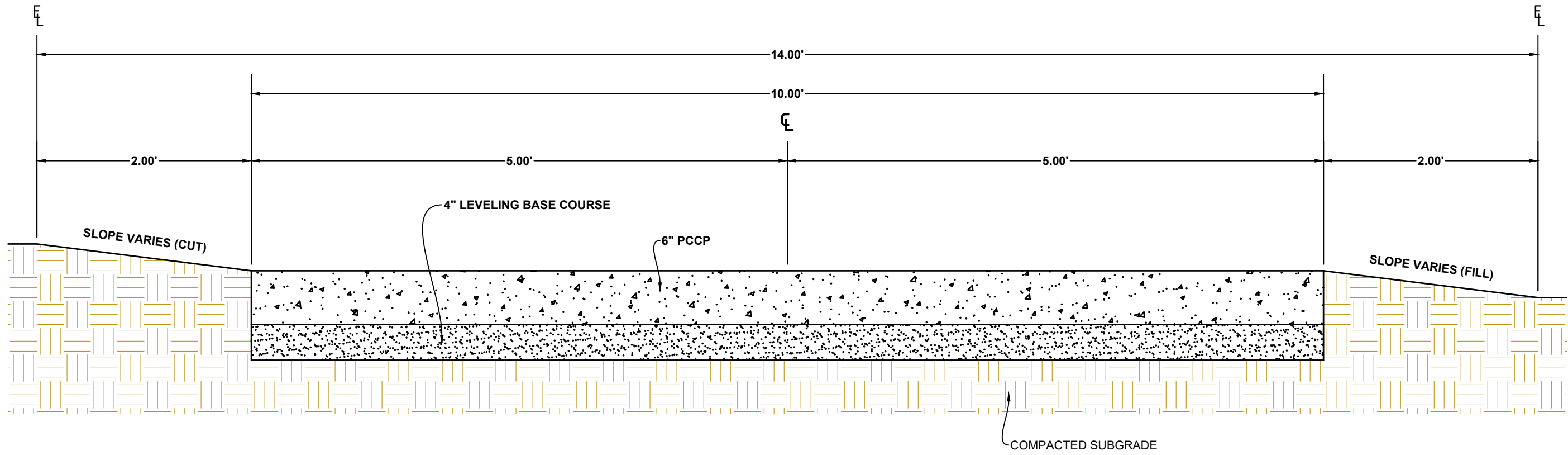
METROPOLITAN PLANNING ORGANIZATION
ROBERTSON ROAD TO MILLS TRAIL EXTENSION PLAN
TITLE SHEET
 CITY OF MILLS, NATRONA COUNTY, WYOMING

DESIGNED BY: WWC
 DRAWN BY: SWC
 CHECKED BY: DAT
 DATE: 8/20/2021

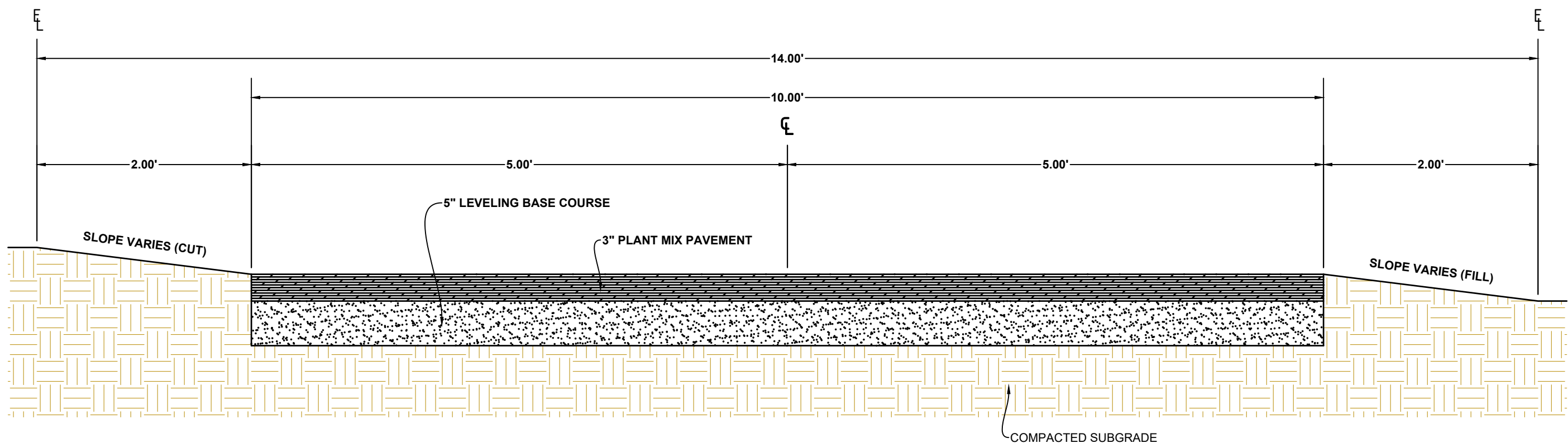
NO.	REVISION	BY	DATE

PROJECT NO. 2021182

K:\Casper\City of Casper\2021182 Robertson Road to Mills Trail extension\05CAD\Sheets\2021182-RRTM-TE-00.dwg DETAILS 8/25/2021 3:59:01 PM



NEW PATHWAY CONSTRUCTION - STANDARD CONCRETE SECTION
N.T.S.



NEW PATHWAY CONSTRUCTION - STANDARD ASPHALT SECTION
N.T.S.

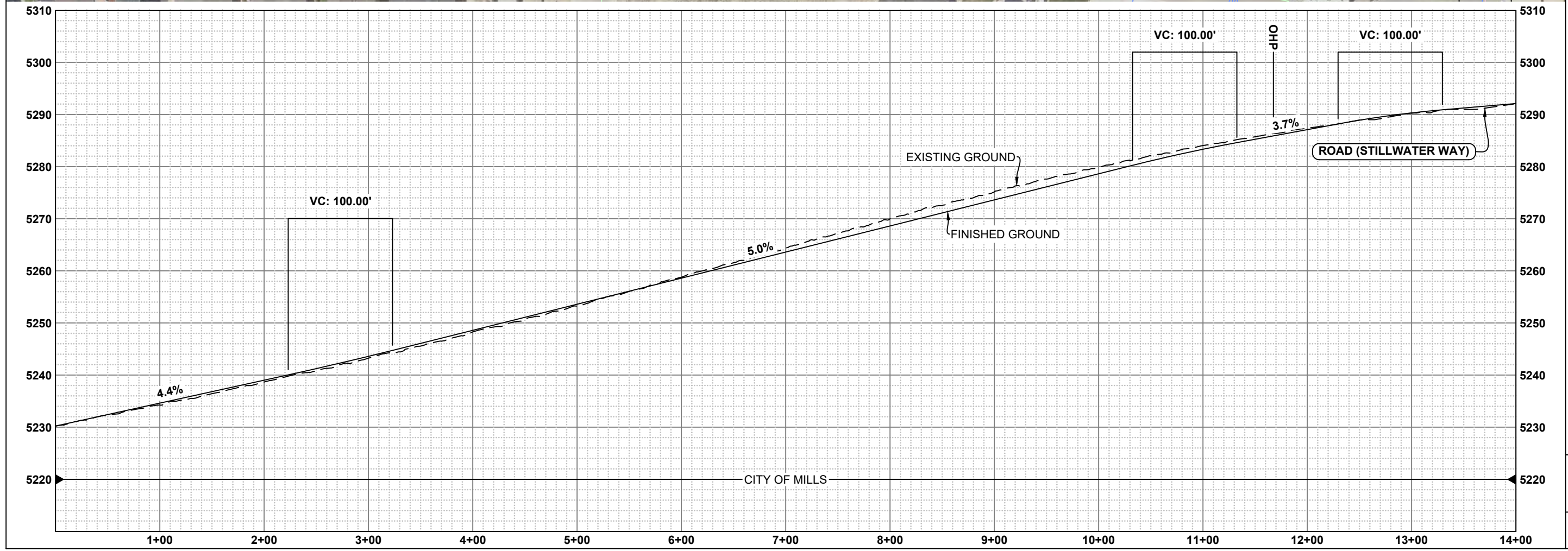
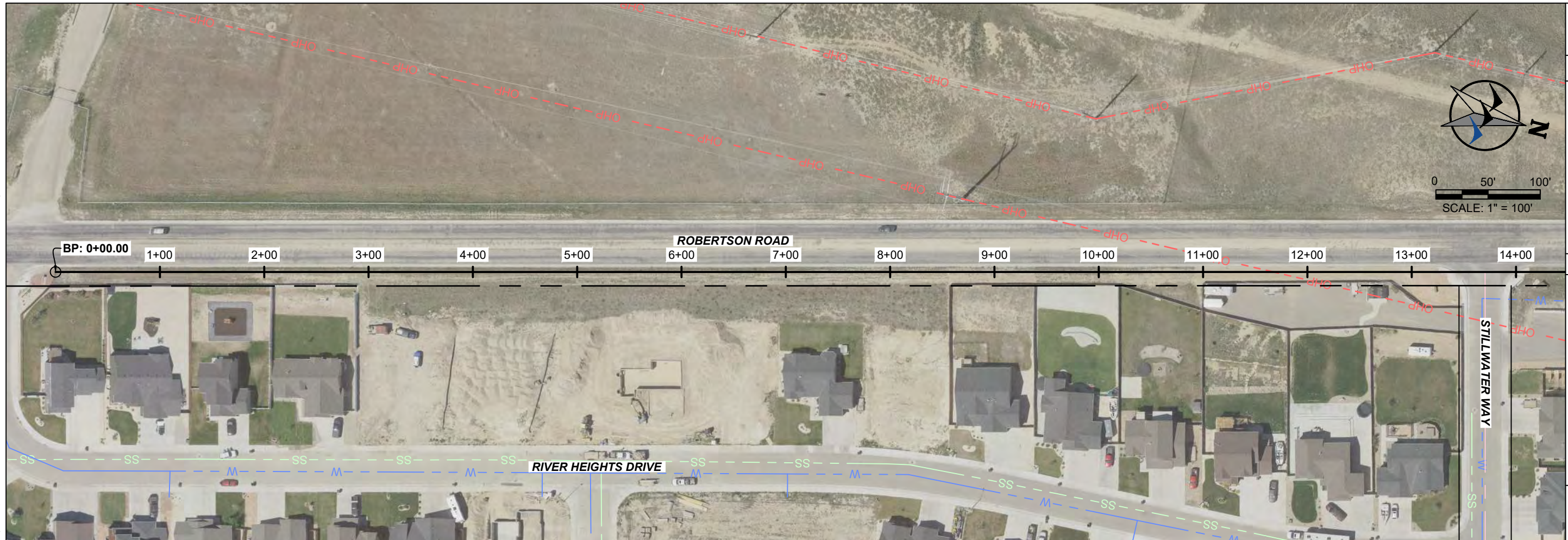
NO.	REVISION	BY	DATE

PREPARED BY
WWC ENGINEERING
 5880 ENTERPRISE DR., SUITE 600
 CASPER, WY 82609
 (307) 473-2707
 www.wwcengineering.com

METROPOLITAN PLANNING ORGANIZATION
ROBERTSON ROAD TO MILLS TRAIL EXTENSION PLAN
DETAILS
 CITY OF MILLS, NATRONA COUNTY, WYOMING

DESIGNED BY: WWC
 DRAWN BY: SWC
 CHECKED BY: DAT
 DATE: 8/20/2021

K:\Casper\City of Casper\2021182 Robertson Road to Mills Trail extension\05CAD\Sheets\2021182-RRTM-TE-01.dwg STA. 0+00.00 TO STA. 14+00.00 8/25/2021 4:07:01 PM



NO.	REVISION	BY	DATE

PREPARED BY
WWC ENGINEERING
 5880 ENTERPRISE DR., SUITE 600
 CASPER, WY 82609
 (307) 473-2707
 www.wwcengineering.com

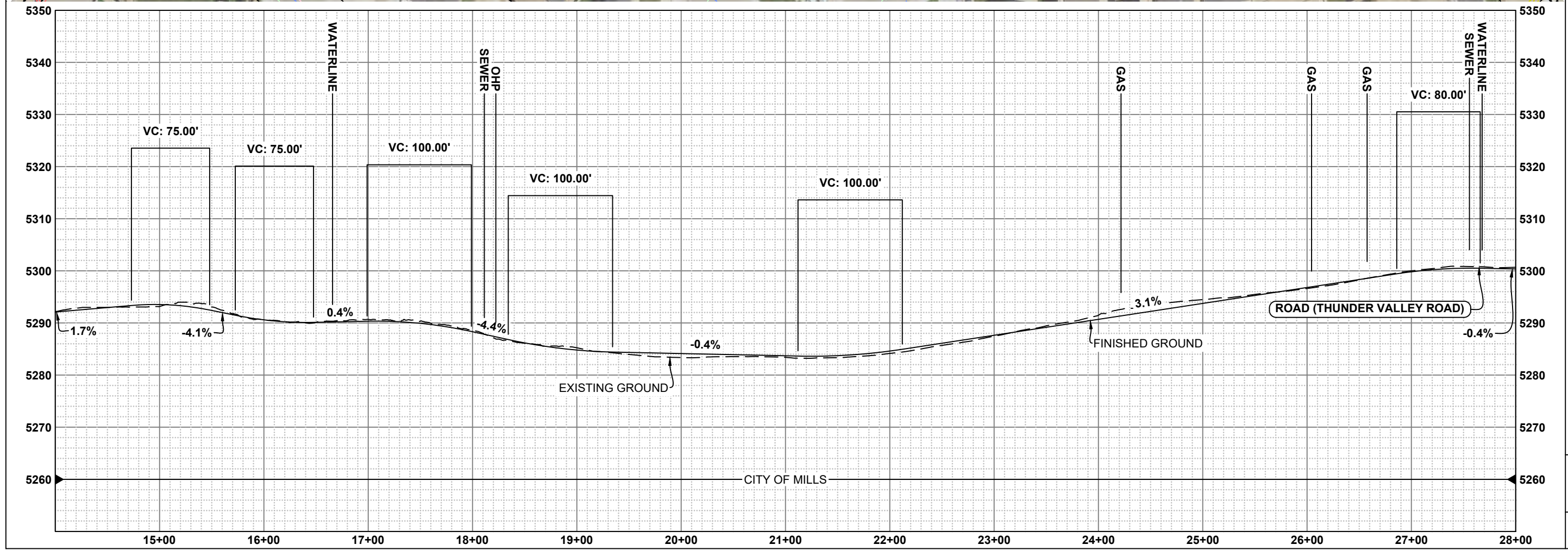
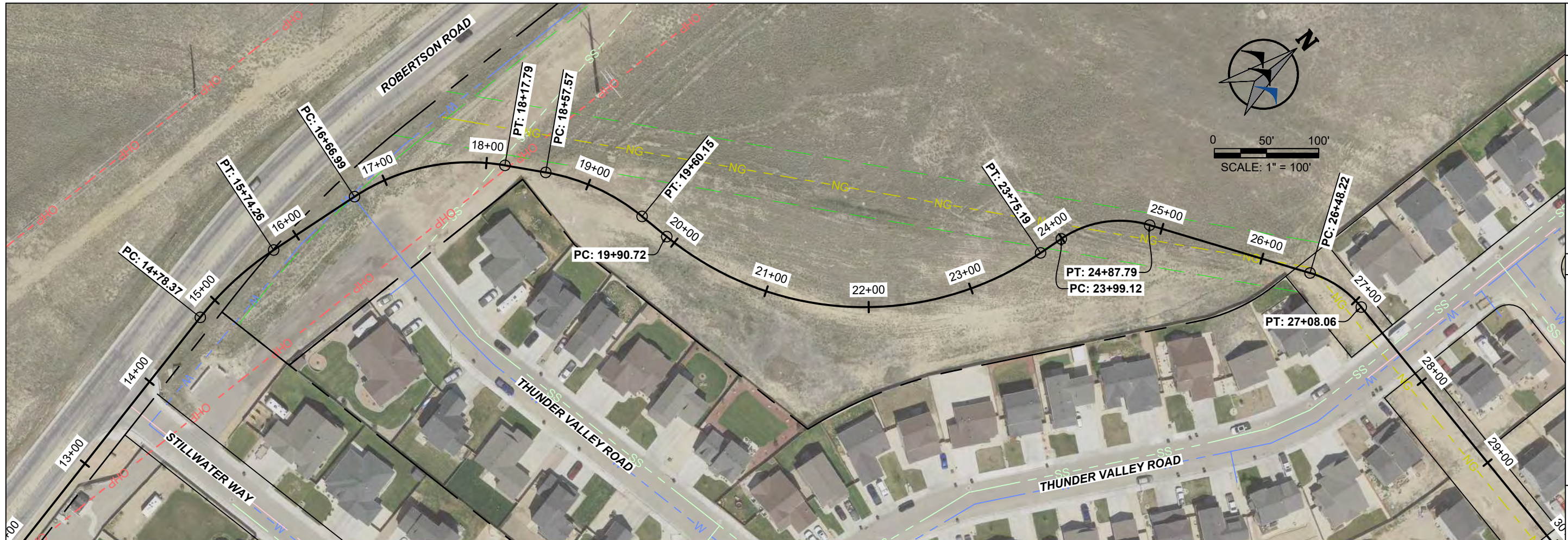
METROPOLITAN PLANNING ORGANIZATION
ROBERTSON ROAD TO MILLS TRAIL EXTENSION PLAN
STA. 0+00.00 TO STA. 14+00.00
 CITY OF MILLS, NATRONA COUNTY, WYOMING

DESIGNED BY: WWC
 DRAWN BY: SWC
 CHECKED BY: DAT
 DATE: 8/20/2021

SHEET
 249 **1**

PROJECT NO. 2021182

K:\Casper\City of Casper\2021182 Robertson Road to Mills Trail extension\05CAD\Sheets\2021182-RRTM-TE-01.dwg STA. 14+00.00 TO STA. 28+00.00 8/25/2021 4:07:01 PM



NO.	REVISION	BY	DATE

PROJECT NO. 2021182

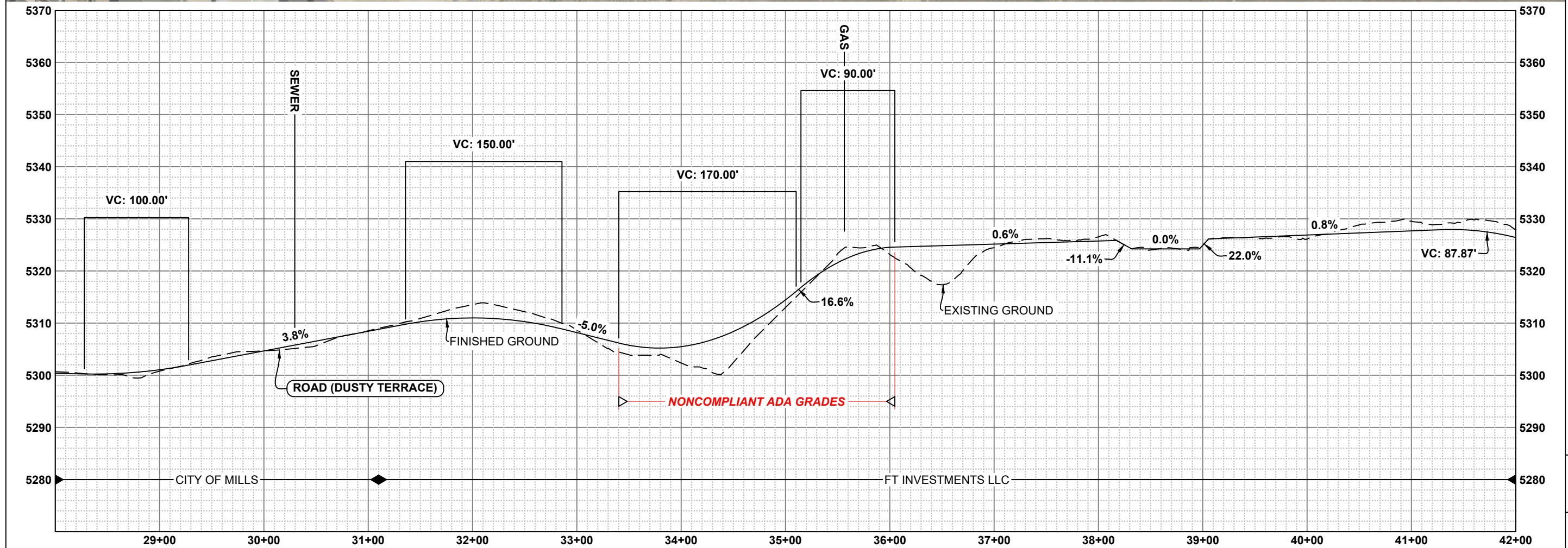
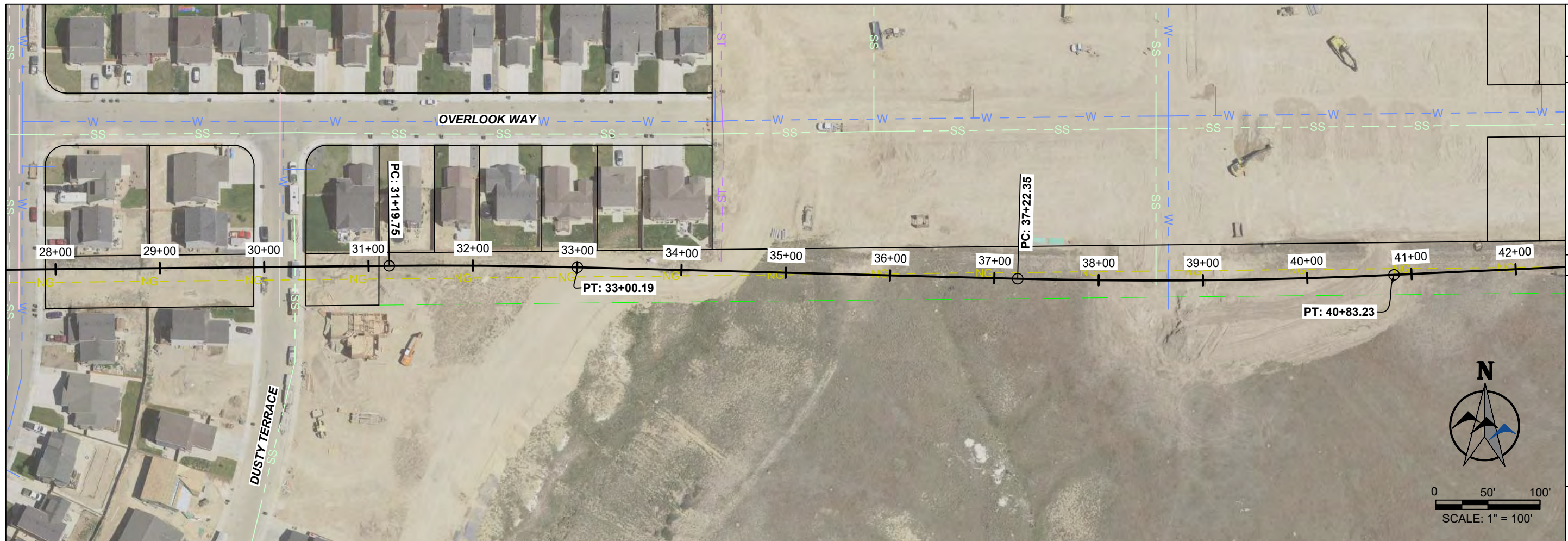
WWC ENGINEERING
 5880 ENTERPRISE DR., SUITE 600
 CASPER, WY 82609
 (307) 473-2707
 www.wwcengineering.com

METROPOLITAN PLANNING ORGANIZATION
 ROBERTSON ROAD TO MILLS TRAIL EXTENSION PLAN
STA. 14+00.00 TO STA. 28+00.00
 CITY OF MILLS, NATRONA COUNTY, WYOMING

DESIGNED BY: WWC
 DRAWN BY: SWC
 CHECKED BY: DAT
 DATE: 8/20/2021

SHEET
250 **2**

K:\Casper\City of Casper\2021182 Robertson Road to Mills Trail extension\05CAD\Sheets\2021182-RRTM-TE-01.dwg STA. 28+00.00 TO STA. 42+00.00 8/25/2021 4:07:01 PM



NO.	REVISION	BY	DATE

PREPARED BY
WWC ENGINEERING
 5880 ENTERPRISE DR., SUITE 600
 CASPER, WY 82609
 (307) 473-2707
 www.wwcengineering.com

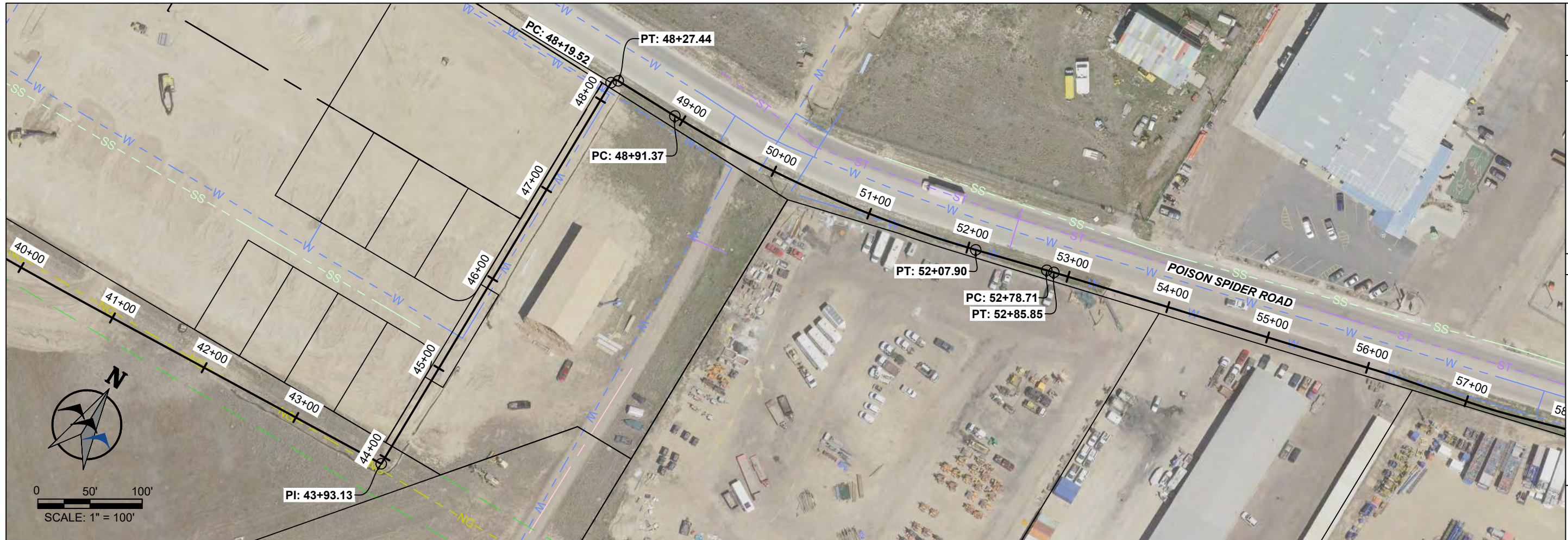
METROPOLITAN PLANNING ORGANIZATION
 ROBERTSON ROAD TO MILLS TRAIL EXTENSION PLAN
STA. 28+00.00 TO STA. 42+00.00
 CITY OF MILLS, NATRONA COUNTY, WYOMING

DESIGNED BY: WWC
 DRAWN BY: SWC
 CHECKED BY: DAT
 DATE: 8/20/2021

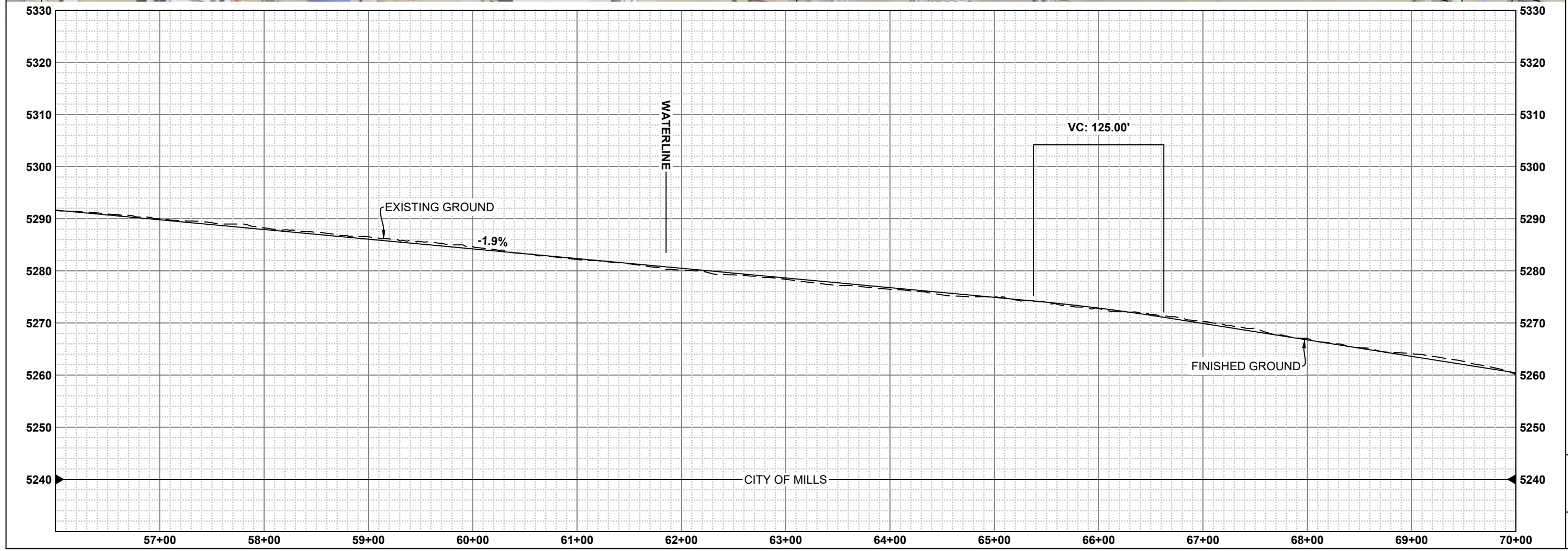
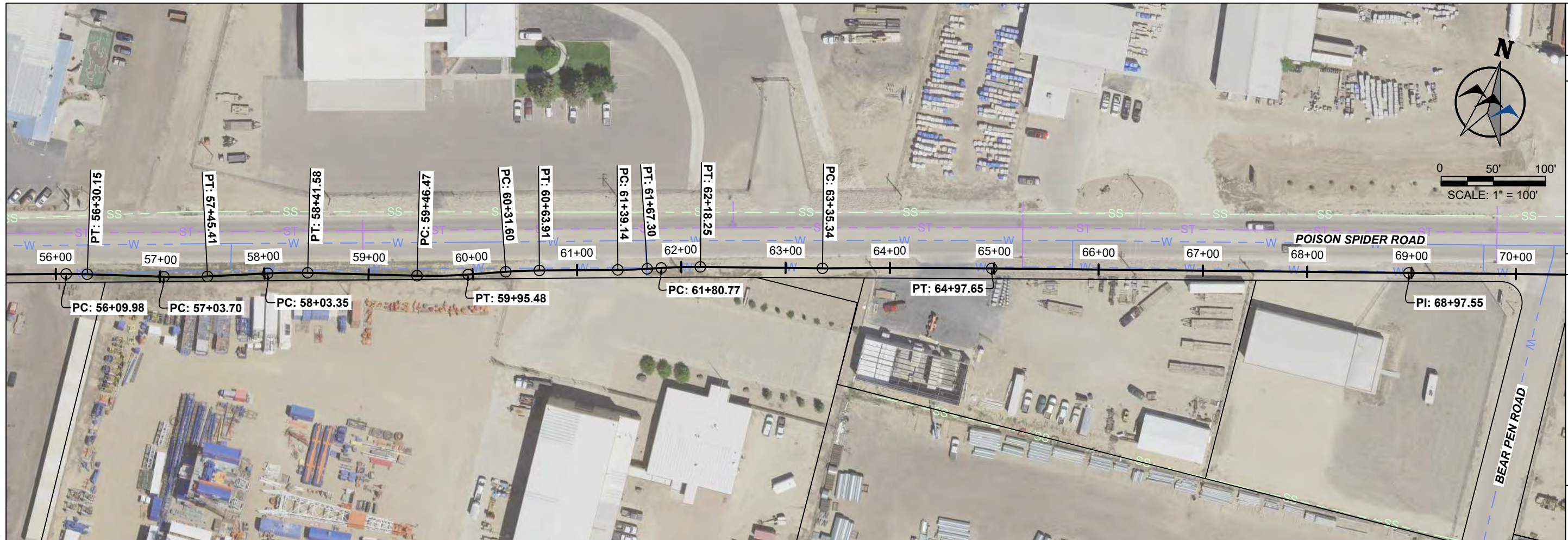
SHEET
 251 **3**

PROJECT NO. 2021182

K:\Casper\City of Casper\2021182 Robertson Road to Mills Trail extension\05CAD\Sheets\2021182-RRTM-TE-01.dwg STA. 42+00.00 TO STA. 56+00.00 8/25/2021 4:07:01 PM



K:\Casper\City of Casper\2021182 Robertson Road to Mills Trail extension\05CAD\Sheets\2021182-RRTM-TE-01.dwg STA. 56+00.00 TO STA. 70+00.00 8/25/2021 4:07:01 PM



NO.	REVISION	BY	DATE

PREPARED BY
WWC ENGINEERING
 5880 ENTERPRISE DR., SUITE 600
 CASPER, WY 82609
 (307) 473-2707
 www.wwcengineering.com

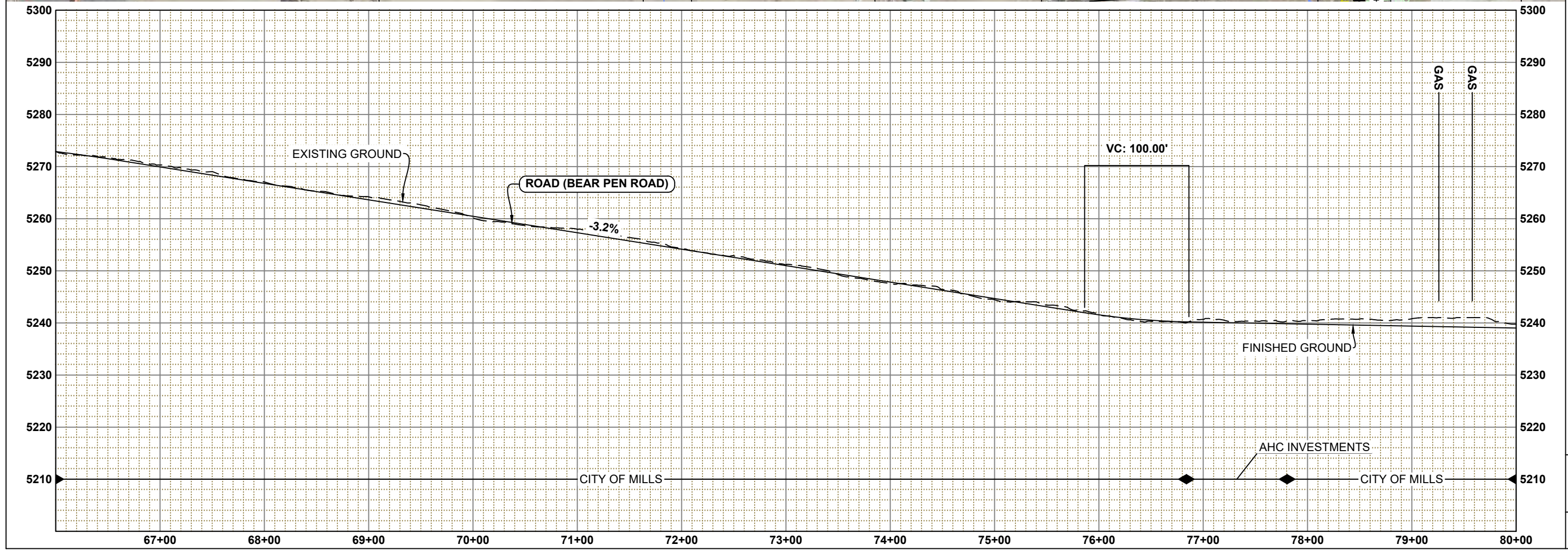
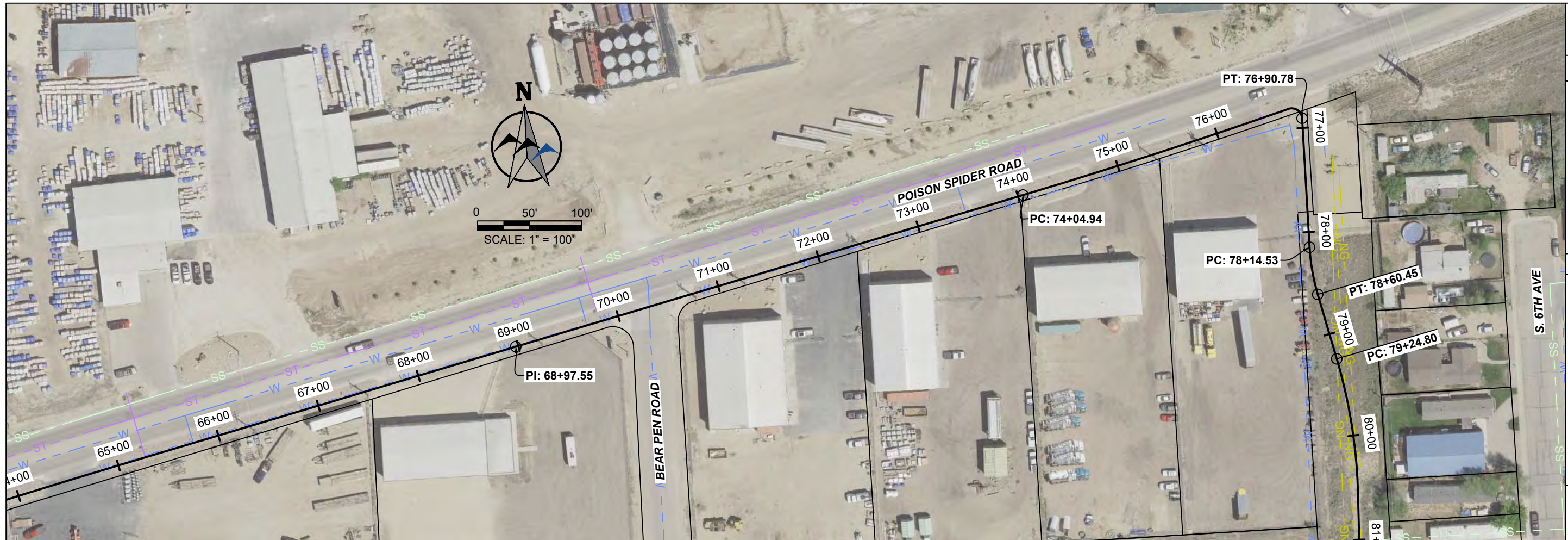
METROPOLITAN PLANNING ORGANIZATION
 ROBERTSON ROAD TO MILLS TRAIL EXTENSION PLAN
STA. 56+00.00 TO STA. 70+00.00
 CITY OF MILLS, NATRONA COUNTY, WYOMING

DESIGNED BY: WWC
 DRAWN BY: SWC
 CHECKED BY: DAT
 DATE: 8/20/2021

SHEET
 253 **5**

PROJECT NO. 2021182

K:\Casper\City of Casper\2021182 Robertson Road to Mills Trail extension\05CAD\Sheets\2021182-RRTM-TE-02.dwg STA. 66+00.00 TO STA. 80+00.00 8/25/2021 4:05:58 PM



NO.	REVISION	BY	DATE

PREPARED BY: **WWC ENGINEERING**
 5880 ENTERPRISE DR., SUITE 600
 CASPER, WY 82609
 (307) 473-2707
 www.wwcengineering.com

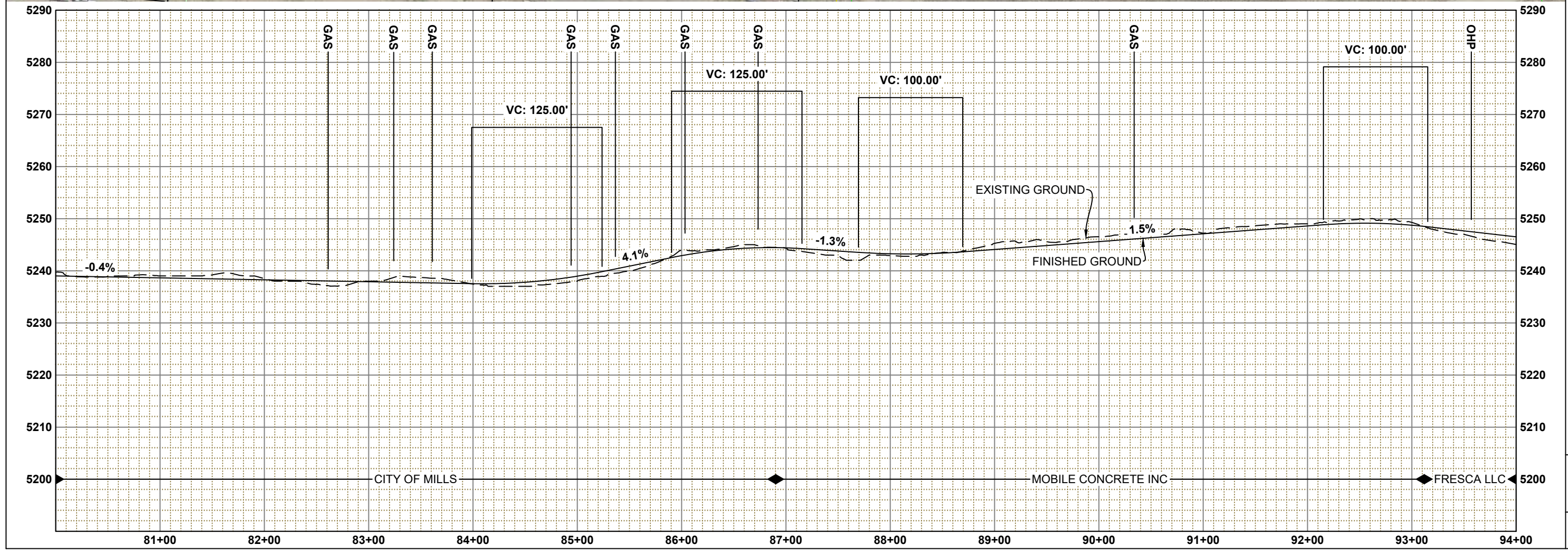
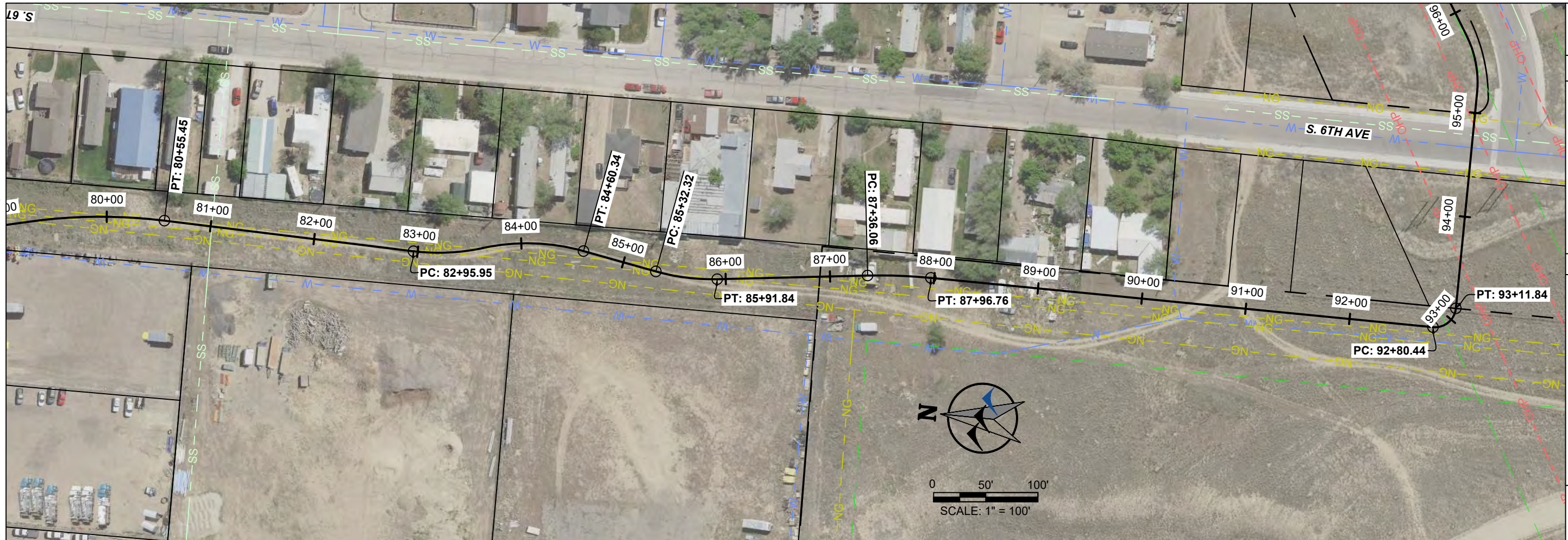
METROPOLITAN PLANNING ORGANIZATION
 ROBERTSON ROAD TO MILLS TRAIL EXTENSION PLAN
STA. 66+00.00 TO STA. 80+00.00
 CITY OF MILLS, NATRONA COUNTY, WYOMING

DESIGNED BY: WWC
 DRAWN BY: SWC
 CHECKED BY: DAT
 DATE: 8/20/2021

SHEET
 254 **6**

PROJECT NO. 2021182

K:\Casper\City of Casper\2021182 Robertson Road to Mills Trail extension\05CAD\Sheets\2021182-RRTM-TE-02.dwg STA. 80+00.00 TO STA. 94+00.00 8/25/2021 4:05:58 PM



NO.	REVISION	BY	DATE

PREPARED BY: **WWC ENGINEERING**
 5880 ENTERPRISE DR., SUITE 600
 CASPER, WY 82609
 (307) 473-2707
 www.wwcengineering.com

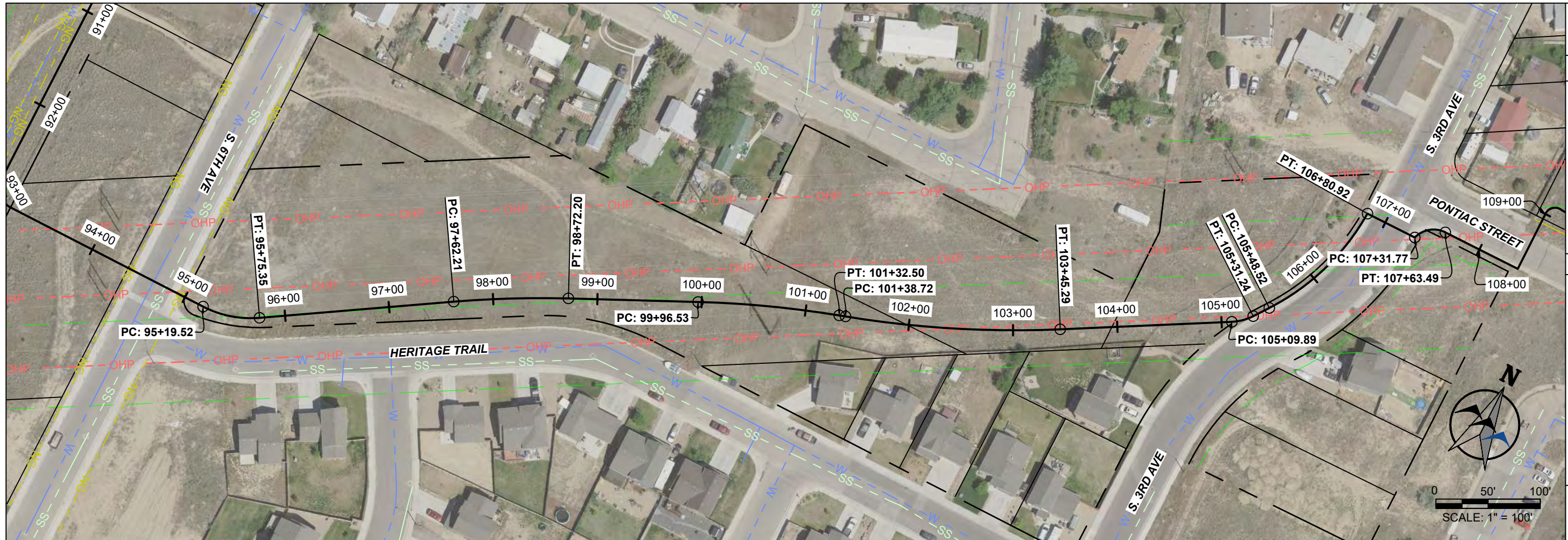
METROPOLITAN PLANNING ORGANIZATION
 ROBERTSON ROAD TO MILLS TRAIL EXTENSION PLAN
STA. 80+00.00 TO STA. 94+00.00
 CITY OF MILLS, NATRONA COUNTY, WYOMING

DESIGNED BY: WWC
 DRAWN BY: SWC
 CHECKED BY: DAT
 DATE: 8/20/2021

SHEET
 255 **7**

PROJECT NO. 2021182

K:\Casper\City of Casper\2021 182 Robertson Road to Mills Trail extension\05\CAD\Sheets\2021182-RRM-TE-02.dwg STA. 94+00.00 TO STA. 108+00.00 8/25/2021 4:05:58 PM



PREPARED BY
WWC ENGINEERING
 5880 ENTERPRISE DR., SUITE 600
 CASPER, WY 82609
 (307) 473-2707
 www.wwcengineering.com

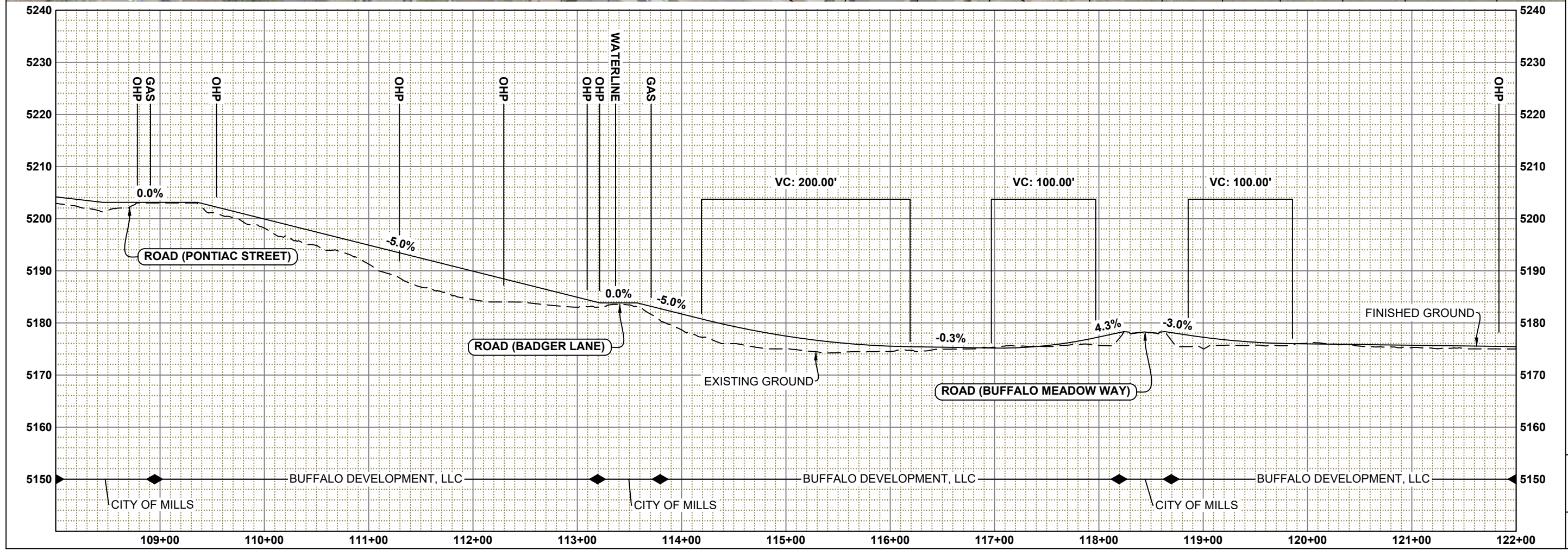
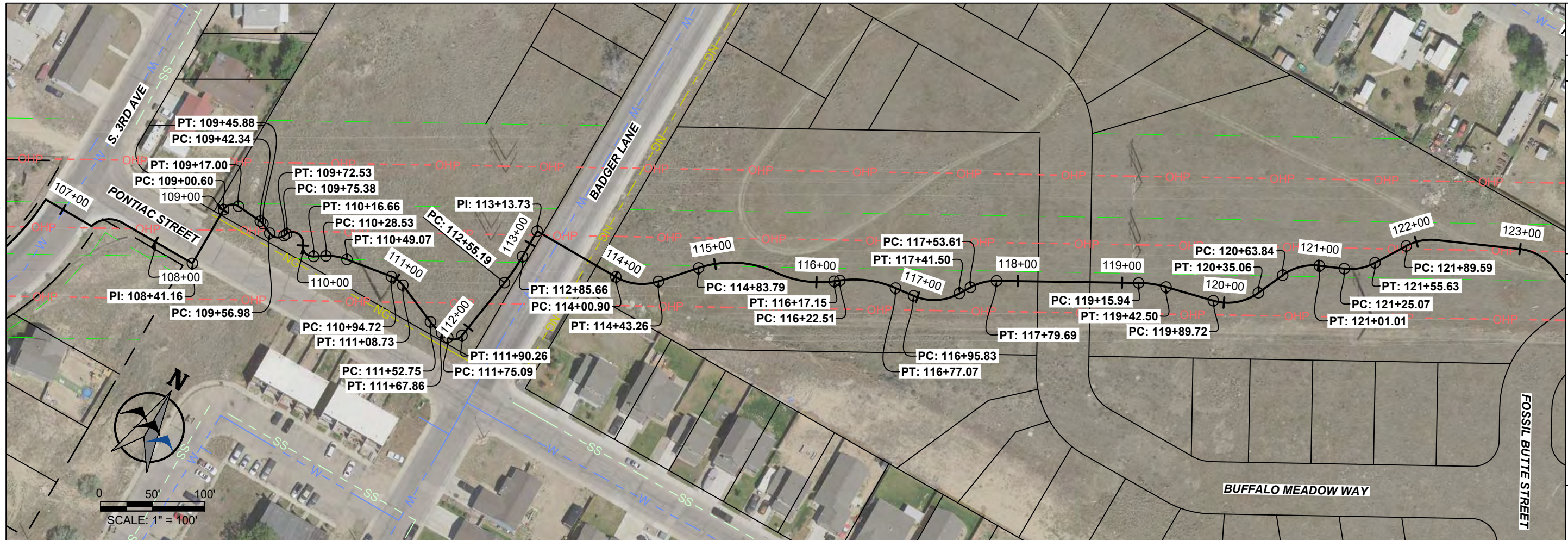
METROPOLITAN PLANNING ORGANIZATION
ROBERTSON ROAD TO MILLS TRAIL EXTENSION PLAN
STA. 94+00.00 TO STA. 108+00.00
 CITY OF MILLS, NATRONA COUNTY, WYOMING

DESIGNED BY: WWC
 DRAWN BY: SWC
 CHECKED BY: DAT
 DATE: 8/20/2021

SHEET
 256 **8**

PROJECT NO. 2021182

K:\Casper\City of Casper\2021182 Robertson Road to Mills Trail extension\05CAD\Sheets\2021182-RTM-TE-02.dwg STA. 108+00.00 TO STA. 122+00.00 8/25/2021 4:05:58 PM



NO.	REVISION	BY	DATE

PREPARED BY **WWC ENGINEERING**
 5880 ENTERPRISE DR., SUITE 600
 CASPER, WY 82609
 (307) 473-2707
 www.wwcengineering.com

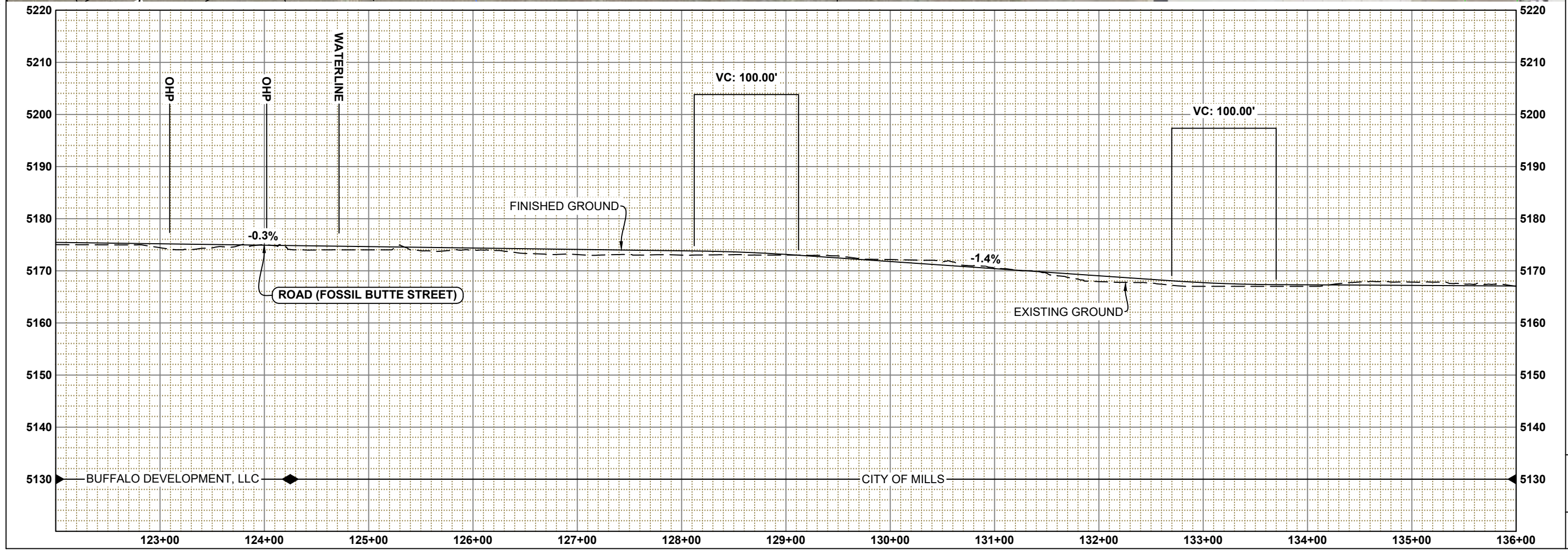
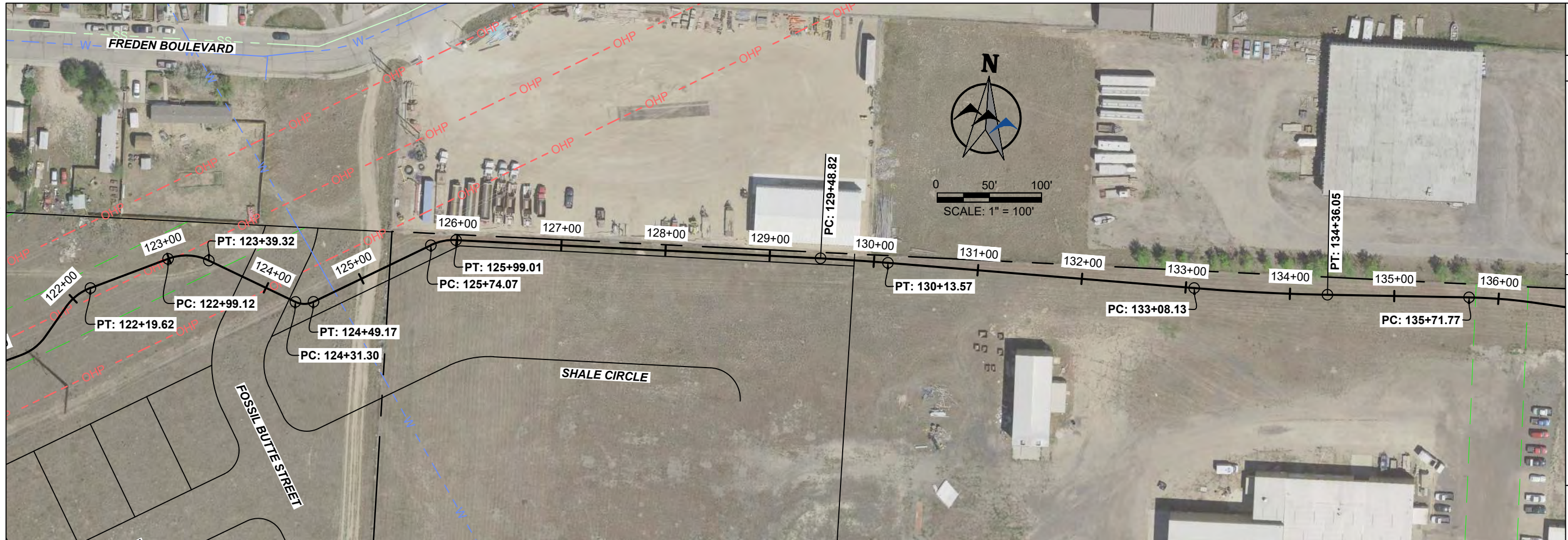
PROJECT NO. 2021182

METROPOLITAN PLANNING ORGANIZATION
ROBERTSON ROAD TO MILLS TRAIL EXTENSION PLAN
STA. 108+00.00 TO STA. 122+00.00
 CITY OF MILLS, NATRONA COUNTY, WYOMING

DESIGNED BY: WWC
 DRAWN BY: SWC
 CHECKED BY: DAT
 DATE: 8/20/2021

SHEET
 257 **9**

K:\Casper\City of Casper\2021182 Robertson Road to Mills Trail extension\05CAD\Sheets\2021182-RRM-TE-02.dwg STA. 122+00.00 TO STA. 136+00.00 8/25/2021 4:05:58 PM



NO.	REVISION	BY	DATE

PREPARED BY: **WWC ENGINEERING**
 5880 ENTERPRISE DR., SUITE 600
 CASPER, WY 82609
 (307) 473-2707
 www.wwcengineering.com

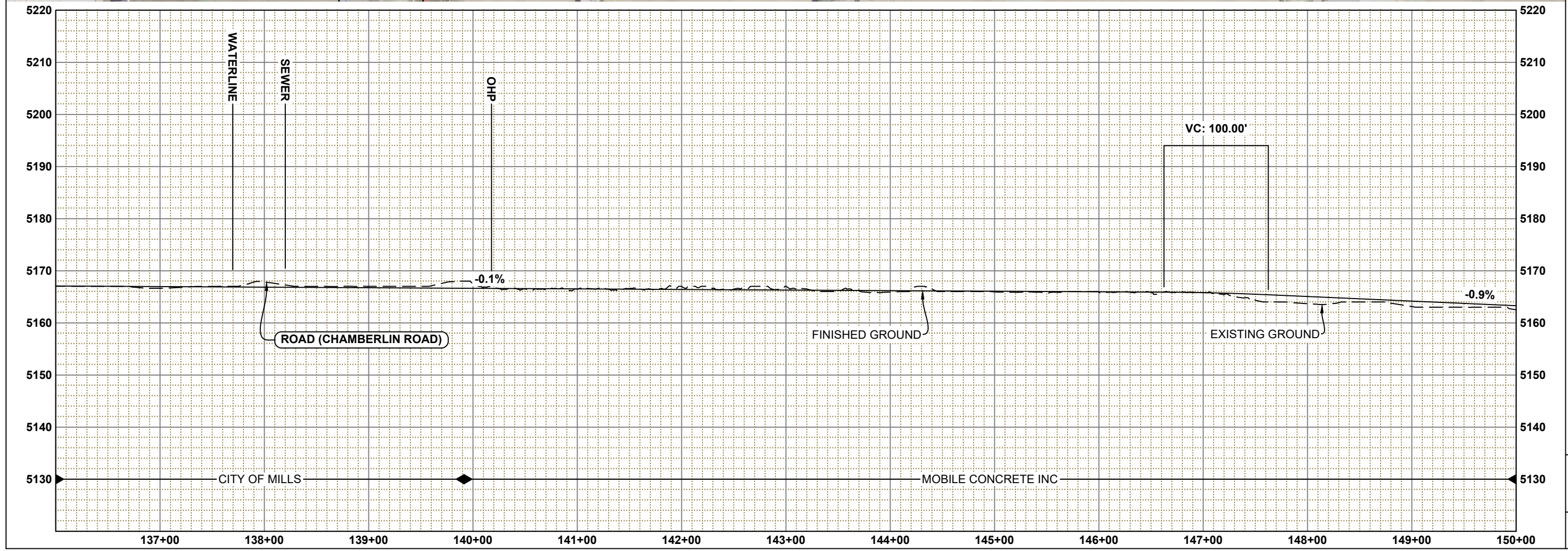
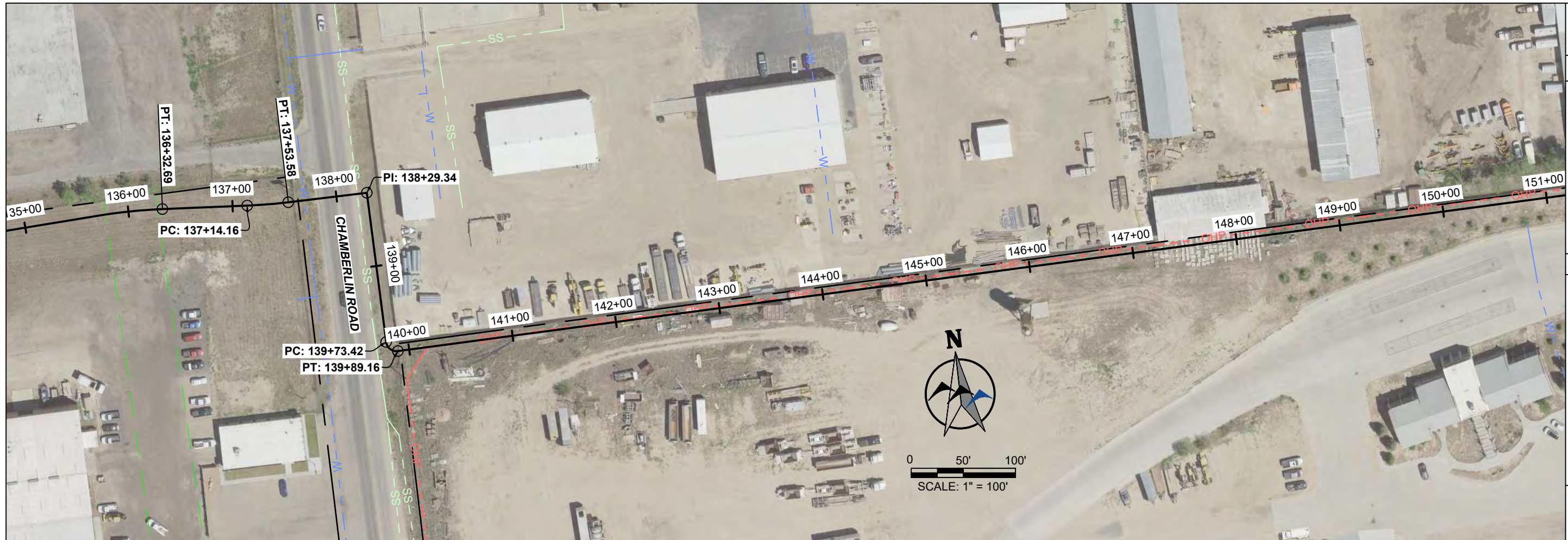
METROPOLITAN PLANNING ORGANIZATION
 ROBERTSON ROAD TO MILLS TRAIL EXTENSION PLAN
STA. 122+00.00 TO STA. 136+00.00
 CITY OF MILLS, NATRONA COUNTY, WYOMING

DESIGNED BY: WWC
 DRAWN BY: SWC
 CHECKED BY: DAT
 DATE: 8/20/2021

SHEET
 258 **10**

PROJECT NO. 2021182

K:\Casper\City of Casper\2021182 Robertson Road to Mills Trail extension\05CAD\Sheets\2021182-RRM-TE-02.dwg STA. 136+00.00 TO STA. 150+00.00 8/25/2021 4:05:58 PM



NO.	REVISION	BY	DATE

PREPARED BY
WWC ENGINEERING
 5880 ENTERPRISE DR., SUITE 600
 CASPER, WY 82609
 (307) 473-2707
 www.wwcengineering.com

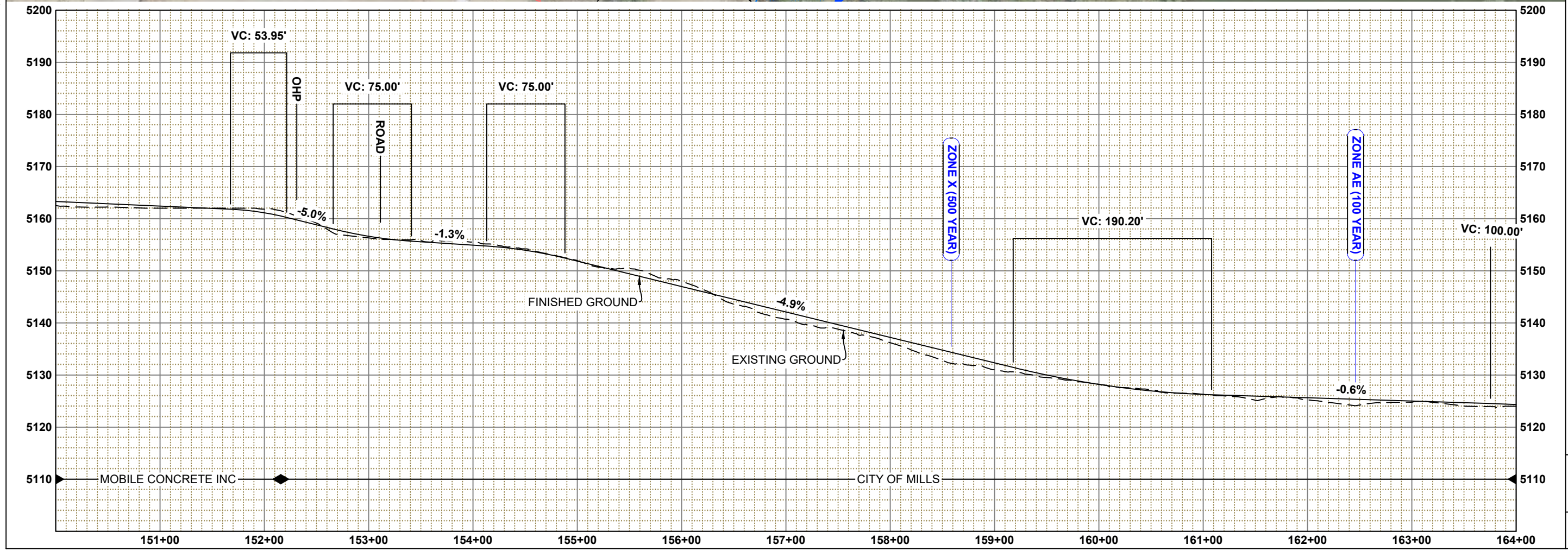
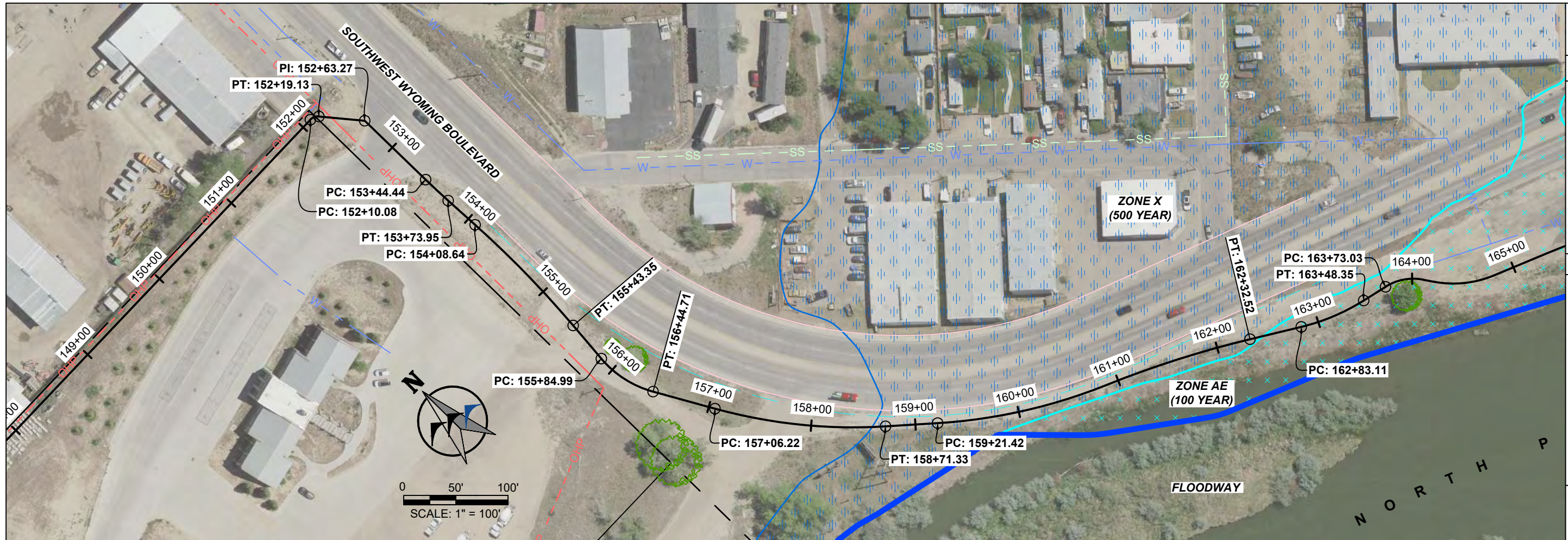
METROPOLITAN PLANNING ORGANIZATION
ROBERTSON ROAD TO MILLS TRAIL EXTENSION PLAN
STA. 136+00.00 TO STA. 150+00.00
 CITY OF MILLS, NATRONA COUNTY, WYOMING

DESIGNED BY: WWC
 DRAWN BY: SWC
 CHECKED BY: DAT
 DATE: 8/20/2021

SHEET
 259 **11**

PROJECT NO. 2021182

K:\Casper\City of Casper\2021182 Robertson Road to Mills Trail extension\05\CAD\Sheets\2021182-RRTM-TE-02.dwg STA. 150+00.00 TO STA. 164+00.00 8/25/2021 4:05:58 PM



NO.	REVISION	BY	DATE

PREPARED BY: **WWC ENGINEERING**
 5880 ENTERPRISE DR., SUITE 600
 CASPER, WY 82609
 (307) 473-2707
 www.wwcengineering.com

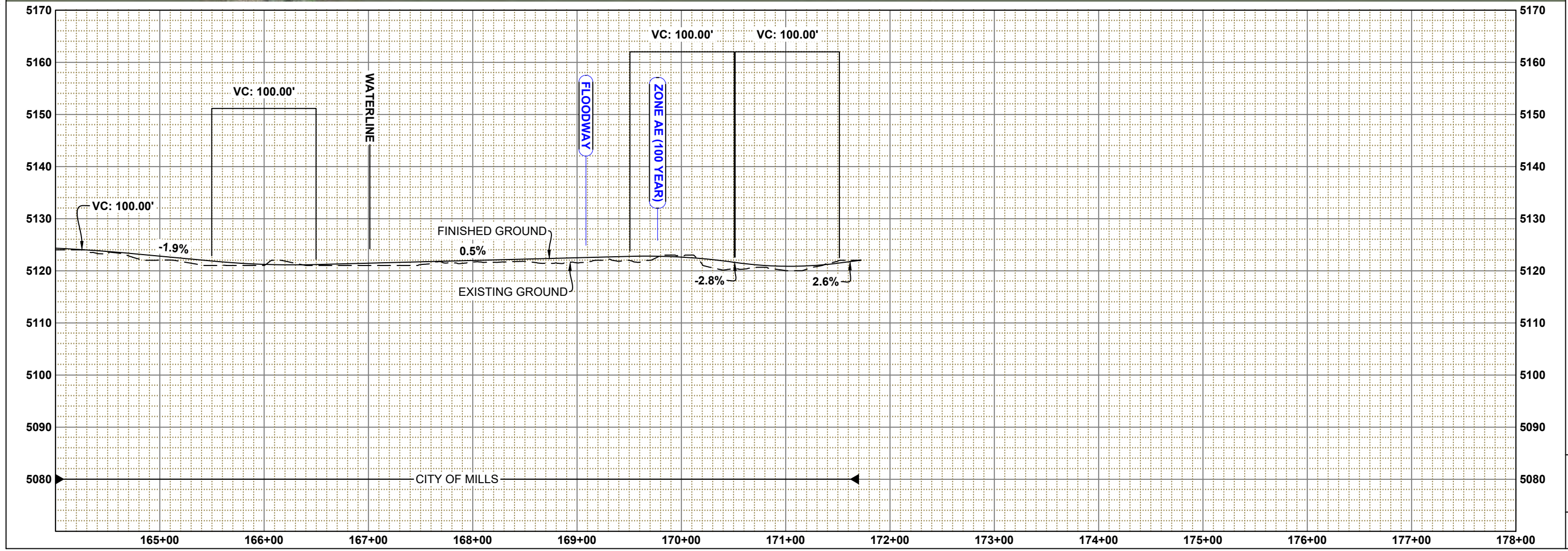
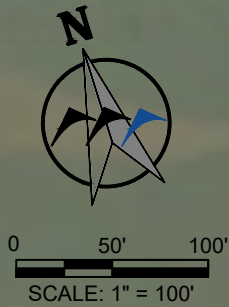
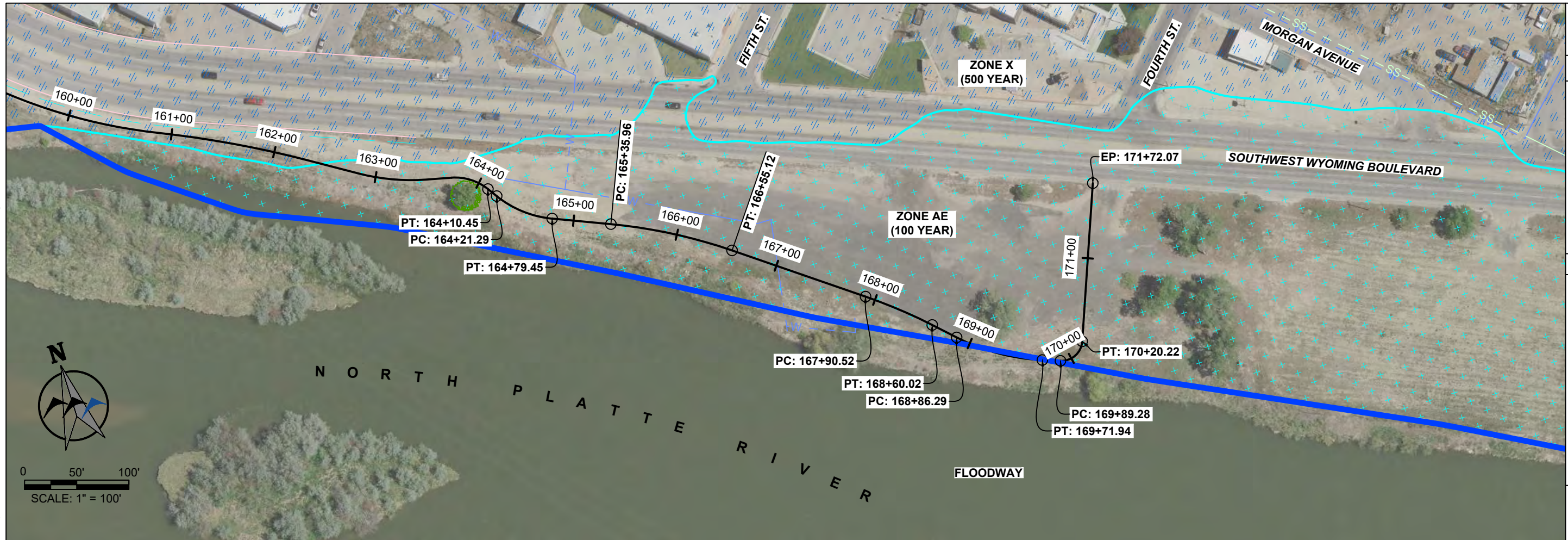
METROPOLITAN PLANNING ORGANIZATION
ROBERTSON ROAD TO MILLS TRAIL EXTENSION PLAN
STA. 150+00.00 TO STA. 164+00.00
 CITY OF MILLS, NATRONA COUNTY, WYOMING

DESIGNED BY: WWC
 DRAWN BY: SWC
 CHECKED BY: DAT
 DATE: 8/20/2021

SHEET
 260 **12**

PROJECT NO. 2021182

K:\Casper\City of Casper\2021182 Robertson Road to Mills Trail extension\05CAD\Sheets\2021182-RRTM-TE-02.dwg STA. 164+00.00 TO STA. 171+72.07 8/25/2021 4:05:58 PM



NO.	REVISION	BY	DATE

PREPARED BY: **WWC ENGINEERING**
 5880 ENTERPRISE DR., SUITE 600
 CASPER, WY 82609
 (307) 473-2707
 www.wwcengineering.com

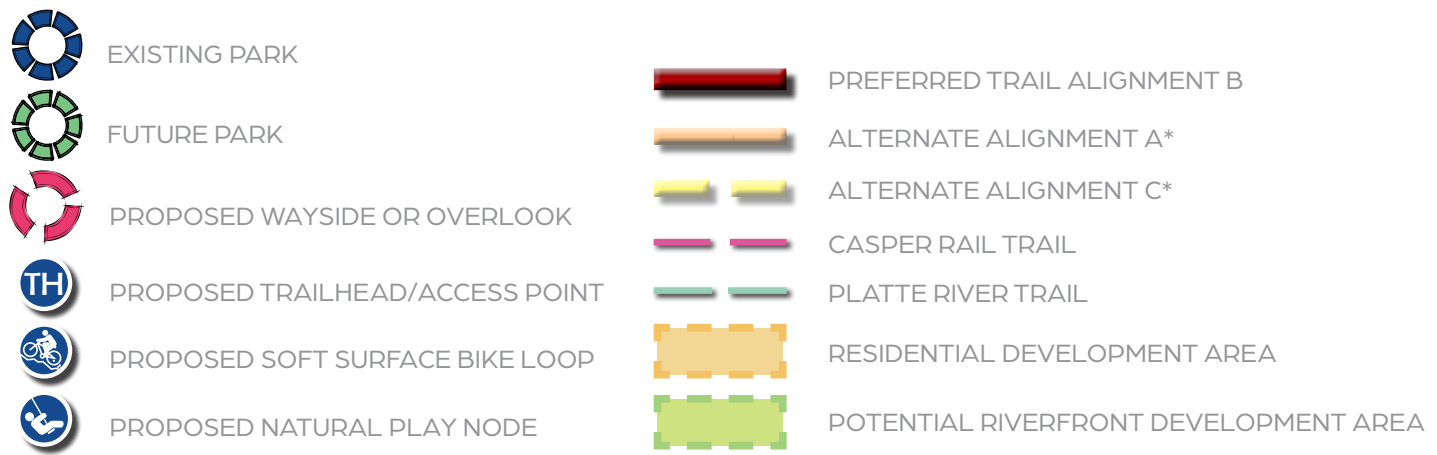
METROPOLITAN PLANNING ORGANIZATION
 ROBERTSON ROAD TO MILLS TRAIL EXTENSION PLAN
STA. 164+00.00 TO STA. 171+72.07
 CITY OF MILLS, NATRONA COUNTY, WYOMING

DESIGNED BY: WWC
 DRAWN BY: SWC
 CHECKED BY: DAT
 DATE: 8/20/2021

SHEET
 261 **13**

PROJECT NO. 2021182













APPENDIX C – AMENITY ILLUSTRATIONS & COST REFERENCE



*Alternate alignments are shown for reference only and were not selected based on ability to secure agreements with adjacent landowners and increased safety concerns along these alignments.

- Notes:
- Trailheads may include benches/seating, small shade structures, trail maps, dog waste stations, bike parking or public art.
 - Trail waysides and overlooks may include seating or tables.
 - Trail distance markers and wayfinding shall be placed continuously along the trail corridor.
 - Soft surface shoulders may be added to portions of the trail where feasible and compatible with adjacent uses and grades.
 - Lighting, drinking fountains and other elements dependent on availability of utilities to be located as feasible at trailheads and major trail access points.
 - Planted wind screens will require irrigation water to be most successful and will also need access to utilities.
 - Trail corridor location shown is conceptual and subject to outcome of land owner negotiations. Width may vary depending on adjacent conditions.



- | | | | |
|--|---------------------------------|---|---|
|  | CROSSING/SAFETY ENHANCEMENTS |  | PREFERRED TRAIL ALIGNMENT B |
|  | PROPOSED WAYSIDE OR OVERLOOK |  | POTENTIAL FUTURE SOFT SURFACE TRAIL |
|  | PROPOSED TRAILHEAD/ACCESS POINT |  | RESIDENTIAL DEVELOPMENT AREA |
|  | PROPOSED SOFT SURFACE BIKE LOOP |  | POTENTIAL ENHANCED/RESTORED OPEN SPACE AREA |
|  | PROPOSED NATURE PLAY AREA |  | POTENTIAL VEGETATIVE BUFFER/SCREEN |
|  | PROPOSED ON-STREET PARKING |  | POTENTIAL FENCING/BARRIER |

Notes:

- Trailheads may include benches/seating, small shade structures, trail maps, dog waste stations, bike parking or public art.
- Trail waysides and overlooks may include seating or tables.
- Trail distance markers and wayfinding shall be placed continuously along the trail corridor.
- Soft surface shoulders may be added to portions of the trail where feasible and compatible with adjacent uses and grades.
- Lighting, drinking fountains and other elements dependent on availability of utilities to be located as feasible at trailheads and major trail access points.
- Planted wind screens will require irrigation water to be most successful and will also need access to utilities.
- Trail corridor location shown is conceptual and subject to outcome of land owner negotiations. Width may vary depending on adjacent conditions.
- All potential and future amenities shown are conceptual and subject to available funding and coordination with easements, topography and other constraints.



- 1 PRIMARY TRAIL
- 2 SECONDARY TRAIL LOOP
- 3 SIGNED BIKE/PED CROSSING
- 4 EVERGREEN WINDBREAK/BUFFER
- 5 SHADE/SMALL DECIDUOUS TREES
- 6 NATIVE GRASSES
- 7 SHRUB/PERENNIAL PLANTINGS
- 8 NATURE PLAY NODE
- 9 NATURE PLAYGROUND
- 10 SHADE SHELTER
- 11 ACCESSIBLE SEATING

NOTE: Features shown are conceptual and subject to change. Design to be coordinated with final topography and power lines and poles. Trees and other features shown under power lines shall meet height restriction and other requirements.

EAST OPEN SPACE CONCEPT - PLAN



WEST OPEN SPACE CONCEPT - PLAN

- 1 PRIMARY TRAIL
- 2 BIKE SKILLS LOOP
- 3 SIGNED BIKE/PED CROSSING
- 4 EVERGREEN WINDBREAK/BUFFER
- 5 SHADE/SMALL DECIDUOUS TREES
- 6 NATIVE GRASSES
- 7 SHRUB/PERENNIAL PLANTINGS
- 8 TRAILHEAD AMENITIES
- 9 OVERLOOK
- 10 SHADE SHELTER
- 11 ACCESSIBLE SEATING
- 11 SOFT SURFACE SHOULDER

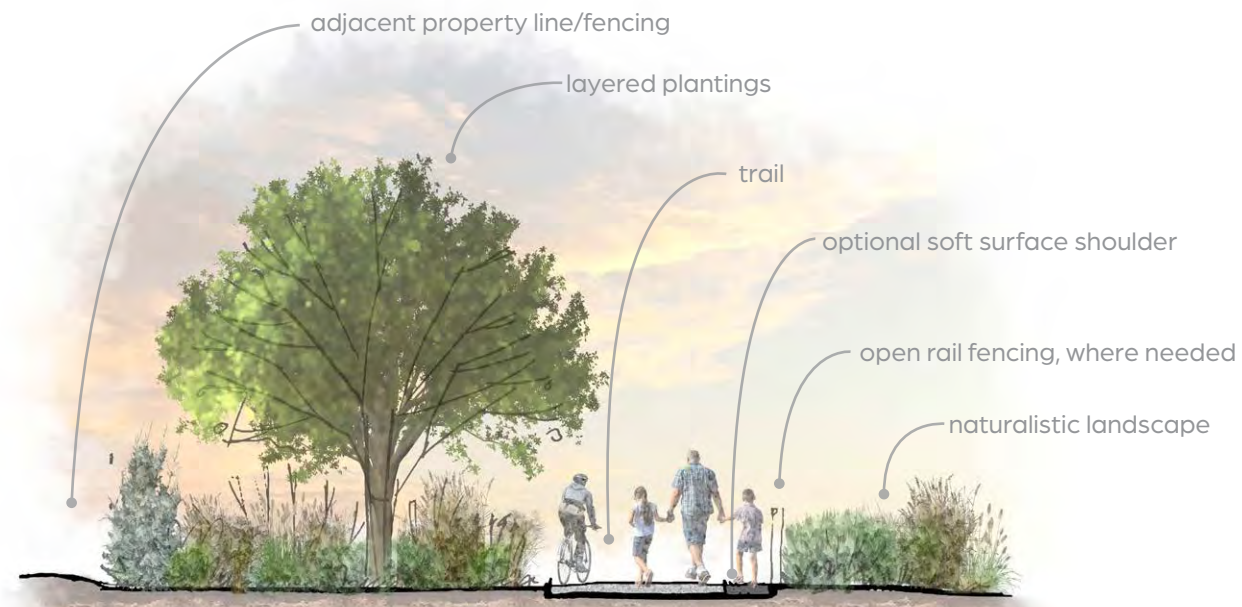
NOTE: Features shown are conceptual and subject to change. Design to be coordinated with final topography and power lines and poles. Trees and other features shown under power lines shall meet height restriction and other requirements.



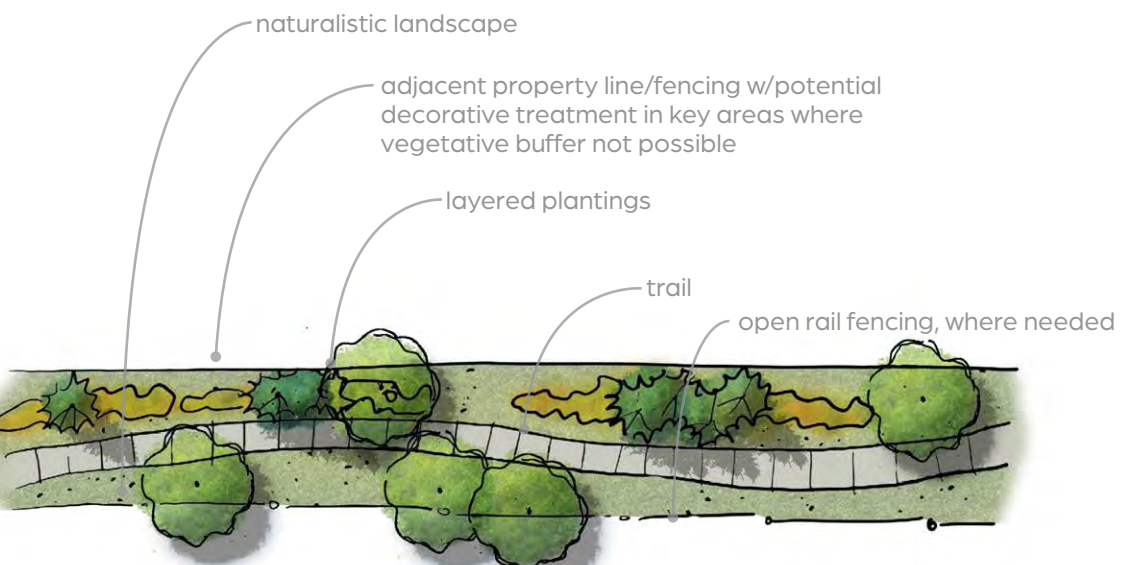
WEST OPEN SPACE CONCEPT - PERSPECTIVE VIEW



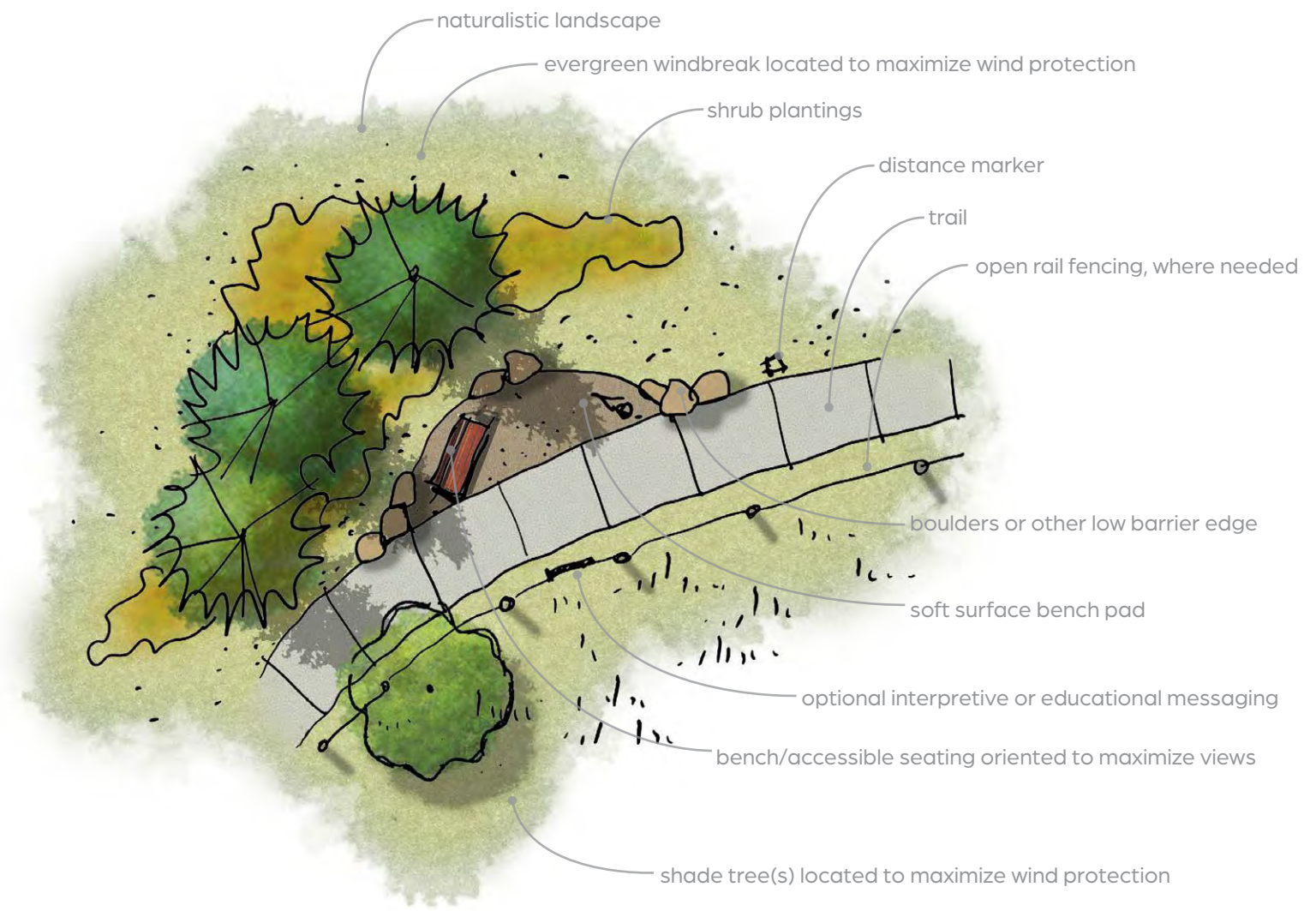
EXISTING CONDITIONS



BUFFERING CONCEPT - SECTION



BUFFERING CONCEPT - PLAN



TRAIL WAYDSIDE CONCEPT - PLAN

ESTIMATED CONSTRUCTION COSTS

ROBERTSON ROAD TO MILLS TRAIL

Feature Unit Costs



August 20, 2021

Item	Unit	Cost	Notes
SITE WORK			
Crusher Fines Paving	SF	\$2.50	4" depth w/ fabric and stabilizer
LANDSCAPE			
Deciduous Tree - 2" cal.	EA	\$550.00	
Deciduous Tree - 3.5" cal.	EA	\$700.00	
Ornamental Tree - 1.5" cal	EA	\$500.00	
Evergreen Tree - 6' ht	EA	\$600.00	
Deciduous Shrub	EA	\$35.00	5 gal
Evergreen Shrub	EA	\$45.00	5 gal
Ornamental Grass	EA	\$25.00	1 gal
Perennials	EA	\$20.00	1 gal
Mulch - Wood	SF	\$0.75	
Mulch - Rock	SF	\$1.25	
Landscape Boulders	EA	\$500.00	
Soil Prep + Fine Grading	SF	\$0.22	
Soil Amendment/Topsoil Placement	SF	\$1.50	
Sod	SF	\$0.35	
Hydromulch	SF	\$0.25	
Native Seed	SF	\$0.20	
Metal Landscape Edger	LF	\$6.00	
IRRIGATION			
Small Radius Sprays (≤15')	SF	\$1.75	for seed establishment
Large Radius Rotors (≥20')	SF	\$1.25	for seed establishment
Drip - Trees in seed	EA	\$200.00	
SITE FURNISHINGS			
Bench - 6'	EA	\$2,500.00	
Picnic Table	EA	\$2,500.00	
Trash Receptacle	EA	\$750.00	
Recycling Receptacle	EA	\$750.00	
Bike Rack - Single	EA	\$1,000.00	
SIGNAGE & FENCING			
Vehicular Wayfinding	EA	\$500.00	
Pedestrian Wayfinding	EA	\$750.00	
Distance Markers	EA	\$500.00	
Interpretive Signs	EA	\$1,500.00	does not include panel design
Misc Regulatory Signage	EA	\$500.00	
Open Rail Fence	LF	\$45.00	
STRUCTURES			
16 x 16 pavilion	EA	\$25,000.00	
SITE LIGHTING, ELECTRICAL, COMMUNICATIONS			
LED Area Light and Pole	EA	\$6,500.00	
LED Bollard	EA	\$1,200.00	

NOTES

1. Does not include escalation for inflation - assume 5% per year
2. Does not include tap or permitting fees.
3. Does not include power, utility POC's or sleeving.
4. Costs are based on date of estimate only and subject to fluctuation.
5. Does not include detailed design or engineering fees if required.

ESTIMATED CONSTRUCTION COSTS

ROBERTSON ROAD TO MILLS TRAIL

Feature Costs



August 20, 2021

Item	Unit	Cost	Notes
AMENITIES			
Natural Play Node	EA	\$10,000.00	assumes 500 SF, includes natural materials equipment, safety rated fall surface, edge containment system
Trail Wayside	EA	\$700.00	assumes 200 SF, crusher fines surfacing, one bench, 6 boulders, one interpretive sign
Neighborhood Trailhead	EA	\$40,000.00	includes ADA curb ramp, kiosk sign, 16x16 shelter, regulatory signage
Neighborhood Trail Access	EA	\$10,000.00	includes ADA curb ramp, trail map, regulatory signage

NOTES

1. Does not include escalation for inflation - assume 5% per year
2. Does not include tap or permitting fees.
3. Does not include power, utility POC's or sleeving.
4. Costs are based on date of estimate only and subject to fluctuation.
5. Does not include detailed design or engineering fees if required.

RESOLUTION NO. 21-142

A RESOLUTION APPROVING AND ADOPTING THE CASPER AREA MPO'S ROBERTSON ROAD TO MILLS TRAIL EXTENSION PLAN FOR THE CASPER METROPOLITAN AREA.

WHEREAS, the Casper Area Metropolitan Planning Organization (MPO) initiated the Robertson Road to Mills Trail Extension Plan; and,

WHEREAS, the Robertson Road to Mills Trail Extension Plan represents a key component in the MPO's FY21 Unified Planning Work Plan (UPWP); and,

WHEREAS, the MPO is required to successfully complete all of the projects approved in the FY21 UPWP; and,

WHEREAS, the MPO Policy Committee passed a motion at their meeting on October 14, 2021. to approve the Plan; and,

WHEREAS, it is the desire of the governing body of the City of Casper to approve and adopt said Plan for the Casper Urbanized Area.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: That the Robertson Road to Mills Trail Extension Plan is hereby approved and adopted.

PASSED, APPROVED, AND ADOPTED on this ____ day of _____, 2021.

APPROVED AS TO FORM:




ATTEST:



Fleur Tremel
City Clerk

CITY OF CASPER, WYOMING
A Municipal Corporation

Steven K. Freel
Mayor

September 28, 2021

MEMO TO: City Council
J. Carter Napier, City Manager 

FROM: John Henley, City Attorney 
Heather Bender, Paralegal 

SUBJECT: Release of Demolition Lien – 710 East K Street, Casper, Wyoming

Meeting Type & Date
Regular Council Meeting
October 19, 2021

Action type
Resolution

Recommendation
That City Council, by resolution, authorize the release of the Demolition Lien recorded against real property located at 710 East K Street, Casper, Wyoming.

Summary
The City Attorney's Office is requesting that City Council authorize, by resolution, the release of the Demolition Lien, Record No. 917998, recorded with the Natrona County Clerk's Office on November 14, 2011, against property commonly known as 710 East K Street (see the attached Release of Lien for the full legal description).

The City of Casper has received Five Thousand Three Hundred Dollars (\$5,300.00), as consideration for releasing the Demolition Lien.

Financial Considerations
Recovery of \$5,300.00

Oversight/Project Responsibility
John Henley, City Attorney
Liz Becher, Community Development Director
Jill Johnson, Financial Services Director

Attachments
Resolution
Lien Release

RELEASE OF DEMOLITION LIEN

The City of Casper, Wyoming, a Wyoming Municipal Corporation, 200 North David Street, Casper, Wyoming 82601, and gives notice of release of the "Demolition Lien" recorded with the Natrona County Clerk, as *Record Number 917998*, regarding the property identified below:

Legal Description:

THE SOUTH ONE-HALF OF LOT 48 AND ALL
LOTS 49 AND 50, BLOCK 28, NORTH CASPER
ADDITION TO THE CITY OF CASPER,
NATRONA COUNTY, WYOMING

More commonly known as: 710 East K Street, Casper, Wyoming.

The *Demolition Lien* is hereby released from the above referenced property. Please remove and the Lien from the property identified above.

The City of Casper, Wyoming
a Wyoming municipal corporation

BY: _____
Steven K. Freel, Mayor

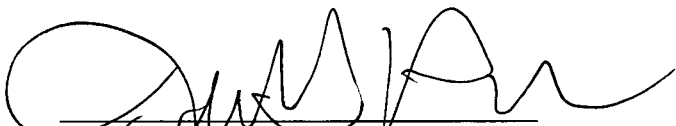
State of Wyoming)
)
County of Natrona)

This instrument was acknowledge before me on the _ day of _____, 2021,
Steven K. Freel, Mayor of the City of Casper, Wyoming.

(Seal)

My Commission Expires: _____
Notary Public

APPROVED AS TO FORM:



John Henley, City Attorney
City of Casper, Wyoming

RESOLUTION NO.21-143

A RESOLUTION AUTHORIZING THE RELEASE OF DEMOLITION LIEN RECORDED AGAINST 710 EAST K STREET, CASPER, WYOMING.

WHEREAS, in 2011, code enforcement officers determined a structure located at 710 East K Street, Casper, Wyoming, was vacant, unsecured, a fire hazard, and an attractive nuisance to vagrants and children; and,

WHEREAS, the property owner was notified by a Notice and Order, recorded with the Natrona County Clerk on May 10, 2011, regarding the condition of the structure; and the property owner failed respond to the Notice and Order or take corrective action and repair the structure in accordance with building and fire codes; and,

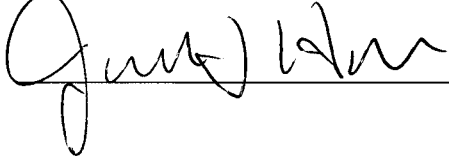
WHEREAS, the City of Casper, demolished the structure and a Demolition Lien was placed on the land in the amount of Five Thousand Three Hundred Dollars (\$5,300.00), and was recorded on November 14, 2011, as Record No. 917998; and,

WHEREAS, the City of City of Casper has received payment for consideration of release of the Demolition Lien, and the Demolition Lien should be released.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: that the Mayor is hereby authorized to execute, and the City Clerk to attest a Release of Demolition Lien regarding the property fully identified in the attached Release and commonly known as 710 East K Street, Casper, Wyoming.

PASSED, APPROVED, AND ADOPTED this ___ day of _____, 2021.

APPROVED AS TO FORM:



ATTEST:

CITY OF CASPER, WYOMING
A Municipal Corporation

Fleur Tremel
City Clerk

Steven K. Freel
Mayor

September 28, 2021

TO: City Council
J. Carter Napier, City Manager *JCN*

FROM: John Henley, City Attorney *JH*
Wallace Trembath, Deputy City Attorney *W.T.*

SUBJECT: Authorizing a 3-Year Agreement with Thomson Reuters for Westlaw Internet Legal Research Services for the City Attorney's Office.

Meeting Type & Date:

Regular City Council Meeting
October 19, 2021

Action Type:

Resolution

Recommendation:

That Council, by resolution, authorize the 3-year Agreement with Thomson Reuters for Westlaw internet legal research services for the City Attorney's Office.

Summary:

The City Attorney's Office subscribes to Westlaw internet law library research services through Thomson Reuters for statutes, case law, forms and many other materials for its legal research needs. The City Attorney's Office recently reviewed the contract price and number of subscriptions, and was able to reduce the number of subscriptions to lower the contract price. The new contract price reduced monthly costs from \$1,414.56 to \$848.74 per month. The new contract would extend the term for thirty-six (36) months from the effective date.

Financial Considerations

Cost savings of approximately \$565.82 per month

Oversight/Project Responsibility

Wallace Trembath, III, Deputy City Attorney

Attachments

A copy of the Agreement is included for your review, along with a resolution authorizing the Mayor to execute the Agreement on behalf of the City.



Order Form

Order ID: Q-01525363

Contact your representative jeff.picha@thomsonreuters.com with any questions. Thank you.

Sold To Account Address
 Account #: 1000497041
 CASPER CITY ATTORNEY
 200 N DAVID ST ROOM 102
 CASPER WY 82601-1815 US

Shipping Address
 Account #: 1000497041
 CASPER CITY ATTORNEY
 200 N DAVID ST ROOM 102
 CASPER WY 82601-1815 US

Billing Address
 Account #: 1000497041
 CASPER CITY ATTORNEY
 200 N DAVID ST ROOM 102
 CASPER, WY 82601-1815 US

“Customer”

This Order Form is a legal document between West Publishing Corporation and Customer. West Publishing Corporation also means “West”, “we” or “our” and Customer means “Subscriber”, “you”, or “I”. Subscription terms, if any, follow the ordering grids below.

ProFlex Products
 See Attachment for details

Material #	Product	Monthly Charges	Minimum Terms (Months)
40757482	West Proflex	\$848.74	36

Minimum Terms

Your subscription is effective upon the date we process your order (“Effective Date”) and Monthly Charges will be prorated for the number of days remaining in that month, if any. Your subscription will continue for the number of months listed in the Minimum Term column above counting from the first day of the month following the Effective Date. Your Monthly Charges during the first twelve (12) months of the Minimum Term are as set forth above. If your Minimum Term is longer than 12 months, then your Monthly Charges for each year of the Minimum Term are displayed in the Attachment to the Order Form. You are also responsible for all Excluded Charges as defined below.

cease unless renewed or renegotiated.

Post Minimum Terms

At the end of the Minimum Term, your Monthly Charges will increase by 7%. Thereafter, the Monthly Charges will ~~increase 7% every 12 months unless we notify you of a different rate at least 90 days before the annual increase.~~ You are also responsible for all Excluded Charges. Excluded Charges may change after at least 30 days written or online notice. Either of us may cancel the Post Minimum Term subscription by sending at least 60 days written notice. Send your notice of cancellation to Customer Service, 610 Opperman Drive, P.O. Box 64833, Eagan, MN 55123-1803.

Federal Government Subscribers Optional Minimum Term. Federal government subscribers that chose a multi-year Minimum Term, those additional months will be implemented at your option pursuant to federal law.

Banded Product Subscriptions. You certify your total number of attorneys (partners, shareholders, associates, contract or staff attorneys, of counsel, and the like), corporate users, personnel or full-time-equivalent students is indicated in this Order Form. Our pricing for banded products is made in reliance upon your certification. If we learn that the actual number is greater or increases at any time, we reserve the right to increase your charges as applicable.

Miscellaneous

Thomson Reuters General Terms and Conditions, apply to all products ordered including ebooks, and is located at <https://static.legalsolutions.thomsonreuters.com/static/ThomsonReuters-General-Terms-Conditions.pdf>. In the event that there is a conflict of terms between the General Terms and Conditions and this Order Form, the terms of this Order Form control. This Order Form is subject to our approval.

Thomson Reuters General Terms and Conditions for Federal Subscribers is located at <https://static.legalsolutions.thomsonreuters.com/static/Federal-ThomsonReuters-General-Terms-Conditions.pdf>. In the event that there is a conflict of terms between the General Terms and Conditions and this Order Form, the terms of this Order Form control. This Order Form is subject to our approval.

Applicable Law. If you are a state or local governmental entity, your state’s law will apply and any claim may be brought in the state or federal courts located in your state. If you are a non-governmental entity, this Order Form will be interpreted under Minnesota state law and any claim by one of us may be brought in the state or federal courts in Minnesota. If you are a United States Federal Government Customer, United States federal law will apply and any claim may be brought in any federal court.

Charges, Payments & Taxes. You agree to pay all charges in full within 30 days of the date of invoice. You are responsible for any applicable sales, use, value added tax (VAT), etc. unless you are tax exempt. If you are a non-government customer and fail to pay your invoiced charges, you are responsible for collection costs including attorneys’ fees.

Excluded Charges And Schedule A Rates. If you access products or services that are not included in your subscription you will be charged our then-current rate (“Excluded Charges”). Excluded Charges will be invoiced and due with your next payment. For your reference, the current Excluded Charges schedules are located in the below link. Excluded Charges may change from time-to-time upon 30 days written or online notice. We may, at our option, make certain products and services Excluded Charges if we are contractually bound or otherwise required to do so by a third party provider or if products or services are enhanced or if new products or services are released after the effective date of this ordering document. Modification of Excluded Charges or Schedule A rates is not a basis for termination under paragraph 10 of the General Terms and Conditions.

<http://static.legalsolutions.thomsonreuters.com/static/agreement/plan-2-pro-govt-agencies.pdf>

eBilling Contact. All invoices for this account will be emailed to your e-Billing Contact(s) unless you have notified us that you would like to be exempt from e-Billing.

Credit Verification. If you are applying for credit as an individual, we may request a consumer credit report to determine your creditworthiness. If we obtain a consumer credit report, you may request the name, address and telephone number of the agency that supplied the credit report. If you are applying for credit on behalf of a business, we may request a current business financial statement from you to consider your request.

Returns and Refunds. You may return a print product to us within 45 days of the original shipment date if you are not completely satisfied. Please see <http://static.legalsolutions.thomsonreuters.com/static/returns-refunds.pdf> or contact Customer Service at 1-800-328-4880 for additional details regarding our policies on returns and refunds.

Transportation Charges. Print products are shipped F.O.B. origin. Transportation charges will be added for expedited shipments made at your request and for international product delivery. Expedited shipments and international product shipments will be charged at then-current carrier rates

Product Specific Terms. The following products have specific terms which are incorporated by reference and made part of this Order Form if they apply to your order. They can be found at <https://static.legalsolutions.thomsonreuters.com/static/ThomsonReuters-General-Terms-Conditions-PST.pdf>. If the product is not part of your order, the product specific terms do not apply. If there is a conflict between product specific terms and the Order Form, the product specific terms control.

- Campus Research
- Contract Express
- Hosted Practice Solutions
- ProView eBooks
- Time and Billing
- West km Software
- West LegalEdcenter
- Westlaw
- Westlaw Doc & Form Builder
- Westlaw Paralegal
- Westlaw Patron Access
- Westlaw Public Records

Additional Order Form Terms and Conditions

Government Non Availability of Funds for Online, Practice Solutions or Software Products

You may cancel a product or service with at least 60 days written notice if you do not receive sufficient appropriation of funds. Your notice must include an official document, (e.g., executive order, an officially printed budget or other official government communication) certifying the non-availability of funds. You will be invoiced for all charges incurred up to the effective date of the cancellation.

Acknowledgement: Order ID: O-01525363

Signature of Authorized Representative for order

Steven K. Freel

Printed Name

Mayor, City of Casper

Title

Date

© 2021 West, a Thomson Reuters business. All rights reserved.

This Order Form will expire and will not be accepted after 11/16/2021.



THOMSON REUTERS

Attachment

Order ID: Q-01525363

Contact your representative jeff.picha@thomsonreuters.com with any questions. Thank you.

Payment, Shipping, and Contact Information

Payment Method:

Payment Method: Bill to Account
Account Number: 1000497041

Order Confirmation Contact (#28)

Contact Name: Trembath, Wallace
Email: wtrembath@casperwy.gov

Shipping Information:

Shipping Method: Ground Shipping - U.S. Only

eBilling Contact

Contact Name Wallace Trembath
Email wtrembath@casperwy.gov

ProFlex Multiple Location Details

Account Number	Account Name	Account Address	Action
1000497041	CASPER CITY ATTORNEY	200 N DAVID ST ROOM 102 CASPER WY 82601-1815 US	New

ProFlex Product Details

Quantity	Unit	Service Material #	Description
1	Each	40757482	West Proflex
3	Attorneys	42077751	Gvt - National Primary Core
3	Attorneys	42077755	Westlaw All Analytical, Enterprise access, Government
3	Attorneys	41994565	Gvt - National Reporter Images For Government (Westlaw PRO™)
3	Attorneys	41933492	Practical Law, Enterprise access, Government
3	Attorneys	41985648	Gvt - Related Documents For Government (Westlaw PRO™)

Account Contacts

Account Contact First Name	Account Contact Last Name	Account Contact Email Address	Account Contact Customer Type Description
Wallace	Trembath	wtrembath@casperwy.gov	EML PSWD CONTACT

Lapsed Products

Sub Material	Active Subscription to be Lapsed
40757481	West Proflex

Charges During Minimum Term

Material #	Product Name	Year 1 Monthly Charges	% incr Yr 1-2	Year 2 Monthly Charges	% incr Yr 2-3	Year 3 Monthly Charges	% incr Yr 3-4	Year 4 Monthly Charges	% incr Yr 4-5	Year 5 Monthly Charges
40757482	West Proflex	\$848.74	2.00%	\$865.71	2.00%	\$883.02	N/A	N/A	N/A	N/A

Charges During Minimum Term

Pricing is displayed only for the years included in the Minimum Term. Years without pricing in above grid are not included in the Minimum Term. Refer to your Order Form for the Post Minimum Term pricing.

**SIGNATURE PAGE ATTACHMENT TO THE AGREEMENT
(ORDER FORM, ORDER ID Q-01525363) BETWEEN THOMPSON REUTERS AND
THE CITY OF CASPER, WYOMING FOR WEST PROFLEX LEGAL RESEARCH
SERVICES**

APPROVAL AS TO FORM

I have reviewed the attached Agreement (*Order Form, Order ID: Q-01525363*), and approve it as to form on behalf of the City of Casper, Wyoming.

Dated: October 13, 2021.



Wallace Trembath III
Deputy City Attorney

MAYOR'S SIGNATURE

Resolution No. _____ was passed by Council on October ____, 2021, authorizing the Mayor to execute the Agreement. In witness whereof, I, Steven K. Freel, as the Mayor of the City of Casper, hereby execute the Agreement (*Order Form, Order ID: Q-01525363*) on behalf of the City of Casper.

Steven K. Freel
Mayor

Dated: _____, 2021.

CITY CLERK'S ATTESTATION

As the Clerk of the City of Casper, I hereby attest the above referenced Agreement.

Fleur D. Tremel
City Clerk

Dated: _____, 2021.

RESOLUTION NO.21-144

A RESOLUTION APPROVING A 3-YEAR AGREEMENT WITH THOMSON REUTERS FOR WESTLAW INTERNET LEGAL RESEARCH SERVICES FOR THE CITY ATTORNEY'S OFFICE.


WHEREAS, the City Attorney's Office subscribes to Westlaw internet legal research services for statutes, caselaw, forms and other materials for its legal research needs from Thomson Reuters; and,

WHEREAS, for cost savings purposes, it is advantageous for the City to enter into a new Agreement. The terms of the new Agreement are further delineated in the Agreement, attached hereto and made part of this Resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: That the Mayor is hereby authorized to execute the Agreement (a.k.a., "Order Form") for the "West Proflex" plan through Thomson Reuters for the City Attorney's Office legal research services.

PASSED, APPROVED AND ADOPTED this ____ day of _____, 2021.

APPROVED AS TO FORM:



ATTEST:

Fleur Tremel
City Clerk

CITY OF CASPER, WYOMING
A Municipal Corporation

Steven K. Freel
Mayor

October 5, 2021

MEMO TO: J. Carter Napier, City Manager *JCN*
FROM: Keith McPheeters, Police Chief *KMcP 307*
Lyle Berg, Police Sergeant
SUBJECT: That Council Approve the Purchase of One (1) Unmanned Aircraft from Advexure Unmanned Systems in the total Amount of Twenty Six Thousand, Eight Hundred Ninety Dollars and 70/100 (\$26,890.70).

Meeting Type & Date

Regular Council Meeting
October 19, 2021

Action type

Resolution

Recommendation

That Council, by resolution, approve the purchase of one (1) unmanned aircraft from Advexure Unmanned Systems in the total amount of Twenty Six Thousand, Eight Hundred Ninety Dollars and 70/100 (\$26,890.70).

Summary

The Casper Police Department utilizes unmanned aircraft (drone) for multiple law enforcement activities. Currently, the Department has only one (1) drone in their fleet. By entering into this agreement, the Department plans to add an additional drone to their fleet, thereby increasing our capabilities while also providing for redundancy in the event of repairs or damage to the existing drone.

Small Unmanned Aerial Systems (sUAS) can perform critical tasks while disasters unfold, including spotting people in need of urgent help. Evidence suggests drones have advantages over traditional search and rescue efforts, including accelerating the speed and the extent with which searches may be conducted. Research has shown that drones found isolated people much faster than traditional, ground-based, rescue teams. This information is critical in deploying ground-based assets to the most urgent areas first.

Law enforcement uses thermal and aerial zoom cameras to find suspects, reconstruct accident scenes, and to locate subjects in almost any situation. The sUAS technology also allows law enforcement to gain valuable ground and aerial intelligence prior to deploying officers to a high-risk scene.

Financial Considerations

This project was budgeted for in the FY22 Casper Police Department budget.

Oversight/Project Responsibility

Lyle Berg, Police Sergeant

Attachments

Procurement of Goods Agreement
Resolution

Procurement of Goods Agreement (Short Form)

This Procurement of Goods Agreement, (this "**Agreement**"), dated as of September 30, 2021 referenced by Quote Number 51604-2 is entered into between the City of Casper, Wyoming, a Wyoming municipal corporation with offices located at 200 N. David St., Casper, Wyoming 82601 ("**Buyer**") and Advexure LLC dba Advexure Unmanned Systems, a Wisconsin LLC, with foreign offices located at 2288 Westwood Blvd, Ste 100, Los Angeles, CA 90064 ("**Seller**"), and together with Buyer, the "**Parties**", and each, a "**Party**").

RECITALS

WHEREAS, Seller is in the business of selling unmanned drone systems and technology solutions; and

WHEREAS, Buyer desires to purchase from Seller, and Seller desires to sell to Buyer the Goods.

NOW, THEREFORE, in consideration of the mutual covenants and agreements hereinafter set forth and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto agree as follows:

1. **Sale of Goods.** Seller shall sell to Buyer and Buyer shall purchase from Seller the goods set forth on Exhibit A (the "**Goods**") in the quantities and at the prices and upon the terms and conditions set forth in this Agreement.
2. **Delivery Date.** Seller shall deliver the Goods in the quantities and on the date(s) specified in Exhibit A or as otherwise agreed in writing by the Parties (the "**Delivery Date**"). Timely delivery of the Goods is of the essence. If Seller fails to deliver the Goods in full on the Delivery Date, Buyer may terminate this Agreement immediately by providing written notice to Seller and Seller shall indemnify Buyer against any losses, claims, damages, and reasonable costs and expenses directly attributable to Seller's failure to deliver the Goods on the Delivery Date.
3. **Quantity.** Seller shall deliver the quantities of the Goods specified in Exhibit A. If Seller delivers more than the quantity of Goods is specified in Exhibit A or less than the quantity of Goods specified in Exhibit A, Buyer may reject all or any excess Goods. Any such rejected Goods shall be returned to Seller at Seller's risk and expense. If Buyer does not reject the Goods and instead accepts the delivery of Goods at the increased or reduced quantity, the Price for the Goods shall be adjusted on a pro-rata basis.
4. **Delivery Location.** All Goods shall be delivered to the shipping address specified in Exhibit A (the "**Delivery Location**") during Buyer's normal business hours or as otherwise instructed by Buyer.
5. **Shipping Terms.** Delivery shall be made (DDP Seller) to the Casper Police Department, 201 N David, Casper Wyoming 82601 in accordance with the terms set forth in Exhibit A. Seller shall give written notice of shipment to Buyer when the Goods are delivered to a carrier for transportation. Seller shall provide Buyer all shipping documents, including the commercial invoice, packing list, air waybill/bill of lading, and any other documents necessary to release the Goods to Buyer within 30 business days

after Seller delivers the Goods to the transportation carrier.

6. Title and Risk of Loss. Title passes to Buyer upon delivery of the Goods to the Delivery Location. Seller bears all risk of loss or damage to the Goods until delivery of the Goods to the Delivery Location.

7. Packaging. Seller shall properly pack, mark and ship Goods as instructed by Buyer and otherwise in accordance with applicable law and industry standards and shall provide Buyer with shipment documentation showing the Contract Reference Number, the quantity of pieces in shipment, the number of cartons or containers in shipment, Seller's name, the air waybill/bill of lading number, and the country of origin.

8. Inspection and Rejection of Nonconforming Goods. Buyer has the right to inspect the Goods on or after the Delivery Date. Buyer, at its sole option, may inspect all or a sample of the Goods, and may reject all or any portion of the Goods if it determines the Goods are non-conforming or defective. If Buyer rejects any portion of the Goods, Buyer has the right, effective upon written notice to Seller, to: (a) rescind this Agreement in its entirety; or (b) reject the Goods and require replacement of the rejected Goods. If Buyer requires replacement of the Goods, Seller shall, at its expense, within ten (10) business days replace the nonconforming Goods and pay for all related expenses, including, but not limited to, transportation charges for the return of the defective goods and the delivery of replacement Goods. Any inspection or other action by Buyer under this Section shall not reduce or otherwise affect Seller's obligations under this Agreement, and Buyer shall have the right to conduct further inspections after Seller has carried out its remedial actions.

9. Price. Buyer shall purchase the Goods from Seller at the prices set forth in Exhibit A, as it may be modified from time to time by agreement of the Parties (the "Price"). The Price includes all packaging, transportation costs to the Delivery Location, insurance, customs duties and fees and applicable taxes, including, but not limited to, all sales, use, or excise taxes. No increase in the Price is effective, whether due to increased material, labor, or transportation costs or otherwise, without the prior written consent of Buyer.

10. Payment Terms. Seller shall issue an invoice to Buyer within forty-five (45) days after the completion of delivery of the Goods. Buyer shall pay all properly invoiced amounts due to Seller within 45 days after Buyer's receipt of such invoice, except for any amounts disputed by Buyer in good faith. All payments hereunder must be in US dollars. In the event of a payment dispute, Buyer shall deliver a written statement to Seller no later than 15 days after invoiced amounts are delivered to the buyer on the disputed invoice listing all disputed items. The Parties shall seek to resolve all such disputes expeditiously and in good faith. Seller shall continue performing its obligations under this Agreement notwithstanding any such dispute.

11. Setoff. Without prejudice to any other right or remedy it may have, Buyer reserves the right to set off at any time any amount owing to it by Seller against any amount payable by Buyer to Seller.

12. Warranties. Warranties for the goods being purchased under this agreement are provided and maintained by DJI Care Enterprise (Basic) as set forth in Exhibit B. Seller will help facilitate the warranty process if necessary. However, seller does not hold the warranties defined in this Agreement.

13. Compliance with Law. Seller is in compliance with and shall comply with all applicable laws, regulations, and ordinances. Seller has and shall maintain in effect all the licenses, permissions, authorizations, consents, and permits that it needs to carry out its obligations under this Agreement.

14. General Indemnification. Seller agrees to indemnify Buyer, Buyer's employees, elected officials, appointed officials, agents, and volunteers, and all additional insured and hold them harmless from all liability for damages to property or injury to or death to persons, including all reasonable costs, expenses, and attorney's fees incurred related thereto, to the extent arising from negligence, fault or willful and wanton conduct of the Seller and any subcontractor thereof.

15. Intellectual Property Indemnification. Seller shall, at its expense, defend, indemnify, and hold harmless Buyer and any Indemnified Party against any and all Losses arising out of or in connection with any claim that Buyer's or Indemnified Party's use or possession of the Goods infringes or misappropriates the patent, copyright, trade secret or other intellectual property right of any third party. In no event shall Seller enter into any settlement without Buyer's or Indemnified Party's prior written consent.

16. Insurance. Before commencing with work under this Agreement, and for a period of two (2) years after the date of this Agreement, Seller shall, at its own expense, maintain and carry insurance in full force and effect that includes, but is not limited to, commercial general liability (including product liability) with limits no less than \$250,000 for each occurrence and \$500,000 in the aggregate with financially sound and reputable insurers. Seller shall provide Buyer with a certificate of insurance from Seller's insurer evidencing the insurance coverage specified in this Agreement. The certificate of insurance shall name Buyer as an additional insured. Seller shall provide Buyer with 30 days advance written notice in the event of a cancellation or material change in Seller's insurance policy. Except where prohibited by law, Seller shall require its insurer to waive all rights of subrogation against Buyer's insurers and Buyer or the Indemnified Parties.

17. Termination. In addition to any remedies that may be provided under this Agreement, Buyer may terminate this Agreement with immediate effect upon written notice to Seller, either before or after the acceptance of the Goods, if Seller has not performed or complied with any of the terms and conditions of this Agreement, in whole or in part. If Seller becomes insolvent, is generally unable to pay, or fails to pay, its debts as they become due, files a petition for bankruptcy or commences or has commenced against its proceedings relating to bankruptcy, receivership, reorganization, or assignment for the benefit of creditors, then Buyer may terminate this Agreement upon written notice to Seller. If a Force Majeure Event affecting Seller's performance of this Agreement continues for more than fourteen (14) days, then Buyer may terminate this Agreement upon written notice to Seller. If Buyer terminates this Agreement for any reason, Seller's sole and exclusive remedy is payment for the Goods received and accepted by Buyer prior to the termination.

18. Confidential Information. All non-public, confidential, or proprietary information of the Buyer, including, but not limited to, specifications, samples, patterns, designs, plans, drawings, documents, data, business operations, customer lists, pricing, discounts, or rebates, disclosed by Buyer to Seller, whether disclosed orally or disclosed or accessed in written, electronic or other form or media, and whether or not marked, designated, or otherwise identified as "confidential," in connection with this Agreement is confidential, solely for the use of performing this Agreement and may not be disclosed or copied unless authorized by Buyer in writing. Upon Buyer's request, Seller shall promptly return all documents and other materials received from Buyer. Buyer shall be entitled to injunctive relief for any violation of this Section. This Section shall not apply to information that is: (a) in the public domain; (b) known to the Seller at the time of disclosure; or (c) rightfully obtained by the Seller on a non-confidential basis from a third party.

19. Entire Agreement. This Agreement, including and together with any related exhibits, schedules, attachments, and appendices, constitutes the sole and entire agreement of the Parties with respect to the subject matter contained herein and supersedes all prior and contemporaneous understandings, agreements, representations and warranties, both written and oral, regarding such subject matter.

20. Survival. Subject to the limitations and other provisions of this Agreement: (a) the representations and warranties of the Parties contained herein shall survive the expiration or earlier termination of this Agreement; and (b) as well as any other provision that, in order to give proper effect to its intent, should survive such expiration or termination, shall survive the expiration or earlier termination of this Agreement. All other provisions of this Agreement shall not survive the expiration or earlier termination of this Agreement.

21. Notices. All notices, requests, consents, claims, demands, waivers, and other communications under this Agreement (each, a “**Notice**”, and with the correlative meaning “**Notify**”) must be in writing and addressed to the other Party at its address set forth below (or to such other address that the receiving Party may designate from time to time in accordance with this Section). Unless otherwise agreed herein, all Notices must be delivered by personal delivery, nationally recognized overnight courier or certified or registered mail (in each case, return receipt requested, postage prepaid). Except as otherwise provided in this Agreement, a Notice is effective only (a) on receipt by the receiving Party, and (b) if the Party giving the Notice has complied with the requirements of this Section.

Notice to Buyer:

Casper Police Department
201 N David
Casper, Wyoming 82601

Telephone: (307) 235-8200

Notice to Seller:

Advexure Unmanned Systems
2288 Westwood Blvd, Ste 100
Los Angeles, CA 90064

22. Severability. If any term or provision of this Agreement is invalid, illegal, or unenforceable in any jurisdiction, such invalidity, illegality, or unenforceability shall not affect any other term or provision of this Agreement or invalidate or render unenforceable such term or provision in any other jurisdiction. Upon a determination that any term or provision is invalid, illegal, or unenforceable, the Parties shall negotiate in good faith to modify this Agreement to effect the original intent of the Parties as closely as possible in order that the transactions contemplated hereby be consummated as originally contemplated to the greatest extent possible.

23. Amendments. No amendment to, or modification of this Agreement is effective unless it is in writing and signed by an authorized representative of each Party.

24. Waiver. No waiver by any party of any of the provisions of this Agreement shall be effective unless explicitly set forth in writing and signed by the party so waiving. Except as otherwise set forth in this Agreement, no failure to exercise, or delay in exercising, any rights, remedy, power, or privilege arising from this Agreement shall operate or be construed as a waiver thereof, nor shall any single or partial exercise of any right, remedy, power or privilege hereunder preclude any other or further exercise thereof or the exercise of any other right, remedy, power, or privilege.

25. Cumulative Remedies. All rights and remedies provided in this Agreement are cumulative and not exclusive, and the exercise by either Party of any right or remedy does not preclude the exercise of any other rights or remedies that may now or subsequently be available at law, in equity, by statute, in any other agreement between the Parties, or otherwise. Notwithstanding the foregoing, the Parties intend that, if Buyer terminates the Agreement in accordance with Section 17, Seller's sole and exclusive remedy is the right to payment for the Goods received and accepted.

26. Assignment. Seller shall not assign, transfer, delegate, or subcontract any of its rights or obligations under this Agreement without the prior written consent of Buyer. Any purported assignment or delegation in violation of this Section shall be null and void. No assignment or delegation shall relieve the Seller of any of its obligations hereunder. Buyer may at any time assign, transfer or subcontract any or all of its rights or obligations under this Agreement without Seller's prior written consent.

27. Successors and Assigns. This Agreement is binding on and inures to the benefit of the Parties to this Agreement and their respective permitted successors and permitted assigns.

28. No Third-Party Beneficiaries. This Agreement benefits solely the Parties to this Agreement and their respective permitted successors and assigns and nothing in this Agreement, express or implied, confers on any other Person any legal or equitable right, benefit, or remedy of any nature whatsoever under or by reason of this Agreement.

29. Choice of Law. This Agreement, including all exhibits, schedules, attachments, and appendices attached hereto, and all matters arising out of or relating to this Agreement, are governed by, and construed in accordance with, the laws of the State of Wyoming, United States of America, without regard to the conflict of laws provisions thereof to the extent such principles or rules would require or permit the application of the laws of any jurisdiction other than those of the State of Wyoming.

30. Choice of Forum. Each Party irrevocably and unconditionally agrees that it will not commence any action, litigation, or proceeding of any kind whatsoever against the other Party in any way arising from or relating to this Agreement, including all exhibits, schedules, attachments, and appendices attached to this Agreement, and all contemplated transactions, including contract, equity, tort, fraud, and statutory claims, in any forum other than the courts of the State of Wyoming, sitting in Casper, Wyoming, and any appellate court from any thereof. Each Party irrevocably and unconditionally submits to the exclusive jurisdiction of such courts and agrees to bring any such action, litigation or proceeding only in the courts of the State of Wyoming sitting in Casper, Wyoming. Each Party agrees that a final judgment in any such action, litigation, or proceeding is conclusive and may be enforced in other jurisdictions by suit on the judgment or in any other manner provided by law.

31. Counterparts. This Agreement may be executed in counterparts, each of which is deemed an original, but all of which together are deemed to be one and the same agreement. Notwithstanding anything to the contrary in Section 21 (Notices), a signed copy of this Agreement delivered by facsimile, email or other means of electronic transmission is deemed to have the same legal effect as delivery of an original signed copy of this Agreement.]

32. Force Majeure. Any delay or failure of either Party to perform its obligations under this Agreement will be excused to the extent that the delay or failure was caused directly by an event beyond such Party's control, without such Party's fault or negligence and that by its nature could not have been foreseen by such Party or, if it could have been foreseen, was unavoidable (which events may include natural disasters, embargoes, epidemics, explosions, riots, wars, or acts of terrorism) (each, a "Force Majeure Event"). Seller's financial inability to perform, changes in cost or availability of materials, components or services, market conditions or supplier actions or contract disputes will not excuse performance by Seller under this Section. Seller shall give Buyer prompt written notice of any event or circumstance that is reasonably likely to result in a Force Majeure Event, and the anticipated duration of such Force Majeure Event. Seller shall use all diligent efforts to end the Force Majeure Event, ensure that the effects of any Force Majeure Event are minimized and resume full performance under this Agreement.

33. Relationship of the Parties. The relationship between the Parties is that of independent contractors. Nothing contained in this Agreement shall be construed as creating any agency, partnership, franchise, business opportunity, joint venture, or other form of joint enterprise, employment or fiduciary relationship between the Parties, and neither Party shall have authority to contract for or bind the other Party in any manner whatsoever. No relationship of exclusivity shall be construed from this Agreement.

34. Wyoming Governmental Claims Act. Buyer does not waive any right or rights it may have pursuant to the Wyoming Governmental Claims Act, Wyoming Statutes Section 1-39-101 et seq., and Buyer specifically reserves the right to assert any and all rights, immunities, and defenses it may have pursuant to the Wyoming Governmental Claims Act.

35. Electronic Signatures. The Parties understand and agree that they have the right to execute this Agreement through paper or through electronic signature technology, which is in compliance with Wyoming and federal law governing electronic signatures. The Parties agree that to the extent they sign electronically, their electronic signature is the legally binding equivalent to their handwritten signature. Whenever they execute an electronic signature, it has the same validity and meaning as their handwritten signature. They will not, at any time in the future, repudiate the meaning of their electronic signature or claim that their electronic signature is not legally binding. They agree not to object to the admissibility of this Agreement as an electronic record, or a paper copy of an electronic document, or a paper copy of a document bearing an electronic signature, on the grounds that it is an electronic record or electronic signature or that it is not in its original form or is not an original. Each Party will immediately request that their electronic signature be revoked in writing if they discover or suspect that it has been or is in danger of being lost, disclosed, compromised or subjected to unauthorized use in any way. If either Party would like a paper copy of this Agreement, they may request a copy from the other Party, and the other Party shall provide it.

IN WITNESS WHEREOF, the undersigned duly authorized representatives of the Parties have executed this Agreement as of the day and year above.

APPROVED AS TO FORM

Walter Tremel

ATTEST

BUYER

CITY OF CASPER, WYOMING
A Wyoming municipal corporation

Fleur Tremel
City Clerk

Steve Freel
Mayor

WITNESS

SELLER

Advexure Unmanned Systems

By: R. Alvarado
Printed Name: Rayna Alvarado
Title: Logistics

By: Travis Waibel
Printed Name: Travis Waibel
Title: Managing Member

BILLING
Casper Police Department Lyle Berg 201 N David Street Casper, WY 82601 PHONE: (307) 235-8200 EMAIL: lberg@casperwy.gov

SHIPPING
Casper Police Department Lyle Berg 201 N David Street Casper, WY 82601

SALES QUOTE

QUOTE #	51604-2
ISSUED	7/14/2021
EXPIRES	60 Days
TERMS	Net 30

QTY	SKU	ITEM / DESCRIPTION	UNIT PRICE	AMOUNT
1	DJI-M300RTKCSP	DJI Matrice 300 RTK Combo with Care Enterprise (Basic) Combo Includes: (1) Aircraft, (1) Smart Controller Enterprise, (2) TB60 Batteries, (1) BS60 Battery Station, (1) WB37 Remote Controller Battery, (2) Landing Gear, (1) Carrying Case, (1) Set of Propellers (2 CW, 2 CCW), (1) USB Charger, (1) Smart Controller Lanyard, (1) USB-C Cable, (1) Spare Pair of Stick Covers, (1) Spare Propeller Holder, (4) Spare Gimbal Dampeners, (1) USB Cable with Double A Ports, (1) Vision System Calibration Plate, (1) Set of Rubber Port Covers, Screws & Tools	13,199.00	13,199.00T
1	DJI-ZH20TSP	DJI Zenmuse H20T with Care Enterprise (Basic)	11,209.00	11,209.00T
4	DJI-M3TB60	DJI Matrice 300 TB60 Intelligent Flight Battery	700.00	2,800.00T
1	DJI-CSB37	DJI CrystalSky & Cendence Intelligent Battery (WB37)	59.00	59.00T
1	GPC-M300	GPC Matrice 300 Case	799.00	799.00T
2	DJI-M300P14	DJI Matrice 300 2110 Propellers (Pair)	120.00	240.00T

YOUR ADVEXURE POINT OF CONTACT

Travis Waibel, Public Safety Solutions
Email: twaibel@advexure.com | Direct: (424) 317-4451

THANK YOU FOR CHOOSING ADVEXURE

BILLING
Casper Police Department Lyle Berg 201 N David Street Casper, WY 82601 PHONE: (307) 235-8200 EMAIL: lberg@casperwy.gov

SHIPPING
Casper Police Department Lyle Berg 201 N David Street Casper, WY 82601

SALES QUOTE

QUOTE #	51604-2
ISSUED	7/14/2021
EXPIRES	60 Days
TERMS	Net 30

QTY	SKU	ITEM / DESCRIPTION	UNIT PRICE	AMOUNT
1	ADV-ASPF	ADVEXURE VALUED-ADDED SERVICES Aircraft Setup, Prep and Firmware Update Service COMPLIMENTARY: Aircraft will be fully setup, configured and tested prior to fulfillment. Complimentary full tech check by Advexure's manufacturer certified technicians prior to fulfillment which includes a complete airworthiness checkover, firmware updates, and ease of operation prep so your system is fully ready to fly upon arrival.	0.00	0.00
1	ADV-ELPS	Advexure Enterprise Lifetime Premium Support COMPLIMENTARY: As one of the longest serving and most reputable UAV/drone dealers and distributors in North America, Advexure's enterprise solutions division commits itself to seven days a week, 365 days a year dedicated enterprise level support available near 24 hours a day by phone, email and live chat.	0.00	0.00
		Advexure Deal Registration ***For DJI Enterprise registered deals by Advexure and solely offered by Advexure (valid for 60 days from quote issuance)	-1,415.30	-1,415.30
		FREE 3-Day Delivery	0.00	0.00T
		AVAILABILITY: All line items IN STOCK.		
			Subtotal	\$26,890.70
			Sales Tax (0.0%)	\$0.00
			TOTAL	\$26,890.70

YOUR ADVEXURE POINT OF CONTACT

Travis Waibel, Public Safety Solutions
Email: twaibel@advexure.com | Direct: (424) 317-4451

THANK YOU FOR CHOOSING ADVEXURE

EXHIBIT B

DJI Matrice 300 RTK Care Enterprise (Basic) Warranty

Hi Lyle,

Please see below.

DJI Care Enterprise is DJI's comprehensive fleet protection program. With the Basic plan, you have access to the program for one (1) year and the program can be renewed in year two (2). Within the first year, you have up to two (2) replacement options availability to you. Additional information, FAQ and full Terms of Service are available online here: [DJI Care Enterprise Program \[See pages 2 to 17\]](#). Below are the fee structures associated with Care Enterprise replacements and year two renewals for the DJI Matrice 300 and Zenmuse H20T:

DJI Matrice 300

Year 1 Replacement Fees

- First Replacement Fee: \$799
- Second Replacement Fee: \$899

Cost to Renew in Year 2: \$899

Year 2 Replacement Fee

- One Replacement in Year 2: \$799

DJI Zenmuse H20T

Year 1 Replacement Fees

- First Replacement Fee: \$859
- Second Replacement Fee: \$969

Cost to Renew in Year 2: \$999

Year 2 Replacement Fee

- One Replacement in Year 2: \$859

Let us know if you need any further clarification on DJI's Care Enterprise program.

Thank you,
Matt

Matthew Osterberg

Fleet Support Manager

main office: 855.625.2055

email: mosterberg@advexure.com

web: www.advexure.com

EXHIBIT B

1、 What is DJI Care Enterprise?

DJI Care Enterprise is an after-sales service plan specially designed for DJI Enterprise products, allowing you to fly with peace of mind without worrying about accidental damage. DJI Care Enterprise offers two packages that provide tailor-made and comprehensive services based on your needs:

DJI Care Enterprise Basic

For accidental damage to DJI Enterprise products during normal use and operation within the coverage period, two replacements are offered, and each replacement costs a small additional fee.

DJI Care Enterprise Plus

For accidental damage to DJI Enterprise products during normal use and operation within the coverage period, a free repair or replacement service is available, provided that your total coverage amount is sufficient for the deduction of a fee equivalent to the damage assessment cost. Shared coverage can be extended to other DJI Enterprise devices bound to DJI Care Enterprise Plus within 30 days after the first binding.

2、 What is DJI Care Enterprise Renew?

DJI Care Enterprise Renew provides a 12-month extension to your DJI Care Enterprise service:

DJI Care Enterprise Basic Renew

For accidental damage to DJI Enterprise products during normal use and operation within the coverage period, one paid replacement service will be provided. Additionally, the official warranty period for your product will be extended by at least 12 months. If damage occurs to the product because of a manufacturing defect within the warranty period, DJI will cover the repair fees for your product.

* The warranty period of your product will not be extended in the European Union and Britain.

DJI Care Enterprise Plus Renew

For accidental damage to DJI Enterprise products during normal use and operation within the coverage period, a free repair or replacement service is available, provided that your total coverage amount is sufficient for the deduction of a fee equivalent to the damage assessment cost. Shared coverage can also be extended to other DJI Enterprise devices bound to DJI Care Enterprise Plus within 30 days after the first binding.

3、 What are the coverage periods of DJI Care Enterprise and DJI Care Enterprise Renew?

DJI Care Enterprise Basic

The 12-month service period comes into effect at 0:00 on the start date and expires at 24:00 on the

EXHIBIT B

expiration date, as specified in the service agreement.

DJI Care Enterprise Plus

The 12-month service period comes into effect at 0:00 on the start date and expires at 24:00 on the expiration date, as specified in the service agreement.

DJI Care Enterprise Basic Renew

(1) The 12-month service period comes into effect at 0:00 on the start date and expires at 24:00 on the expiration date, as specified in the service agreement.

(2) Even if the two replacements of your DJI Care Enterprise Basic have already been used before expiration, DJI Care Enterprise Basic Renew services will not come into effect in advance.

(3) The extended warranty period of the product under DJI Care Enterprise Basic Renew starts as soon as the original warranty period expires, and it terminates at the same time as the expiration of the DJI Care Enterprise Basic Renew replacement service.

DJI Care Enterprise Plus Renew

(1) The 12-month service period comes into effect at 0:00 on the start date and expires at 24:00 on the expiration date, as specified in the service agreement.

(2) Even if the coverage amount of your DJI Care Enterprise Plus runs out before expiration, DJI Care Enterprise Plus Renew services will not come into effect in advance.

4、 In what countries and regions is DJI Care Enterprise and DJI Care Enterprise Renew available?

The services are available in: Mainland China, the United States, Canada, the EU, the UK, Australia, Japan and Korea.

The services for certain models may vary in different regions. DJI Care Enterprise Renew is not available in Japan.

5、 Which product models are supported by DJI Care Enterprise and DJI Care Enterprise Renew?

The products supported by DJI Care Enterprise Basic and DJI Care Enterprise Basic Renew are: Matrice 200 V2, Matrice 210 V2, Matrice 210 RTK V2, Matrice 300 RTK, Phantom 4 RTK, P4 Multispectral, Mavic 2 Enterprise series, Mavic 2 Enterprise Advanced, M2EA RTK Module, Zenmuse Z30, Zenmuse X5S, Zenmuse H20, Zenmuse H20T, Zenmuse P1, and Zenmuse L1.

The products supported by DJI Care Enterprise Plus and DJI Care Enterprise Plus Renew are: Matrice 200 V2, Matrice 210 V2, Matrice 210 RTK V2, Matrice 300 RTK, Matrice 600 Pro, Phantom 4 RTK, P4 Multispectral, Mavic 2 Enterprise series, Mavic 2 Enterprise Advanced, M2EA RTK Module, Zenmuse Z30, Zenmuse X5S, Zenmuse H20, Zenmuse H20T, Zenmuse P1, and Zenmuse L1.

EXHIBIT B

6、 What components are covered by DJI Care Enterprise and DJI Care Enterprise Renew?

For details, please refer to “3. Components Covered” under “Service Information and Scope” of the Terms and Conditions.

7、 What kinds of DJI Enterprise devices are eligible for DJI Care?

You can purchase DJI Care Enterprise Basic or DJI Care Enterprise Plus if your DJI Enterprise device meets any of the following conditions:

- (1) The DJI Enterprise device is brand-new and unactivated;
- (2) The DJI Enterprise device has been activated for less than 72 hours;
- (3) Less than 72 hours have passed after the DJI Enterprise device was repaired by an official DJI Service Center.

You can purchase DJI Care Enterprise Basic Renew if your DJI Enterprise device meets all the following conditions:

- (1) You have bound your product to DJI Care Enterprise Basic;
- (2) Your DJI Care Enterprise package has not expired;
- (3) Your DJI Care Enterprise plan has at least one product replacement left.

You can purchase DJI Care Enterprise Plus Renew if your DJI Enterprise device meets all the following conditions:

- (1) You have bound your product to DJI Care Enterprise Plus;
- (2) Your DJI Care Enterprise package has not expired;
- (3) At least 30% of the coverage amount is left (excluding shared coverage).

8、 Can I buy both DJI Care Enterprise Basic and DJI Care Enterprise Plus at the same time for one drone? Can I buy both DJI Care Enterprise Basic Renew and DJI Care Enterprise Plus Renew at the same time for one drone?

No. Currently, only one of the two DJI Care Enterprise and DJI Care Enterprise Renew packages can be purchased and bound to any one DJI Enterprise device.

DJI Care Enterprise Basic Renew is only available to users who have purchased DJI Care Enterprise Basic and bound their DJI Enterprise device to it; same for DJI Care Enterprise Plus Renew and DJI Care Enterprise Plus.

9、 Can I purchase DJI Care Enterprise or DJI Care Enterprise Renew after its coverage period expires? Do I have to purchase it again after a replacement?

DJI Enterprise can only be purchased once. DJI Enterprise Renew can be purchased once before the coverage period expires, provided that the criteria for purchasing are met.

EXHIBIT B

Any new product replacement will be bound automatically to the DJI Care package of the original product, and the replaced product will enjoy the remaining benefits and warranty period. DJI Care Enterprise and DJI Care Enterprise Renew cannot be purchased again for the new replacement, so please do not make such a repeat purchase for your product.

10、 Is there a deductible for DJI Care Enterprise or DJI Care Enterprise Renew?

No, there is no deductible for these packages.

11、 If I have bought DJI Care Enterprise or DJI Care Enterprise Renew for two drones, can their coverage amounts be shared?

Under DJI Care Enterprise Basic or DJI Care Enterprise Basic Renew, the number of replacements for multiple drones or payloads cannot be shared.

If you have purchased, activated, and bound DJI Care Enterprise Plus or DJI Care Enterprise Plus Renew with several drones or payloads within 30 days after the first binding, you can choose whether to share the coverage amounts.

(1) The coverage amount of DJI Care Enterprise Plus (DJI Care Enterprise Plus Renew) cannot be shared with other drones or payloads for which no DJI Care Enterprise Plus or DJI Care Enterprise Plus Renew has been purchased.

(2) The coverage amount sharing service of DJI Care Enterprise Plus (DJI Care Enterprise Plus Renew) is only available for drones or payloads with which the DJI Care Enterprise Plus coverage plan is activated and bound within 30 days after the first binding.

Coverage amounts cannot be shared in any other case.

12、 Do DJI Care Enterprise and DJI Care Enterprise Renew have a global warranty?

No global warranty is available under DJI Care Enterprise and DJI Care Enterprise Renew.

13、 Do I have to bind DJI Care Enterprise or DJI Care Enterprise Renew to my drones and payloads?

If you have purchased DJI Care Enterprise or DJI Care Enterprise Renew, you need to activate it and bind it to your device using your activation code on < [DJI's official website](#)>.

If you have purchased the Auto-Activated DJI Care Enterprise Bundle, an activation page will pop up on your device activation app, where you will be required to register and complete the activation and binding process.

14、 Do DJI Care Enterprise and DJI Care Enterprise Renew cover water-damaged drones and payloads?

EXHIBIT B

Yes, water-damaged drones and payloads are covered by DJI Care Enterprise and DJI Care Enterprise Renew.

15、 How do I use DJI Care Enterprise or DJI Care Enterprise Renew?

For damage covered by the terms and conditions of your DJI Enterprise device, you can go to DJI's repair services webpage to submit an [<Online Repair Request>](#).

Following the repair request, send your DJI Enterprise device to the designated repair center. The items to be sent are subject to the scope of coverage specified in the service agreement for the DJI Care Enterprise or DJI Care Enterprise Renew service you purchased.

16、 After replacement, my product's serial number is different. Does this affect my service? Will my coverage period be recalculated?

If the serial number changes during repair or replacement, it will be updated on the system and this will not have any effect on future services. The coverage period will not be recalculated and will remain subject to your service agreement.

17、 How do I check the serial number of my DJI Enterprise device?

[<Click here to check the serial number of DJI product>](#) :

- (1) The serial numbers of the Matrice 200 V2 series aircraft are below the extension port at the aircraft tail.
- (2) The serial number of the Matrice 300 RTK aircraft is located at the aircraft nose.
- (3) The serial number of the Matrice 600 Pro aircraft is below the No.1 battery compartment.
- (4) The serial numbers of the Phantom 4 RTK and P4 Multispectral aircraft are located within the battery compartment.
- (5) The serial numbers of the Mavic 2 Enterprise Series and Mavic 2 Enterprise Advanced aircraft are located within the battery compartment.
- (6) The serial numbers of the Zenmuse Z30, Zenmuse X5S, Zenmuse H20, Zenmuse H20T, and Zenmuse L1 are located on the gimbal axis.
- (7) The serial number of the Zenmuse P1 is located on the camera rear cover.
- (8) The serial number of the M2EA RTK module is located at the bottom of the RTK module.

18、 What kind of replacement product will I get from the DJI Care Enterprise or DJI Care Enterprise Renew service?

You will receive a replacement device having the same performance and reliability as those of a brand-new product (replacement devices may have minor cosmetic defects).

EXHIBIT B

TERMS OF SERVICE

- [Home](#)
- [DJI CARE ENTERPRISE](#)
- Terms Of Service

Thank you for purchasing DJI Care Enterprise or DJI Care Enterprise Renew, exclusively designed for DJI Enterprise products.

Please pay attention to the following terms and conditions before you use this service:

1. You have been informed about and agreed to these terms before you purchase this service.
2. To ensure proper use of the service, please ensure the version of DJI Care Enterprise and DJI Care Enterprise Renew you purchased is the same as the region in which you purchased your device.
3. This service can only be bound to devices purchased via DJI's official or authorized channels and used in the country or region selected during your purchase of this service.
4. DJI Care Enterprise and DJI Care Enterprise Renew can only be purchased once. Any product replacement with a new serial number will be bound automatically to the DJI Care package of the original product and enjoy the remaining benefits and warranty period. Please do not purchase DJI Care Enterprise or DJI Care Enterprise Renew again for the new replacement product. The serial numbers of your DJI product and its components are important information that enables you to use the DJI Care Enterprise or DJI Care Enterprise Renew service. Please keep the information secure and do not disclose it to others. You are solely responsible for the consequences of and liability for any unauthorized use of your DJI product's serial number and other relevant services bound to it caused by your disclosure of such information.

1. Service information and scope

1. Service Period

The service coverage period for DJI Care Enterprise or DJI Care Enterprise Renew is 12 months.

It comes into effect at 0:00 on the start date and expires at 24:00 on the expiration date, as specified in the service agreement. You may check the start date of your service agreement on the [DJI Service Plans web page](#) .

2. Service Overview

DJI Care Enterprise Basic

Within the service period of DJI Care Enterprise Basic, for any accidental damage to your DJI Enterprise product during normal operation, the replacement service offered by DJI according to these terms and conditions is available for a service fee, provided you submit a repair request through the correct

EXHIBIT B

procedure and send the relevant components back to DJI.

DJI Care Enterprise Plus

Within the service period of DJI Care Enterprise Plus, for any accidental damage to your DJI Enterprise product during normal operation, the repair fees and labor costs incurred within the coverage amount shall be borne by DJI, provided that the product is returned to DJI or an official DJI authorized repair center within the service period.

Any repair fees incurred due to any damage that is not covered by the DJI Care Enterprise Plus service shall be borne by you or covered by any service you have purchased that covers the damage.

Additionally, you may also enjoy DJI's replacement service by opting to deduct the fee equivalent to the replacement service cost from your coverage amount, and then submitting a repair request through the correct procedure and sending the relevant components back to DJI.

DJI Care Enterprise Basic Renew

Within the service period of DJI Care Enterprise Basic Renew, for any accidental damage to your DJI Enterprise product during normal operation, the replacement service offered by DJI according to these terms and conditions is available for a service fee, provided that you submit a repair request through the correct procedure and send the relevant components back to DJI.

Additionally, the official warranty period for your product will be extended by at least 12 months. If damage occurs to the product because of a manufacturing defect within the warranty period, DJI will cover the repair fees for your product.

* The warranty period of your product will not be extended in the European Union and Britain.

DJI Care Enterprise Plus Renew

Within the service period of DJI Care Enterprise Plus Renew, for any accidental damage to your DJI Enterprise product during normal operation, the repair fees and labor costs incurred within the coverage amount shall be borne by DJI, provided that the product is returned to DJI or an official DJI authorized repair center within the service period.

Any repair fees incurred due to any damage that is not covered by the DJI Care Enterprise Plus Renew service shall be borne by you or covered by any service you have purchased that covers the damage.

Additionally, you may also enjoy DJI's replacement service by opting to deduct the fee equivalent to the replacement service cost from your coverage amount, and then submitting a repair request through the correct procedure and sending the relevant components back to DJI.

Notes:

(1) The replacement device provided has the same performance and reliability as those of a brand-new product (replacement devices may have minor cosmetic defects).

(2) Only repair services are available for Zenmuse XT S, Zenmuse XT, Zenmuse XT2. Replacement services are currently unavailable for this device.

EXHIBIT B

3. Covered Components

The scope of replacement services for DJI Care Enterprise and DJI Care Enterprise Renew is as follows:

- (1) Matrice 200 (Matrice 200 V2), Matrice 600 Pro, including the aircraft body and propellers;
- (2) Matrice 210, Matrice 210 RTK, including the aircraft body, propellers, external GPS, single upward gimbal connector, and dual downward gimbal connectors;
- (3) Matrice 210 V2, Matrice 210 RTK V2, including the aircraft body, propellers, single upward gimbal connector, and dual downward gimbal connectors;
- (4) Matrice 300 RTK, including the aircraft body, propellers, single upward gimbal connector, single downward gimbal connector, and dual downward gimbal connectors;
- (5) Phantom 4 RTK and P4 Multispectral, including the aircraft body, gimbal, battery, and propellers;
- (6) Mavic 2 Enterprise Series, including the aircraft body, bound gimbal and camera, battery, and propellers;
- (7) Zenmuse X5S, Zenmuse Z30, Zenmuse XT S, Zenmuse XT, Zenmuse XT2, Zenmuse H20, Zenmuse H20T, and Zenmuse P1, including the gimbal and camera (including the lens);
- (8) Mavic 2 Enterprise Advanced, including the aircraft body, bound gimbal and camera, battery, propellers, M2EA Spotlight, M2EA Speaker, and M2EA Beacon;
- (9) M2EA RTK Module, including The M2EA RTK module;
- (10) Zenmuse L1, including the gimbal, lidar, camera, and high-precision inertial navigation module.

Parts with extended warranty period covered by DJI Care Enterprise Basic Renew:

- (1) Matrice 200 and Matrice 200 V2, including the aircraft body , flight Controller System, FPV module, propulsion system (excluding propellers and propeller mounting plates);
- (2) Matrice 210, including the aircraft body , flight Controller System, FPV module, propulsion system (excluding propellers and propeller mounting plates), GPS kit (excluding Mounting Bracket), single upward gimbal connector, and dual downward gimbal connectors;
- (3) Matrice 210 RTK, including the aircraft body , flight Controller System, FPV module, propulsion system (excluding propellers and propeller mounting plates), D-RTK antenna, D-RTK processor, GPS kit (excluding Mounting Bracket), single upward gimbal connector, and dual downward gimbal connectors;
- (4) Matrice 210 V2, including the aircraft body, flight Controller System, FPV module, propulsion system (excluding propellers and propeller mounting plates), single upward gimbal connector, and dual downward gimbal connectors;
- (5) Matrice 210 RTK V2, including the aircraft body , flight Controller System, FPV module, propulsion system (excluding propellers and propeller mounting plates), D-RTK 2 antenna (excluding mounting bracket), single upward gimbal connector, and dual downward gimbal connectors;
- (6) Matrice 300 RTK, including the aircraft body, flight Controller System, Propulsion system (excluding propellers) and antenna (transmission antenna and D-RTK antenna), single upward gimbal connector, single downward gimbal connector, and dual downward gimbal connectors;
- (7) Phantom 4 RTK and P4 Multispectral, including the aircraft body, gimbal and camera, vision

EXHIBIT B

system, and propulsion system (excluding the propellers);

(8) Mavic 2 Enterprise Series, including the main controller, vision system, gimbal and camera, and propulsion system (excluding the propellers);

(9) Zenmuse Z30, Zenmuse X5S, Zenmuse H20, Zenmuse H20T, and Zenmuse P1, including the gimbal and camera (including the lens) (the original warranty period for Zenmuse P1 lens shall be extended for 12 months, with no extended coverage for lens shutter count);

(10) Mavic 2 Enterprise Advanced, including the main controller, vision system, gimbal and camera, and propulsion system (excluding the propellers), M2EA Spotlight, M2EA Speaker, and M2EA Beacon;

(11) M2EA RTK Module, including the M2EA RTK module;

(12) Zenmuse L1, including the gimbal, lidar, camera, and high-precision inertial navigation module.

Notes:

(1) Please send back the relevant components as listed above; otherwise, DJI has the right to require you to send back such components or reject your replacement request. Any component not sent back will not be entitled to DJI Care Enterprise and DJI Care Enterprise Renew services. Please do not send back any components separately, or components that are not standard provided by DJI, including but not limited to propeller, battery, external GPS, single upward gimbal connector, dual downward gimbal connectors, and single lens. DJI has the right to refuse to provide the replacement service if you send back components separately or components that are not standard provided by DJI. Please do not send back your remote controller, battery charger or other parts that are not within the coverage. Any relevant expenses as well as risks and liability incurred as a result of you doing so shall be borne by you alone.

(2) For drone models with parts that include a battery, you can decide whether to send the battery back if it is working normally. If you send the battery back, DJI will provide you with a new one during the replacement service; if no battery is sent back, DJI will not provide any battery replacement during the service. If your courier company refuses to deliver your battery due to its seriously damaged condition, you may contact DJI and provide photos or videos of the battery without having to send the damaged battery back. Upon verification, DJI will provide you with a new battery in your product replacement.

4. Service Fees

(1) Replacement Fee

You need to pay a small replacement fee for the DJI Care Enterprise Basic or DJI Care Enterprise Basic Renew service. For details, please refer to "II. Replacement Fee" of the Terms and Conditions.

For the DJI Care Enterprise Plus or DJI Care Enterprise Plus Renew service, you will not have to pay any additional fees if the replacement cost is within the coverage amount.

If the balance of your coverage amount is insufficient to pay for the repair or replacement fee, you will need to make up for the exceeding amount in order to enjoy the repair or replacement service.

EXHIBIT B

(2) Shipping Fees and Taxes

Any two-way shipping fee incurred within the country or region for which you are requesting to use the DJI Care Enterprise or DJI Care Enterprise Renew service shall be borne by DJI.

If you wish to send your product back internationally or across regions, you must first obtain the consent of DJI, and any tariffs and custom clearance, shipping, and other fees shall be borne by you.

DJI has the right to refuse to provide this service if any of the above criteria are not met.

II. Replacement Fee

You need to pay a small replacement fee for the DJI Care Enterprise Basic or DJI Care Enterprise Basic Renew service. Please <[click here](#)> for more details on the replacement fee.

For the DJI Care Enterprise Plus or DJI Care Enterprise Plus Renew service, you will not have to pay any additional fees if the replacement cost is within the coverage amount.

III. Exclusions

DJI Care Enterprise and DJI Care Enterprise Renew do not cover the following:

1. Damaged components not within the coverage.
2. Components within the coverage that are fully or partly missing.
3. Components that have been stolen, robbed, or discarded.
4. Damage caused by flight under unsuitable conditions.
5. Damage caused deliberately.
6. Abrasions and shell damage that do not affect the performance of the product.
7. Damage caused by natural disasters, wars, military actions, riots, coups, rebellions, and terrorist activities.
8. Damage caused by use of the product for activities that are illegal or in violation of usage rules.
9. Indirect loss or anticipated profit in any form.
10. Repair or replacement requests that are beyond the coverage period of DJI Care Enterprise or DJI Care Enterprise Renew.
11. Extra fees resulting from technical enhancements or performance improvements.
12. Damage resulting from modifications that are not in accordance with manual recommendations, or the use of incompatible batteries, chargers, or other supporting devices.
13. Damage resulting from the use of third-party accessories, batteries, or software.
14. Damage due to unauthorized repair or replacement of parts.
15. Damage due to modification or disassembly of the product that is non-compliant with official documentation or unauthorized by DJI.
16. Damage due to incorrect installation, or from use and operation not in accordance with the requirements in the user manual.
17. Circumstances specified in the terms of service leading to the termination of the replacement

EXHIBIT B

product repaired or replaced:

(1) DJI Care Enterprise Basic/DJI Care Enterprise Basic Renew:

After the replacement service is selected, you will receive a quotation for replacement. After you confirm the quotation and make the payment, DJI will arrange to send the replacement product.

(2) DJI Care Enterprise Plus/DJI Care Enterprise Plus Renew:

After the replacement service is selected and DJI determines that the replacement falls within the service coverage, a fee equivalent to the repair or replacement cost will be deducted from your coverage amount. If the balance of your coverage amount is insufficient to pay for the repair or replacement fee, you will need to make up for the exceeding amount in order to enjoy the repair or replacement service. After receiving your confirmation, DJI will arrange to send you the repaired or replacement product.

(3) If you have selected the replacement service, you need to send the original product back to DJI as proof for providing you with a replacement. DJI will not conduct any incident data analysis on your damaged product in a replacement service.

VI. Return and Transfer of DJI Care Enterprise/DJI Care Enterprise Renew Service

If you return your device according to DJI's return policy, you may request to cancel the DJI Care Enterprise/DJI Care Enterprise Renew service.

The DJI Care Enterprise/DJI Care Enterprise Renew service cannot be canceled without the return of your bound DJI product, or once you have started using the service.

The DJI Care Enterprise/DJI Care Enterprise Renew service cannot be transferred.

VII. Protection of Personal Information

1. Before purchasing the DJI Care Enterprise/DJI Care Enterprise Renew service, please carefully read [<DJI's privacy policy>](#) and the terms of DJI's Online Repair Request. Once you have purchased or applied to use the DJI Care Enterprise/DJI Care Enterprise Renew service, you are deemed to have read and agreed to comply with this privacy policy and the terms of service for DJI's Online Repair Request. This means that you have agreed to provide the personal and product information you have entered to DJI, and authorized DJI to use such information when providing you with services. Once you have purchased or applied to use the DJI Care Enterprise/DJI Care Enterprise Renew service, you are deemed to have read and agreed to comply with this privacy policy and the terms of service for DJI's Online Repair Request. This means that you have agreed to provide the personal and product information you have entered to DJI, and authorized DJI to use such information when providing you with services. Product information includes but is not limited to your product model and serial number, product settings data, flight operation data, flight environment, and location data.

2. Before sending your product back for replacement or repair, please back up your personal information and/or delete all the data installed or recorded on the product, including but not limited to

EXHIBIT B

service under DJI Care Enterprise or DJI Care Enterprise Renew.

18. Any lawsuit, arbitration, or expense related to warranty liability under DJI Care Enterprise or DJI Care Enterprise Renew.

19. Applications for service from outside of the region of purchase.

20. Personal injury or property damage to the customer or other personnel caused by the product.

IV. Termination of Service

1. DJI will be deemed as having fulfilled its obligations under these terms of service, and this service will be terminated automatically in the case of any of the following circumstances:

(1) The coverage period of DJI Care Enterprise or DJI Care Enterprise Renew expires.

(2) You have used up the replacement opportunities under the DJI Care Enterprise Basic or DJI Care Enterprise Basic Renew service.

(3) You have used up the coverage amount under the DJI Care Enterprise Plus or DJI Care Enterprise Plus Renew service.

(4) You have applied on your own initiative to cancel the DJI Care Enterprise or DJI Care Enterprise Renew service with confirmation from DJI.

2. DJI may refuse to provide or may terminate this service in case of any of the following circumstances:

(1) The product for which service is requested was not purchased via DJI's official or authorized channels.

(2) The version of the DJI Care Enterprise or DJI Care Enterprise Renew is not the same as that from which the bound product was purchased.

(3) The service was requested from outside the coverage area.

(4) The service request date exceeds the coverage period.

(5) The service request was not made through the proper service request procedure.

V. Repair Process

1. For damage covered within the terms and conditions of your DJI product, go to < [DJI's repair services webpage](#) > to submit an "Online Repair Request".

2. Following the repair request, send your DJI Enterprise device to the designated repair center as specified in this Agreement. The items to be sent are subject to the scope of coverage specified in the service agreement for the DJI Care Enterprise or DJI Care Enterprise Renew service you purchased. Please send back the relevant components according to the coverage stipulated; otherwise, DJI has the right to require you to send back such components or reject your replacement request.

3. After confirming that the damage to your device falls within the coverage of DJI Care Enterprise or DJI Care Enterprise Renew, DJI will send you a repair fee quotation. You can then choose to have your

EXHIBIT B

images, videos, and installed third-party software and software packages. If any such information cannot be deleted, please modify it to prevent others from obtaining it or to exclude it from the definition of personal data under applicable laws. If you fail to delete such information, DJI will inevitably access it when providing the service and may delete such data as a result of the service. DJI shall not be responsible for any loss or disclosure of data from any product you have sent back to DJI or any product you have repaired by DJI.

3. Please do not send back your SD card. If your product needs to be sent back, please ensure the data in your SD card is backed up and/or deleted beforehand. If you fail to delete the data on your SD card, DJI will inevitably access the data when providing the service. DJI shall not be responsible for any loss or disclosure of data from any product you have sent back to DJI or any product you have repaired by DJI.

RESOLUTION NO.21-145

A RESOLUTION AUTHORIZING THE PROCUREMENT OF GOODS AGREEMENT BETWEEN ADVEXURE UNMANNED SYSTEMS AND THE CITY OF CASPER.

WHEREAS, the City of Casper desires to purchase one (1) unmanned aircraft system for the Casper Police Department; and

WHEREAS, procurement of the unmanned aircraft will allow the Casper Police Department to upgrade its service capabilities and add to its drone fleet; and

WHEREAS, Advexure Unmanned Systems represents that it is ready, willing, and able to provide the drone as delineated in the Agreement; and,

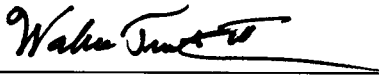
WHEREAS, the Casper Police Department desires to purchase the unmanned aircraft in the amount of Twenty Six Thousand, Eight Hundred Ninety Dollars and 70/100 (\$26,890.70).

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: That the Mayor is hereby authorized to execute and the City Clerk to attest a Procurement of Goods Agreement ("Agreement") between the City of Casper, Wyoming and Advexure Unmanned Systems.

BE IT FURTHER RESOLVED: That the Mayor and/or his/her designee is hereby authorized to execute all documents pertaining to the above described Agreement.

PASSED, APPROVED AND ADOPTED this ____ day of _____, 2021.

APPROVED AS TO FORM:




ATTEST:



CITY OF CASPER, WYOMING
A Municipal Corporation

Fleur Tremel
City Clerk

Steven K Freel
Mayor

October 6, 2021

MEMO TO: City Council
J. Carter Napier, City Manager 

FROM: John Henley, City Attorney 
Heather Bender, Paralegal 

SUBJECT: Casper Christmas Parade 2021 – Contract for Professional Services with
Casper Area Chamber of Commerce

Meeting Type & Date

Regular Council Meeting
October 19, 2021

Action type

Resolution

Recommendation

That City Council, by resolution, authorize a Contract for Professional Services between the City of Casper and the Casper Area Chamber of Commerce for the staging, promotion and advertising of the 2021 Casper Christmas Parade.

Summary

The 2021 Casper Christmas Parade is being jointly hosted by the Chamber of Commerce, the Downtown Casper Business Association and Visit Casper. At the September 28, 2021, Work Session, City Council discussed in-kind support from the City of Casper to help with the costs of the parade.

Per Council's direction at the September 28, 2021, Work Session, the attached Resolution and Contract have been prepared for Council's final consideration and approval.

Financial Considerations

In kind services of \$2,955.06.
See Contract and Exhibit A for breakdown of services.

Oversight/Project Responsibility

John Henley, City Attorney
Pete Meyers, City Manager's Office

Attachments

Resolution
Contract for Professional Services

CONTRACT FOR PROFESSIONAL SERVICES

PART I – AGREEMENT

This Contract for Professional Services (“Contract”) is entered into on this _____ day of October 2021, by and between the following parties:

1. The City of Casper, Wyoming, a Wyoming municipal corporation, 200 North David Street, Casper, Wyoming 82601 (“City”).
2. The Casper Area Chamber of Commerce, a Nonprofit Corporation, 500 North Center Street, Casper, Wyoming 82601 (“Consultant”).

Throughout this document, the City and the Consultant may be collectively referred to as the “parties.”

RECITALS

A. The City is authorized to contract with private entities to advertise the resources of Casper, Wyoming, pursuant to Wyoming State Statutes Section 15-1-111.

B. The City, in cooperation with other entities and individuals, desires that the resources of the City be advertised by the staging, production and advertising of the 2021 Casper Christmas Parade.

C. The parade is being staged, promoted and advertised by the Casper Chamber of Commerce.

D. The Consultant represents that it is ready, willing, and able to provide the professional services to City as required by this Contract.

E. The City desires to retain the Consultant for such services.

NOW, THEREFORE, in consideration of the covenants and conditions set forth herein to be performed, the parties agree as follows:

1. SCOPE OF SERVICES:

The Consultant shall perform the following services in connection with and respecting the project:

- A. The consultant will stage, promote and advertise the Casper Christmas Parade, which shall be open to the public.

B. The resources of the City shall be advertised by the staging, production and advertising of the 2021 Casper Christmas Parade.

C. The parade shall take place on or before December 1, 2021.

D. The Consultant shall provide all operating and marketing of the parade.

2. TIME OF PERFORMANCE:

The services of the Consultant shall be undertaken and completed on or before the 1st day of December 2021.

3. COMPENSATION:

City shall provide the use of certain in-kind services at one hundred percent (100%). City shall provide the services described on the attached worksheet (Exhibit A), in the amount of Two Thousand Nine Hundred Fifty Five Dollars and Six Cents (\$2,955.06).

In the event that Consultant, at its option, chooses to use less than all of the in-kind services awarded as described herein, then the price of the services will be adjusted to reflect the actual number of hours the services were used.

Consultant acknowledges that this Contract does not constitute a reservation of the specified services. It is the responsibility of Consultant to contact the appropriate City department(s) to make the reservations and other necessary arrangements for these services.

5. TERMS AND CONDITIONS:

This Contract is subject to and incorporates the provisions attached hereto as PART II -- GENERAL TERMS AND CONDITIONS.

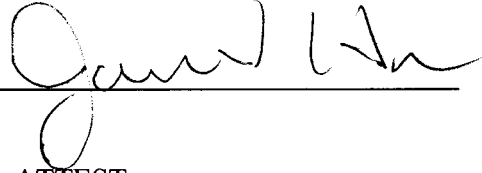
6. EXTENT OF CONTRACT:

This Contract represents the entire and integrated Agreement between the City and the Consultant, and supersedes all prior negotiations, representations, or agreements, either written or oral. The Contract may be amended only by written instrument signed by both the City's and the Consultant's authorized representatives.

The City and the Consultant each individually represent that they have the requisite authority to execute this Contract and perform the services described in this Contract.

IN WITNESS WHEREOF, the undersigned duly authorized representatives of the parties have executed this Contract as of the day and year above.

APPROVED AS TO FORM



ATTEST

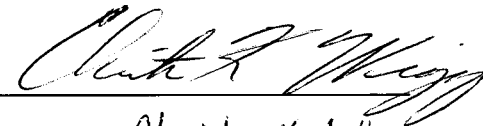
CITY OF CASPER, WYOMING
A Municipal Corporation

Fleur Tremel
City Clerk

Steven K. Freel
Mayor

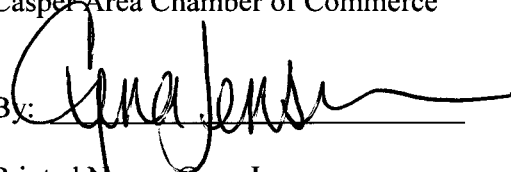
WITNESS

CONSULTANT
Casper Area Chamber of Commerce

By: 

Printed Name: Christa K Wiggs

Title: Assistant City Clerk

By: 

Printed Name: Gena Jensen

Title: Board Member Chamber of Commerce

CONTRACT FOR PROFESSIONAL SERVICES

PART II - GENERAL TERMS AND CONDITIONS

1. TERMINATION OF CONTRACT:

1.1 The City may terminate this Contract anytime by providing thirty (30) days written notice to Consultant of intent to terminate said Contract. In such event, all finished or unfinished documents, data, studies and reports prepared by the Consultant under this Contract shall, at the option of the City, become its property, and the Consultant shall be entitled to receive just and equitable compensation for any satisfactory work completed on such documents.

1.2 Notwithstanding the above, the Consultant shall not be relieved of liability to the City for damages sustained by the City, by virtue of termination of the Contract by Consultant, or any breach of the Contract by the Consultant, and the City may withhold any payments to the Consultant for the purpose of setoff until such time as the exact amount of damages due the City from the Consultant are determined.

2. CHANGES:

The City may, from time to time, request changes in the scope of the services of the Contract. Such changes, including any increase or decrease in the amount of the Consultant's compensation, which are mutually agreed upon between the City and the Consultant, shall be incorporated in written amendments to this Contract. There shall be no increase in the amount of Consultant's compensation unless approved by Resolution adopted by City.

3. ASSIGNABILITY:

The Consultant shall not assign any interest in this Contract, and shall not transfer any interest in the same (whether by assignment or novation) without the prior written approval of the City: provided, however, that claims for money due or to become due to the Consultant from the City under this Contract may be assigned to a bank, trust company, or other financial institution, or to a trustee in bankruptcy, without such approval. Notice of any assignment or transfer shall be furnished to the City within five (5) business days of any assignment or transfer.

4. AUDIT:

The City and its representatives shall have access and obtain at its discretion, copies to any books, documents, papers, electronic data and records of the Consultant, which are pertinent to this Contract. The Consultant shall immediately, upon receiving written instruction from the City, provide to any independent auditor or accountant all books,

documents, papers, electronic data and recordings of the Consultant which are pertinent to this Contract. The Consultant shall cooperate fully with any such independent auditor or accountant during the entire course of any audit authorized by the City.

5. EQUAL EMPLOYMENT OPPORTUNITY:

In carrying out the program, the Consultant shall not discriminate against any employee or applicant for employment because of race, color, religion, sex, national origin, or disability. The Consultant shall take affirmative action to ensure that applicants for employment are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, national origin, or disability. Such action shall include, but not be limited to, the following: employment upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Consultant shall post in conspicuous places, available to employees and applicants for employment, notices required by the government setting forth the provisions of this nondiscrimination clause. The Consultant shall state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, national origin, or disability.

6. OWNER OF PROJECT MATERIALS:

All finished or unfinished documents, data, studies, surveys, drawings, maps, models, photographs, films, duplicating plates, and reports prepared by the Consultant under this Contract shall be considered the property of the City, and upon completion of the services to be performed, or termination of this agreement, they will be turned over to the City provided that, in any case, the Consultant may, at no additional expense to the City, make and retain such additional copies thereof as Consultant desires for its own use; and provided further, that in no event may any of the documents, data, studies, surveys, drawings, maps, models, photographs, films, duplicating plates, or other reports retained by the Consultant be released to any person, agency, corporation, or organization without the written consent of the City.

7. FINDINGS CONFIDENTIAL:

All reports, information, data, etc., given to or prepared, or assembled by the Consultant under this Contract are confidential and shall not be made available to any individual or organization by the Consultant without the prior written consent of the City.

8. GOVERNING LAW AND VENUE:

This Contract shall be governed by the laws of the State of Wyoming. The Courts of the State of Wyoming shall have jurisdiction over this Contract and the parties. The venue shall be the Seventh Judicial District, Natrona County, Wyoming. The Consultant shall also comply with all applicable laws, ordinances, and codes of the local, state, or federal

governments and shall not trespass on any public or private property in performing any of the work embraced by this Contract.

9. PERSONNEL:

The Consultant represents that it has, or will secure, all personnel required in performing the services under this Contract. Such personnel shall not be employees of the City. All of the services required shall be performed by the Consultant, or under its supervision, and all personnel engaged in the work shall be fully qualified. All personnel employed by Consultant shall be employed in conformity with applicable local, state or federal laws.

10. SUBCONSULTANT:

The Consultant shall not employ any Subconsultant to perform any services in the scope of this project, unless the Subconsultant is approved in writing by the City. Any approved Subconsultant shall be paid by the Consultant.

11. INSURANCE AND INDEMNIFICATION:

A. **Prior to** the commencement of work, Consultant shall procure and maintain for the duration of the Contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Consultant, its Subconsultants, agents, representatives, or employees.

B. *Minimum Scope and limit of Insurance.*

Coverage shall be at least as broad as:

1. Commercial General Liability (CGL): Insurance Services Office Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than the sum of Two Hundred Fifty Thousand Dollars (\$250,000) to any claimant for any number of claims arising out of a single transaction or occurrence; or the sum of Five Hundred Thousand Dollars (\$500,000) for all claims arising out of a single transaction or occurrence. If a general aggregate limit applies, the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit). The CGL policy shall be endorsed to contain Employers Liability/Stop Gap Coverage
2. Automobile Liability: Insurance Services Office Form Number CA 0001 covering Code 1 (any auto), or if Consultant has no owned autos, Code 8 (hired) and 9 (non-owned), with limit no less than Five Hundred Thousand (\$500,000) per accident for bodily injury and property damage.

3. Workers' Compensation: as required by the State of Wyoming with Statutory Limits.
 4. Professional Liability (Errors and Omissions) Insurance appropriate to the Consultant's profession, with limit no less than the sum of Two Million Dollars (\$2,000,000) to any claimant for any number of claims arising out of a single transaction or occurrence; or the sum of Two Million Dollars (\$2,000,000) for all claims arising out of a single transaction or occurrence. If a general aggregate limit applies, the general aggregate limit shall apply separately to this project/location.
- C. *Higher Limits.* If the Consultant maintains broader coverage and/or higher limits than required under this Agreement, then the City shall be entitled to the broader coverage and/or the higher limits maintained by the Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

D. *Other Insurance Provisions*

The insurance policies are to contain, or be endorsed to contain, the following provisions:

1. *Additional Insured Status*

The City, its officers, elected and appointed officials, employees, agents and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Consultant including materials, parts, or equipment furnished in connection with such work or operations. General liability coverage shall be provided in the form of an endorsement to the Consultant's insurance (at least as broad as ISO Form CG 20 10 11 85 or both CG 20 10, CG 20 26, CG 20 33, or CG 20 38 and CG 20 37 forms if later revisions used).

2. *Primary Coverage*

For any claims related to this Contract, the Consultant's insurance coverage shall be primary and non-contributory insurance coverage at least as broad as ISO CG 20 01 04 13 as respects the Consultant as respects the City, its officers, elected and appointed officials, employees, agents and volunteers.

3. *Notice of Cancellation*

Each insurance policy required above shall state that coverage shall not be canceled, materially changed, or reduced, except with notice to the City. Such notice to the City shall be provided in a commercially reasonable time.

4. *Waiver of Subrogation*

Consultant hereby grants to City a waiver of any right to subrogation which any insurer of said Consultant may acquire against the City by virtue of the payment of any loss under such insurance. Consultant agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

5. *Deductibles and Self-Insured Retentions*

Consultant has two options regarding deductibles and self-insured retentions:

- a. Option 1: Any deductibles or self-insured retentions must be declared to and approved by the City. Unless otherwise approved by the City in writing, any deductible may not exceed Ten Thousand Dollars (\$10,000). Unless otherwise approved in writing by the City, self-insured retentions may not exceed Ten Thousand Dollars (\$10,000), and the City may require the Consultant to provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention.
- b. Option 2: Consultant shall carry insurance with terms that require its insurance company to pay the full value of a covered claim from the first dollar of coverage, even if the Consultant is unable to pay any deductible or self-insured retention amount(s) required by the insurance policy. Consultant shall provide a written endorsement from its insurance carrier that such insurance coverage is in place, and shall keep such coverage in place during the term of this Contract and any subsequent time period required for claims made policies.

6. *Acceptability of Insurers*

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII, unless otherwise agreed to in writing by the City.

7. *Claims Made Policies*

If any of the required policies provide coverage on a claims-made basis:

- a. The Retroactive Date must be shown and must be before the date of the Contract or the beginning of Contract work.
- b. Insurance must be maintained and evidence of insurance must be provided *for at least five (5) years after completion of the contract of work*. However, Consultant's liabilities under this Contract shall not be deemed limited in any way by the insurance coverage required.
- c. If coverage is canceled or non-renewed, and not *replaced with another claims-made policy form with a Retroactive Date* prior to the Contract effective date, the Consultant must purchase "extended reporting" coverage

for a minimum of *five (5)* years after completion of contract work and at all times thereafter until the applicable statute of limitations runs.

8. *Verification of Coverage*

Consultant shall furnish the City with original certificates of insurance including all required amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause and a copy of the Declarations and Endorsement Page of the CGL policy listing all policy endorsements to the City before work begins. All certificates and endorsements are to be received and approved by the City before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive the Consultant's obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

9. *Subconsultants*

Consultant shall require and verify that all Subconsultants maintain insurance meeting all the requirements stated herein, and Consultant shall ensure that the City is an additional insured on insurance required from Subconsultants.

10. *Special Risks or Circumstances*

City reserves the right to reasonably modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

- E. Consultant agrees to indemnify the City, the City's employees, elected officials, appointed officials, agents, and volunteers, and all additional insured and hold them harmless from all liability for damages to property or injury to or death to persons, including all reasonable costs, expenses, and attorney's fees incurred related thereto, to the extent arising from negligence, fault or willful and wanton conduct of the Consultant and any Subconsultant thereof.

12. INTENT:

Consultant represents that it has read and agrees to the terms of this Contract and further agrees that it is the intent of the parties that Consultant shall perform all of the services for the compensation set forth in this Contract. Consultant also agrees that it is the specific intent of the parties, and a material condition of this Contract, that it shall not be entitled to compensation for other services rendered unless specifically authorized by the City by Resolution of its governing body. Consultant agrees that it has carefully examined the Scope of Services, and that the compensation is adequate for performance of this Contract.

13. WYOMING GOVERNMENTAL CLAIMS ACT:

The City does not waive any right or rights it may have pursuant to the Wyoming Governmental Claims Act, Wyoming Statutes Section 1-39-101 et seq., and the City specifically reserves the right to assert any and all rights, immunities, and defenses it may have pursuant to the Wyoming Governmental Claims Act.

14. NO THIRD PARTY BENEFICIARY RIGHTS:

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

15. FORCE MAJEURE:

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

16. ELECTRONIC SIGNATURES:

The parties understand and agree that they have the right to execute this Contract through paper or through electronic signature technology, which is in compliance with Wyoming and federal law governing electronic signatures. The parties agree that to the extent they sign electronically, their electronic signature is the legally binding equivalent to their handwritten signature. Whenever they execute an electronic signature, it has the same validity and meaning as their handwritten signature. They will not, at any time in the future, repudiate the meaning of their electronic signature or claim that their electronic signature is not legally binding. They agree not to object to the admissibility of this Contract as an electronic record, or a paper copy of an electronic document, or a paper copy of a document bearing an electronic signature, on the grounds that it is an electronic record or electronic

signature or that it is not in its original form or is not an original. Each party will immediately request that their electronic signature be revoked in writing if they discover or suspect that it has been or is in danger of being lost, disclosed, compromised or subjected to unauthorized use in any way. If either party would like a paper copy of this Contract, they may request a copy from the other party, and the other party shall provide it.

Exhibit A

Organization Name	Event Name	In-Kind Result	Cash
Casper Area Chamber of Commerce	Christmas Parade	\$2,955.06	\$0.00

Facilities/In-Kind Services:

Service or Facility	Amount	Full Cost
Police Overtime per hour	19	\$1,178.00
Trash Service - Per 90 gallon can	10	\$190.00
Solid Waste Overtime per hour	3	\$127.62
Streets Overtime per hour	36	\$1,459.44
Total		\$2,955.06

RESOLUTION NO. 21-146

A RESOLUTION APPROVING A CONTRACT FOR PROFESSIONAL SERVICES BETWEEN THE CITY OF CASPER, WYOMING, AND THE CASPER AREA OF CHAMBER OF COMMERCE REGARDING THE CASPER DOWNTOWN CHRISTMAS PARADE.

WHEREAS, the City of Casper is authorized to contract with private entities to advertise the resources of Casper, Wyoming, pursuant to W.S. § 15-1-111; and,

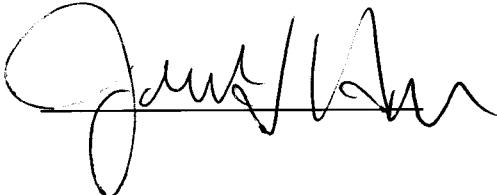
WHEREAS, the City, in cooperation with other entities and individuals, desires to advertise the resources of the City by the staging, production and marketing of the Casper Christmas Parade; and,

WHEREAS, the City wants to hire the Chamber of Commerce to promote and advertise the parade as further delineated in the Contract between the parties.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: That the Mayor is hereby authorized to execute the Contract for Professional Services between the City of Casper, Wyoming, and the Casper Area Chamber of Commerce.

PASSED, APPROVED AND ADOPTED this ____ day of _____, 2021.

APPROVED AS TO FORM:




ATTEST:


CITY OF CASPER, WYOMING
A Municipal Corporation

Fleur Tremel
City Clerk

Steven K. Freel
Mayor

September 27, 2021

MEMO TO: J. Carter Napier, City Manager 

FROM: Thomas Solberg, Fire Chief 
Jason Speiser, Deputy Fire Chief

SUBJECT: Authorizing an agreement with Kinsco LLC in the amount of \$55,000 annually for 5 years to supply uniforms to the City of Casper Fire-EMS Department.

Meeting Type & Date

Regular Council Meeting
October 19, 2021

Action type

Resolution

Recommendation

That Council, by resolution, authorize an agreement with Kinsco LLC, in the amount of \$55,000 annually for five (5) years to supply uniforms to the City of Casper Fire-EMS Department.

Summary

On Wednesday, September 1, 2021, two (2) bids were received for Fire Department Uniform Suppliers. The bids received were as follows:

Vendor	Business Location	Bid Amount
Kinsco LLC	1456 Skyway Drive Longmont, CO 80504	\$6,595.88 Bid the entire package.
Fired Up Rescue	818 10 th Street Wheatland, WY 82201	\$830.00 Partial bid. Did not meet bid.

Financial Considerations

Annual uniform budget for Casper Fire-EMS is \$60,000

Oversight/Project Responsibility

Deputy Chief Jason Speiser

Attachments

Resolution
Contract

CONTRACT FOR PROFESSIONAL SERVICES

PART I - AGREEMENT

This Contract for Professional Services (“Contract”) is entered into on this 15th day of September, 2021, by and between the following parties:

1. The City of Casper, Wyoming, a Wyoming municipal corporation, 200 North David Street, Casper, Wyoming 82601 (“City”).
2. Kinsco LLC (“Consultant”) 1456 Skyway Drive Longmont, Colorado 80504.

Throughout this document, the City and the Consultant may be collectively referred to as the “parties.”

RECITALS

A. The City is undertaking a project to secure a vendor to supply fire department station uniforms for 73 personnel.

B. The project requires professional services for the ordering, customization and distribution of fire department uniforms annually.

C. The Consultant represents that it is ready, willing, and able to provide the professional services to City as required by this Contract.

D. The City desires to retain the Consultant for such services.

NOW, THEREFORE, in consideration of the covenants and conditions set forth herein to be performed, the parties agree as follows:

1. SCOPE OF SERVICES:

The Consultant shall perform the following services in connection with and respecting the project:

1) Pre-Production

- a) Kinsco LLC will contact all outlined vendors in the bid proposal to develop a supply-chain program to ensure product availability for the entirety of the contract perimeters. This will include developing standard lead times for delivery of product, embroidery and screen print specifications, timetables, and shipping methods.
- b) Kinsco LLC will quickly move to begin to lock down supply chain products and implement needed procedures to achieve the end goal of the program and have

products in a timely manner that is outlined within the bid proposal and other deadlines agreed upon.

2) Vendor Samples

Kinsco LLC will work with the Casper Fire-EMS Department at the onset of the process to identify any and all pieces of the clothing inventory that will need to be evaluated as final samples. Kinsco LLC will expedite any and all products to the Department for evaluation. This could be handled through a shipment of said products or an in-person meeting (pending on current restrictions). Once, the evaluation is complete and products are accepted, Kinsco LLC will move to next phase.

3) Initial and Follow-up Orders

- a) Based on estimates as outlined in the proposal, Kinsco LLC will use these as guidelines to develop an inventory that is approximately 30 percent of overall volume for each of the stock-sized uniforms. This will be done to include a selection of sizes to be able to fulfill orders within those that do not need custom finishing. For custom-sized uniforms, Kinsco LLC will work with the particular vendor to build an agreed upon timeline between all parties. This will allow Kinsco LLC to meet the goals of the ordering structure and achieve a more timely flow of products to the Casper Fire-EMS Department.
- b) After the initial order, Kinsco LLC will continue to back stock all of the stock-sized uniforms products, on a monthly basis to carry an acceptable supply on premise of each of the items, to handle any standard or rush orders. These numbers will be based on meeting the yearly clothing purchases of the individual employees of the Casper Fire-EMS Department. Kinsco LLC will work closely with the Casper Fire-EMS Department Purchasing Representative to develop minimum desired quantity levels.

4) Turn-around Time

Kinsco LLC shall be able to fill and deliver such order request at 75% complete within 60 days from date of order. Any delays in the order, embellishments, and shipping will be discussed directly with the Purchasing Representative with the Casper Fire-EMS Department with one of the following members of the Kinsco LLC team – Managing Partner, Sales & Marketing Director, or General Manager. Updates will be provided on all projects.

5) Customer Support

- a) Kinsco LLC shall have available multiple ways to be reached for customer support. Kinsco LLC will have a staff member available daily on the week days from 9 am to 5 pm MT, and on Saturday from 9 am to 2 pm MT, to expedite any questions.
- b) Kinsco LLC shall develop a web-based purchasing system, which will allow the Casper Fire-EMS Department to have a dedicated page that is user and password protected, and allow for seamless ordering. This will include individual spending accounts for each of the Casper Fire-EMS Department staff, which will track and

have current spending totals. It will also allow for shipment to the staff's individual station location, and administratively, the ability to view inventory status, purchasing history, shipment tracking, and uniform care and guidelines. The online system will have available all uniform garments and accessories as outlined in the proposal. The launch of the on-line program can be scheduled to go live at the same time as the awarding of this project.

6) *Back Order Items*

In case a manufacturer is not fulfilling orders in a timely manner, Kinsco LLC, will have an open discussion with the Purchasing Representatives on ways to meet needed deadlines. Steps that Kinsco LLC, shall take include not process invoices until order is complete, offer to partial ship available parts of the order, have open conversation on ways to continue forward, and evaluate the timeframe of the backorder against the end need.

7) *Delivery*

Kinsco LLC will use FedEx ground to ship all products with a normal ship time of 1-2 days. All shipments will be drop shipped to one of the six addresses provided, and each shipment will include a tracking verification that will allow for secure delivery of each package and the ability to manage shipments. Each box delivered will contain a packing slip detailing items contained within the shipment. Each order will be individually packaged per employee name with a copy of the order form included with each order. Shipments will be sent on a weekly basis on a pre-determined schedule with the Purchasing Representative of Casper Fire-EMS Department.

8) *Additions/Deletions*

Kinsco LLC will work with the Casper Fire-EMS Department during the term of the Contract and afford the right to make product changes that result in additions, deletions, or revisions. All changes to fabric, material, design, construction, specifications and pricing must be agreed upon in writing by all parties prior to implementation.

9) *Conflicts/Complaints*

Kinsco LLC will work closely with the Purchasing Representative to resolve any issues that arise. Kinsco LLC will take corrective steps to remedy the issue. Kinsco LLC will take all information and record details of the complaint. Based on this information, Kinsco LLC will discuss all available options for fixing the problem. Once a solution is reached, Kinsco LLC will expedite the order and set deadlines to meet the request. After product has been delivered, Kinsco LLC will follow-up to confirm the complaint has been corrected.

10) *Logo and Screen Print Requirements*

To assure that all logos meet the requirements of the Casper Fire-EMS Departments, swatch samples of each of the embroidered and screen print logo will be made available prior to the initial order to confirm correct color match and

key identifiers are clear and meet the set guidelines. Kinsco LLC will provide updated swatch samples to the Casper Fire-EMS Department when requested.

11) Warranty

- a) Kinsco LLC warrants to the Casper Fire-EMS Department, as its original end-user customer, its products will be free from defects in materials and workmanship, for one year from the date of original purchase.
- b) The warranty does not cover, and Kinsco LLC shall have no obligation or liability with respect to, any damage or problems resulting from:
 - i) Normal wear and tear. Cuts, abrasions, or damage resulting from anything other than normal and ordinary use of the product.
 - ii) Damage caused by chemical or other foreign contamination.
 - iii) Alterations, modifications or repair work performed by anyone other than Kinsco LLC.
 - iv) Failure to adequately maintain product, including proper cleaning.

12) Sales Tax Exemption

Kinsco LLC acknowledges that all products purchased within the parameters of the proposal and any other additional items that Casper Fire-EMS Department include in the future, will be marked as tax exempt per the State of Wyoming guidelines. Kinsco LLC will also send the Casper Fire-EMS Department and the City of Casper its tax license information for record purposes.

13) Management Reports

Kinsco LLC will produce a management report for Casper Fire-EMS Administrative Support Services Chief Jason Speiser, that will allow for review of orders, including items, sizes and quantities ordered, quantities back ordered, total expenditures, shipments, order accuracy rate, order fill rate, shipment information, return orders, and any other information that parties deem necessary. This report will be issued on a quarterly, semi-annually and/or annual basis.

14) See Attachment B for Bid Specifications

15) See Attachment A for Per Unit Pricing from RFP.

2. TIME OF PERFORMANCE:

The services of the Consultant shall be undertaken and completed on an on-going basis, with a contract termination date of 11:59 p.m. on the 15th day of June, 2026.

3. COMPENSATION:

In consideration of the performance of services rendered under this Contract, the Consultant shall be compensated for services performed in accordance with paragraph 1. Invoices shall be submitted and paid monthly with the total annual amount not to exceed

Fifty-Five Thousand Dollars (\$55,000) per year for 5 years, Two Hundred Seventy-Five Thousand (\$275,000) total over 5 years.

4. METHOD OF PAYMENT:

Payment will be made following completion of the terms set forth herein and receipt of an itemized invoice, certified under penalty of perjury, from the Consultant for services rendered in conformance with the Contract, and following approval by the Casper City Council. The invoice for payment must specify the correct amount due; that the Consultant has performed the services rendered under this Contract, in conformance with the Contract, and that it is entitled to receive the amount requested under the terms of the Contract.

If amounts owed by the Consultant to the City for any goods, services, licenses, permits or any other items or purpose remain unpaid beyond the City's general credit policy, those amounts may be deducted from the payment being made by the City to the Consultant pursuant to this Contract.

5. TERMS AND CONDITIONS:

This Contract is subject to and incorporates the provisions attached hereto as PART II -- GENERAL TERMS AND CONDITIONS.

6. EXTENT OF CONTRACT:

This Contract represents the entire and integrated Agreement between the City and the Consultant, and supersedes all prior negotiations, representations, or agreements, either written or oral. The Contract may be amended only by written instrument signed by both the City's and the Consultant's authorized representatives.

The City and the Consultant each individually represent that they have the requisite authority to execute this Contract and perform the services described in this Contract.

The rest of this page is intentionally left blank.

IN WITNESS WHEREOF, the undersigned duly authorized representatives of the parties have executed this Contract as of the day and year above.

APPROVED AS TO FORM

Walter Tremel

ATTEST

CITY OF CASPER, WYOMING
A Municipal Corporation

Fleur Tremel
City Clerk

Steven K. Freel
Mayor

WITNESS

CONSULTANT
Kinsco LLC

By: _____

By: 

Printed Name: _____

Printed Name: *Gregory A. Schumann*

Title: _____

Title: *OWNER - managing partner*

CONTRACT FOR PROFESSIONAL SERVICES

PART II - GENERAL TERMS AND CONDITIONS

1. TERMINATION OF CONTRACT:

1.1 The City may terminate this Contract anytime by providing thirty (30) days written notice to Consultant of intent to terminate said Contract. In such event, all finished or unfinished documents, data, studies and reports prepared by the Consultant under this Contract shall, at the option of the City, become its property, and the Consultant shall be entitled to receive just and equitable compensation for any satisfactory work completed on such documents.

1.2 Notwithstanding the above, the Consultant shall not be relieved of liability to the City for damages sustained by the City, by virtue of termination of the Contract by Consultant, or any breach of the Contract by the Consultant, and the City may withhold any payments to the Consultant for the purpose of setoff until such time as the exact amount of damages due the City from the Consultant are determined.

2. CHANGES:

The City may, from time to time, request changes in the scope of the services of the Contract. Such changes, including any increase or decrease in the amount of the Consultant's compensation, which are mutually agreed upon between the City and the Consultant, shall be incorporated in written amendments to this Contract. There shall be no increase in the amount of Consultant's compensation unless approved by Resolution adopted by City.

3. ASSIGNABILITY:

The Consultant shall not assign any interest in this Contract, and shall not transfer any interest in the same (whether by assignment or novation) without the prior written approval of the City: provided, however, that claims for money due or to become due to the Consultant from the City under this Contract may be assigned to a bank, trust company, or other financial institution, or to a trustee in bankruptcy, without such approval. Notice of any assignment or transfer shall be furnished to the City within five (5) business days of any assignment or transfer.

4. AUDIT:

The City and its representatives shall have access and obtain at its discretion, copies to any books, documents, papers, electronic data and records of the Consultant, which are pertinent to this Contract. The Consultant shall immediately, upon receiving written instruction from the City, provide to any independent auditor or accountant all books, documents, papers, electronic data and recordings of the Consultant which are pertinent to

this Contract. The Consultant shall cooperate fully with any such independent auditor or accountant during the entire course of any audit authorized by the City.

5. EQUAL EMPLOYMENT OPPORTUNITY:

In carrying out the program, the Consultant shall not discriminate against any employee or applicant for employment because of race, color, religion, sex, national origin, or disability. The Consultant shall take affirmative action to ensure that applicants for employment are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, national origin, or disability. Such action shall include, but not be limited to, the following: employment upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Consultant shall post in conspicuous places, available to employees and applicants for employment, notices required by the government setting forth the provisions of this nondiscrimination clause. The Consultant shall state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, national origin, or disability.

6. OWNER OF PROJECT MATERIALS:

All finished or unfinished documents, data, studies, surveys, drawings, maps, models, photographs, films, duplicating plates, and reports prepared by the Consultant under this Contract shall be considered the property of the City, and upon completion of the services to be performed, or termination of this agreement, they will be turned over to the City provided that, in any case, the Consultant may, at no additional expense to the City, make and retain such additional copies thereof as Consultant desires for its own use; and provided further, that in no event may any of the documents, data, studies, surveys, drawings, maps, models, photographs, films, duplicating plates, or other reports retained by the Consultant be released to any person, agency, corporation, or organization without the written consent of the City.

7. FINDINGS CONFIDENTIAL:

All reports, information, data, etc., given to or prepared, or assembled by the Consultant under this Contract are confidential and shall not be made available to any individual or organization by the Consultant without the prior written consent of the City.

8. GOVERNING LAW AND VENUE:

This Contract shall be governed by the laws of the State of Wyoming. The Courts of the State of Wyoming shall have jurisdiction over this Contract and the parties. The venue shall be the Seventh Judicial District, Natrona County, Wyoming. The Consultant shall also comply with all applicable laws, ordinances, and codes of the local, state, or federal governments and shall not trespass on any public or private property in performing any of the work embraced by this Contract.

9. PERSONNEL:

The Consultant represents that it has, or will secure, all personnel required in performing the services under this Contract. Such personnel shall not be employees of the City. All of the services required shall be performed by the Consultant, or under its supervision, and all personnel engaged in the work shall be fully qualified. All personnel employed by Consultant shall be employed in conformity with applicable local, state or federal laws.

10. SUBCONSULTANT:

The Consultant shall not employ any Subconsultant to perform any services in the scope of this project, unless the Subconsultant is approved in writing by the City. Any approved Subconsultant shall be paid by the Consultant.

11. INSURANCE AND INDEMNIFICATION:

A. **Prior to** the commencement of work, Consultant shall procure and maintain for the duration of the Contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Consultant, its Subconsultants, agents, representatives, or employees.

B. *Minimum Scope and limit of Insurance.*

Coverage shall be at least as broad as:

1. Commercial General Liability (CGL): Insurance Services Office Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than the sum of Two Hundred Fifty Thousand Dollars (\$250,000) to any claimant for any number of claims arising out of a single transaction or occurrence; or the sum of Five Hundred Thousand Dollars (\$500,000) for all claims arising out of a single transaction or occurrence. If a general aggregate limit applies, the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit). The CGL policy shall be endorsed to contain Employers Liability/Stop Gap Coverage
2. Automobile Liability: Insurance Services Office Form Number CA 0001 covering Code 1 (any auto), or if Consultant has no owned autos, Code 8 (hired) and 9 (non-owned), with limit no less than Five Hundred Thousand (\$500,000) per accident for bodily injury and property damage.
3. Workers' Compensation: as required by the State of Wyoming with Statutory Limits.
4. Professional Liability (Errors and Omissions) Insurance appropriate to the Consultant's profession, with limit no less than the sum of Two Million Dollars

(\$2,000,000) to any claimant for any number of claims arising out of a single transaction or occurrence; or the sum of Two Million Dollars (\$2,000,000) for all claims arising out of a single transaction or occurrence. If a general aggregate limit applies, the general aggregate limit shall apply separately to this project/location.

C. *Higher Limits.* If the Consultant maintains broader coverage and/or higher limits than required under this Agreement, then the City shall be entitled to the broader coverage and/or the higher limits maintained by the Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

D. *Other Insurance Provisions*

The insurance policies are to contain, or be endorsed to contain, the following provisions:

1. *Additional Insured Status*

The City, its officers, elected and appointed officials, employees, agents and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Consultant including materials, parts, or equipment furnished in connection with such work or operations. General liability coverage shall be provided in the form of an endorsement to the Consultant's insurance (at least as broad as ISO Form CG 20 10 11 85 or both CG 20 10, CG 20 26, CG 20 33, or CG 20 38 and CG 20 37 forms if later revisions used).

2. *Primary Coverage*

For any claims related to this Contract, the Consultant's insurance coverage shall be primary and non-contributory insurance coverage at least as broad as ISO CG 20 01 04 13 as respects the Consultant as respects the City, its officers, elected and appointed officials, employees, agents and volunteers.

3. *Notice of Cancellation*

Each insurance policy required above shall state that coverage shall not be canceled, materially changed, or reduced, except with notice to the City. Such notice to the City shall be provided in a commercially reasonable time.

4. *Waiver of Subrogation*

Consultant hereby grants to City a waiver of any right to subrogation which any insurer of said Consultant may acquire against the City by virtue of the payment of any loss under such insurance. Consultant agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

5. *Deductibles and Self-Insured Retentions*

Consultant has two options regarding deductibles and self-insured retentions:

- a. Option 1: Any deductibles or self-insured retentions must be declared to and approved by the City. Unless otherwise approved by the City in writing, any deductible may not exceed Ten Thousand Dollars (\$10,000). Unless otherwise approved in writing by the City, self-insured retentions may not exceed Ten Thousand Dollars (\$10,000), and the City may require the Consultant to provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention.
- b. Option 2: Consultant shall carry insurance with terms that require its insurance company to pay the full value of a covered claim from the first dollar of coverage, even if the Consultant is unable to pay any deductible or self-insured retention amount(s) required by the insurance policy. Consultant shall provide a written endorsement from its insurance carrier that such insurance coverage is in place, and shall keep such coverage in place during the term of this Contract and any subsequent time period required for claims made policies.

6. *Acceptability of Insurers*

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII, unless otherwise agreed to in writing by the City.

7. *Claims Made Policies*

If any of the required policies provide coverage on a claims-made basis:

- a. The Retroactive Date must be shown and must be before the date of the Contract or the beginning of Contract work.
- b. Insurance must be maintained and evidence of insurance must be provided *for at least five (5) years after completion of the contract of work*. However, Consultant's liabilities under this Contract shall not be deemed limited in any way by the insurance coverage required.
- c. If coverage is canceled or non-renewed, and not *replaced with another claims-made policy form with a Retroactive Date* prior to the Contract effective date, the Consultant must purchase "extended reporting" coverage for a minimum of *five (5) years* after completion of contract work and at all times thereafter until the applicable statute of limitations runs.

8. *Verification of Coverage*

Consultant shall furnish the City with original certificates of insurance including all required amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause and a copy of the Declarations and

Endorsement Page of the CGL policy listing all policy endorsements to the City before work begins. All certificates and endorsements are to be received and approved by the City before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive the Consultant's obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

9. *Subconsultants*

Consultant shall require and verify that all Subconsultants maintain insurance meeting all the requirements stated herein, and Consultant shall ensure that the City is an additional insured on insurance required from Subconsultants.

10. *Special Risks or Circumstances*

City reserves the right to reasonably modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

- E. Consultant agrees to indemnify the City, the City's employees, elected officials, appointed officials, agents, and volunteers, and all additional insured and hold them harmless from all liability for damages to property or injury to or death to persons, including all reasonable costs, expenses, and attorney's fees incurred related thereto, to the extent arising from negligence, fault or willful and wanton conduct of the Consultant and any Subconsultant thereof.

12. INTENT:

Consultant represents that it has read and agrees to the terms of this Contract and further agrees that it is the intent of the parties that Consultant shall perform all of the services for the compensation set forth in this Contract. Consultant also agrees that it is the specific intent of the parties, and a material condition of this Contract, that it shall not be entitled to compensation for other services rendered unless specifically authorized by the City by Resolution of its governing body. Consultant agrees that it has carefully examined the Scope of Services, and that the compensation is adequate for performance of this Contract.

13. WYOMING GOVERNMENTAL CLAIMS ACT:

The City does not waive any right or rights it may have pursuant to the Wyoming Governmental Claims Act, Wyoming Statutes Section 1-39-101 et seq., and the City specifically reserves the right to assert any and all rights, immunities, and defenses it may have pursuant to the Wyoming Governmental Claims Act.

14. NO THIRD PARTY BENEFICIARY RIGHTS:

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

15. FORCE MAJEURE:

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

16. ELECTRONIC SIGNATURES:

The parties understand and agree that they have the right to execute this Contract through paper or through electronic signature technology, which is in compliance with Wyoming and federal law governing electronic signatures. The parties agree that to the extent they sign electronically, their electronic signature is the legally binding equivalent to their handwritten signature. Whenever they execute an electronic signature, it has the same validity and meaning as their handwritten signature. They will not, at any time in the future, repudiate the meaning of their electronic signature or claim that their electronic signature is not legally binding. They agree not to object to the admissibility of this Contract as an electronic record, or a paper copy of an electronic document, or a paper copy of a document bearing an electronic signature, on the grounds that it is an electronic record or electronic signature or that it is not in its original form or is not an original. Each party will immediately request that their electronic signature be revoked in writing if they discover or suspect that it has been or is in danger of being lost, disclosed, compromised or subjected to unauthorized use in any way. If either party would like a paper copy of this Contract, they may request a copy from the other party, and the other party shall provide it.

**PROPOSAL FOR FURNISHING
FIRE DEPARTMENT STATION UNIFORMS FOR 73 PERSONNEL FOR THE
CASPER FIRE-EMS DEPARTMENT**

Proposal of (Name) **KINSCO LLC**

(Address) **1456 SKYWAY DRIVE, LONGMONT CO 80504**

to furnish equipment as specified to the City of Casper, Wyoming, in accordance with specifications dated May 9th , 2021.

BID ITEM: Station Uniforms - 73 Personnel for Casper Fire-EMS Department

Description: _____

Model: _____

I. Price bid for seventy three (73) Individual Fire Department Station Uniforms, as specified. Please provide price for one (1) of each item. **\$ 6595.88**

Price bid for LION Navy Men's Deluxe 6-Pocket Nomex Trousers	\$ 234.50
Price bid for LION Navy Deluxe 4-Pocket Uniform Trousers	\$ 200.90
Price bid for LION Navy Women's Deluxe 4-Pocket Nomex Trousers	\$ 200.90
Price bid for LION Navy Women's Deluxe 6-Pocket Nomex Trousers	\$ 234.50
Price bid for LION Navy BDU Tri-Certified Pants - 6-Pocket Trousers	\$ 306.00
Price bid for LION Navy S/S Battalion Straigh Yoke Nomex Shirt 4.5	\$ 141.55
Price bid for LION Navy Women's S/S Battalion Shirt	\$ 141.55
Price bid for LION Navy L/S Battalion Straight Yoke Nomex Shirt	\$ 160.90
Price bid for LION Navy Women's L/S Battalion Shirt	\$ 160.90
Price bid for LION White S/S Bravo Cotton Shirt 5.25 oz	\$ 61.50
Price bid for LION White L/S Bravo Cotton Shirt 5.25 oz	\$ 66.50
Price bid for LION White Women's S/S Bravo Cotton Shirt 5.25 oz	\$ 61.50
Price bid for LION White Women's L/S Bravo Cotton Shirt 5.25 oz	\$ 66.50
Price bid for CREW BOSS Yellow Traditional Brush Shirt 5.8 oz Tecasafe Plus	\$ 110.20
Price bid for CREW BOSS Spruce Class Brush Pant 7.9 oz Tecasafe Plus	\$ 180.10
Price bid for 5.11 S/S Tactical Jersey Polo - Dark Navy or White Custom Embroidery	\$ 40.00
Price bid for 5.11 Women's S/S Tactical Jersey Polo - Dark Navy or White Custom Embroidery	\$ 40.00
Price bid for 5.11 L/S Tactical Jersey Polo Dark Navy Custom Embroidery	\$ 45.00

Price bid for 5.11 1/4 Zip Job Shirt Fire Navy Custom Embroidery	\$ 59.00
Price bid for 5.11 HIGH PERFORMANCE STATION WEAR T-Shirt S/S Fire Navy or White with Custom Silk Screen	\$ 15.00
Price bid for 5.11 HIGH PERFORMANCE STATION WEAR T-Shirt Long Sleeve Fire Navy: 100% Cotton Jersey	\$ 18.00
Price bid for 5:11 Tactical Chameleon Softshell Dark Navy with Custom Logos	\$ 120.00
Price bid for CHAMPION Hooded Sweatshirt Navy	\$ 45.50
Price bid for CHAMPION Crewneck Sweatshirt Navy	\$ 39.50
Price bid for VAPOR APPAREL Sun Protection Hoodie Pearl Grey	\$ 42.00
Price bid for CHAMPION Sweatpants Navy	\$ 33.95
Price bid for SPORT TEK Jersey Knit Pocket Shorts Navy	\$ 13.80
Price bid for COLUMBIA Water Shorts Carbon	\$ 42.00
Price bid for COLUMBIA Women's Water Shorts Carbon	\$ 42.00
Price bid for BULWARK Deluxe Coverall Navy	\$ 90.00
Price bid for DANNER Patrol 6 " Black	\$ 339.95
Price bid for DANNER Kinetic 6 " Gtx Black	\$ 169.95
Price bid for 5.11 Company 3.0 Carbon Tac Black	\$ 126.00
Price bid for HAIX USA AirPower Xr1 Black	\$ 300.00
Price bid for HAIX Missoula 2.1 Black/Yellow	\$ 325.00
Price bid for HAIX Women's Missoula 2.1 Black/Yellow	\$ 325.00
Price bid for LA SPORTIVA Wildcat Carbon/Opal	\$ 99.00
Price bid for LA SPORTIVA Women's Wildcat Clay/Hibiscus	\$ 99.00
Price bid for LA SPORTIVA Ultra Raptor Black/Yellow	\$ 117.00
Price bid for LA SPORTIVA Women's Ultra Raptor Fjord/Malibu Blue	\$ 117.00
Price bid for ASICS Gel-Kayano 28 Black/Graphite Grey or BlackWhite	\$ 160.00
Price bid for ASICS Gel- Cumulus 23 Piedmont Grey/White	\$ 120.00
Price bid for YAKTRAX Yaktrax Chains- Large	\$ 26.00
Price bid for YAKTRAX Yaktrax Chains- Xlarge	\$ 26.00
Price bid for PROPPER Boonie Hat 100 % Cotton:	\$ 12.50
Price bid for PORT AUTHORITY R- Tek Stretch Fleece Beanie Navy	\$ 10.00
Price bid for PORT + COMPANY Knit Beanie Navy	\$ 7.65

Price bid for RICHARDSONS Trucker Hat Navy	\$ 12.50
Price bid for RICHARDSONS Prowool Flexfit Hat/Solid Dark Navy	\$ 15.05
Price bid for RICHARDSONS Relaxed Twill Hat/Solid Dark Navy	\$ 8.55
Price bid for PORT AUTHORITY Flexfit Delta Cap Navy	\$ 15.39
Price bid for PORT AUTHORITY Flexfit Wool Blend Cap Navy	\$ 14.09
Price bid for RINGERS GLOVES Extrication Short Cuff Glove Yellow	\$ 36.00
Price bid for BOSON LEATHER Hook And Loop Tripped Belt 1.5 Basket Weave	\$ 24.70
Price bid for 5.11 Operator Belt - 1.75 Black	\$ 33.80
Price bid for 5.11 Alta Belt Black or Coyote	\$ 22.00
Price bid for MISHANSHAS Water Shoes Smokey Black	\$ 30.00
Price bid for CARBONX Flame- Resistant L/S Undershirt-Small	\$ 99.00
Price bid for CARBONX Flame- Resistant L/S Undershirt- Medium	\$ 99.00
Price bid for CARBONX Flame- Resistant L/S Undershirt- Large	\$ 99.00
Price bid for CARBONX Flame- Resistant L/S Undershirt- XLarge	\$ 99.00
Price bid for CARBONX Flame- Resistant L/S Undershirt- 2 XLarge	\$ 99.00
Price bid for CARBONX Flame- Resistant Long Underpants- Small	\$ 99.00
Price bid for CARBONX Flame- Resistant Long Underpants- Medium	\$ 99.00
Price bid for CARBONX Flame- Resistant Long Underpants- Large	\$ 99.00
Price bid for CARBONX Flame- Resistant Long Underpants- XLarge	\$ 99.00
Price bid for CARBONX Flame- Resistant Long Underpants- 2XLarge	\$ 99.00

II. Net Cost to City for one (1) of each item \$ **6595.88**

III. Delivery: F.O.B. City of Casper within sixty (60) calendar days after award of contract by City Council.

CITY OF CASPER
Casper Fire-EMS Department
CITY OF CASPER
AUGUST 17, 2021

Notice is hereby given that the City of Casper, Wyoming will receive sealed bids at City Hall, 200 N David , Casper, Wyoming, **until 4:00 p.m., September 1, 2021** for the following:

FIRE DEPARTMENT STATION UNIFORMS FOR 73 PERSONNEL to be used by Casper Fire-EMS Department, Casper, WY

General Specifications:

It is the intent of these specifications to specify the minimum requirements for the furnishing and delivery of fire department station uniforms for 73 personnel. These uniforms shall be new with full factory warranties. Uniforms shall be delivered complete and ready for service, as specified, and shall be equipped with all of the manufacturer’s standard equipment, as advertised, whether or not specifically mentioned in these specifications, in addition to all other equipment and attachments specified herein:

Minimum Specifications

Description	Compliance
<u>PANTS</u>	<u>YES</u> <u>NO</u>
1.) LION Navy Men’s Deluxe 6-Pocket Nomex Trousers in sizes 28-54 with hemable lengths: 6.5 oz DuPont™ Nomex® IIIA twill weave. Box-pleated cargo pocket on each leg with hook and loop flap closure featuring additional inner pocket with zipper closure. Front and back pocket openings reinforced at all corners. Double-layered reinforced front pockets. Superior crotch reinforcement by connecting all four panels of trouser together at greatest point of stress. Double hook and bar closure. Permanent silicone creases	YES
2.) LION Navy Women’s Deluxe 4-PocketNomex Trousers: 6.5 oz DuPont Nomex IIIA twill weave. Traditional four-pocket design. Double hook and bar waist closure with french fly. Silicone waistband shirt grip. Front and back pocket openings reinforced at all corners. Superior crotch reinforcement by connecting all four panels of trouser together at greatest point of stress. Double hook and bar closure. LION’S FEMALE	YES
STATIONWEAR PANTS INCLUDE: Lowered waist for increased comfort. Adjusted inseam to better accommodate a female figure. Legs are fuller for greater comfort and freedom of movement Added internal take-up straps to waist enabling adjustment to individual fit	

Description	Compliance
-------------	------------

3.) LION Navy Deluxe 4 - Pocket Uniform Trousers: 6.5 oz DuPont Nomex IIIA twill weave. Traditional four-pocket design. Double hook and bar waist closure with french fly. Silicone waistband shirt grip. Front and back pocket openings reinforced at all corners. Superior crotch reinforcement by connecting all four panels of trouser together at greatest point of stress. Double hook and bar closure.

YES

3.) LION Navy Women's Deluxe 6-Pocket Trousers: 6.5 oz DuPont™ Nomex® IIIA twill weave. Box-pleated cargo pocket on each leg with hook and loop flap closure featuring additional inner pocket with zipper closure. Front and back pocket openings reinforced at all corners. Double-layered reinforced front pockets. Superior crotch reinforcement by connecting all four panels of trouser together at greatest point of stress. Double hook and bar closure. Permanent silicone creases. LION'S

YES

FEMALE STATIONWEAR PANTS INCLUDE: Lowered waist for increased comfort. Adjusted inseam to better accommodate a female figure. Legs are fuller for greater comfort and freedom of movement. Added internal take-up straps to waist enabling adjustment to individual fit.

4.) LION Navy BDU Tri- Certified Pants- Six Pocket Pants: 6.0 oz DuPont™ Nomex® IIIA plain weave. Certified to meet NFPA 1951 Utility, 1975 and 1977 standards. Button waist closure with a brass zipper. Hook and loop side waist adjustments. Reinforced leg, seat seams, and knees. Quarter top, notch-style front pockets with utility knife reinforcement. Available in both four and six-pocket configurations. Multi-purpose right leg pocket with additional interior compartments (6-pocket model). Expandable cargo-style left leg pocket with interior compartments (6-pocket model). Rear-welt pockets with flaps and hook and loop closures. Optional: Take up straps available

YES

SHIRTS

YES

NO

5.) LION Navy S/S Battalion Straight Yoke Nomex Shirt 4.5 Oz: Made from 4.5 oz/yd2 DuPont™ Nomex® IIIA plain weave certified to meet NFPA 1975. Features dress front placket with decorative buttons. Sew-in seams keep you looking sharp all day long. Optional epaulets and personalization. Available in different sleeve lengths. Designed with hidden snap front closure for faster donning and doffing. Five sewn-in military creases. Left pocket flap has slot for pencil/pen. Interior sling badge holder reinforced from shoulder seam to reduce badge sag and to prevent ripping.

YES

Description**Compliance**

5.) LION Navy Women's Short Sleeve Battalion Shirt: Hidden Snap Front Closure, Spade Pockets & Flaps. 4.5 oz DuPont™ Nomex® IIIA plain weave. Dress front placket with Dacron® interlining, decorative buttons and hidden snap front closure for faster donning and doffing. Five sewn military creases. Spade breast pockets and Dacron interlined flaps with hook and loop closure and decorative buttons. Left pocket has slot for pencil/pen. Badge holder and optional epaulets. LION'S FEMALE

YES

STATIONWEAR SHIRTS INCLUDE: Tailored shirt back designs for true female fit. Female-style (right-to-left) dress shirt front placket button closure. Female-sized shirt sleeve lengths for better fit and range of motion

7.) LION Navy L/S Battalion Straight Yoke Nomex Shirt: Made from 4.5 oz/yd² DuPont™ Nomex® IIIA plain weave certified to meet NFPA 1975. Features dress front placket with decorative buttons. Features dress front placket with decorative buttons. Sew-in seams keep you looking sharp all day long. Optional epaulets and personalization. Available in different sleeve lengths. Designed with hidden snap front closure for faster donning and doffing. Five sewn-in military creases. Left pocket flap has slot for pencil/pen. Interior sling badge holder reinforced from shoulder seam to reduce badge sag and to prevent ripping.

YES

8.) LION Navy Women's Long Sleeve Battalion Shirt: Hidden Snap Front Closure, Spade Pockets & Flaps. 4.5 oz DuPont™ Nomex® IIIA plain weave. Dress front placket with Dacron® interlining, decorative buttons and hidden snap front closure for faster donning and doffing. Five sewn military creases. Spade breast pockets and Dacron interlined flaps with hook and loop closure and decorative buttons. Left pocket has slot for pencil/pen. Badge holder and optional epaulets. LION'S FEMALE

YES

STATION WEAR SHIRTS INCLUDE: Tailored shirt back designs for true female fit. Female-style (right-to-left) dress shirt front placket button closure. Female-sized shirt sleeve lengths for better fit and range of motion.

9.) LION White S/S Bravo Cotton Shirt 5.25 Oz: 5.25 oz: 100% Cotton twill certified to meet NFPA 1975c Seven-button dress front placket with Dacron interlining. cBox-pleated breast pockets with mitered corners and scalloped flaps. cFive sewn-in military creases. Flaps have hook and loop closures with decorative buttons. Functional shoulder epaulets.

YES

Description	Compliance
-------------	------------

10.) LION White Women's S/S Bravo Cotton Shirt 5.25 oz: 5.25 oz 100% cotton twill. Seven-button dress front placket with Dacron® interlining. Five sewn-in military creases. Reinforced badge eyelets. Box-pleated front pockets with mitered corners and Dacron interlined scalloped flaps with hook and loop closures and decorative buttons. Left pocket has slot for pencil/pen. Functional shoulder epaulets. External Badge Tab.

YES

LION'S FEMALE STATIONWEAR SHIRTS INCLUDE: Tailored shirt back designs for true female fit. Female-style (right-to-left) dress shirt front placket button closure. Female-sized shirt sleeve lengths for better fit and range of motion.

11.) LION White Long Sleeve 5.25 oz: 100% Cotton twill certified to meet NFPA 1975cSeven-button dress front placket with Dacron interlining.cBox-pleated breast pockets with mitered corners and scalloped flaps.cFive sewn-in military creases. Flaps have hook and loop closures with decorative buttons. Functional shoulder epaulets.

YES

12.) LION White Women's Long Sleeve Bravo Cotton Shirt 5.25 oz: 5.25 oz 100% cotton twill. Seven-button dress front placket with Dacron® interlining. Five sewn-in military creases. Reinforced badge eyelets. Box-pleated front pockets with mitered corners and Dacron interlined scalloped flaps with hook and loop closures and decorative buttons. Left pocket has slot for pencil/pen. Functional shoulder epaulets. External

YES

Badge Tab. LION'S FEMALE STATIONWEAR SHIRTS INCLUDE: Tailored shirt back designs for true female fit. Female-style (right-to-left) dress shirt front placket button closure. Female-sized shirt sleeve lengths for better fit and range of motion.

WILDLAND

YES NO

13.) CREW BOSS Yellow Traditional Brush Shirt 5.8 Oz Tecasafe Plus: Certified to current NFPA 1977 Standards. Large spade-style pockets with hook and loop closures. Forest Service style button-front closure. Hook and loop cuff closures ensures tight fit at the glove. Extra-long square-cut tails. Nomex® thread throughout. Stress points bartacked at 10 locations

YES

14.) CREW BOSS Spruce Classic Brush Pant 7.0 Oz Tecasafe Plus: Certified to current NFPA 1977 Standards. Elastic back band for ultimate freedom and comfort. Seven oversized belt loops to accept 2" web belts. Two generous rear pockets. Oversized, extra-deep front slash pockets. Extra roomy leg and seat cut. Original crotch reinforcement panel. Unidirectional cargo pockets prevent snagging. Hook and loop ankle straps covered with self fabric for heat resistance. Brass, self-locking zippered fly with snap closure. Nomex® thread throughout. Stress points bar-tacked at 38 locations for maximum durability.

YES

Description	Compliance	
<u>POLO SHIRTS</u>	<u>YES</u>	<u>NO</u>
15.) 5:11 S/S Tactical Jersey Polo Dark Navy or White with Custom Embroidery: 100% Cotton Jersey, 200 g/m ² . 100% Ring Spun Cotton is shrink, wrinkle and fade resistant. 3 button placket uses Melamine buttons. Mic pockets located on each shoulder. Mic loop at bottom of placket. Embroidery friendly pen pocket construction on wearer's left sleeve. Stay-flat, no roll ribbed collar.	YES	
16.) 5:11 Women's S/S Tactical Jersey Polo Dark Navy or White with Custom Embroidery: 100% Cotton Jersey, 200 g/m ² . 100% Ring Spun Cotton is shrink, wrinkle and fade resistant. 3 button placket uses Melamine buttons. Mic pockets located on each shoulder. Mic loop at bottom of placket. Embroidery friendly pen pocket construction on wearer's left sleeve. Stay-flat, no roll ribbed collar.	YES	
17.) 5:11 L/S Tactical Jersey Polo Dark Navy with Custom Embroidery: 100% Cotton Jersey, 200 g/m ² . 100% Ring Spun Cotton is shrink, wrinkle and fade resistant. 3 button placket uses Melamine buttons. Mic pockets located on each shoulder. Mic loop at bottom of placket. Embroidery friendly pen pocket construction on wearer's left sleeve. Stay-flat, no roll ribbed collar.	YES	
<u>JOB SHIRT</u>	<u>YES</u>	<u>NO</u>
18.) 5:11 1/4 Zip Job Shirt Fire Navy with Custom Embroidery: Body, Collar, Facing behind zipper, hand warmer pocket bags: 82% Cotton 18% Polyester French Terry, piece-dyed, back side 11.6 oz. Collar (top & bottom), Inside Half Moon, Elbow Patches: 100% Cotton canvas, Pocket Bags (Mic, Pen Pockets, Inside Chest Pockets): 100% Cotton Twill, solid-piece dyed Cuffs and Waistband: 98% Cotton 2% Spandex, 2x2 rib. Fade-resistant cotton/poly fleece with stain resistant treatment. Canvas trims also fade-resistant. Deep chest pocket with Velcro breakthrough allows you to carry a full-sized radio or a smaller object without it dropping to the bottom of the pocket. Mic pockets at both shoulder plus pen pockets on the left sleeve.	YES	
<u>T-SHIRTS</u>	<u>YES</u>	<u>NO</u>

Description	Compliance	
<p>19.) 5.11 HIGH PERFORMANCE STATION WEAR T- Shirt Short Sleeve Fire Navy or White with Custom Silk Screen: 100% Cotton Jersey. Durable, comfortable and functional. 6-oz. Jersey knit. Extra Long to stay tucked in all day. One Inch, no roll, high density collar. Double needle tailoring at the shoulder for strength and durability. Moisture wicking technology. Tapered fit to stay tucked in all day. Printed Heat Transfer label to prevent chafing. Spandex ribbed crew neck. 3 thread overlock placed at all join seams. 2 needle cover stitch placed at sleeve hem, sweep hem, collar join seam, binding at shoulder seams. 1/4" 2 needle at collar band, shoulder, armholes. Screenprint front/back - Casper Fire Department logo</p>	YES	
<p>20.) 5.11 HIGH PERFORMANCE STATION WEAR T-Shirt Long Sleeve Fire Navy: 100% Cotton Jersey. Durable, comfortable and functional. 6-oz. Jersey knit. Extra Long to stay tucked in all day. One Inch, no roll, high density collar. Double needle tailoring at the shoulder for strength and durability. Moisture wicking technology. Tapered fit to stay tucked in all day. Printed Heat Transfer label to prevent chafing. Spandex ribbed crew neck. 3 thread overlock placed at all join seams. 2 needle cover stitch placed at sleeve hem, sweep hem, collar join seam, binding at shoulder seams. 1/4" 2 needle at collar band, shoulder, armholes. Screenprint front/back - Casper Fire Department logo</p>	YES	
<p><u>SOFTSHELL JACKET</u></p>	<u>YES</u>	<u>NO</u>
<p>21.) 5:11 Tactical Chameleon Softshell Dark Navy with Custom Logos: Main body & Chin Guard: 100% Polyester Bonded Soft-shell Lining: 100% Polyester mesh. Splash guard on lower lining: 100% Nylon Taffeta. Pocket lining: 100% Polyester brushed mesh tricot. Pull-out panels: 100% 600 Denier Hammerhead Polyester. Main body uses wind and water repellant bonded fleece softshell.</p>	YES	
<p><u>SWEATSHIRTS</u></p>	<u>YES</u>	<u>NO</u>
<p>22.) CHAMPION Hooded Sweatshirt Navy: 12-ounce, 82/18 cotton/poly fleece. Reverse Weave cross-grain cut resists shrinkage. Two-ply hood with dyed-to-match drawcords. 1x1 rib knit side panels, sleeve cuffs and hem. Front pouch pocket. Embroidered Champion "C" logo at left cuff. Woven back neck label. Screenprint – Casper Fire Department logo</p>	YES	
<p>23.) CHAMPION Crewneck Sweatshirt Navy: 12-ounce, 82/18 cotton/poly fleece. Reverse Weave cross-grain cut resists shrinkage. 1x1 rib knit neck, side panels, sleeve cuffs and hem. Embroidered Champion "C" logo at left cuff. Screenprint – Casper Fire Department logo</p>	YES	
<p><u>SUN PROTECTION HOODIE</u></p>	<u>YES</u>	<u>NO</u>

Description	Compliance	
<p>24.) VAPOR APPAREL Sun Protection Hoodie Pearl Grey: Moisture-wicking, anti-microbial, odor-resistant, cooling, multi-use, multi-season, quick-drying, durable, UPF 50+ UV sun protection on covered areas. Fits true-to-size. Tapered wrists keep sleeves from falling down. Shirt length hits just below the hip to prevent riding up while active. built-in UPF 50+ Sun Protection whether the garment is wet or dry. Protection only improves as the product is worn and washed. Fabric carries the Skin Cancer Foundation's Seal of Recommendation. Embroidered - Casper Fire Department logo.</p>	YES	
<p><u>SWEATPANTS AND SHORTS</u></p>	<u>YES</u>	<u>NO</u>
<p>25.) CHAMPION Sweatpants Navy: 12-ounce, 82/18 cotton/poly fleece. 73/22 cotton/poly (Oxford Grey). 60/40 cotton/poly (Charcoal Heather). Reverse Weave cross-grain cut resists shrinkage. Rib knit waistband, cuffs and gusset. Dyed-to-match cotton drawcords. Side pockets. Right-side, back patch pocket. Embroidered Champion C logo at left hip. Woven label. Embellishment. Screenprint - Casper Fire Department logo</p>	YES	
<p>26.) SPORT TEK Jersey Knit Pocket Shorts Navy: A comfortable short for exercising or lounging complete with side pockets to hold locker key and essentials. 6.2-ounce, 60/40 cotton/poly. Elastic waist with drawcord. 9-inch inseam. Embellishment Screenprint - Casper Fire Department logo.</p>	YES	
<p>27.) COLUMBIA Water Shorts Carbon: An adjustable elastic waist makes it easy to pull these on over a bathing suit. Built-in UPF 50 helps prevent sunburn so you can stay out on the water longer. Pockets add convenience. Omni-Shade™ UPF 50 sun protection. Elastic at waist. Drawcord adjustable waist. Hand pockets. Security zipper back pocket. Textured poplin 100% nylon. Embroidered - Casper Fire Department logo</p>	YES	
<p>28.) COLUMBIA Women's Water Shorts Carbon: An adjustable elastic waist makes it easy to pull these on over a bathing suit. Built-in UPF 50 helps prevent sunburn so you can stay out on the water longer. Pockets add convenience. Omni-Shade™ UPF 50 sun protection. Elastic at waist. Drawcord adjustable waist. Hand pockets. Security zipper back pocket. Textured poplin 100% nylon. Embroidered - Casper Fire Department logo</p>	YES	
<p><u>COVERALLS</u></p>	<u>YES</u>	<u>NO</u>
<p>29.) BULWARK Deluxe Coverall Navy: One piece, top stitched, lay-flat collar. Two-way, concealed, Nomex Taped, brass break-away zipper with concealed snap at the top of zipper and at neck. Concealed snap closure on cuff. Deep-pleated action back. Elastic waist insert and action back, side vent openings with snap. Two front pockets, two chest pockets with flap and concealed snap. Two patch hip pockets, left sleeve pocket. EXCEL FR Flame Flame-resistant, 9 oz. Twill, 100% Cotton. Arc Rating ATPV 10.6 calories/cm2 HRC 2. NFPA 2112.</p>	YES	

Description	Compliance	
	<u>YES</u>	<u>NO</u>
<u>FOOTWEAR</u>		
30.) DANNER Patrol 6 " Black: Style 25200. Weight 59 oz per pair. Height 6." Insulation Non-Insulated. Color Black. Footbed Airthotic. Shank Fiberglass. Last Type 650. Lining Waterproof. Liner GORE-TEX. Outsole Vibram® 1276 Sierra. Recraftable Yes. Toe Protection Plain Toe.	YES	
31.) DANNER Kinetic 6 " Gtx Black: Weight 48 oz per pair. Height 6". Insulation Non-Insulated. Color Black. Footbed Polyurethane. Shank Nylon. Last Type 1368. Lining Waterproof. Liner GORE-TEX. Outsole Danner® Kinetic. Recraftable No. Toe Protection Plain Toe.	YES	
32.) DANNER Kinetic 6" Gtx- Side Zip Black: Weight 48 oz per pair. Height 6". Insulation Non-Insulated. Color Black. Footbed Polyurethane. Shank Nylon. Last Type 1368. Lining Waterproof. Liner GORE-TEX. Outsole Danner® Kinetic. Recraftable No. Toe Protection Plain Toe.	YES	
33.) 5.11 Company 3.0 Carbon Tac Black: Leather upper, Nylon, Nylon panels, 5.11® Carbon-tac Nano safety toe, Puncture resistant, ASTM 2413-18 Certified I/75 C/75 EH PR, CSA Z195 Certified, Slip on style for easy on and off, Ortholite® insole, Ortholite® Achilles pad for better heel hold, Slip and Oil resistant full rubber outsole, 5.11® Force Foam heel cushion, Nylon Shank, Pro-Fit.	YES	
34.) HAIX USA AirPower Xr1 Black: Upper material: Smooth leather. Color: Black. Boot height: 9 inches. Sole: 012. Inner liner: CROSSTECH® Certification: NFPA 1977, NFPA 1999, ASTM F 2413, CAN/CSA-Z195. Safety toe: HX-XR. Fastener: Zipper, Lace up Gender: Male	YES	
35.) HAIX Missoula 2.1 Black/Yellow: Gender Male. Certification NFPA 1977, ASTM F 2892. Technologies (SL) Secura Liner, (ES) Easy Slip Out, 2-Zone Lacing, Electric Hazard Resistance, VIBRAM®. Waterproof No. Upper material Hydrophobic split leather. Inner liner Textile. Sole VIBRAM® Sole. Shank Fiberglass.	YES	
36.) HAIX Women's Missoula 2.1 Black/Yellow: Gender Female. Certification NFPA 1977, ASTM F 2892. Technologies (SL) Secura Liner. (ES) Easy Slip Out, 2-Zone Lacing, Electric Hazard Resistance, VIBRAM®. Waterproof No. Upper material Hydrophobic split leather. Inner liner Textile. Sole VIBRAM® Sole. Shank Fiberglass.	YES	
37.) LA SPORTIVA Wildcat Carbon/Opal	YES	
38.) LA SPORTIVA Women's Wildcat Clay/Hibiscus	YES	
39.) LA SPORTIVA Ultra Raptor Black/Yellow	YES	
40.) LA SPORTIVA Women's Ultra Raptor Fjord/Malibu Blue	YES	

Description	Compliance
41.) ASICS Gel-Kayan 28 Black/Graphite Grey or Black/White	YES
42.) ASICS Gel- Cumulus 23 Piedmont Grey/White	YES
43.) YAKTRAX Yaktrax Chains- Xlarge: Perfect for all snow conditions, including packed and crusty surfaces. Links are made from case-hardened steel. The unique ladder pattern under the ball of the foot, combined with the triangular pattern on the heel provides stable footing and comfort for extended wear. The rubber sling is flexible in subzero temperatures and fits securely, even in deep snow.	YES
44.) YAKTRAX Yaktrax Chains- Large: Perfect for all snow conditions, including packed and crusty surfaces. Links are made from case-hardened steel. The unique ladder pattern under the ball of the foot, combined with the triangular pattern on the heel provides stable footing and comfort for extended wear. The rubber sling is flexible in subzero temperatures and fits securely, even in deep snow.	YES

HATS

	<u>YES</u>	<u>NO</u>
45.) PROPPER Boonie Hat 100 % Cotton: 100% cotton Ripstop. Sewn to military specification MIL-H-44105B. Vent holes direct air away from head. 2 3/8-inch wide brim. Adjustable chin strap ensures a secure fit.	YES	
EMBELLISHMENTS Embroidered – Casper Fire Department logo		
46.) PORT AUTHORITY R- Tek Stretch Fleece Beanie Navy: 8.9-ounce, 95/5 poly/spandex R-Tek @ stretch fleece for warmth and shape retention. Embroidered – Casper Fire Department logo	YES	
47.) PORT + COMPANY Knit Beanie Navy: FABRIC 100% acrylic.	YES	
EMBELLISHMENT Embroidered - Casper Fire Department logo		
48.) RICHARDSONS Trucker Hat NAVY: Embroidered-Casper Fire Department Logo.	YES	
49.) RICHARDSONS Prowool Flexfit Hat/Solid Dark Navy: Mid-Pro. FABRIC Acrylic-Wool Blend. VISOR Precurved.		
SWEATBAND Comfort Stretch. MATERIAL 83% Acrylic, 15% Wool, 2% Spandex. CONSTRUCTION Woven. FIT & SIZE R-FLEX XS-SM (6 1/2 - 7) SM-MD (7 - 7 1/4) LG-XL (7 3/8 - 7 5/8). NOTE - underside is gray. EMBELLISHMENTS Embroidered - Casper Fire Department logo	YES	
50.) RICHARDSONS Relaxed Twill Hat/Solid Dark Navy:		
SHAPE Relaxed Unstructured. FABRIC 100% Cotton Twill.		
VISOR Precurved. SWEATBAND Cotton. CONSTRUCTION Woven.	YES	
FIT & SIZE. OSFM (7 – 7 3/4). Adjustable Hook-and-Loop Backstrap.		
EMBELLISHMENTS Embroidered - Casper Fire Department logo		

Description	Compliance	
<p>51.) PORT AUTHORITY Flexfit Delta Cap Navy: FABRIC 92/8 poly/spandex; 100% polyester undervisor. STRUCTURE Structured Profile. MID FEATURES Seam-sealed, quick-drying, 3-layer sweatband with stain-blocking technology, 4 die-cut vent eyelets. CLOSURE Stretch fit. EMBELLISHMENTS Embroidered - Casper Fire Department logo.</p>	YES	
<p>52.) PORT AUTHORITY Flexfit Wool Blend Cap Navy: A traditional baseball cap look in a wool blend with comfortable stretch and the Flexfit fit. Fabric - 83/15/2 acrylic/wool/spandex. Structure - Structured. Profile -Mid. Closure - Stretch fit. EMBELLISHMENTS. Embroidered - Casper Fire Department logo.</p>	YES	
<u>ACCESSORIES</u>	<u>YES</u>	<u>NO</u>
<p>53.) RINGERS GLOVES Extrication Short Cuff Glove Yellow: Flexible TPR impact protection on knuckles and fingers. High visibility for increased safety. CE rated for EN388 level 2 cut and puncture resistance. Durable grip system on palm & fingers enhances grip. Extended cuff with gaiter closure to keep out debris. Reflective markings for increased visibility. Kevlar stitched palm with padding.</p>	YES	
<p>54.) BOSON LEATHER Hook And Loop Tripped Belt 1.5 Basket Weave: 10-12 ounce, full grain leather No buckle-- perfect for industrial use where a "no-scratch" belt is very important in leather .</p>	YES	
<p>55.) 5.11 Operator Belt - 1.75 Black: FABRIC TYPE: 100% Nylon Webbing. FEATURES & BENEFITS: 1 3/4" Nylon webbing. Solid stainless steel sliding tension lock bar buckle - tested to perform over 6000 lb load. 2-ply webbing construction with a center PE board - adding belt rigidity for holster support. An additional web strap is wrapped around the buckle for increased tensile strength. Low profile hook and loop closures for comfort sizing adjustment. STITCHING & FINISHING: Nylon thread; Six stitches per inch; 3 rows of stitching; Quadruple X box stitch, 3 cycle backstitch at specific stress locations; Heat treated and sealed thread and webbing. Heat pressed/ resin dipped finished belt tip</p>	YES	
<p>56.) 5.11 Alta Belt Black or Coyote: DESIGN: Heavy duty tactical belt. MATERIAL TYPE: 1.75" Nylon Webbing. BUCKLE TYPE: Parachute grade metal belt buckle with sliding tension bar and triangle D-ring. FEATURES & BENEFITS: High strength 1.75" wide nylon webbing provides a long service life with little to no elongation or deformation. STITCHING & FINISHING: Bonded Nylon thread; Eight stitches per inch; Single needle lock stitching throughout.</p>	YES	

Description	Compliance	
<p>57.) MISHANSHAS Water Shoes Smokey Black: Mishansha Mens/ Womens Water Shoes. Quick Dry Barefoot. Spandex Fabri Upper. Rubber sole MATERIAL: Upper with salt resistance wear resistance stretch breathable ultra light weight Lycra material for fast draining and cross ventilation, give excellent flexible and comfortable. QUICK DRY WITH DRAINAGE HOLES: Unique and top-quality anti slip camo rubber sole. with several holes on each bottom to ensure proper water flow out of them which creates a cooler and healthier shoe environment. Easy On and Off: The pull tap at the heel allows for quick and easy entry, protecting your feet from dripping off. ELASTIC STRAPS: According to the width of the foot quickly adjust the shoes elastic and avoid the annoyance of tying your shoes.</p>	YES	
<p><u>FLAME RESISTANT APPARREL</u></p>	<u>YES</u>	<u>NO</u>
<p>58.) CARBONX Flame- Resistant L/S Undershirt- Small</p>	YES	
<p>59.) CARBONX Flame- Resistant L/S Undershirt- Medium</p>	YES	
<p>60.) CARBONX Flame- Resistant L/S Undershirt- Large</p>	YES	
<p>61.) CARBONX Flame- Resistant L/S Undershirt- Xlarge</p>	YES	
<p>62.) CARBONX Flame- Resistant L/S Undershirt- 2Xlarge</p>	YES	
<p>63.) CARBONX Flame- Resistant Long Underpants- Small</p>	YES	
<p>64.) CARBONX Flame- Resistant Long Underpants- Medium</p>	YES	
<p>65.) CARBONX Flame- Resistant Long Underpants- Large</p>	YES	
<p>66.) CARBONX Flame- Resistant Long Underpants- Xlarge</p>	YES	
<p>67.) CARBONX Flame- Resistant Long Underpants- 2Xlarge</p>	YES	
<p><u>SECURE WEB PORTAL, DELIVERY & EMBELLISHMENTS</u></p>	<u>YES</u>	<u>NO</u>
<p>68.) The uniform provider shall provide a secure online portal for ordering all of the above products with the ability to specify sizes, colors and hemmable lengths for each member of the fire department.</p>	YES	
<p>69.) The portal shall restrict the purchaser to an amount defined by the Casper Fire-EMS Department for a uniform allowance and any overages shall be charged to a personal debit card.</p>	YES	
<p>70.) The uniform supplier shall ship orders directly to each fire station where the personnel are stationed.</p>	YES	
<p>71.) Shipping shall be included free of charge for all orders.</p>	YES	
<p>72.) Custom embellishments to include embroidery, screen printing and sewing of patches shall be included in the cost of the above products.</p>	YES	
<p>73.) Uniform supplier shall accommodate free exchanges for any items that need exchanging due to improper fit or defect.</p>	YES	
<p>74.) Uniform supplier shall be capable of substantial order fulfillment of 75% complete within 60 days from the date of order.</p>	YES	

RESOLUTION NO. 21-147

A RESOLUTION AUTHORIZING A CONTRACT FOR PROFESSIONAL SERVICES WITH KINSCO LLC TO SUPPLY STATION UNIFORMS TO THE CITY OF CASPER FIRE-EMS DEPARTMENT.

WHEREAS, the City of Casper Fire-EMS Department has a need for a uniform supplier to equip personnel with station uniforms by sourcing, supplying and customizing them to the Fire Department's specifications.

WHEREAS, the City of Casper desires to enter into a contract with Kinsco LLC to source and supply uniforms annually and as needed for the Casper Fire-EMS Department to meet uniform needs.

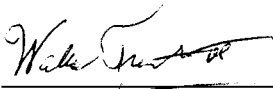
WHEREAS, Kinsco LLC is ready, willing, and able to provide the professional services needed.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: That the Mayor is authorized and directed to execute, and the City Clerk to attest, a Contract for Professional Services between the City of Casper and Kinsco LLC, in the amount of Two Hundred Seventy-Five Thousand Dollars (\$275,000).

BE IT FURTHER RESOLVED: That the City Manager is hereby authorized to make verified partial payments as prescribed by the Contract.

PASSED, APPROVED, AND ADOPTED on this ____ day of _____, 2021.

APPROVED AS TO FORM:



ATTEST:

Fleur D. Tremel
City Clerk

CITY OF CASPER, WYOMING
A Municipal Corporation

Steven K. Freel
Mayor

October 5, 2021

MEMO TO: J. Carter Napier, City Manager *JCN*

FROM: Andrew Beamer, P.E., Public Services Director *AB*
 Alex Sveda, P.E., City Engineer
 Terry Cottenoir, Engineering Technician

SUBJECT: Authorizing an Agreement with Dave Loden Construction, Inc., in the Amount of \$93,710.00, for the Life Steps Roof Replacements, Project No. 21-043.

Meeting Type & Date

Regular Council Meeting
October 19, 2021

Action type

Resolution

Recommendation

That Council, by resolution, authorize an agreement with Dave Loden Construction, Inc., Inc. (DLC) in the amount of \$93,710.00, for the Life Steps Roof Replacements, Project No. 21-043. Furthermore, it is recommended that Council authorize a construction contingency account, in the amount of \$5,000.00, for a total project amount of \$98,710.00.

Summary

On Tuesday, October 5, 2021, two (2) bids were received for the Life Steps Roof Replacements, Project No. 21-043. The base bids received for this work are as follows:

<u>Contractor</u>	<u>Business Location</u>	<u>Base Bid – Line Item 1</u>	<u>Bidding Alternative 3</u>	<u>Bidding Alternative 4</u>	<u>Award Total</u>
DLC	Buffalo, WY	\$22,325.00	\$62,885.00	\$8,500.00	\$93,710.00
Lowe Roofing	Gillette, WY	\$25,950.00	\$69,980.00	\$3,320.00	\$99,250.00

The base bid for the project includes the removal and replacement of the existing roofing systems on Buildings K and L at the Life Steps Campus. The existing roofing systems on these facilities are nearing the end of their operational lives, and a number of leaks have developed causing safety concerns. The new roofing systems will carry a twenty (20) year warranty after installation. The estimate prepared by the City Engineering Division for the Base Bid – Line Item 1, Bidding Alternative 3, and Bidding Alternative 4 was \$90,000.00.

The base bid contained a line item to remove the existing membrane roofing system and cover boards from Building L but did not include a complete tear down to the deck. Due to the amount of leaks the entire roofing system has experienced and the amount of water saturation within the roofing system, Bidding Alternative 3 was included in the bid package to conduct a complete tear down of the roof to the structural decking on Building L and install a new membrane roofing

system. DLC provided a cost of \$62,885.00 to complete Bidding Alternative 3. The City Engineering Division estimated the cost for the bidding alternative to be \$60,000.00.

Also included in the bid package was Bidding Alternative 4 to remove and replace the rain gutters on Building K. DLC provided a cost of \$8,500.00 for the bidding addition. The City Engineering Division estimated the cost for Bidding Alternative 4 to be \$5,000.00. City staff recommends awarding both the bidding alternative and the bidding additional with this contract, for a total contract amount of \$93,710.00. Work is scheduled to be completed by June 17, 2022.

As required by State Statute, in-state bidders receive a five percent (5%) bid preference. As all bids were received from in-state Contractors, no bid preference was granted. A notice was published in the local newspaper once a week for two consecutive weeks as required by State Statute, and the project was advertised on the City of Casper's website (www.casperwy.gov).

Financial Considerations

Funding will be from the Perpetual Care fund allocated to Life Steps Roof Replacements.

Oversight/Project Responsibility

Terry Cottenoir, Engineering Technician, Public Services Department.

Attachments

Resolution

Agreement

STANDARD FORM OF
AGREEMENT BETWEEN OWNER AND CONTRACTOR

THIS AGREEMENT is made between the City of Casper, 200 North David Street, Casper, Wyoming 82601, hereinafter referred to as the "Owner," and with Dave Loden Construction, Inc., 400 Hemlock Street, Buffalo, Wyoming 82834, hereinafter referred to as the "Contractor."

WHEREAS, the City of Casper desires to remove and replace the existing roofing systems at Buildings K and L on the Life Steps Campus, 1514 East 12th Street, Casper, Wyoming 82601; and,

WHEREAS, Dave Loden Construction, Inc., is able and willing to provide those services specified as the Life Steps Roof Replacements, Project No. 21-043.

NOW, THEREFORE, it is hereby agreed as follows:

ARTICLE 1. WORK.

Contractor shall perform all the work required by the Contract Documents for the Life Steps Roof Replacements, Project No. 21-043, hereinafter referred to as the "Work."

ARTICLE 2. ENGINEER.

The Project has been designed by the City of Casper, who is hereinafter referred to as the "Engineer" and who is to act as Owner's representative, assume all duties and responsibilities and have the rights and authority assigned to Engineer in the Contract Documents in connection with completion of the Work in accordance with the Contract Documents.

ARTICLE 3. CONTRACT TIME.

- 3.1 Substantial Completion shall include all Work required to make the project operational for intended use including all paving and concrete work associated with the street and concrete flatwork.
- 3.2 The Work will be substantially completed by **June 17, 2022**, and completed and ready for final payment in accordance with Article 14 of the General Conditions by **June 24, 2022**.
- 3.3 Liquidated Damages. Owner and Contractor recognize that time is of the essence of this Agreement and that Owner will suffer financial loss if the Work is not substantially completed by the time specified in Paragraph 3.1 above, plus any extension thereof allowed in accordance with Article 12 of the General Conditions. They also recognize the delays, expense, and difficulties involved in proving in a legal or arbitration proceeding the actual loss suffered by Owner if the Work is not substantially completed on time. Accordingly, instead of requiring any such proof, Owner and Contractor agree that as liquidated damages for delay (but not as a penalty) Contractor shall pay Owner One Thousand Dollars (\$1,000.00) for each day that expires after the time specified in Paragraph 3.1 for substantial

completion. After Substantial Completion, if Contractor shall neglect, refuse, or fail to complete the remaining work within the time specified in paragraph 3.1 for completion and readiness for final payment or any proper extension thereof granted by Owner, Contractor shall pay Owner Five Hundred Dollars (\$500.00) for each day that expires after the time specified in paragraph 3.1 for completion and readiness for final payment. It is further agreed that such liquidated damages are not a penalty, but represent the parties' best estimate of actual damages.

ARTICLE 4. CONTRACT PRICE.

Owner shall pay Contractor in current funds for performance of the Work in accordance with the Contract Documents, subject to additions and deductions by Change Order, the contract price of Ninety-Three Thousand Seven Hundred Ten Dollars (\$93,710.00), subject to additions and deductions by Change Order approved by the Owner. The contract fee shall be based on materials actually furnished and installed and services actually provided based on the unit prices contained in the Bid Form, included as Exhibit "A" (pages BF-1 through BF-4, Bid Form) and Itemized Bid Schedule, included as Exhibit "B" (page BS-1, Bid Schedule) and by this reference made a part of this Agreement.

ARTICLE 5. PAYMENT PROCEDURES.

Contractor shall submit Applications for Payment in accordance with Article 14 of the General Conditions. Applications for Payment will be processed through the Engineer as provided in the General Conditions.

- 5.1 Progress Payments. Contractor's Applications for Payment, as recommended by Engineer, shall be submitted to City Engineering Staff on or before the 25th day of each month during construction, and Owner shall mail progress payments in the following month one day after the second monthly meeting of the Casper City Council. Progress payments shall be structured as provided below. All progress payments will be on the basis of the progress of the Work measured by the Schedule of Values provided for in Paragraph 14.1 of the General Conditions, subject to the cutoff and submittal dates provided in the General Provisions.
 - 5.1.1 Progress payment will be made in an amount equal to ninety-five percent (95%) of the Work completed. Owner shall withhold five percent (5%) of the work completed as retainage, said retainage to be paid in accordance with the provisions of Paragraph 5.3, Final Payment.
 - 5.1.2 Should amounts owed by the Contractor to the City for any goods, services, licenses, permits or any other item or purpose remain unpaid beyond the City's general credit policy, those amounts may be deducted from the payment being made by the City to the Contractor pursuant to this agreement.

- 5.2 OWNER may withhold progress payments if CONTRACTOR fails to submit an updated progress schedule with the application for payment as detailed in Section 01310 Progress Schedules.
- 5.3 Final Payment. Upon final completion and acceptance of the Work in accordance with Paragraph 14.13 of the General Conditions, Engineer shall recommend payment and present Contractor's Final Application for Payment to the City. Pursuant to Wyoming State Statutes, final payment cannot be made until forty-one (41) days after publication of the first Notice of Completion.

ARTICLE 6. WITHHELD FUNDS.

Pursuant to Wyoming Statutes Section 16-6-701 et seq., withheld percentages for Contracts exceeding Fifty Thousand and 00/100 Dollars (\$50,000.00) will be retained in an account in the name of the Contractor (except when specifically waived in writing by Contractor) which has been assigned to the Owner until the Contract is completely, satisfactorily, and finally accepted by the Owner. Unless a depository is designated by the Contractor in a written attachment hereto, the Contractor's signature hereon shall act as authority for the Owner to designate a retainage depository on behalf of the Contractor, for the purposes specified in Wyoming Statutes Section 16-6-704. The Contractor's signature hereon shall act as an assignment of the depository account to the Owner, as provided by Wyoming Statutes Section 16-6-701 et seq., whether the depository is designated by the Contractor or by the Owner.

ARTICLE 7. CONTRACTOR'S REPRESENTATIONS.

In order to induce Owner to enter into this Agreement, Contractor makes the following representations:

- 7.1 Contractor has familiarized himself with the nature and extent of the Contract Documents, Work, locality, and with all local conditions and federal, state, and local Laws and Regulations that in any manner may affect cost, progress, or performance of the Work.
- 7.2 Contractor has studied carefully all reports of investigations and tests of subsurface and latent physical conditions at the site or otherwise affecting cost, progress, or performance of the work which were relied upon by Engineer in the preparation of the Drawings and Specifications and which have been identified in the Supplementary Conditions.
- 7.3 Contractor has made or caused to be made examinations, investigations, and tests and studies as he deems necessary for the performance of the Work at the Contract Price, within the Contract Time, and in accordance with the other terms and conditions of the Contract Documents; and no additional examinations, investigations, tests, reports, or similar data are or will be required by Contractor for such purposes.
- 7.4 Contractor has correlated the results of all such observations, examinations, investigations, tests, reports, and data with the terms and conditions of the Contract Documents.

- 7.5 Contractor has given Engineer written notice of all conflicts, errors, or discrepancies that he has discovered in the Contract Documents and the written resolution thereof by Engineer is acceptable to Contractor.

ARTICLE 8. CONTRACT DOCUMENTS.

The Contract Documents which comprise the entire agreement between Owner and Contractor are attached to this Agreement, made a part hereof and consist of the following:

- 8.1 This Agreement (Pages SFA-1 of 6 through SFA-6 of 6, inclusive).
- 8.2 Joint Account Agreement or Letter of Forfeiture waiving same.
- 8.3 Exhibit "A" - Bid Form (Pages BF-1 of 4 through BF-4 of 4, inclusive).
- 8.4 Exhibit "B" - Bid Schedule (Page BS-1 of 1, inclusive).
- 8.5 Addenda No. (1).
- 8.6 Performance and Labor and Payment Bonds.
- 8.7 Certificates of Insurance, of Workers' Compensation Coverage, and of Unemployment Insurance Coverage.
- 8.8 General Conditions (Pages 00700-1 to 00700-42, inclusive).
- 8.9 Supplementary Conditions (Pages SC-1 to SC-16, inclusive).
- 8.10 Division 01 - General Requirements, consisting of six (6) sections.
- 8.11 Division 02 - Site Construction, consisting of one (1) section.
- 8.12 Division 07 - Thermal and Moisture Protection, consisting of three (3) sections.
- 8.13 Notice of Award.
- 8.14 Notice to Proceed.
- 8.15 Minutes of the Pre-Bid Conference, if any.
- 8.16 Contract Drawings, with each sheet bearing the following general title:

Life Steps Roof Replacements, Project No. 21-043

- 8.17 Shop Drawings and other Submittals furnished by Contractor during performance of the Work and accepted by the Owner.
- 8.18 Any modifications, amendments, and supplements, including Change Orders, issued pursuant to Paragraphs 3.04 and 3.05 of the General Conditions, on or after the effective date of this Agreement.
- 8.19 Notice of Substantial Completion.

ARTICLE 9. GOVERNMENTAL CLAIMS ACT

The City does not waive any right or rights it may have pursuant to the Wyoming Governmental Claims Act, Wyoming Statutes Section 1-39-101 et seq. The City specifically reserves the right to assert any and all immunities, rights, and defenses it may have pursuant to the Wyoming Governmental Claims Act.

ARTICLE 10. MISCELLANEOUS PROVISIONS.

Terms used in this Agreement, which are defined in the General Conditions, shall have the meanings designated in those conditions.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed in one (1) original copy on the day and year below written.

DATED this _____ day of _____, 2021.

APPROVED AS TO FORM:

Walter Trendel

CONTRACTOR:

Dave Loden Construction, Inc.

ATTEST:

By: _____

By: _____

Title: _____

Title: _____

ATTEST:

OWNER:
CITY OF CASPER, WYOMING
A Municipal Corporation

By: _____
Fleur Tremel
Title: City Clerk _____

By: _____
Steven K. Freel
Title: Mayor _____

EXHIBIT "A"
STANDARD
BID FORM
(Approved by City Attorney, 1995)
Revised – 9/29/21

PROJECT IDENTIFICATION: City of Casper
Life Steps Roof Replacements
Project No. 21-043

THIS BID SUBMITTED TO: City of Casper
200 North David Street
Casper, Wyoming 82601

1. The undersigned Bidder proposes and agrees, if this Bid is accepted, to enter into an Agreement with the City in the form included in the Bidding Documents and to complete all Work as specified or indicated in the Bidding Documents for the Contract Price by **June 17, 2022** and completed and ready for final payment not later than **June 24, 2022** in accordance with the Bidding Documents.
2. Bidder accepts all of the terms and conditions of the Advertisement for Bids and Instructions to Bidders, including without limitation those dealing with the disposition of Bid Guaranty. This Bid will remain effective for thirty (30) days after the day of Bid opening. Bidder will sign the Agreement and submit the Bonds and other documents required by the Bidding Documents within thirty (30) days after the date of the City's Notice of Award.
3. Notice that preferences will be granted pursuant to Wyoming Statutes Section 16-6-101, et seq., is hereby acknowledged.
4. In submitting this Bid, Bidder represents, as more fully set forth in the Bidding Documents, that:
 - A. Bidder has examined copies of all the Bidding Documents and of the following addenda (receipt of all which is hereby acknowledged):

Addendum No. <u>1</u>	Dated <u>9/29/2021</u>
Addendum No. _____	Dated _____
 - B. Bidder has examined the site and locality where the work is to be performed, the federal, state, and local Laws and Regulations, and the conditions affecting cost, progress, or performance of the work and has made such independent investigations as Bidder deems necessary;

C. This Bid is genuine and not made in the interest of or on behalf of any undisclosed person, firm, corporation, or other business entity. Bidder has not directly or indirectly induced or solicited any other Bidder to submit a false or sham Bid. Bidder has not solicited or induced any person, firm, or a corporation to refrain from bidding. Bidder has not sought by collusion to obtain for itself any advantage over any other Bidder or against the City.

5. Bidder is bidding all schedules, alternates, if any, and will complete the Work for unit price(s) stated on the attached bid schedule based on materials actually furnished and installed and services actually provided. The Bid is summarized below on the basis of estimated quantities:

TOTAL BASE BID, IN NUMERALS: \$ 48,885.00

TOTAL BASE BID, IN WORDS: forty eight thousand eight hundred eighty five DOLLARS.

6. Bidder agrees that the work for the City will be as provided above.

7. Bidder accepts the provisions of the Bidding Documents as to liquidated damages in the event of failure to complete the work on time, unless otherwise stated as provided below. Bidder agrees that such liquidated damages are not a penalty and that the amount provided is as close an estimate as possible to actual damages. Any exceptions or objections to this provision are stated in writing and attached hereto by Bidder.

8. The following documents are attached to and made a condition of this Bid:

A. Required Bid Guaranty in the form of a Bid Bond. (Unless otherwise provided by the City.)

B. Exhibit "B" - Itemized Bid Schedule.

C. State of Wyoming Certificate of Residency Status, in conformance with the Instructions to Bidders.

9. Communications concerning this Bid shall be addressed to:

Address of Bidder: 400 Hemlock St
Buffalo, WY 82834

10. The terms used in this Bid are defined in and have the meanings assigned to them in the General Conditions, except as provided in the Supplementary Conditions and Bidding Documents.

Submitted on 10/5/2021, 2021.

Bidder is bidding as a Resident (Insert Resident or Non-Resident)

IF BIDDER IS:

AN INDIVIDUAL

By: _____ (seal)
(Individual's Name)

doing business as: _____

Business Address: _____

Phone Number: _____

A PARTNERSHIP

By: _____ (seal)
(Firm's Name)

(General Partner)

Business Address: _____

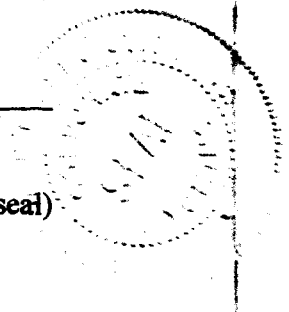
Phone Number: _____

A CORPORATION OR LIMITED LIABILITY COMPANY

By: Dave Loden Construction INC (seal)
(Corporation's or Limited Liability Company's Name)

Wyoming
(State of Incorporation or Organization)

By: *Quirk E Soden* (seal)
President
(Title)



(Seal)

Attest: _____

Business Address: 400 Hemlock ST
Buffalo, WY

Phone Number: _____

A JOINT VENTURE

By: _____ (seal)
(Name)

(Address)

By: _____ (seal)
(Name)

(Address)

(Each joint venturer must sign. The manner of signing for each individual, partnership, and corporation that is a party to the joint venture should be in the manner indicated above.)

EXHIBIT "B"
BID SCHEDULE
 Revised – 9/29/2021

Life Steps Roof Replacements
PROJECT NO. 21-043

Contractor shall furnish and install items as shown on the Drawings or called for in the Specifications. All costs not included in the schedule that are necessary to provide a complete, functional project as depicted in the Drawings and Specifications are to be considered incidental and merged with costs of other related bid items.

LS = Lump Sum R&R = Remove and Replace LF = Linear Feet F&I = Furnish and Install
 SY = Square Yard FA = Force Account CY = Cubic Yard EA = Each

Bid Schedule
BASE BID

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
1	Life Steps – Dome Roof Membrane Roofing System	LS	1	\$ 22,325.00	\$ 22,325.00
2	Life Steps – Lower Roof Membrane Roofing System	LS	1	\$ 26,560	\$ 26,560.00
TOTAL BASE BID					\$ 48,885.00

• **BID IN WORDS:**

forty eight thousand eight hundred eighty five dollars even

BIDDING ALTERNATIVE NO. 1

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
3	Life Steps – Lower Roof Membrane Roofing System – Complete Tear Down	LS	1	\$ 62,885.00	\$ 62,885.00
TOTAL BIDDING ALTERNATIVE NO. 1					\$ 62,885.00

BIDDING ALTERNATIVE NO. 2

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
4	R&R Rain Gutters on Building K	LS	1	\$ 8,500.00	\$ 8,500.00
TOTAL BIDDING ALTERNATIVE NO. 3					\$ 8,500.00

This bid submitted by: Dave Loden Construction INC
 (Individual, partnership, corporation, or joint venture name)

ADDENDUM NO. 1

to the

BIDDING AND CONTRACT DOCUMENTS

for the

**LIFE STEP ROOF REPLACEMENTS
PROJECT NO. 21-043**

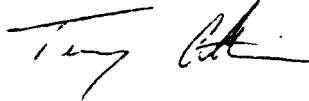
by

**CITY OF CASPER
200 N. David
Casper, Wyoming 82601**

ADDENDUM DATE: September 29, 2021

Receipt of this Addendum must be acknowledged by filling in the spaces provided below and including one (1) copy attached to the bid.

APPROVED: (CITY OF CASPER)



Terry Cottenoir, Engineering Tech II

**ACKNOWLEDGMENT OF RECEIPT OF
ADDENDUM (BIDDER)**

Dave Loden Construction Inc
Firm


By: Signature

President
Title

9/30/2021
Date Received

RESOLUTION NO. 21-148

A RESOLUTION AUTHORIZING AN AGREEMENT WITH
DAVE LODEN CONSTRUCTION, INC., FOR THE LIFE STEPS
ROOF REPLACEMENTS, PROJECT NO. 21-043.

WHEREAS, the City of Casper desires to remove and replace the existing roofing systems at Buildings K and L on the Life Steps Campus, 1514 East 12th Street, Casper, Wyoming 82601; and,

WHEREAS, Dave Loden Construction, Inc., is able and willing to provide those services specified as Life Steps Roof Replacements, Project No. 21-043; and,

WHEREAS, it would be in the best interest of the City to expedite changes in the project by allowing the City Manager to sign change orders effecting time extensions of no more than thirty (30) days, dollar amount changes no greater than Five Thousand Dollars (\$5,000.00) and other project administration related change orders that do not substantially alter the scope of the project.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: That the Mayor is hereby authorized and directed to execute, and the City Clerk to attest, an agreement with Dave Loden Construction, Inc., for those services, in the amount of Ninety-Three Thousand Seven Hundred Ten Dollars (\$93,710.00).

BE IT FURTHER RESOLVED: That the City Manager is hereby authorized to make verified partial payments and contract extensions throughout the project, retaining those amounts prescribed by the agreement, equal to a total amount not to exceed Ninety-Three Thousand Seven Hundred Ten Dollars (\$93,710.00), and Five Thousand Dollars (\$5,000.00) for a construction contingency account, for a total project amount of Ninety-Eight Thousand Seven Hundred Ten Dollars (\$98,710.00).

BE IT FURTHER RESOLVED: That the City Manager is hereby authorized to sign change orders effecting time extensions of no more than thirty (30) days, changes in the dollar amount of the above described agreement not greater than the sum of Five Thousand Dollars (\$5,000.00) and other project administration related change orders that do not substantially alter the scope of the project.

PASSED, APPROVED, AND ADOPTED this ____ day of _____, 2021.

APPROVED AS TO FORM:
(Life Steps Roof Replacements, Project No. 21-043)

Walter Tremel


ATTEST:


CITY OF CASPER, WYOMING
A Municipal Corporation

Fleur Tremel
City Clerk

Steven K. Freel
Mayor

September 30, 2021

MEMO TO: J. Carter Napier, City Manager 

FROM: Andrew Beamer, P.E., Public Services Director 
Bruce Martin, Public Utilities Director
Alex Sveda, P.E., City Engineer A.S.

SUBJECT: Authorizing a Professional Services Agreement with WWC Engineering (WWC) in the Amount of \$150,000, for the “K” Street Improvements – St. Mary Street to Bryan Stock Trail, Project No. 21-063.

Meeting Type & Date:

Regular Council Meeting
October 19, 2021

Action Type:

Resolution

Recommendation:

That Council, by resolution, authorize a Professional Services Agreement (PSA) with WWC Engineering, for design, bidding, construction administration and surveying services for the “K” Street Improvements – St. Mary Street to Bryan Stock Trail, Project No. 21-063, in the amount of \$150,000.

Summary:

WWC is currently under contract for design of the “K” Street Improvements Project, which includes design of infrastructure and street improvements along the “K” Street corridor from North Center Street to Bryan Stock Trail. Design has been completed, and a WDEQ (Wyoming Department of Environmental Quality) construction permit has been acquired. Phase 1 was completed in May 2019 and included street improvements from North Center Street to North Grant Street. Phase 2A construction was completed in November 2021 from North Grant Street to St. Mary Street. This project will complete the extent of the design and intended improvements along the “K” Street corridor, from St. Mary Street to Bryan Stock Trail.

A PSA is required for bidding and construction administration for this project. Construction Administration will consist of bidding assistance, submittal reviews/approvals, progress meetings, construction inspection/observation, surveying, materials testing, project closeout, and warranty inspections.

Project improvements include street realignment to create better pedestrian connectivity; a mill and overlay asphalt surface; water main improvements and fire hydrant replacement; installation of storm sewer catch basins; ADA accessible ramps at intersections along the corridor; and miscellaneous repairs to sidewalk, curb, gutter and curbwalk.

City Staff has reviewed the proposal from WWC and recommends awarding WWC the work in the amount of \$150,000.

Financial Considerations:

Funding for the project will be from FY22 One Percent #15 funds for Residential Streets, Sewer Fund Reserves, and Water Fund Reserves.

Oversight/Project Responsibility:

Alex Sveda, City Engineer

Attachments:

Resolution

Professional Services Agreement

CONTRACT FOR PROFESSIONAL SERVICES

PART I - AGREEMENT

This Contract for Professional Services (“Contract”) is entered into on this ____ day of October, 2021, by and between the following parties:

1. The City of Casper, Wyoming, a Wyoming municipal corporation, 200 North David Street, Casper, Wyoming 82601 (“City”).

2. WWC Engineering, 5810 East 2nd Street, Suite 200, Casper, Wyoming, 82609. (“Consultant”).

Throughout this document, the City and the Consultant may be collectively referred to as the “parties.”

RECITALS

A. The City is undertaking a project to construct infrastructure and street improvements on K Street from St. Mary Street to Bryan Stock Trail, identified as the “K” Street Improvements – St. Mary Street to Bryan Stock Trail, Project No. 21-063.

B. The project requires professional services for the bidding and construction administration of the work.

C. The Consultant represents that it is ready, willing, and able to provide the professional services to City as required by this Contract.

D. The City desires to retain the Consultant for such services.

NOW, THEREFORE, in consideration of the covenants and conditions set forth herein to be performed, the parties agree as follows:

1. SCOPE OF SERVICES:

The Consultant shall perform the following services in connection with and respecting the project:

A. Advertising and Bidding:

1. The Consultant shall split out the area between St. Mary Street and Bryan Stock Trail from the original design into a separate bid. The Consultant will review the original design and modify as required to account for any current

or changed conditions different from what existed at the time design was completed; incorporate any required transitions to the previously constructed portions of K Street, and transition to existing geometry at St. Mary Street. Designs for utility improvements will also be reviewed to ensure sure there will be no issues with functionality or constructability when breaking out this phase. A stand-alone set of plans and bidding documents will be prepared and provided to the City for review and advertisement. The City's front end documents shall be included with the bidding documents and modified for the project.

2. Consultant shall utilize and maintain project information with City of Casper's QuestCDN website for the following: advertisement, distributing addenda and bidding information to planholders, uploading project documents including all plans and specifications, and distributing bid tabulations to planholders.

B. Construction:

1. General Administration of Construction Contract. Consultant shall consult with and advise City and act as City's representative as provided in Articles 1 through 17, inclusive, of the Standard General Conditions of the Construction Contract, No. 1910-8 (1990 edition) of the Engineers' Joint Contract Documents Committee, as amended by the Supplementary Conditions. The extent and limitations of the duties, responsibilities and authority of Consultant, as assigned in said Standard General Conditions, as amended, shall not be modified, except as Consultant and City may otherwise agree in writing. All of City's instructions to Successful Bidder(s) (Construction Consultant(s)) will be issued through Consultant who will have authority to act on behalf of City to the extent provided in said Standard General Conditions, as amended, except as otherwise provided in writing. Consultant shall meet with City throughout the construction phase as deemed necessary by the Consultant or City, but not less than one (1) time per week.
2. Pre-construction Conference. Consultant shall organize and conduct a pre-construction conference with the Successful Bidder, and shall invite affected utilities, the City staff, and the project team. The Consultant will prepare minutes of this conference for future reference, and shall supply a copy to the City. At this conference, the Consultant will deliver five (5) copies of the Contract Documents to the Successful Bidder.
3. Project Coordination. Consultant shall be responsible for coordination with the Department of Environmental Quality (DEQ) and other entities as

required to construct the improvements, as well as with all affected property Citys within the project areas. This shall include timely notification of construction activities, as necessary, and the procurement of all necessary certifications from the appropriate agency or agencies.

4. Visits to Site and Observation of Construction. In connection with observations of the Work of Successful Bidder(s) while it is in progress:
 - a. Consultant shall make visits to the site at intervals appropriate to the various stages of construction as Consultant deems necessary in order to observe as an experienced and qualified design professional the progress and quality of the various aspects of Successful Bidder(s)' work. Consultant shall provide the services of a Resident Project Representative (RPR) at the site to assist Consultant and to provide observation of such Work. Based on information obtained during such visits and on such observations, Consultant shall endeavor to determine if such Work is proceeding in accordance with the Contract Documents, and Consultant shall keep City informed of the progress of the Work. The RPR will be on site for an average of six (6) hours per day, depending on the activities of the Successful Bidder and the progression of the Work.
 - b. The RPR will be Consultant's agent or employee and under Consultant's supervision.
 - i. The purpose of Consultant's visits to and representation by the RPR at the site will be to enable Consultant to carry out the duties and responsibilities assigned to, and undertaken by, Consultant during the construction phase, and, in addition, by exercise of Consultant's efforts as an experienced and qualified design professional, to provide City with a degree of confidence that the completed Work of Successful Bidder(s) will conform to the Contract Documents and that the integrity of the design concept, as reflected in the Contract Documents, has been implemented and preserved by Successful Bidder(s). Subject to other terms of this agreement, Consultant shall not, during such visits or as a result of such observations of Successful Bidder(s)' Work in progress, supervise, direct, or have control over Successful Bidder(s)' Work, nor shall Consultant have authority over or responsibility for the means, methods, techniques, sequences or procedures of construction selected by Successful Bidder(s), for safety

precautions and programs incident to the Work of Successful Bidder(s) or for any failure of Successful Bidder(s) to comply with Laws and Regulations applicable to Successful Bidder(s) furnishing and performing their Work.

- ii. Accordingly, Consultant can neither guarantee the performance of the construction contracts by Successful Bidder(s) nor assume responsibility for Successful Bidder(s)' failure to furnish and perform their Work in accordance with the Contract Documents. During such visits, and based on his on-site observations, as an experienced and qualified design professional, Consultant shall keep City informed of the progress of the Work, and will alert City to defects and deficiencies in the Work of Successful Bidder(s) and may disapprove or reject Work as failing to conform to the Contract Documents.
- c. Consultant shall prepare daily reports of the Successful Bidder(s)' activities and maintain an accurate daily "construction diary". Construction diary shall contain notes of all materials installed each day, and any and all pertinent conversations with the Successful Bidder(s) or other entities on behalf of the City, a copy of which shall be given to City no less frequently than one (1) time each week during construction of the Project.
- d. Consultant shall maintain a digital photograph log during the course of construction. Photograph notations shall contain the direction of the photo, a brief description of the activity and date, and the photo number. The photograph log shall be delivered to the City upon completion of the Project. Photographs shall be taken randomly during critical stages of construction, but in no event shall they be taken less than once a week.
- e. Consultant shall maintain a correspondence file, including but not limited to, all memoranda, correspondence, and minutes of the progress meetings.
- f. During construction, progress meetings to include City's representative, Consultant, and Successful Bidder(s) and Successful Bidder(s)' SubConsultants, as applicable, shall be held on a weekly basis. Consultant shall be responsible for keeping minutes of these progress meetings, and for circulating the minutes to all attendees within four (4) days following the meeting.

10. Inspection and Tests. Consultant shall provide for material testing as specified in the Contract Documents and the City of Casper Standard Specifications for Public Works Construction and Infrastructure Improvements.
11. Disputes between City and Successful Bidder. Consultant shall act as initial interpreter of the requirements of the Contract Documents and judge of the acceptability of the Work thereunder and make decisions on all claims of City and Successful Bidder(s) relating to the acceptability of the Work thereunder or the interpretation of the requirements of the Contract Documents pertaining to the execution and progress of the Work. Consultant shall not be liable for the results of any such interpretations or decisions rendered in good faith. City reserves the right to render final decisions on all Successful Bidder(s) claims, acceptability of the Work, and interpretation of the requirements of the Contract Documents.
12. Applications for Payment. Based on Consultant's on-site observations as an experienced and qualified design professional, on information provided by the Resident Project Representative and on review of Applications for Payment and the accompanying data and schedules:
 - a. Consultant shall determine the amounts owing to Successful Bidder(s) and recommend, in writing, payments to Successful Bidder(s) in such amounts. Such recommendations of payment will constitute a representation to City, based on such observations and review, that the Work has progressed to the point indicated, and that, to the best of Consultant's knowledge, information and belief, the quality of such Work is in accordance with the Contract Documents (subject to an evaluation of such Work as a functioning whole prior to or upon Substantial Completion, to the results of any subsequent tests called for in the Contract Documents, and to any other qualifications stated in the recommendation). In the case of Unit Price Work, Consultant's recommendations of payment will include final determinations of quantities and classifications of such Work (subject to any subsequent adjustments allowed by the Contract Documents).
 - b. By recommending any payment, Consultant will not thereby be deemed to have represented that exhaustive, continuous or detailed reviews or examinations have been made by Consultant to check the quality or quantity of Successful Bidder(s)' Work as it is furnished and performed beyond the responsibilities specifically assigned to Consultant in this Contract and the Contract Documents.

Consultant's review of Successful Bidder(s)' Work for the purposes of recommending payments will not impose on Consultant responsibility to supervise, direct or control such Work, or for the means, methods, techniques, sequences, or procedures of construction or safety precautions or programs incident thereto or Successful Bidder(s)' compliance with Laws and Regulations applicable to their furnishing and performing the Work. It will also not impose responsibility on Consultant to make any examination to ascertain how or for what purposes any Successful Bidder(s) has used the monies paid on account of the Contract Price, or to determine that title to any of the, materials, or equipment has passed to City free and clear of any lien, claims, security interests or encumbrances, or that there may not be other matters at issue between City and Successful Bidder that might affect the amount that should be paid.

13. Successful Bidder(s)' Completion Documents. Consultant shall receive and review tests and approvals which are to be assembled by Successful Bidder(s) in accordance with the Contract Documents (but such review will only be to determine that their content complies with the requirements of, and in the case of tests and approvals the results certified indicate compliance with, the Contract Documents), and shall transmit them to City with written comments.
14. Walk-Through. Consultant shall conduct a walk-through with the City to determine if the Work is Substantially Complete and a final walk-through to determine if the completed work is acceptable so that Consultant may recommend, in writing, final payment to Successful Bidder(s) and may give written notice to City and the Successful Bidder(s) that the Work is acceptable (subject to any conditions therein expressed), but any such recommendation and notice will be subject to limitations expressed in paragraph 1.E.12.b (Construction).
15. Record Drawings. Consultant shall provide the City one (1) set of electronic drawings showing those changes made during the process, based on the marked-up prints, drawings, and other data furnished by Successful Bidder to Consultant and which Consultant considers significant. Consultant shall also maintain a regularly updated set of "as-constructed" blueprints indicating Consultant(s)' observations of "as-constructed" Work performed by the Successful Bidder(s). Within thirty (30) days of Substantial Completion, Consultant shall submit one (1) reproducible set of 11"x 17" record drawings to City. Consultant shall also provide to City a copy of record drawings in PDF and AutoCAD (in conformance with City of Casper

and United States National CAD Standards) in a format compatible with the Citys system, labeled as "Record Drawings – K Street Improvements - Phase 2A, Project No. 15-51".

16. **Warranty Period Inspections.** Consultant shall perform warranty period inspections for completed construction, during a one (1) year period after Final Completion of the construction phase. Warranty inspections shall include, but not be limited to, assisting City in addressing public complaints concerning construction deficiencies during the warranty period, attending an on-site project inspection walk-through of the project and preparing a listing of noted construction deficiencies at approximately eleven (11) months after the Final Completion date for construction, and follow-up.
17. **Change Orders.** Consultant shall evaluate and make recommendations for all requests for change orders during the construction of the Work. Consultant shall prepare and submit construction change orders along with all necessary documentation to the City for approval.
18. **Limitation of Responsibilities.** Unless otherwise provided for in this Contract, Consultant shall not be responsible for the acts or omissions of any Successful Bidder(s), or of any of the Successful Bidder(s)' SubConsultant or Supplier, or any of the Successful Bidder(s)' or their SubConsultant(s)' or Supplier(s)' agents or employees or any other persons (except Consultant's own employees and agents) at the site or otherwise furnishing or performing any of the Successful Bidder(s)' Work; however, nothing contained in paragraphs 1.E.1 through 1.E.18 (Construction), inclusive shall be construed to release Consultant from liability for failure to properly perform duties and responsibilities assumed by Consultant in the Contract Documents.

2. TIME OF PERFORMANCE:

The services of the Consultant shall be undertaken and completed on or before the 30th day of September, 2022.

3. COMPENSATION:

In consideration of the performance of services rendered under this Contract, the Consultant shall be compensated for services performed in accordance with paragraph 1, not to exceed a sum of One Hundred Fifty Thousand and 00/100 Dollars (\$150,000.00).

4. METHOD OF PAYMENT:

Payment will be made following completion of the terms set forth herein and receipt of an itemized invoice, certified under penalty of perjury, from the Consultant for services rendered in conformance with the Contract, and following approval by the Casper City Council. The invoice for payment must specify the correct amount due; that the Consultant has performed the services rendered under this Contract, in conformance with the Contract, and that it is entitled to receive the amount requested under the terms of the Contract.

If amounts owed by the Consultant to the City for any goods, services, licenses, permits or any other items or purpose remain unpaid beyond the City's general credit policy, those amounts may be deducted from the payment being made by the City to the Consultant pursuant to this Contract.

5. TERMS AND CONDITIONS:

This Contract is subject to and incorporates the provisions attached hereto as PART II -- GENERAL TERMS AND CONDITIONS.

6. EXTENT OF CONTRACT:

This Contract represents the entire and integrated Agreement between the City and the Consultant, and supersedes all prior negotiations, representations, or agreements, either written or oral. The Contract may be amended only by written instrument signed by both the City's and the Consultant's authorized representatives.

The City and the Consultant each individually represent that they have the requisite authority to execute this Contract and perform the services described in this Contract.

*******THIS SPACE LEFT BLANK INTENTIONALLY*******

IN WITNESS WHEREOF, the undersigned duly authorized representatives of the parties have executed this Contract as of the day and year above.

APPROVED AS TO FORM

Walter Tremel

ATTEST

CITY OF CASPER, WYOMING
A Municipal Corporation

Fleur Tremel
City Clerk

Steven K. Freel
Mayor

WITNESS

CONSULTANT
WWC Engineering

By: DARRIN TRAMSUE

By: GARRETT ZIMMER

Printed Name: DARRIN TRAMSUE

Printed Name: GARRETT ZIMMER

Title: SPRINKLER MANAGER

Title: PROJECT MANAGER

CONTRACT FOR PROFESSIONAL SERVICES

PART II - GENERAL TERMS AND CONDITIONS

1. TERMINATION OF CONTRACT:

1.1 The City may terminate this Contract anytime by providing thirty (30) days written notice to Consultant of intent to terminate said Contract. In such event, all finished or unfinished documents, data, studies and reports prepared by the Consultant under this Contract shall, at the option of the City, become its property, and the Consultant shall be entitled to receive just and equitable compensation for any satisfactory work completed on such documents.

1.2 Notwithstanding the above, the Consultant shall not be relieved of liability to the City for damages sustained by the City, by virtue of termination of the Contract by Consultant, or any breach of the Contract by the Consultant, and the City may withhold any payments to the Consultant for the purpose of setoff until such time as the exact amount of damages due the City from the Consultant are determined.

2. CHANGES:

The City may, from time to time, request changes in the scope of the services of the Contract. Such changes, including any increase or decrease in the amount of the Consultant's compensation, which are mutually agreed upon between the City and the Consultant, shall be incorporated in written amendments to this Contract. There shall be no increase in the amount of Consultant's compensation unless approved by Resolution adopted by City.

3. ASSIGNABILITY:

The Consultant shall not assign any interest in this Contract, and shall not transfer any interest in the same (whether by assignment or novation) without the prior written approval of the City: provided, however, that claims for money due or to become due to the Consultant from the City under this Contract may be assigned to a bank, trust company, or other financial institution, or to a trustee in bankruptcy, without such approval. Notice of any assignment or transfer shall be furnished to the City within five (5) business days of any assignment or transfer.

4. AUDIT:

The City and its representatives shall have access and obtain at its discretion, copies to any books, documents, papers, electronic data and records of the Consultant, which are pertinent to this Contract. The Consultant shall immediately, upon receiving written

instruction from the City, provide to any independent auditor or accountant all books, documents, papers, electronic data and recordings of the Consultant which are pertinent to this Contract. The Consultant shall cooperate fully with any such independent auditor or accountant during the entire course of any audit authorized by the City.

5. EQUAL EMPLOYMENT OPPORTUNITY:

In carrying out the program, the Consultant shall not discriminate against any employee or applicant for employment because of race, color, religion, sex, national origin, or disability. The Consultant shall take affirmative action to ensure that applicants for employment are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, national origin, or disability. Such action shall include, but not be limited to, the following: employment upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Consultant shall post in conspicuous places, available to employees and applicants for employment, notices required by the government setting forth the provisions of this nondiscrimination clause. The Consultant shall state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, national origin, or disability.

6. OWNER OF PROJECT MATERIALS:

All finished or unfinished documents, data, studies, surveys, drawings, maps, models, photographs, films, duplicating plates, and reports prepared by the Consultant under this Contract shall be considered the property of the City, and upon completion of the services to be performed, or termination of this agreement, they will be turned over to the City provided that, in any case, the Consultant may, at no additional expense to the City, make and retain such additional copies thereof as Consultant desires for its own use; and provided further, that in no event may any of the documents, data, studies, surveys, drawings, maps, models, photographs, films, duplicating plates, or other reports retained by the Consultant be released to any person, agency, corporation, or organization without the written consent of the City.

7. FINDINGS CONFIDENTIAL:

All reports, information, data, etc., given to or prepared, or assembled by the Consultant under this Contract are confidential and shall not be made available to any individual or organization by the Consultant without the prior written consent of the City.

8. GOVERNING LAW AND VENUE:

This Contract shall be governed by the laws of the State of Wyoming. The Courts of the State of Wyoming shall have jurisdiction over this Contract and the parties. The venue shall

be the Seventh Judicial District, Natrona County, Wyoming. The Consultant shall also comply with all applicable laws, ordinances, and codes of the local, state, or federal governments and shall not trespass on any public or private property in performing any of the work embraced by this Contract.

9. PERSONNEL:

The Consultant represents that it has, or will secure, all personnel required in performing the services under this Contract. Such personnel shall not be employees of the City. All of the services required shall be performed by the Consultant, or under its supervision, and all personnel engaged in the work shall be fully qualified. All personnel employed by Consultant shall be employed in conformity with applicable local, state or federal laws.

10. SUBCONSULTANT:

The Consultant shall not employ any Subconsultant to perform any services in the scope of this project, unless the Subconsultant is approved in writing by the City. Any approved Subconsultant shall be paid by the Consultant.

11. INSURANCE AND INDEMNIFICATION:

A. **Prior to the commencement of work**, Consultant shall procure and maintain for the duration of the Contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Consultant, its Subconsultants, agents, representatives, or employees.

B. *Minimum Scope and limit of Insurance.*

Coverage shall be at least as broad as:

1. Commercial General Liability (CGL): Insurance Services Office Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than the sum of Two Hundred Fifty Thousand Dollars (\$250,000) to any claimant for any number of claims arising out of a single transaction or occurrence; or the sum of Five Hundred Thousand Dollars (\$500,000) for all claims arising out of a single transaction or occurrence. If a general aggregate limit applies, the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit). The CGL policy shall be endorsed to contain Employers Liability/Stop Gap Coverage
2. Automobile Liability: Insurance Services Office Form Number CA 0001 covering Code 1 (any auto), or if Consultant has no owned autos, Code 8 (hired) and 9 (non-

owned), with limit no less than Five Hundred Thousand (\$500,000) per accident for bodily injury and property damage.

3. Workers' Compensation: as required by the State of Wyoming with Statutory Limits.
4. Professional Liability (Errors and Omissions) Insurance appropriate to the Consultant's profession, with limit no less than the sum of Two Million Dollars (\$2,000,000) to any claimant for any number of claims arising out of a single transaction or occurrence; or the sum of Two Million Dollars (\$2,000,000) for all claims arising out of a single transaction or occurrence. If a general aggregate limit applies, the general aggregate limit shall apply separately to this project/location.

C. Higher Limits. If the Consultant maintains broader coverage and/or higher limits than required under this Agreement, then the City shall be entitled to the broader coverage and/or the higher limits maintained by the Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

D. Other Insurance Provisions

The insurance policies are to contain, or be endorsed to contain, the following provisions:

1. *Additional Insured Status*

The City, its officers, elected and appointed officials, employees, agents and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Consultant including materials, parts, or equipment furnished in connection with such work or operations. General liability coverage shall be provided in the form of an endorsement to the Consultant's insurance (at least as broad as ISO Form CG 20 10 11 85 or both CG 20 10, CG 20 26, CG 20 33, or CG 20 38 and CG 20 37 forms if later revisions used).

2. *Primary Coverage*

For any claims related to this Contract, the Consultant's insurance coverage shall be primary and non-contributory insurance coverage at least as broad as ISO CG 20 01 04 13 as respects the Consultant as respects the City, its officers, elected and appointed officials, employees, agents and volunteers.

3. *Notice of Cancellation*

Each insurance policy required above shall state that coverage shall not be canceled, materially changed, or reduced, except with notice to the City. Such notice to the City shall be provided in a commercially reasonable time.

4. *Waiver of Subrogation*

Consultant hereby grants to City a waiver of any right to subrogation which any insurer of said Consultant may acquire against the City by virtue of the payment of any loss under such insurance. Consultant agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

5. *Deductibles and Self-Insured Retentions*

Consultant has two options regarding deductibles and self-insured retentions:

- a. Option 1: Any deductibles or self-insured retentions must be declared to and approved by the City. Unless otherwise approved by the City in writing, any deductible may not exceed Ten Thousand Dollars (\$10,000). Unless otherwise approved in writing by the City, self-insured retentions may not exceed Ten Thousand Dollars (\$10,000), and the City may require the Consultant to provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention.
- b. Option 2: Consultant shall carry insurance with terms that require its insurance company to pay the full value of a covered claim from the first dollar of coverage, even if the Consultant is unable to pay any deductible or self-insured retention amount(s) required by the insurance policy. Consultant shall provide a written endorsement from its insurance carrier that such insurance coverage is in place, and shall keep such coverage in place during the term of this Contract and any subsequent time period required for claims made policies.

6. *Acceptability of Insurers*

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII, unless otherwise agreed to in writing by the City.

7. *Claims Made Policies*

If any of the required policies provide coverage on a claims-made basis:

- a. The Retroactive Date must be shown and must be before the date of the Contract or the beginning of Contract work.
- b. Insurance must be maintained and evidence of insurance must be provided *for at least five (5) years after completion of the contract of work*. However, Consultant's liabilities under this Contract shall not be deemed limited in any way by the insurance coverage required.
- c. If coverage is canceled or non-renewed, and not *replaced with another claims-made policy form with a Retroactive Date* prior to the Contract effective date, the Consultant must purchase "extended reporting" coverage for a minimum of *five (5) years after completion of contract work* and at all times thereafter until the applicable statute of limitations runs.

8. *Verification of Coverage*

Consultant shall furnish the City with original certificates of insurance including all required amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause and a copy of the Declarations and Endorsement Page of the CGL policy listing all policy endorsements to the City before work begins. All certificates and endorsements are to be received and approved by the City before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive the Consultant's obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

9. *Subconsultants*

Consultant shall require and verify that all Subconsultants maintain insurance meeting all the requirements stated herein, and Consultant shall ensure that the City is an additional insured on insurance required from Subconsultants.

10. *Special Risks or Circumstances*

City reserves the right to reasonably modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

- E. Consultant agrees to indemnify the City, the City's employees, elected officials, appointed officials, agents, and volunteers, and all additional insured and hold them harmless from all liability for damages to property or injury to or death to persons, including all reasonable costs, expenses, and attorney's fees incurred related thereto, to the extent arising from negligence, fault or willful and wanton conduct of the Consultant and any Subconsultant thereof.

12. INTENT:

Consultant represents that it has read and agrees to the terms of this Contract and further agrees that it is the intent of the parties that Consultant shall perform all of the services for the compensation set forth in this Contract. Consultant also agrees that it is the specific intent of the parties, and a material condition of this Contract, that it shall not be entitled to compensation for other services rendered unless specifically authorized by the City by Resolution of its governing body. Consultant agrees that it has carefully examined the Scope of Services, and that the compensation is adequate for performance of this Contract.

13. WYOMING GOVERNMENTAL CLAIMS ACT:

The City does not waive any right or rights it may have pursuant to the Wyoming Governmental Claims Act, Wyoming Statutes Section 1-39-101 et seq., and the City specifically reserves the right to assert any and all rights, immunities, and defenses it may have pursuant to the Wyoming Governmental Claims Act.

14. NO THIRD PARTY BENEFICIARY RIGHTS:

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

15. FORCE MAJEURE:

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

16. ELECTRONIC SIGNATURES:

The parties understand and agree that they have the right to execute this Contract through paper or through electronic signature technology, which is in compliance with Wyoming

and federal law governing electronic signatures. The parties agree that to the extent they sign electronically, their electronic signature is the legally binding equivalent to their handwritten signature. Whenever they execute an electronic signature, it has the same validity and meaning as their handwritten signature. They will not, at any time in the future, repudiate the meaning of their electronic signature or claim that their electronic signature is not legally binding. They agree not to object to the admissibility of this Contract as an electronic record, or a paper copy of an electronic document, or a paper copy of a document bearing an electronic signature, on the grounds that it is an electronic record or electronic signature or that it is not in its original form or is not an original. Each party will immediately request that their electronic signature be revoked in writing if they discover or suspect that it has been or is in danger of being lost, disclosed, compromised or subjected to unauthorized use in any way. If either party would like a paper copy of this Contract, they may request a copy from the other party, and the other party shall provide it.

RESOLUTION NO. 21-149

A RESOLUTION AUTHORIZING A CONTRACT FOR PROFESSIONAL SERVICES WITH WWC ENGINEERING, FOR PROFESSIONAL SERVICES FOR THE K STREET IMPROVEMENTS – ST. MARY STREET TO BRYAN STOCK TRAIL, PROJECT NO. 21-063.

WHEREAS, the City of Casper desires to enter into a professional services agreement with WWC Engineering, for bidding, construction administration, and surveying services for the “K” Street Improvements – St. Mary Street to Bryan Stock Trail, Project No. 21-063; and,


WHEREAS, WWC Engineering is able and willing to provide these services.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: That the Mayor is hereby authorized and directed to execute, and the City Clerk to attest, a Contract for Professional Services with WWC Engineering, to provide bidding, construction administration, and surveying services for the “K” Street Improvements – St. Mary Street to Bryan Stock Trail, Project No. 21-063.

BE IT FURTHER RESOLVED: That the City Manager is hereby authorized to make verified partial payments throughout the project as prescribed by the contract, for a total amount not to exceed One Hundred Fifty Thousand and 00/100 Dollars (\$150,000.00).

PASSED, APPROVED, AND ADOPTED this ___ day of _____, 2021.

APPROVED AS TO FORM:




ATTEST:


CITY OF CASPER, WYOMING
A Municipal Corporation

Fleur D. Tremel
City Clerk

Steven K. Freel
Mayor

September 29, 2021

MEMO TO: J. Carter Napier, City Manager 

FROM: Andrew Beamer, P.E., Public Services Director 
Bruce Martin, Public Utilities Manager

SUBJECT: Authorizing a Contract for Outside-City Water Service with Matthew J. Rich and Darcy Rich

Meeting Type & Date

Regular Council Meeting
October 19, 2021

Action Type

Resolution

Recommendation

That Council, by resolution, authorize a Contract for Outside-City Water Service with Matthew J. Rich and Darcy Rich.

Summary

This contract provides Outside-City water service for 4391 Brandywine Road, a parcel of land located west of Casper in the Squaw Creek Area. The property will obtain water service by connecting to the new 12-inch West Casper Zone II water main. The property is located approximately 300 feet south of the water main. The Natrona County Board of Commissioners have authorized a License to the Owners for installation of the water service line in the Brandywine Road Right of Way. A curb stop and meter pit will be located near the water main with City ownership and responsibility ending at the curb stop. The Owners will furnish, install, own, and maintain the meter pit and water service line from the curb stop to the residence.

This property is not contiguous to the Casper City limits and a Commitment to Annex has been signed as it is within Casper's growth boundary. The Public Utilities Advisory Board conceptually approved the contract at its September 29, 2021 meeting and has recommended Council approval.

Financial Considerations

No financial considerations

Oversight/Project Responsibility

Bruce Martin, Public Utilities Manager

Attachments

Resolution
Agreement
Commitment to Annex

CONTRACT FOR OUTSIDE-CITY WATER SERVICE

THIS AGREEMENT is made, dated, and signed this ____ day of _____, 2021, by and between the City of Casper, Wyoming, a municipal corporation, 200 North David Street, Casper, Wyoming 82601, hereinafter referred to as “City”, and Matthew J. Rich and Darcy Rich, 4391 Brandywine Road, Casper, Wyoming 82604; hereinafter referred to as “Owner.”

RECITALS

- A. Owner is the owner of certain land as described in Exhibit “A” (attached hereto and made a part of this Agreement), being Lot 26 of the Swingle Ranch Tracts, being located in the NW1/4 of the SE1/4 of Section 24, Township 33 North, Range 80 West of the 6th P.M., in Natrona County, Wyoming, with an address of 4391 Brandywine Road, Casper Wyoming 82604, which is not within the corporate limits of the City of Casper; and,
- B. Owner desires to obtain water service from City for such property as described in Exhibit “A” ; and,
- C. Owner can connect by a service line into the 12-inch water main located in Brandywine Road; and,
- D. Owner has obtained License 29-21-12, attached as Exhibit “B” (attached hereto and made a part of this Agreement), from the Natrona County Board of Commissioners authorizing the water service to be placed in the Brandywine Road right of way; and,
- E. Owner and City have agreed to such outside-city water service under the terms and conditions of this Agreement.

NOW THEREFORE, it is hereby agreed among the parties as follows:

- 1. Service
 - a. The property served shall be limited to that described in Exhibit “A.” No other properties shall be served without the express permission of the City Council of the City of Casper.
 - b. Owner shall be allotted one (1), water service connection and meter to the property shown on Exhibit “A.” No other properties may be served from this connection.
 - c. The water service line curb box shall be installed approximately ten (10) feet from the transmission line located in Brandywine Road. A meter pit and water meter shall be installed by Owner immediately downstream of the curb box.
 - d. The City shall own, operate, and maintain the individual 1-inch service line to the curb stop. The Owner shall own, operate, and maintain the meter pit.

- e. The Owner shall, at Owner's sole cost and expense, install a 1 or 1½-inch water service line from the meter pit to the Owner's property.
- f. The Owner shall own, operate and maintain the water service line beyond the curb box located on Brandywine Road.
- g. The Owner shall be responsible for obtaining easements from other property owners for the water service line as needed at its sole cost and expense.

2. Right of Inspection

- a. The City shall have the right to inspect all water system construction. All water system construction must meet City requirements. Before connection of the water services to any building, all work must be accepted and approved by the City.
- b. The curb box for the water service line shall be protected during the subsequent course of developing the property from damage, and the Owner shall be wholly responsible for the repair and replacement to the City's satisfaction of such that are damaged or destroyed. If the Owner shall fail or refuse to promptly repair or replace such boxes as required, the City may do so and charge the Owner directly for said cost. The Owner shall adjust said valve and curb boxes to finished grade.

3. Charges for Service

- a. All meter pits, vaults, and water meters, as required by the City's staff, shall be obtained and installed by and at the Owner's sole cost and expense according to the rules and regulations of the City. The meter pit or vault shall remain the property of the Owner and be located on the property lines or within the water line easement.
- b. Owner will pay to the City the then-current outside-City system investment charge for each connection (lot) to be served with water. The Owner shall also pay to the Central Wyoming Regional Water System Joint Powers Board, the then-current Regional Water System investment charge for each connection to be served with water. Payment will be made prior to actual receipt of water service provided by the City.
- c. The charge for water service provided shall be at the City's existing rate as the same shall apply from time to time for all retail outside-City water service, until such time as said property is annexed into the City of Casper. After annexation, the rates will be the existing rates for retail inside-City water service.

4. Regulation

- a. Water service to be provided shall be only to the extent provided for herein and to the extent that said water service is available and above that which is necessary to

satisfy the needs of the incorporated area of the City of Casper. In times of drought, extreme demand, or facility failure, water service may not be available.

- b. Owner shall make the necessary provisions so that each building to be served shall have a pressure reducing valve limiting pressure to a maximum of 60 psi, and shall encourage all residents to adhere to the following water saving device recommendations: toilets with a maximum flush of 3 1/3 gallons; aerators which provide for a maximum flow of 1 gpm on all bathroom sinks; and water saving shower heads to limit flow to maximum 3.0 gpm.
- c. The Owner agrees to abide by the rules and regulations of the City regarding the use of its water and sewer facilities, all relevant ordinances of the City of Casper relating to water and sewer service; all other state and federal laws, rules, and regulations including, but not limited to, all provisions of the Federal Pretreatment Regulations (40CFR, Part 403), and all City ordinances relating to industrial pretreatment.

5. Fire Flows

- a. The Owner agrees that fire flow capabilities to his properties are impractical at this time. The Owner, by signing this agreement, understands that there are certain risks that Owner and Owner's property may be subject to by not having fire flow capabilities. The Owner is willing to assume these risks and irrevocably, fully and forever releases and discharges the City of Casper, the City Council, and its mayor, the Casper Public Utilities Board, and all their officers, employees, agents, managers, and contractors from all negligence, claims, demands, liabilities, causes of action, or damages of any kind relating to any harm, personal injury, wrongful death, property damage, or debt suffered resulting from lack of fire flow to Owner's property.
- b. The terms of this release in this Agreement are contractual and not a mere recital. If the property is owned or leased by the Owner, and anyone else as husband and wife, tenants in common, partnership, corporation, or any other legal entity other than an individual, Owner hereby states and certifies that the Owner is authorized by such individual or other entity to bind such individual or entity to this release. This release shall be binding upon the Owner's personal representatives, heirs, successors, and/or assigns. The Owner acknowledges by execution of this release that Owner fully understands these provisions and fully and voluntarily enters into them. This release shall not affect any immunities of the City of Casper pursuant to the Wyoming Governmental Claims Act, Wyoming Statutes Section 1-39-101 et seq., as amended.

6. Construction Term

The Owner shall be allowed two (2) years from the time of consummation of this Agreement to complete the water service line construction and necessary

improvements. Should the construction not be completed within this time period, this Agreement shall automatically become null and void.

7. Annexation

- a. The Owner hereby agrees to annex its property to the City upon the request of the City Council, or upon a property owner's petition for the annexation thereof. The Owner and its mortgagee(s) shall execute a commitment to annex its property to the City of Casper on a form acceptable to the City of Casper. The commitment to annex form shall be executed concurrently with this agreement. It shall provide that the commitment to annex shall be binding upon the Owner and its mortgagee(s), their heirs, successors, and assigns forever, and shall be included in every sale, conveyance or mortgage involving the above-described property. It shall further run with and bind the real property described and set forth in Exhibit "A." This Agreement shall terminate, and be null and void between the parties, and the City shall have the right to terminate all services provided under this Agreement if the Owner fails to annex its property to the City within one (1) year after being requested to do so by the City Council, or within one (1) year after the City Council's approval of a property owner's petition for the annexation thereof.
- b. Upon annexation and thereafter, Outside Property Owners shall dedicate all rights of way and easements deemed necessary to the City, all in a form acceptable to the City and meeting Casper Municipal Code requirements.
- c. Upon annexation and thereafter, Outside Property Owners, at their sole cost and expense, shall plat any unplatted property in accordance with requirements set forth in the Casper Municipal Code.
- d. Upon annexation and thereafter, Outside Property Owners shall agree to waive any statutory right to oppose City zoning requirements or designations as set forth in the Casper Municipal Code.

8. Future Improvements

- a. The Owner agrees to participate in future water system, sewer system, street improvements, sidewalk improvements, street lighting improvements, and other needed municipal improvements on Brandywine Road at the request of the City Council of Casper. The participation may be with the City of Casper, an Improvement and Service District, a Water and Sewer District, or a private developer.
- b. Future design and construction costs include, but are not limited to, planning, design, construction, land acquisition, financing, and legal.
- c. The Owner agrees to and hereby waives any statutory right to protest the commitment to participate in future water system, sewer system, street, sidewalk,

street lighting, or other needed municipal system improvements. The Owner further agrees to and hereby waives any statutory right to protest the creation of a Local Assessment District, an Improvement and Service District, or a Water and Sewer District established for the purpose of street, sidewalk, street lighting, or other needed municipal improvements which would encompass his property.

- d. This commitment to participate in future water system, sewer system, street, sidewalk, street lighting, or other municipal improvement design and construction shall be included in every sale, conveyance, or mortgage involving the above described property and shall be binding upon the current owners and mortgagees, and all heirs, successors in interest and assigns. This commitment shall be binding upon and run with the land set forth herein.
- e. Needed water and sewer main extensions/improvements including, but not limited to, planning, design, land acquisition, and construction are the responsibility of the Outside Property Owner. Water and sewer main extensions must extend to and through the property. Water and sewer service lines must not extend in rights of way beyond the property line without approval of the City Engineer. Outside Property Owners are responsible for the costs associated with the extensions/improvements.

9. Discontinuance of Utility Services/Remedies

- a. A utility service provided under this Agreement may be discontinued in accordance with Casper Municipal Code Section 13.03.070, or for any material breach of this Agreement by the Owner.
- b. The remedies in this section are in addition to any other remedies in this Agreement, or which the City may otherwise have at law or equity, and are not a limitation on the same. The Owner further agrees to pay all reasonable attorneys' fees, court costs, and litigation costs if the City must enforce the provisions of this Agreement in a court of law.

10. General Provisions

- a. Successors, Assigns and Recording: The terms and conditions of this Agreement shall be binding upon the parties hereto, and shall inure to the benefit of all parties hereto and their respective heirs, successors, assigns, and grantees and shall bind and run with the real property and set forth in Exhibit "A" attached hereto, and shall be recorded in the Natrona County real estate records by the City at the Owner's sole cost and expense. The Owner shall not assign this Agreement or otherwise subcontract its duties and responsibilities as set forth in this Agreement without the prior written consent of the City.
- b. Wyoming Governmental Claims Act: The City does not waive any right or rights it may have pursuant to the Wyoming Governmental Claims Act, Wyoming Statute

Sections 1-39-101, et seq. The City specifically reserves the right to assert any and all immunities, rights, and defenses it may have pursuant to the Wyoming Governmental Claims Act.

- c. Governing Law and Venue: This Agreement, its interpretation and enforcement shall be governed and construed in accordance with the laws of the State of Wyoming. Any litigation regarding this Agreement shall be resolved in a court of competent jurisdiction situated in Natrona County, Wyoming.
- d. Complete Agreement: This Agreement shall constitute the entire understanding and agreement of the parties, and supersedes any prior negotiations, discussions or understandings.
- e. Amendment: No amendment or modification of the terms of this Agreement shall be valid or enforceable unless made in writing and executed by all parties hereto.
- f. Waiver: Failure on the part of either party to enforce any provision of this Agreement, or the waiver thereof, in any instance, shall not be construed as a general waiver or relinquishment on its part of any such provision, but the same shall nevertheless be and remain in full force and effect.
- g. No Third Party Beneficiary Rights: The parties to this Agreement do not intend to create in any other individual or entity the status of third-party beneficiary, and this Agreement shall not be construed so as to create such status. The rights, duties and obligations contained in this Agreement shall operate only between the parties to this Agreement, and shall inure solely to the benefit of the parties to this Agreement. The parties to this Agreement intend and expressly agree that only parties signatory to this Agreement shall have any legal or equitable right to seek to enforce this Agreement, to seek any remedy arising out of a party's performance or failure to perform any term or condition of this Agreement, or to bring an action for the breach of this Agreement.
- h. Severability: If any term of this Agreement is to any extent illegal, otherwise invalid, or incapable of being enforced, such term shall be excluded to the extent of such invalidity or unenforceability; all other terms hereof shall remain in full force and effect; and, to the extent permitted and possible, the invalid or unenforceable term shall be deemed replaced by a term that is valid and enforceable and that comes closest to expressing the intention of such invalid or unenforceable term. If application of this Severability provision should materially and adversely affect the economic substance of the transactions contemplated hereby, the Party adversely impacted shall be entitled to compensation for such adverse impact, provided the reason for the invalidity or unenforceability of a term is not due to the misconduct by the Party seeking such compensation.
- i. Notices: Notices required or permitted to be given by a Party to the others must be in writing and either delivered in person or sent to the address shown below (or

such subsequent address as may be designated by either party in writing) by certified mail, return receipt requested and postage prepaid (or by a recognized courier service, such as Federal Express, UPS, or DHL), or by facsimile with correct answerback received, and will be effective upon receipt:

Owner Info	City of Casper
Matthew J. Rich and Darcy Rich	Attn: Public Services Director
4391 Brandywine Road	200 North David
Casper, Wyoming 82604	Casper, Wyoming 82601

- j. Headings: The section headings contained in this Agreement are for reference purposes only and shall not affect in any way the meaning or interpretation thereof.
- k. Survival: All representations, indemnifications, warranties and guarantees made in, required by or given in accordance with this Agreement, as well as all continuing obligations indicated in this Agreement, will survive final payment, completion and acceptance of the services and termination or completion of the Agreement.
- l. Copies: This Agreement may be executed in more than one copy, each copy of which shall serve as an original for all purposes, but all copies shall constitute but one and the same Agreement.
- m. Authority: Each individual executing this Agreement for and on behalf of their principals hereby state that they have the requisite power and authority to enter into this Agreement and to consummate the transactions contemplated and intended hereby. Owner further states that it is authorized to transact business in the State of Wyoming, properly registered and not delinquent with the Secretary of State.

[The rest of this page is intentionally left blank.]

EXECUTED the day and year first above written.

APPROVED AS TO FORM:

Walter Tremel

ATTEST:

CITY OF CASPER, WYOMING
A Municipal Corporation:

Fleur Tremel
City Clerk

Steven K. Freel
Mayor

OWNER:

OWNER:

Matthew J. Rich
Matthew J. Rich

Darcy Rich
Darcy Rich

The undersigned mortgagee for Matthew J. and Darcy Rich hereby agrees to, consents, and ratifies this Agreement.

Date

MORTGAGEE

By: _____

Printed Name: _____

Title: _____

STATE OF WYOMING)
) ss.
COUNTY OF NATRONA)

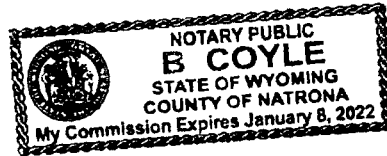
This instrument was acknowledged before me this 4th day of October, 2021,
by Matthew J. Rich, as Owner of 4391 Brandywine Road.

(seal)

B Coyle
NOTARY PUBLIC

My commission expires: January 8, 2022

STATE OF WYOMING)
) ss.
COUNTY OF NATRONA)



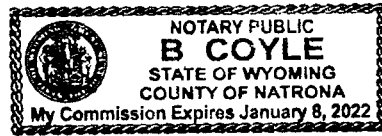
This instrument was acknowledged before me this 4th day of October, 2021,
by Darcy Rich, as Owner of 4391 Brandywine Road.

(seal)

B Coyle
NOTARY PUBLIC

My commission expires: January 8, 2022

STATE OF WYOMING)
) ss.
COUNTY OF NATRONA)



This instrument was acknowledged before me this _____ day of _____, 2021, by
_____ as _____
of _____ the Mortgagee.

(seal)

NOTARY PUBLIC

My commission expires: _____

STATE OF WYOMING)
) ss.
COUNTY OF NATRONA)

This instrument was acknowledged before me this _____ day of _____, 2021,
by Steven K. Freel as the Mayor of City of Casper, Wyoming, a Wyoming municipal corporation.

(seal)

NOTARY PUBLIC

My commission expires: _____

LOCATION MAP EXHIBIT "A"



N88° 50' 13.73"E
635.481

BRANDYWINE ROAD
N0° 42' 58.34"W
330.005

MATTHEW & DARCY RICH
4391 BRANDYWINE RD
SWINGLE RANCH TRACTS
LOT #26
SECTION 24, T33N R80W
OF THE 6TH PRINCIPAL MERIDIAN
NATRONA COUNTY, WYOMING

S0° 19' 13.00"W
265.537

S89° 52' 52.13"W
629.317

S0° 19' 13.00"W
76.039

VICINITY MAP



Matthew and Darcy Rich
Contract for Outside-City Water Service
Exhibit "A" Page 1 of 6

AMERICAN TITLE AGENCY

315 W. FIRST STREET, CASPER, WY 82601
PHONE: (307)266-4672 FAX: (307)266-0154

REPORT OF TITLE


THIS REPORT IS BASED ON A CURSORY EXAMINATION OF THE TITLE PLANT INFORMATION OF RECORDS AVAILABLE TO THIS COMPANY. IT DOES NOT PURPORT TO ASSUME OR GUARANTEE THE CONDITION OF TITLE TO THE HEREIN DESCRIBED LAND. IT MAY NOT BE RELIED UPON BY ANY PARTY AS A TRUE AND CORRECT REFLECTION OF THE CONDITION OF TITLE TO THE HEREIN DESCRIBED LAND. IT IS NOT TO BE CONSTRUED AS AN OFFER TO ISSUE A POLICY OF TITLE INSURANCE OR GUARANTEE OF COMMITMENT TO ISSUE A POLICY OF TITLE INSURANCE. LIABILITY, IF ANY, IS LIMITED TO THE AMOUNT PAID FOR THIS REPORT.

SCHEDULES OF EXCLUSIONS FROM COVERAGE OF THIS REPORT

THE FOLLOWING MATTERS ARE EXPRESSLY EXCLUDED FROM THE COVERAGE OF THIS REPORT:

1. NO LIABILITY IS ASSUMED AS TO THE VALIDITY OF ANY INSTRUMENT IN RECORDED CHAIN OF TITLE TO LANDS.
2. ANY LAW, ORDINANCE OR GOVERNMENTAL REGULATION (INCLUDING BUT NOT LIMITED TO BUILDING AND ZONING ORDINANCES) RESTRICTING OR REGULATING OR PROHIBITING THE OCCUPANCY, USE OR ENJOYMENT OF THE LAND, OR REGULATING THE CHARACTER, DIMENSIONS OR LOCATION OF ANY IMPROVEMENT NOW OR HEREAFTER ERECTED ON THE LAND, OR PROHIBITING A SEPARATION IN OWNERSHIP OR A REDUCTION IN THE DIMENSIONS OR AREA OF THE LAND, OR THE EFFECT OF ANY VIOLATION OF ANY SUCH LAW, ORDINANCE OR GOVERNMENTAL REGULATION.
3. RIGHTS OF EMINENT DOMAIN OR GOVERNMENTAL RIGHTS OF POLICE POWER UNLESS NOTICE OF THE EXERCISE OF SUCH RIGHTS APPEARS IN THE PUBLIC RECORDS AT DATE OF THIS REPORT.
4. DEFECTS, LIENS, ENCUMBRANCES, ADVERSE CLAIMS OR OTHER MATTERS CREATED, SUFFERED, ASSUMED OR AGREED TO BY THE BENEFICIARY, NOT KNOWN TO THE COMPANY AND NOT SHOWN BY THE PUBLIC RECORDS, BUT KNOWN TO THE BENEFICIARY AT DATE OF REPORT AND NOT DISCLOSED IN WRITING BY THE BENEFICIARY TO THE COMPANY PRIOR TO THE DATE HEREOF, RESULTING IN NO LOSS OR DAMAGE TO THE BENEFICIARY, ATTACHING OR CREATED SUBSEQUENT TO DATE OF REPORT, OR RESULTING IN LOSS OR DAMAGE WHICH WOULD NOT HAVE BEEN SUSTAINED IF THE BENEFICIARY HAS BEEN A BONA FIDE PURCHASER FOR VALUE.

AMERICAN TITLE AGENCY

By:  _____

SCHEDULE "A"

TOTAL FEE FOR TITLE REPORT: \$125.00

REPORT NO.: 2021-3066

AMOUNT OF LIABILITY NOT TO EXCEED: \$125.00

DATE OF REPORT: SEPTEMBER 22, 2021 AT 08:00 AM

1. THIS REPORT HAS BEEN PREPARED FOR THE SOLE USE AND BENEFIT OF (BENEFICIARY):

CITY OF CASPER

2. THE DOCUMENT RECORDED JULY 24, 2015 AS INSTRUMENT NO. 996420 OF THE OFFICIAL RECORDS OF NATRONA COUNTY, WYOMING PURPORTING TO VEST A FEE ESTATE IN THE LAND DESCRIBED HEREIN IS:

MATTHEW J. RICH AND DARCY RICH, HUSBAND AND WIFE

3. THE LAND REFERRED TO IN THIS REPORT IS SITUATED IN THE COUNTY OF NATRONA, STATE OF WYOMING, AND IS DESCRIBED AS FOLLOWS:

TRACT 26, SWINGLE RANCH TRACTS, NATRONA COUNTY, WYOMING ACCORDING TO THE PLAT RECORDED MAY 17, 1923 IN BOOK 39 OF DEEDS, PAGE 260

4. PURPORTED ADDRESS: 4391 BRANDYWINE RD, CASPER, WY 82604

SCHEDULE "B"

THIS REPORT DOES NOT CERTIFY AGAINST LOSS OR DAMAGE, NOR AGAINST COSTS, ATTORNEY'S FEES OR EXPENSES, ANY OR ALL OF WHICH ARISE BY REASON OF THE FOLLOWING:

PART ONE:

1. RIGHTS OF CLAIMS OF PARTIES IN POSSESSION.
2. EASEMENTS, LIENS OR ENCUMBRANCES, OR CLAIMS THEREOF, WHICH ARE NOT SHOWN BY THE PUBLIC RECORDS.
3. FACTS WHICH WOULD BE DISCLOSED BY A COMPREHENSIVE SURVEY OF THE PREMISES HEREIN DESCRIBED.
4. COVENANTS, CONDITIONS, RESTRICTIONS AND RESERVATIONS.
5. OWNERSHIP OF MINERALS AND MINERAL RIGHTS.
6. EASEMENTS, RESERVATIONS AND SERVITUDES IMPOSED BY OPERATION OF LAW OR CONTAINED IN INSTRUMENTS OF RECORD.
7. ANY BANKRUPTCY PROCEEDINGS.
8. ALL GENERAL TAXES AND SPECIAL ASSESSMENTS.

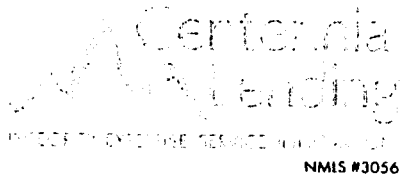
**TAXES ARE \$3,001.55 FOR THE YEAR 2021.
FIRST ONE-HALF IS DUE IN THE AMOUNT OF \$1,500.78
SECOND ONE-HALF APPEAR IN THE AMOUNT OF \$1,500.77
TAX NOTICE NO. 33802430100600**

9. COUNTY TREASURER: (307)235-9470 COUNTY ASSESSOR: (307)235-9444

PART TWO:

SUBJECT TO THE FOLLOWING MORTGAGES, LIENS, JUDGMENTS AND MONETARY ENCUMBRANCES OF RECORD, IF ANY:

MORTGAGE EXECUTED BY MATTHEW J. RICH AND DARCY RICH, HUSBAND AND WIFE, IN FAVOR OF CENTENNIAL LENDING, LLC, DATED JUNE 30, 2016, RECORDED JULY 6, 2016, AS INSTRUMENT NO. 1014779, TO SECURE \$220,000.00.



11281 Business Park Circle • Firestone, CO 80504-9534
720-494-2740 • www.centennial-lending.com

**Matthew J Rich
Darcy Rich
4295 Skyline Rd
Casper, WY 82604**

**October 7th, 2021
Loan #: 6622731**

Dear Matthew J Rich & Darcy Rich

Congratulations on paying your loan in full. Your paid note and release of collateral documents will be sent to you in the near future. Please be on the lookout for these documents as it will be important for you to retain them for future reference.

If this property has not been refinanced or sold and we have been escrowing for property taxes and/or insurance, please follow up with Centennial Lending and/or the appropriate agencies to determine when the next tax payment and/or insurance premium will be due.

At Centennial Lending we appreciate the opportunity to have serviced this loan for you and want to be your primary lending solution. In addition to mortgage loan servicing we offer mortgage, commercial real estate, land, residential and commercial construction financing. Please visit www.centennial-lending.com for more information or call us directly at 720-494-2740 if you have any questions or if we can be of assistance with any additional financing needs.

Sincerely,
Centennial Lending, LLC

LICENSE

Date 9/23/21 Road Bronxwine

The BOARD OF COUNTY COMMISSIONERS OF THE COUNTY OF NATRONA, STATE OF WYOMING, (hereinafter called the "Board", hereby grants a license to Matthew Rich

(hereinafter called the "Licensee"), to construct, maintain, use and operate Single Use Water Line (hereinafter called the "Facility"), located in Section 34 Township 3A N, Range 8 W, upon the property of the County of Natrona, acquired for and utilized in the operation and maintenance of a county road in the locations and positions and in strict accordance with the specifications shown on the print dated _____, attached hereto, marked Exhibit "A", and by this reference specifically made a part hereof.

This license is granted upon such express terms and conditions as are inserted below, and should the Licensee at any time violate any of the said terms or conditions herein contained or use or attempt to use said facility for any other or different purpose than that above specified, or refuse or fail to comply with any rule or direction of the County Road and Bridge Superintendent, made by said Superintendent under his general supervisory powers of control and supervision of county roads for the use and safety of the general public, then the Board may, at its option, immediately revoke this license.

This license is subject to the following conditions:

FIRST. The work of constructing, altering and maintaining of the Facilities shall be prosecuted and completed in a good and workmanlike manner at the sole expense of the Licensee and under supervision of, and to satisfactorily meet the specifications of the County Road and Bridge Superintendent. Such work of construction, alteration and maintenance of the Facility shall be done in such a manner as to in no way interfere with the use, operation and maintenance by the County of Natrona of a county road for county road purposes, and in such manner as to in no way endanger the general public in use of said county road right-of-ways.

SECOND. The said Licensee shall give to the Board, through the County Road & Bridge Superintendent, at least ten days notice, in writing, before entering upon the county road right-of-way for the purpose of construction or alteration of the Facility or to make necessary repairs, except in case of genuine emergency requiring immediate repair, then in that event, the Licensee shall notify the Board, through the County Road & Bridge Superintendent, or local maintenance authority immediately enter upon the county road right-of-way and make necessary repairs. Licensee shall be responsible for any repairs necessary to road or right-of-way for 180 days after completion of construction.

THIRD. The said Licensee agrees to forever indemnify and defend the Board, their agents or employees, against and save them harmless from all liability for damage to property or injury to or death of persons, including all costs and expenses incident hereto, arising wholly or in part from or in connection with the existence of, construction, alteration, maintenance, repair, renewal, reconstruction, operation, use or removal of the said Facility as it pertains to county road property.

FOURTH. The Board reserves the right to use, occupy and enjoy its right-of-way for a county road and for county road purposes, in such manner and at such times as it shall desire, the same as if the instrument had not been executed by it. If any such use shall at any time necessitate any change in the location or manner of use of said Facility, or any part thereof, such change or alteration shall be made by the Licensee, at the sole expense of said Licensee, upon the demand of the Board, through the County Road & Bridge Superintendent, and neither the Board nor the County of Natrona shall be liable to the said Licensee on account thereof, or on account of any damage growing out of any use which the County of Natrona or the Board, or either of them, may make of its said right-of-way.

FIFTH. The Board shall have the right at any time to revoke this license by the giving of thirty (30) days notice in writing to the said Licensee, and at the expiration of the time limited by said notice, or upon the express revocation of this license for any of the causes enumerated herein, the Licensee shall promptly and in the manner directed by the Board, through the County Road & Bridge Superintendent, remove said Facility and each and every part thereof, hereby authorized, from the premises of the county road right-of-way and leave said premises in the same condition in which they were before the installation of said Facility. Upon the refusal or failure of the Licensee so to do, the Board may remove the Facility and each and every part thereof and restore the county road right-of-way to the same condition as before the granting of this license, and the Licensee hereby agrees promptly to pay to the County of Natrona the cost of said removal of the Facilities, and each and every part thereof.

SIXTH. The County of Natrona and the Board, for the purpose of this license, hereby disclaims any representation or implication that it retains any title in any county road right-of-way other than a perpetual easement for road purposes for so much land as described by the instrument conveying such easement. The Licensee by these present accepts notice and agrees that any expenses or damages incurred by said Licensee as a result of this disclaimer shall be borne by said Licensee at no expense whatsoever to the Board or the County of Natrona. It shall be also understood that on Access Facility Highways, ingress and egress shall be limited to those locations as designated by the Board, or their Designated Representative, and shown on plans on file in the office of the County Road Department and County Surveyor.

SEVENTH. The waiver of any breach of any of the terms or conditions of this License shall be limited to the act or acts constituting such breach, and shall never be construed as being a continuing or permanent waiver of any such term or condition, all of which shall be and remain in full force and effect, as to the future acts or happenings, notwithstanding any such individual waiver or any breach thereof.

EIGHTH. The said Licensee agrees to locate underground facilities when needed by the County or other users for future construction and maintenance activities. This location information will include the marking of the facility on the ground, as specified by W.S. §37-12-301 et seq., with the appropriate color and including the nature and elevation of the utility and shall be tied both horizontally and vertically, by coordinates, by a licensed land surveyor to a public land survey corner. This information shall be shown on plans created by the utility company or facility owner and a copy will be sent to the Natrona County Surveyor's Office in Casper, Wyoming. Costs for identifying and locating the facility will be the responsibility of the utility company or facility owner on County right-of-ways.

No official or employee of the County of Natrona, other than the Board of County Commissioners, shall have authority to waive any term or condition herein contained. Any amendments to this license agreement shall be in writing, signed by the licensee and designated representative of the county commissioners.

Date of Commencement October 1, 2021
(Five (5) day notice must be given County Road & Bridge Superintendent before start of construction)

Date of Completion December 31, 2021
(County Road & Bridge Superintendent must be notified within five (5) days after construction)

IN WITNESS WHEREOF, The Board of County Commissioners, has caused this license to be executed on the _____ day of _____, A.D., 19 _____.

COUNTY OF NATRONA
By Michael D. Higgins
Road & Bridge Superintendent
By _____
County Surveyor
By _____
Chairman of the Board of County Commissioners.

ATTEST:

County Clerk

The undersigned, the Licensee mentioned in the forgoing License, hereby accepts the same, subject to the terms and conditions contained therein.
ATTEST:

Secretary
Matthew Rich
President.

EXHIBIT 'A'

No. 29-21-12

COUNTY OF NATRONA

APPLICATION FOR Single use Waterline Extension
in Subdivision Right of Way

Applicant: Matthew & Darcy Rich

Address: 4391 Brandywine Casper WY 82604 Phone: 307-277-5220

Furnish the Following Information:

1) Location: Section 24, Township 33 North, Range 80 West.

2) County Road Designation _____

3) Surface of County Road Road base

4) Soils Type where applicable Clay

5) Reason for Application Single use waterline

6) Specifications: (Attach 3 copies where applicable)

7) Plan: (Attach 3 copies where applicable)

SKETCH



Approved:

Michael D. Hanja
Road and Bridge Superintendent

Matthew Rich
Applicant or Agent Date

County Engineer _____

Wyo. Reg. P.E. _____ Date

County Commissioner _____

Approval Date: _____

Completion Date: _____

COMMITMENT TO ANNEX TO THE CITY OF CASPER, WYOMING
(Individual Form)

We, Matthew J. Rich and Darcy Rich, respectively the owner(s) and mortgagee of the following described real estate located in Natrona County, to-wit:

**MATTHEW J. RICH AND DARCY RICH
4391 BRANDYWINE ROAD
CASPER, WYOMING, NATRONA COUNTY
PROPERTY AS DESCRIBED IN EXHIBIT "A"**

for valuable consideration, the receipt of which is hereby acknowledged, agree and commit to the annexation of the above-described property to the City of Casper, Wyoming at the request of the Casper City Council or on a property owner's petition. The undersigned further waive any statutory or other right to protest any such annexation.

This commitment to annex shall run with and bind the above described real property, and shall be included in every sale, conveyance or mortgage involving the above-described property. This commitment to annex shall be binding upon the Owner(s) and mortgagee, and their heirs, successors, and assigns forever.

10-4-21
Date

Matthew J Rich
Matthew J. Rich
OWNER

10-4-21
Date

Darcy Rich
Darcy Rich
OWNER

Date

MORTGAGEE

By: _____

Name: _____

Title: _____

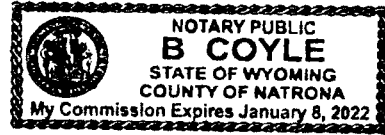
STATE OF WYOMING)
) ss.
COUNTY OF NATRONA)

This instrument was acknowledged before me this 4th day of October, 2021,
by Matthew J. Rich, as Owner of 4391 Brandywine Road.

(seal)

B Coyle
NOTARY PUBLIC

My commission expires: Jan. 8, 2022



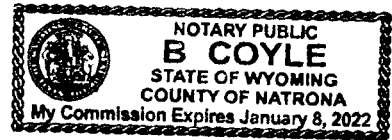
STATE OF WYOMING)
) ss.
COUNTY OF NATRONA)

This instrument was acknowledged before me this 4th day of October, 2021,
by Darcy Rich, as Owner of 4391 Brandywine Road.

(seal)

B Coyle
NOTARY PUBLIC

My commission expires: January 8, 2022



STATE OF _____)
) ss.
COUNTY OF _____)

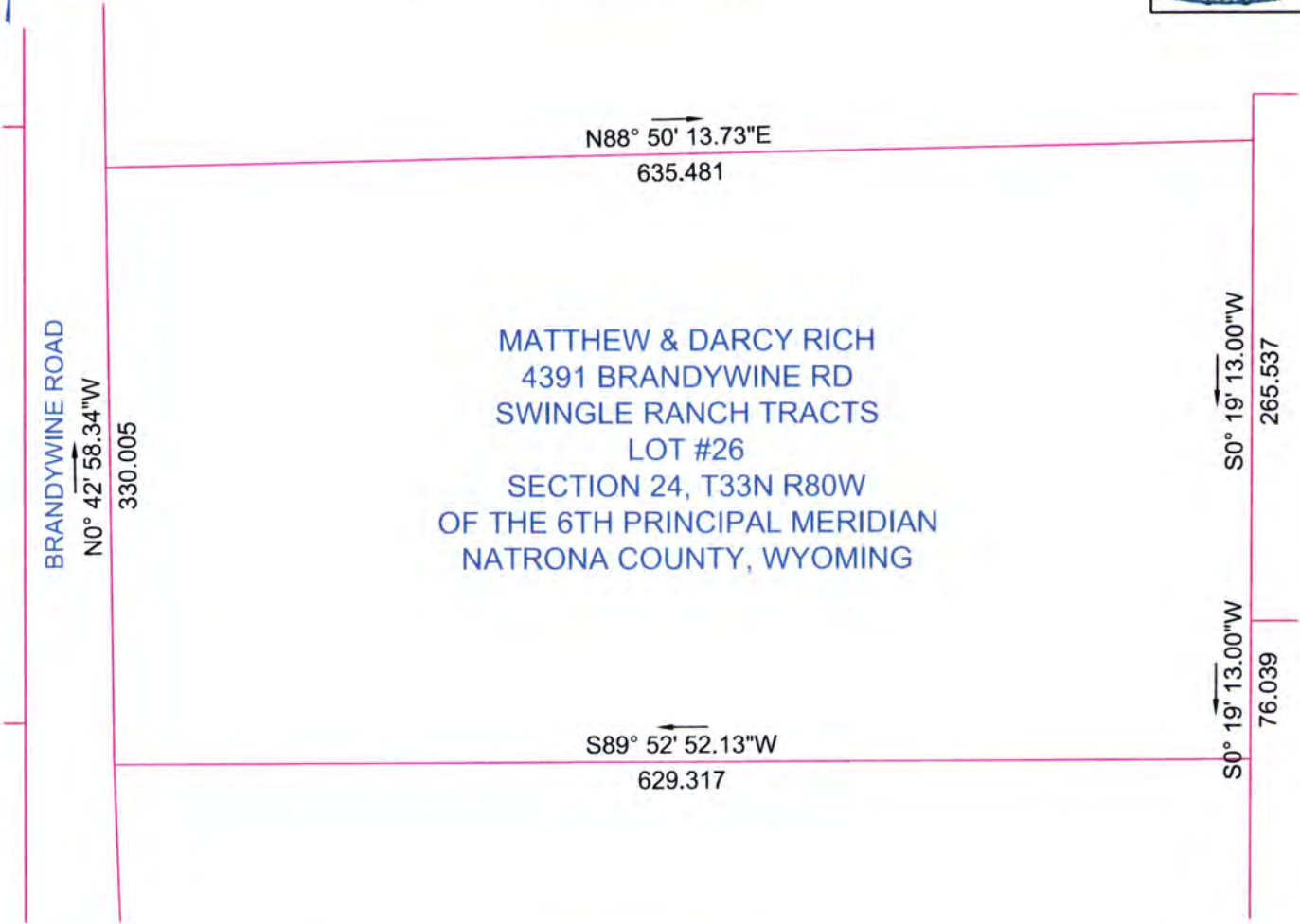
This instrument was acknowledged before me this _____ day of _____,
2021, by _____, as _____ of
_____, MORTGAGEE.

(seal)

NOTARY PUBLIC

My commission expires: _____

LOCATION MAP EXHIBIT "A"



VICINITY MAP



PROPOSED
SERVICE
LOCATION

Matthew and Darcy Rich
Contract for Outside-City Water Service
Exhibit "A" Page 1 of 6



U.S.A. DESIGN PATENT 4138248-1979
CANADIAN PATENT 10655725 1979

1977

HOUSTON, TEXAS, U.S.A.

SWINGLE RANCH TRACTS

This is to certify that Charles H. Swingle and Eva Swingle, husband and wife, are the sole owners and proprietors of the South One Half (S 1/2) of Section Twenty-four (24) Township Thirty-three (33) North, Range Eighty (80) West of the Sixth (6th) Principal Meridian in Natrona County, Wyoming, and that the above and foregoing sub-division of the said land as appears on this plat is with the free consent and in accordance with the desires of the undersigned owners and proprietors; that this plat is supplemental to and amendatory of the original plat and dedication of the same subdivision as the same appears of record in Book 33 of Deeds at Page 151 records of Natrona County, Wyoming, and is made and filed for the purpose of correcting technical errors in said original plat and dedication; that said undersigned owners and proprietors hereby waive and release any and all rights in and to said above lands under and by virtue of the Homestead Exemption laws of the State of Wyoming, and that the streets and alleys as shown hereon are hereby dedicated to the Public use.

Witness my hand and Notarial Seal this 11th day of May, A.D. 1923.

Charles H. Swingle
Eva Swingle

The State of Wyoming, } ss.
County of Natrona.

On this 11th day of May, A.D. 1923, before me personally appeared Charles H. Swingle and Eva Swingle, husband and wife, to me known to be the persons described in and who executed the above and foregoing instrument and acknowledged that they signed, sealed and delivered the same as their free act and deed, for the uses and purposes therein set forth, including the release and waiver of the right of homestead, the said wife having been by me fully apprised of her right and the effect of signing and acknowledging the said instrument.

Given under my hand and Notarial Seal this 11th day of May, A.D. 1923.

W. C. Blonguer
Notary Public

My commission expires June 19th, 1923.

The State of Wyoming, } ss.
County of Natrona.

Albert M. Zuill of Casper, Wyoming, of lawful age and first duly sworn according to Law, on his oath says: that he is a licensed engineer in the State of Wyoming; that he made a survey of the South one-half (S 1/2) of Section twenty four (24) Township thirty three (33) North, Range eighty (80) West of the sixth (6th) Principal Meridian in Natrona County, Wyoming, at the request of Charles H. Swingle and Eva Swingle, husband and wife, owners and proprietors of the land; that they subdivided said land into Tracts and Streets as shown by the Plat to which this certificate is attached and of which it forms a part and that said Plat is a true and correct representation of said survey.

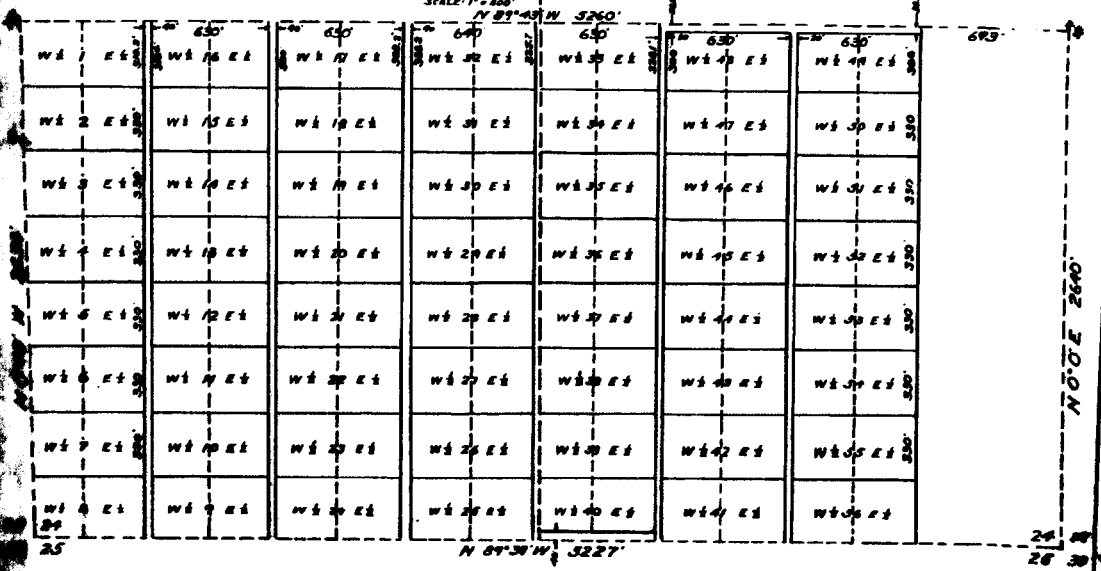
Subscribed in my presence and sworn to before me this 17th day of May, A.D. 1923.

My commission expires June 19th, 1923.

Albert M. Zuill
Surveyor

W. C. Blonguer
Notary Public.

SUBDIVISION
SOUTH 1/2 SECTION 24, T. 33 N., R. 80 W.
OF
6th PRINCIPAL MERIDIAN.



AMERICAN TITLE AGENCY

315 W. FIRST STREET, CASPER, WY 82601
PHONE: (307)266-4672 FAX: (307)266-0154

REPORT OF TITLE

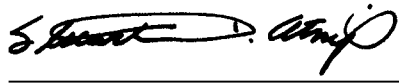
THIS REPORT IS BASED ON A CURSORY EXAMINATION OF THE TITLE PLANT INFORMATION OF RECORDS AVAILABLE TO THIS COMPANY. IT DOES NOT PURPORT TO ASSUME OR GUARANTEE THE CONDITION OF TITLE TO THE HEREIN DESCRIBED LAND. IT MAY NOT BE RELIED UPON BY ANY PARTY AS A TRUE AND CORRECT REFLECTION OF THE CONDITION OF TITLE TO THE HEREIN DESCRIBED LAND. IT IS NOT TO BE CONSTRUED AS AN OFFER TO ISSUE A POLICY OF TITLE INSURANCE OR GUARANTEE OF COMMITMENT TO ISSUE A POLICY OF TITLE INSURANCE. LIABILITY, IF ANY, IS LIMITED TO THE AMOUNT PAID FOR THIS REPORT.

SCHEDULES OF EXCLUSIONS FROM COVERAGE OF THIS REPORT

THE FOLLOWING MATTERS ARE EXPRESSLY EXCLUDED FROM THE COVERAGE OF THIS REPORT:

1. NO LIABILITY IS ASSUMED AS TO THE VALIDITY OF ANY INSTRUMENT IN RECORDED CHAIN OF TITLE TO LANDS.
2. ANY LAW, ORDINANCE OR GOVERNMENTAL REGULATION (INCLUDING BUT NOT LIMITED TO BUILDING AND ZONING ORDINANCES) RESTRICTING OR REGULATING OR PROHIBITING THE OCCUPANCY, USE OR ENJOYMENT OF THE LAND, OR REGULATING THE CHARACTER, DIMENSIONS OR LOCATION OF ANY IMPROVEMENT NOW OR HEREAFTER ERECTED ON THE LAND, OR PROHIBITING A SEPARATION IN OWNERSHIP OR A REDUCTION IN THE DIMENSIONS OR AREA OF THE LAND, OR THE EFFECT OF ANY VIOLATION OF ANY SUCH LAW, ORDINANCE OR GOVERNMENTAL REGULATION.
3. RIGHTS OF EMINENT DOMAIN OR GOVERNMENTAL RIGHTS OF POLICE POWER UNLESS NOTICE OF THE EXERCISE OF SUCH RIGHTS APPEARS IN THE PUBLIC RECORDS AT DATE OF THIS REPORT.
4. DEFECTS, LIENS, ENCUMBRANCES, ADVERSE CLAIMS OR OTHER MATTERS CREATED, SUFFERED, ASSUMED OR AGREED TO BY THE BENEFICIARY, NOT KNOWN TO THE COMPANY AND NOT SHOWN BY THE PUBLIC RECORDS, BUT KNOWN TO THE BENEFICIARY AT DATE OF REPORT AND NOT DISCLOSED IN WRITING BY THE BENEFICIARY TO THE COMPANY PRIOR TO THE DATE HEREOF, RESULTING IN NO LOSS OR DAMAGE TO THE BENEFICIARY, ATTACHING OR CREATED SUBSEQUENT TO DATE OF REPORT, OR RESULTING IN LOSS OR DAMAGE WHICH WOULD NOT HAVE BEEN SUSTAINED IF THE BENEFICIARY HAS BEEN A BONA FIDE PURCHASER FOR VALUE.

AMERICAN TITLE AGENCY

By:  _____

SCHEDULE "A"

TOTAL FEE FOR TITLE REPORT: \$125.00

REPORT NO.: 2021-3066

AMOUNT OF LIABILITY NOT TO EXCEED: \$125.00

DATE OF REPORT: SEPTEMBER 22, 2021 AT 08:00 AM

1. THIS REPORT HAS BEEN PREPARED FOR THE SOLE USE AND BENEFIT OF (BENEFICIARY):

CITY OF CASPER

2. THE DOCUMENT RECORDED **JULY 24, 2015 AS INSTRUMENT NO. 996420** OF THE OFFICIAL RECORDS OF NATRONA COUNTY, WYOMING PURPORTING TO VEST A FEE ESTATE IN THE LAND DESCRIBED HEREIN IS:

MATTHEW J. RICH AND DARCY RICH, HUSBAND AND WIFE

3. THE LAND REFERRED TO IN THIS REPORT IS SITUATED IN THE COUNTY OF NATRONA, STATE OF WYOMING, AND IS DESCRIBED AS FOLLOWS:

TRACT 26, SWINGLE RANCH TRACTS, NATRONA COUNTY, WYOMING ACCORDING TO THE PLAT RECORDED MAY 17, 1923 IN BOOK 39 OF DEEDS, PAGE 260

4. PURPORTED ADDRESS: 4391 BRANDYWINE RD, CASPER, WY 82604

SCHEDULE "B"

THIS REPORT DOES NOT CERTIFY AGAINST LOSS OR DAMAGE, NOR AGAINST COSTS, ATTORNEY'S FEES OR EXPENSES, ANY OR ALL OF WHICH ARISE BY REASON OF THE FOLLOWING:

PART ONE:

1. RIGHTS OF CLAIMS OF PARTIES IN POSSESSION.
2. EASEMENTS, LIENS OR ENCUMBRANCES, OR CLAIMS THEREOF, WHICH ARE NOT SHOWN BY THE PUBLIC RECORDS.
3. FACTS WHICH WOULD BE DISCLOSED BY A COMPREHENSIVE SURVEY OF THE PREMISES HEREIN DESCRIBED.
4. COVENANTS, CONDITIONS, RESTRICTIONS AND RESERVATIONS.
5. OWNERSHIP OF MINERALS AND MINERAL RIGHTS.
6. EASEMENTS, RESERVATIONS AND SERVITUDES IMPOSED BY OPERATION OF LAW OR CONTAINED IN INSTRUMENTS OF RECORD.
7. ANY BANKRUPTCY PROCEEDINGS.
8. ALL GENERAL TAXES AND SPECIAL ASSESSMENTS.

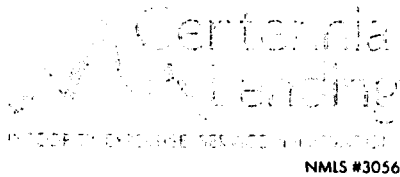
**TAXES ARE \$3,001.55 FOR THE YEAR 2021.
FIRST ONE-HALF IS DUE IN THE AMOUNT OF \$1,500.78
SECOND ONE-HALF APPEAR IN THE AMOUNT OF \$1,500.77
TAX NOTICE NO. 33802430100600**

9. COUNTY TREASURER: (307)235-9470 COUNTY ASSESSOR: (307)235-9444

PART TWO:

SUBJECT TO THE FOLLOWING MORTGAGES, LIENS, JUDGMENTS AND MONETARY ENCUMBRANCES OF RECORD, IF ANY:

MORTGAGE EXECUTED BY MATTHEW J. RICH AND DARCY RICH, HUSBAND AND WIFE, IN FAVOR OF CENTENNIAL LENDING, LLC, DATED JUNE 30, 2016, RECORDED JULY 6, 2016, AS INSTRUMENT NO. 1014779, TO SECURE \$220,000.00.



11281 Business Park Circle • Firestone, CO 80504-9534
720-494-2740 • www.centennial-lending.com

**Matthew J Rich
Darcy Rich
4295 Skyline Rd
Casper, WY 82604**

**October 7th, 2021
Loan #: 6622731**

Dear Matthew J Rich & Darcy Rich

Congratulations on paying your loan in full. Your paid note and release of collateral documents will be sent to you in the near future. Please be on the lookout for these documents as it will be important for you to retain them for future reference.

If this property has not been refinanced or sold and we have been escrowing for property taxes and/or insurance, please follow up with Centennial Lending and/or the appropriate agencies to determine when the next tax payment and/or insurance premium will be due.

At Centennial Lending we appreciate the opportunity to have serviced this loan for you and want to be your primary lending solution. In addition to mortgage loan servicing we offer mortgage, commercial real estate, land, residential and commercial construction financing. Please visit www.centennial-lending.com for more information or call us directly at 720-494-2740 if you have any questions or if we can be of assistance with any additional financing needs.

Sincerely,
Centennial Lending, LLC

RESOLUTION NO. 21-150

A RESOLUTION AUTHORIZING A CONTRACT FOR OUTSIDE-CITY WATER SERVICE WITH MATTHEW J. RICH AND DARCY RICH.

WHEREAS, Matthew J. Rich and Darcy Rich have requested outside-City water service from the City of Casper for Lot 26 of the Swingle Ranch Tracts, located in the NW1/4 of the SE1/4 of Section 24, Township 33 North, Range 80 West of the 6th P.M., in Natrona County, Wyoming, with an address of 4391 Brandywine Road, Casper Wyoming 82604; and,


WHEREAS, a contract for providing such water service has been proposed containing obligations concerning all parties; and,

WHEREAS, such contract is deemed to be in the best interest of the City of Casper.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: That the Mayor is hereby authorized and directed to execute, and the City Clerk to attest, a Contract for Outside-City Water Service with Matthew J. and Darcy Rich, 4391 Brandywine Road, Casper, Wyoming 82604.

PASSED, APPROVED, AND ADOPTED this ____ day of _____, 2021.

APPROVED AS TO FORM:



ATTEST:

Fleur Tremel
City Clerk

CITY OF CASPER, WYOMING
A Municipal Corporation

Steven K. Freel
Mayor

October 6, 2021

MEMO TO: J. Carter Napier, City Manager *JCN*
FROM: Liz Becher, Community Development Director *LB*
M. Jeremy Yates, MPO Supervisor *M/Y*
SUBJECT: Approval and Adoption of the Downtown Casper One-Way to Two-Way Conversion Study

Meeting Type & Date: Regular Council Meeting, October 19, 2021.

Action Type: Resolution

Recommendation: That Council, by resolution, approve and adopt the Casper Area Metropolitan Planning Organization's (MPO) Downtown Casper One-Way to Two-Way Conversion Study

Summary:

The MPO's Downtown Casper One-Way to Two-Way Conversion Study evaluated existing conditions for downtown Casper including traffic volumes, traffic operations, traffic safety, multimodal accessibility and parking, and examined the effects of converting Durbin Street, Wolcott Street and the connecting blocks of C Street and Midwest Avenue back to a two-way flow.

In the late seventies, before the energy bust of the early 80s, Durbin and Wolcott streets were transitioned into one-way streets to accommodate projected increases in traffic downtown. However, the ensuing boom/bust cycle never generated the traffic volume the one-way couplets were designed to manage. Additionally, as identified in the report evidence suggests, and is presented via case studies in the final report, downtown one-way streets have a history of damaging downtown retail spaces, and conversions to two-way traffic conversions have a beneficial effect on property values.

Weaknesses in the current street design were recognized as early as 1991. The Casper Downtown Traffic Study, published in March of that year, points out that the traffic volumes the one-way couplets were designed to accommodate never materialized. Subsequent reports from the last 30 years have all made recommendations to re-convert Durbin & Wolcott into their original two-way design. However, a comprehensive traffic study of the issue had never been completed. Additionally, the MPO's most recent Long Range Transportation Plan Update, *Connecting Crossroads*, identified the conversion as a priority project.

The MPO, through the City, contracted with consulting firm Meade & Hunt, Inc., to complete the study which included:

- An examination of existing conditions in the study area
- An overview of the MPO's substantial public outreach efforts for the project

- Descriptions and selection criteria for possible alternative traffic and street layouts
- Estimated construction costs
- Funding sources for the project, and;
- Final recommendations to convert downtown one-way streets to their original two-way traffic pattern

The MPO Technical and Policy Committees will be asked to approve this plan at their meetings on October 14, 2021. This action is intended to be a final approval and adoption of the plan.

Financial Considerations:

Funding for this project comes from the MPO, including federal monies and contributions from member agencies. The MPO Policy Committee approved the funding of \$60,000.00 of MPO Programs and Projects funds from the Federal Consolidated Planning Grant for the total project in May 21, 2021.

Oversight/Project Responsibility:

M. Jeremy Yates, MPO Supervisor

Attachments:

Downtown Casper One-Way to Two-Way Conversion Study

PREPARED BY



Technical Report

Downtown Casper One-Way to Two-Way Conversion Study

October 2021



CASPER AREA
METROPOLITAN PLANNING ORGANIZATION
Casper - Hills - Evansville - Bar Nunn - Natrona County



415

Introduction 4

Project History 4

Transportation Goals and Objectives 4

Existing Conditions 5

Existing Traffic Operations Analysis 18

Literature Review of Two-Way Conversions 28

 Case Studies.....28

 Economic Benefits.....30

Public Involvement 31

Alternatives Development 35

Measures Of Effectiveness and Screening..... 42

Two-Way Analysis 46

Construction Costs..... 56

Findings and recommendations 57

List of Figures

Figure 1: Study Area 5

Figure 2: Durbin Street Typical Section 6

Figure 3: Wolcott Street Typical Section 6

Figure 4: Existing Land Use in Downtown Casper 7

Figure 5: Average Daily Traffic in Study Area (2020) 9

Figure 6: AADT Trends of E-W Streets in Study Area 10

Figure 7: AADT Trends of Durbin and Wolcott Streets 11

Figure 8: AM Peak Hour Volumes 13

Figure 9: PM Peak Hour Volumes 14

Figure 10: Total Pedestrian Volumes, AM and PM Peak Hours 15

Figure 11: Vehicle Speed Distribution, Durbin Street 55

Figure 12: Vehicle Speed Distribution, Wolcott Street 16

Figure 13: Vehicle Classification - Durbin Street 17

Figure 14: Vehicle Classification - Wolcott Street 17

Figure 15: Intersection Level of Service (LOS) for Existing 2021 One-Way Traffic 19

Figure 16: Map of Crash Locations in Study Area (2016-2020) 22

Figure 17: Map of Pedestrian Infrastructure 23

Figure 18: Transit Routes in Study Area 24

Figure 19: On-Street Parking Regulations 25

Figure 20: On-Street Parking Utilization and Spots (2017-2021) 26

Figure 21: Word Cloud Produced by Attendees of Downtown Casper Stakeholder Meeting 32

Figure 22: Parking Perception 33

Figure 23: Loading Perception 33

Figure 24: Traffic Safety Perception 33

Figure 25: Traffic Congestion Perception 33

Figure 26: Streetscape Perception 33

Figure 27: Walkability Perception 34

Figure 28: Bikeability Perception 34

Figure 29: Access to Business Perception 34

Figure 30: Bicycle Facility Types 35

Figure 31: Durbin St Alternative 1 Proposed Cross Section 36

Figure 32: Durbin St Alternative 2 Proposed Cross Section 36

Figure 33: Durbin St Alternative 3 Proposed Cross Section 37

Figure 34: Durbin St Alternative 4 Proposed Cross Section 37

Figure 35: Durbin St Alternative 5 Proposed Cross Section 38

Figure 36: Durbin St Alternative 6 Proposed Cross Section 38

Figure 37: Wolcott St Alternative 1 Proposed Cross Section 39

Figure 38: Wolcott St Alternative 2 Proposed Cross Section 39

Figure 39: Wolcott St Alternative 3 Proposed Cross Section 40

Figure 40: Wolcott St Alternative 4 Proposed Cross Section 40

Figure 41: Wolcott St Alternative 5 Proposed Cross Section 41

Figure 42: Wolcott St Alternative 6 Proposed Cross Section 41

Figure 43: Wolcott St Alternative 7 Proposed Cross Section 42

Figure 44: Wolcott St Alternative 8 Proposed Cross Section 42

Figure 45: Final Proposed Alternative Two-Way Cross-Sections 46

Figure 46: Conceptual Two-Way Lane Configurational And Pavement Marking 48
Figure 47: AM Peak Hour Two-Way Volumes50
Figure 445: PM Peak Hour Two-Way Volumes 51
Figure 49: Intersection Conflict Point Diagram (source Institute of transportation engineering) .. 56

List of Tables

Table 1: Summary of Capacity Analysis (2021 Existing One-Way Traffic) 19
Table 2: Summary of Crash Data (2016-2020) 21
Table 3: Durbin St Two-Way Alternatives Screening 44
Table 4: Wolcott St Two-Way Alternatives Screening 45
Table 5: Summary of Durbin St Capacity Analysis (Proposed Two-Way Traffic) 52
Table 6: Summary of Wolcott St Capacity Analysis (Proposed Two-Way Traffic) 53
Table 7: Summary of Wolcott St Curbside Parking Impacts 55
Table 8. Summary of Two-Way Conversion Cost Estimates Per Block 56

Appendices:

- A: Traffic Count Reports**
- B: Traffic Capacity Analysis (Synchro) Worksheets**
- C: Crash Data**
- D: Literature Review**
- E. Concept Plan**
- F. Cost Estimate Work Sheets**
- G. Summary of Public Comments**

INTRODUCTION

The purpose of this report is to document the evaluation of the current performance of Durbin & Wolcott Streets in downtown Casper for overall network operational performance measures. A review of existing conditions included roadway geometry, traffic operations, traffic safety, business access, parking, and transit, pedestrian, and bicycle accessibility. This report discusses existing conditions under one-way traffic to aid the City Council in discussing their goals for downtown Casper.

PROJECT HISTORY

Originally, Durbin and Wolcott Streets were configured to provide two-way traffic flow; however, in the 1970's, as part of a broader effort to revitalize downtown Casper, Durbin and Wolcott Streets were transitioned to one-way streets. This was consistent with national trends that recommended the conversion of two-way streets to one-way streets to expedite the movement of more vehicular traffic through the downtown area. The existing roadway configuration consists of northbound traffic along Durbin Street and southbound traffic along Wolcott Street. Previous studies (described later in this report) recommended the conversion back to two-way operations, and this study provides an updated analysis of the feasibility and costs of two-way alternatives for Durbin and Wolcott streets. Public and stakeholder concerns about the impact of two-way operations on overall downtown Casper are addressed in this report as well.

TRANSPORTATION GOALS AND OBJECTIVES

Durbin and Wolcott Streets provide access to shopping and businesses in the downtown area, as well as employment and activity centers. The one-way couplet also serves transit, walking trips, and provides public space and short-term parking. *Connecting Crossroads*, the Casper Area MPO's long-range transportation plan, states that "One-way streets have a history of damaging downtown retail. The higher speeds of one-way streets detract from the experience of walking along them and makes drivers less likely to notice or stop at adjacent retail. While there are exceptions, successful commercial activity is typically located on two-way streets".

Connecting Crossroads identifies that Wolcott and Durbin Streets are ideal candidates for two-way conversion as they go through the heart of downtown Casper and intersect with ongoing or planned improvements to 2nd Street and the Casper Rail Trail. The conversion of Wolcott and Durbin Streets from one-way to two-way streets is marked as a near-term priority project. Transportation goals that appear in the 2020 Long-Range Plan include:

- Increase transportation options for all modes.
- Improve health and safety of all residents.
- Enhance the region's distinct character.
- Support the region's diversifying economy.
- Promote affordable and easy mobility solutions.

EXISTING CONDITIONS

Existing conditions were documented through desktop and field inventories and conversations with City staff. On Durbin and Wolcott Streets in the study area, the speed limit is 20 miles per hour. The study area consists of the following streets and eleven intersections, as shown in **Figure 1**.



FIGURE 1: STUDY AREA

The study intersections include:

- N. Durbin Street and E. C Street
- N. Durbin Street and E. A Street
- N. Durbin Street and E. 1st Street
- S. Durbin Street and E. 2nd Street
- S. Durbin Street and E. Midwest Avenue
- N. Wolcott Street and W. B C Street
- N. Wolcott Street and E. B Street
- N. Wolcott Street and E. A Street
- N. Wolcott Street and E. 1st Street
- S. Wolcott Street and E. 2nd Street
- S. Wolcott Street and E. Midwest Ave

Typical sections of Durbin and Wolcott Streets are shown below in **Figures 2 and 3**. Durbin Street has three northbound travel lanes with parallel parking on each side of the street. Wolcott Street has three southbound travel lanes with parallel parking on the east side of the street and perpendicular parking on the west side of the street.

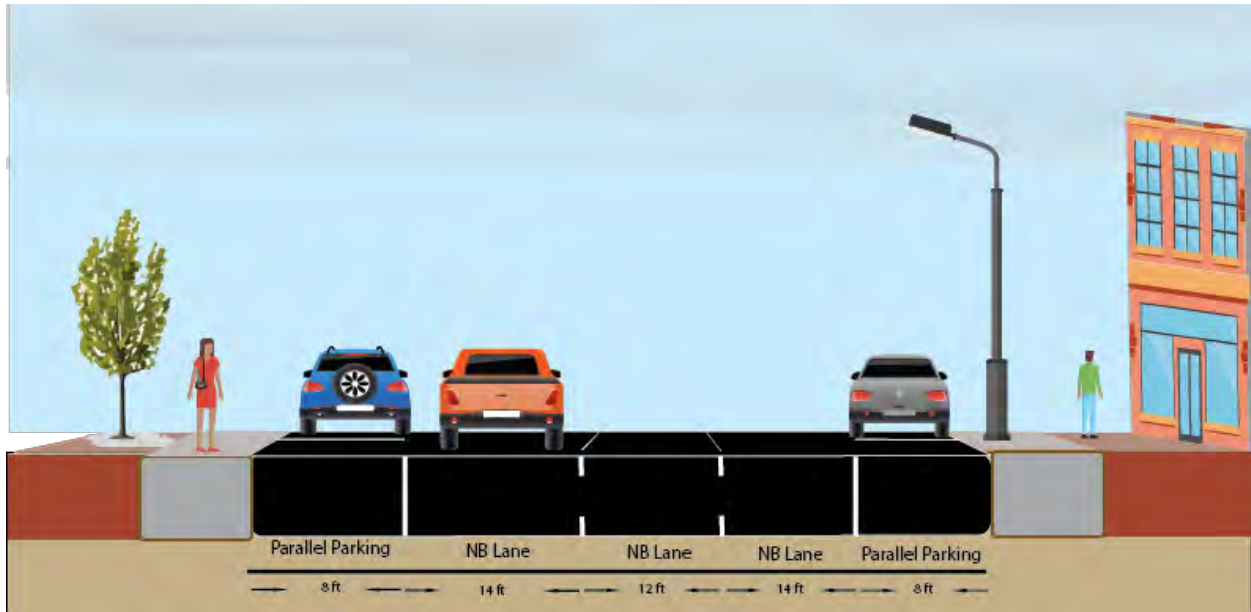


FIGURE 2: DURBIN STREET TYPICAL SECTION

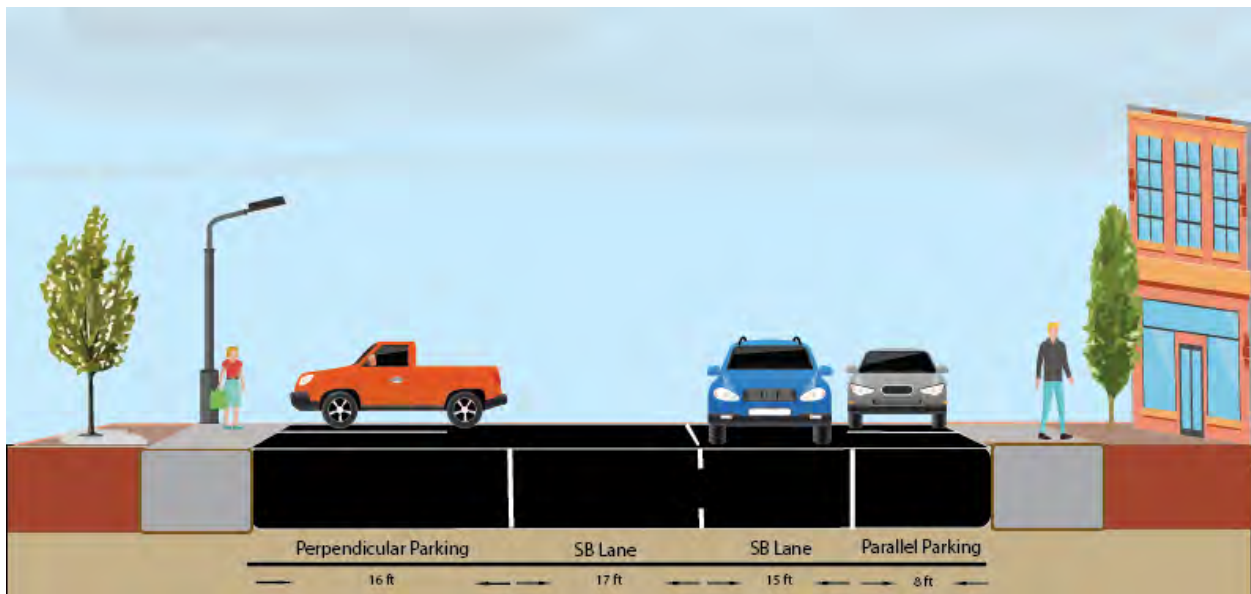


FIGURE 3: WOLCOTT STREET TYPICAL SECTION

LAND USE

Land use in downtown Casper is primarily classified as the Central Business District and is developed with retail and business space. Retail and business space is concentrated around 1st and 2nd Streets and is less dense at the northern end of the study area. There are also Federal buildings located adjacent to the study area, such as the Natrona County Courthouse and the Dick Cheney Federal Building. Different land uses, plus density or mix of uses, can have direct impacts on travel patterns, such as the amount of new vehicle trips or mode of travel. One of the *Connecting Crossroads* goals, “enhance the region’s distinct character”, identifies that adopting a land use pattern that reduces urban sprawl will protect cultural and natural resources. **Figure 4** shows the existing land use in the downtown Casper area.

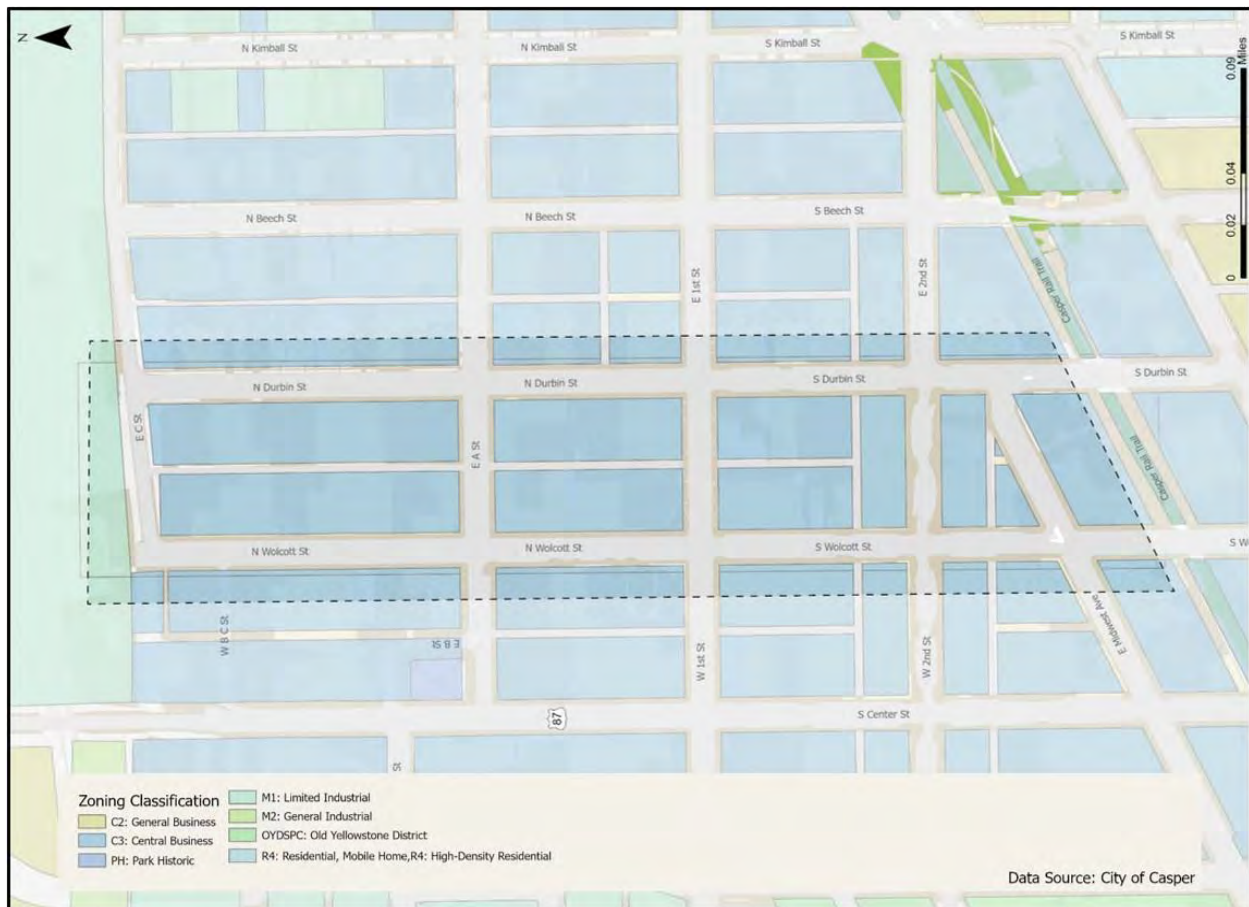


FIGURE 4: EXISTING LAND USE IN DOWNTOWN CASPER

REVIEW OF PREVIOUS STUDIES AND TWO-WAY CONVERSION CASE STUDIES

Numerous prior studies were reviewed that pertain to the study area and project. The studies ranged from comprehensive plans to parking studies and bikeway plans. Many studies reviewed the current one-way traffic pattern on Durbin and Wolcott Streets and recommended the conversion back to two-way traffic operations, including the 1991 *Casper Downtown Traffic Study*, 2001 *Downtown Traffic and Parking Study*, and 2009 *Casper Streets Enhancement Study*.

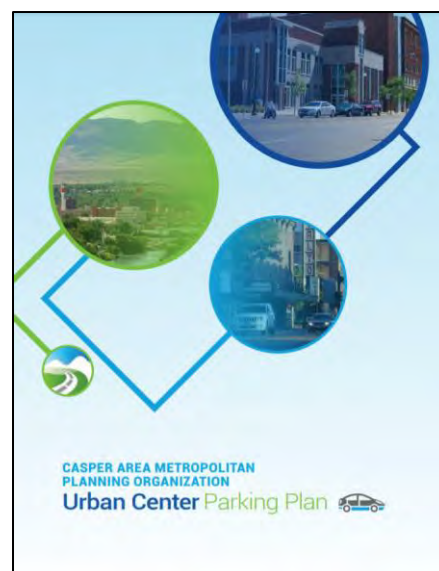
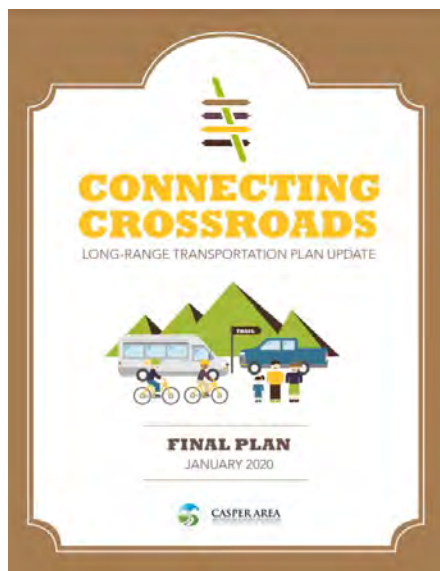
Long range and comprehensive plans for the Casper area highlight two-way street conversions as priority projects. Streets with 70' to 100' feet of roadway widths are identified as barriers to connectivity; one-way street couplets often fall within this range. Reallocating the roadway space to reduce the number of travel lanes (e.g. road diets), extending bike lanes, and improving the streetscape would improve connectivity of the area. Planned improvements to the roadway network in the Casper Area include a traffic calming policy, pedestrian infrastructure, and increasing transit frequency.

The 2018 *Urban Center Parking Plan* showed that even during peak periods, the overall demand never exceeds 50% of the parking supply, which also supports the conclusion that excess roadway space exists and can and should be reduced to create a more connected transportation network for all users.

The 2013 *Casper Area Trails and Bikeway Plan* focused on improvements that will benefit pedestrians and other roadway users. The current one-way couplet in the study area promotes higher vehicle speeds, which disincentivizes walking and biking. Other issues cited by the report that can be fixed with a two-way street conversion include sidewalks directly adjacent to roadways, sidewalk gaps, and inconsistent signage and curb ramp design.

The 2009 *Casper Streets Enhancement Study* addresses the Durbin-Wolcott one-way couplet and identifies that both streets are major connectors from residential to downtown areas. This study also identifies resident concerns that adequate warning and wayfinding signs are not provided for the one-way streets. The removal of the one-way streets is justified by the fact that there is not enough traffic and a lack of logical terminus points to support the current street layout.

In general, these reports favor a two-way network based on its advantages to connectivity and roadway safety. Two-way streets were also more consistent with the City Council goals to provide a more pedestrian-friendly environment, more direct access to businesses, and a more attractive streetscape environment to retailers.



TRAFFIC VOLUMES

Historical and current traffic volumes were collected from the Casper Area MPO and traffic counts performed in June 2021, respectively. These volumes were compared to document any trends in traffic growth. **Figure 5** shows the annual average daily traffic (AADT) volumes for each roadway in 2020.

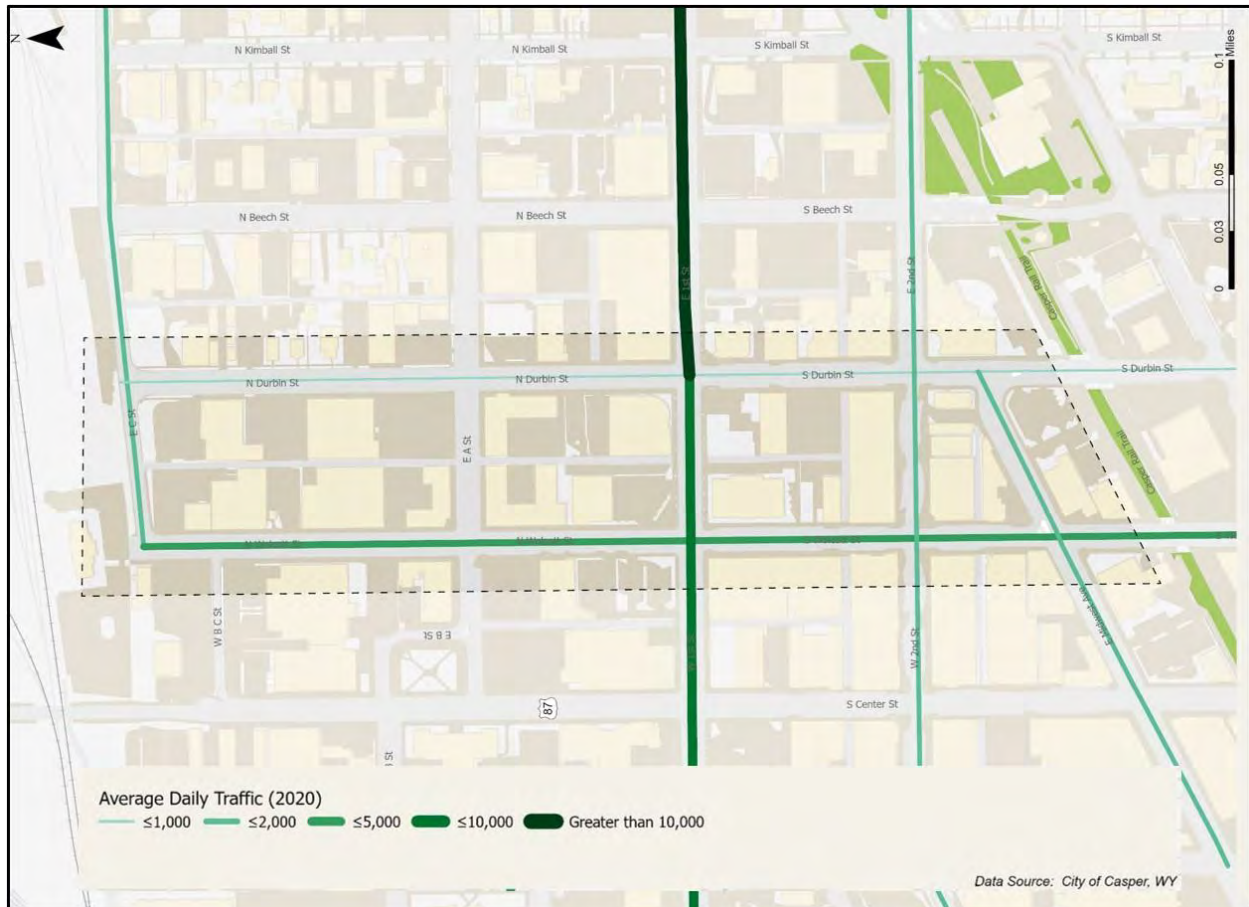


FIGURE 5: AVERAGE DAILY TRAFFIC IN STUDY AREA (2020)

Daily traffic volumes in the study area have decreased over the past 10 years. Any recent drop-off in traffic volumes may be due to the COVID-19 pandemic, during which many people worked from home, reducing the number of vehicles on the roadway; this would especially be true in a central business district. Other regional/national factors may also contribute to the decline in traffic volumes, such as the economy, gas prices, and/or increased density and walking/biking/transit trips. **Figures 6 and 7** display the AADT trends from 2011 – 2021.



FIGURE 6: AADT TRENDS OF E-W STREETS IN STUDY AREA



FIGURE 7: AADT TRENDS OF DURBIN AND WOLCOTT STREETS

Figures 8 and 9 show the June 2021 AM and PM peak hour volumes for the study intersections. Vehicles were counted in the morning from 7:00-9:00 AM and vehicles were counted in the afternoon from 4:00-6:00 PM; individual intersection peaks ranged within the two hours that were counted. The data indicates the PM peak hour is slightly higher than AM peak at the study intersections, which is typical in a business district due to increased traffic related to commercial land uses. Although the counts were taken when schools were not in session, the influence of school-related traffic in the downtown area is minimal as there are no schools located within or near the study area. Full traffic count reports are included in **Appendix A**.

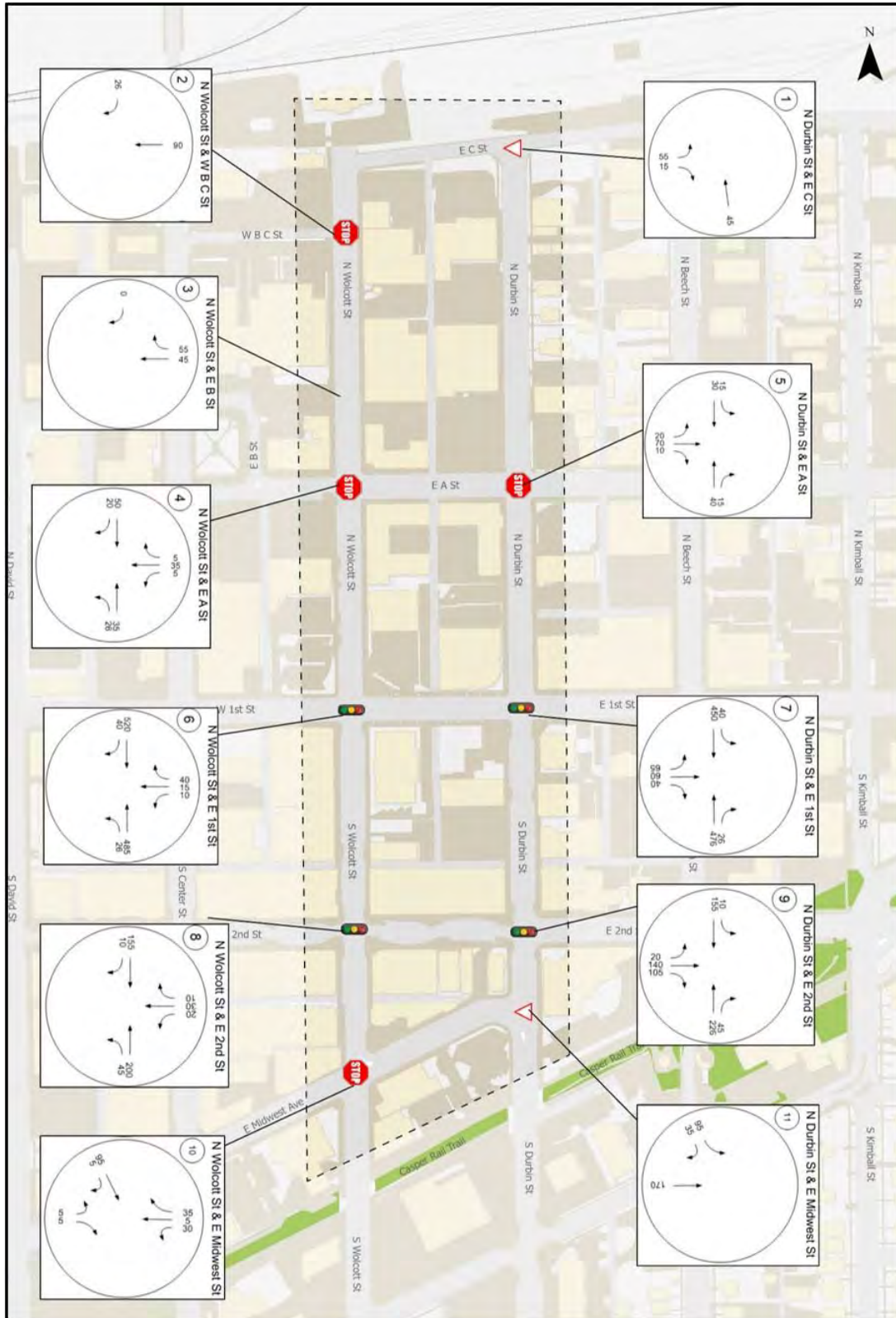


FIGURE 8: AM PEAK HOUR VOLUME

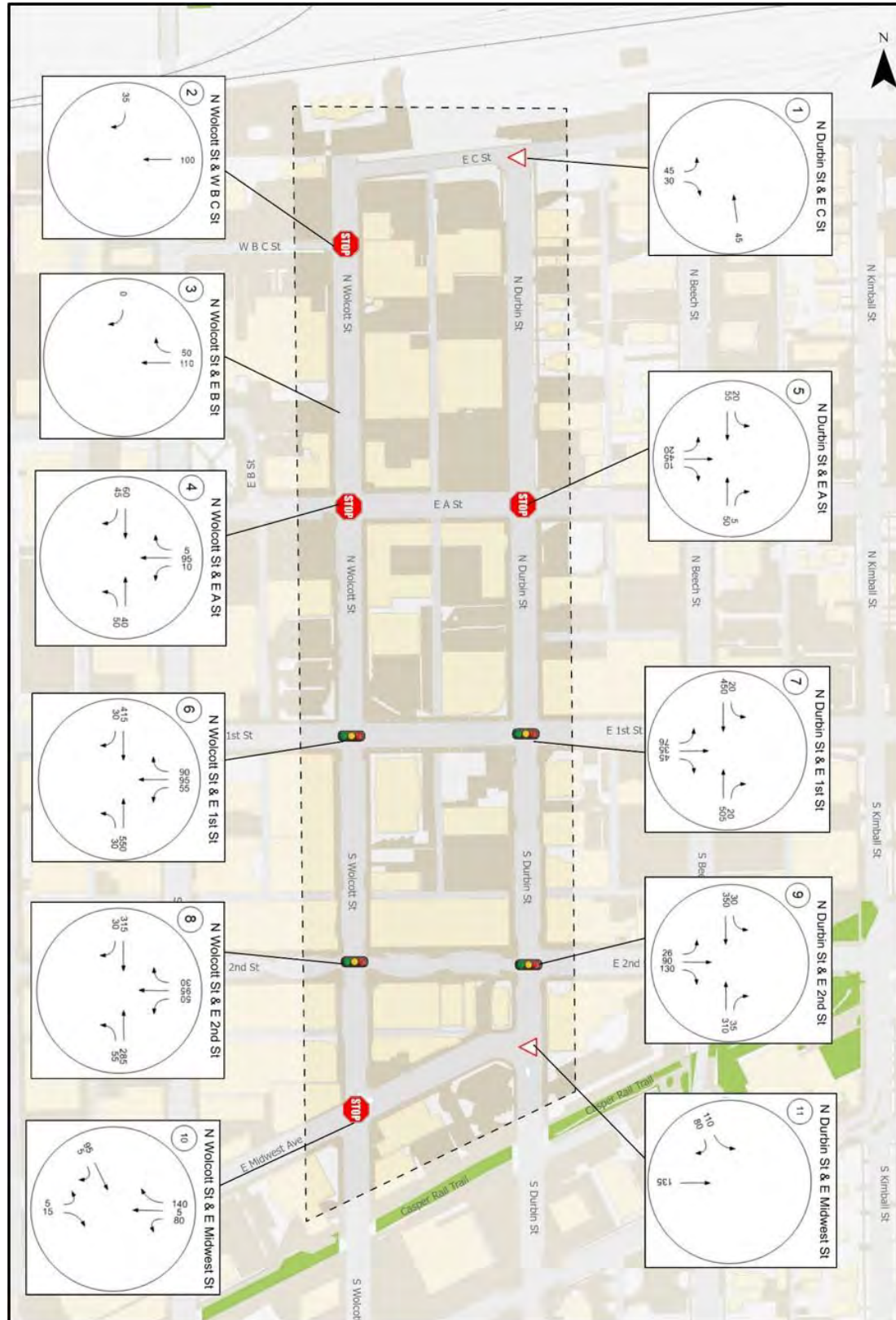


FIGURE 9: PM PEAK HOUR VOLUMES

Figure 10 shows the 2021 total volumes for all pedestrians entering and crossing at least one crosswalk at each of the study intersections. The sum of the AM and PM peak hours are presented to display the increased pedestrian activity near the shops and businesses on 2nd Street. The intersections on 2nd Street are the only ones in the study area with greater than 100 total pedestrians crossing per hour. The increased pedestrian activity on 2nd Street may be correlated to the increased density of shopping and restaurants as well as nearby parking garages and can have a direct impact on traffic operations due to the potential conflicts with vehicles and need for longer walk intervals.

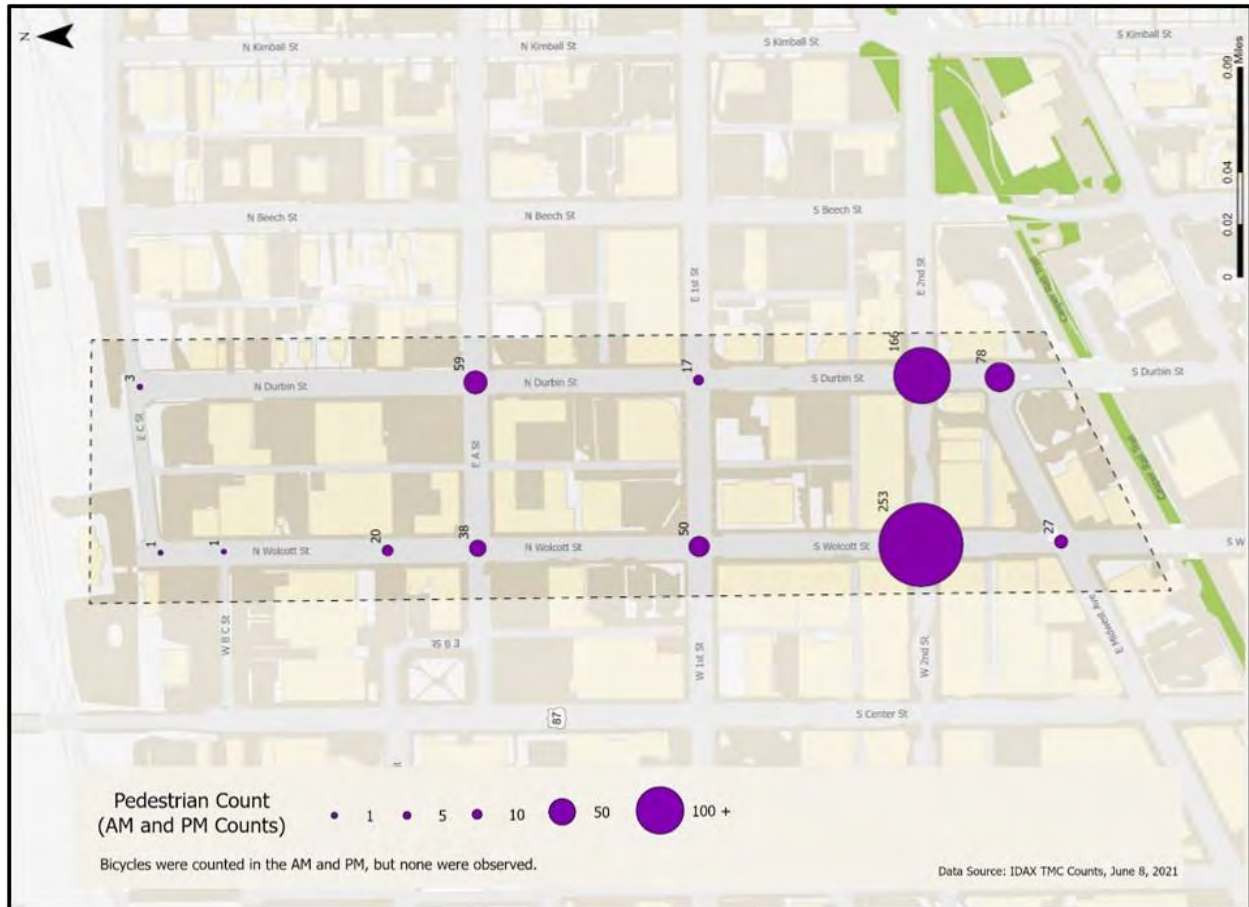


FIGURE 10: TOTAL PEDESTRIAN VOLUMES, AM AND PM PEAK HOURS

VEHICLE SPEEDS AND CLASSIFICATION

Vehicle speeds and classifications were also collected along Durbin and Wolcott Streets during June 2021 for a 24-hour period. Approximately 63% of vehicles on Durbin Street and 75% of vehicles on Wolcott Street are traveling within 5 mph of the posted speed limit (20 MPH). However about 5% of vehicles on Durbin and 2% of vehicles on Wolcott are traveling at more than 10 MPH above the posted speed limit. **Figures 11 and 12** show the distribution of vehicle speeds on Durbin and Wolcott Streets.

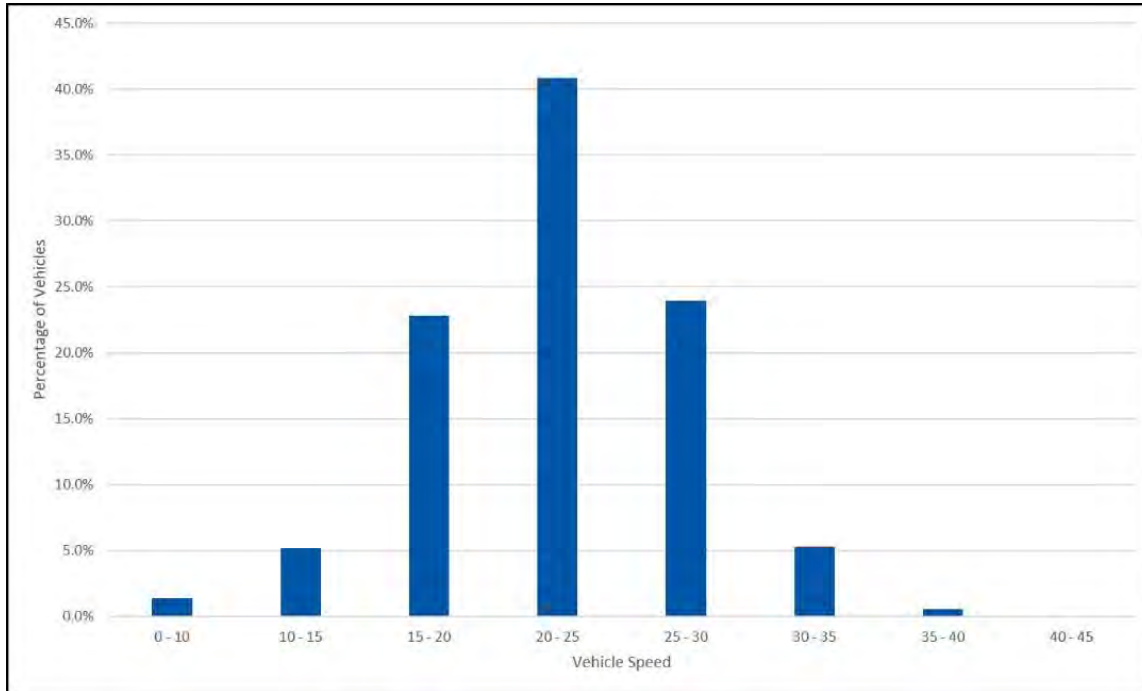


FIGURE 11: VEHICLE SPEED DISTRIBUTION, DURBIN STREET

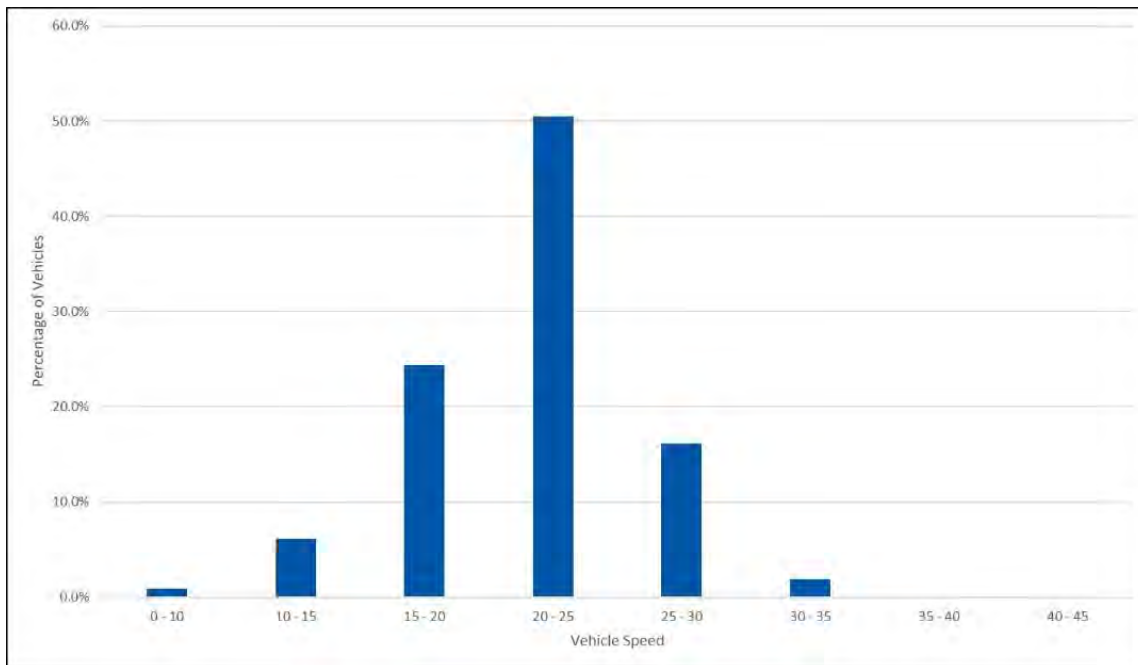


FIGURE 12: VEHICLE SPEED DISTRIBUTION, WOLCOTT STREET

Vehicle classification in the study area was approximately 75% Classes 1-3, which are motorcycles, passenger cars, and single unit trucks (four tires). The remaining 25% was comprised of heavy vehicles (e.g. Single unit and single and double trailer trucks), which are Classes 5-13; most of that 25% was Class 5 trucks, which are two-axle, six tire, single unit trucks. A negligible number of buses were observed in the study area (Class 4). **Figures 13 and 14** show the vehicle classification breakdown in the study area.

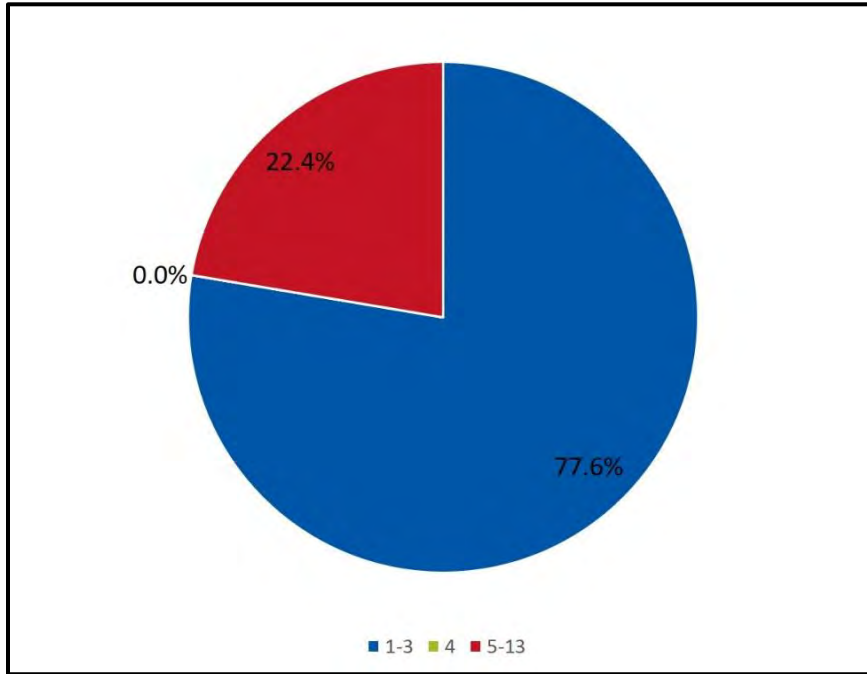


FIGURE 13: VEHICLE CLASSIFICATION - DURBIN STREET

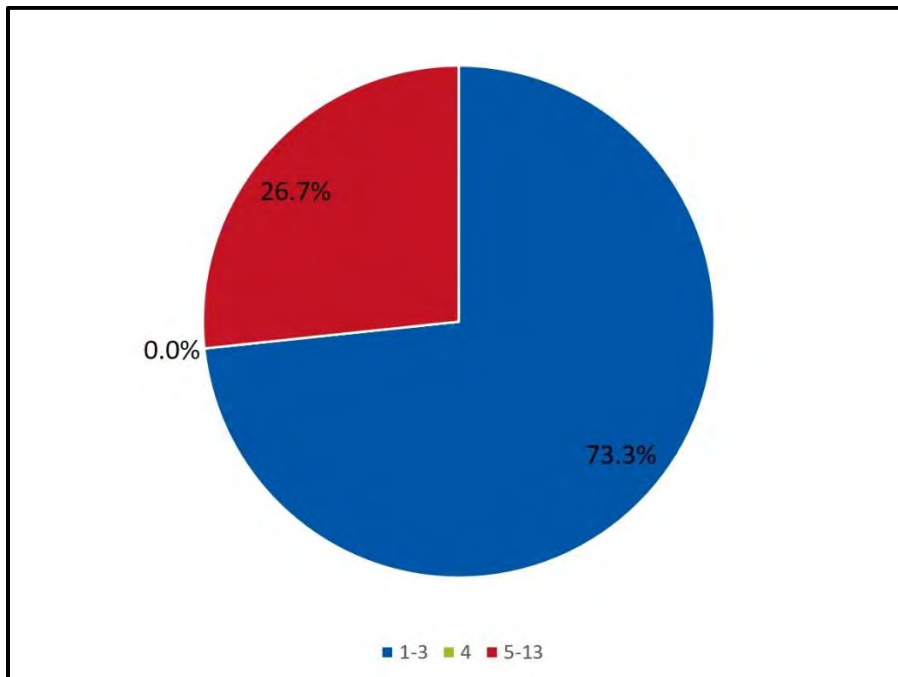


FIGURE 14: VEHICLE CLASSIFICATION - WOLCOTT STREET

EXISTING TRAFFIC OPERATIONS ANALYSIS

A capacity analysis was performed using “Synchro 11” traffic analysis software, which incorporates the methodology of the 6th edition of the *Highway Capacity Manual (HCM2000)* for the existing signalized study intersections. HCM2010 methodology was not used since it does not provide all the desired outputs and cannot model intersections without strict NEMA phasing. New Synchro models with 2021 traffic volumes were developed by Mead & Hunt incorporating new traffic volumes, existing roadway geometry/ lane configurations and signal timing data.

Signal timing for 1st and 2nd Streets was received from the City of Casper and the Wyoming DOT. Cycle lengths, signal phasing, coordination, and pedestrian WALK and DON'T WALK timings were reviewed and input into the Synchro model. The signals operate in a coordinated mode with cycle lengths of 50 seconds in the AM and 100 seconds in the PM on 1st Street and 70 seconds on 2nd Street in the AM and PM rush hours. Signal coordination primarily favors east-west traffic during peak hours. Measures of performance include intersection level of service, average vehicle delay and volume-to-capacity ratios.

Level of Service (LOS) is a qualitative measure describing operational conditions of an intersection or any other transportation facility. LOS measures the quality of traffic service, and may be determined for intersections, roadway segments, or arterial corridors on the basis of delay, congested speed, volume to capacity (v/c) ratio, or vehicle density by functional class. At intersections, LOS is a letter designation that corresponds to a certain range of roadway operating conditions. The levels of service range from ‘A’ to ‘F’, with ‘A’ indicating the best operating conditions and ‘F’ indicating the worst, or a failing, operating condition.

The *volume-to-capacity ratio (v/c ratio)* is the ratio of current flow rate to the capacity of the intersection. This ratio is often used to determine how sufficient capacity is on a given roadway. Generally speaking, a ratio of 1.0 indicates that the roadway is operating at capacity. A ratio of greater than 1.0 indicates that the facility is operating above capacity as the number of vehicles exceeds the roadway capacity.

Delay (Control delay) is the portion of delay attributed to traffic signal operation for signalized intersections. Control delay (overall delay) can be categorized into deceleration delay, stopped delay, and acceleration delay.

Both a typical AM and PM peak hour were analyzed in Synchro. The results of the analysis for the existing one-way traffic operations are summarized in **Figure 15** and **Table 1**, full Synchro reports are included in **Appendix C**. As shown in the table and figure, each intersection performs at an overall acceptable level of service during the AM and PM peak hours; no intersection had an overall level of service that was below a LOS B. Some individual approach movements are LOS C or D, which are attributed to signal timing patterns. The existing 2021 one-way analysis does not show any failing intersections or intersection movements.

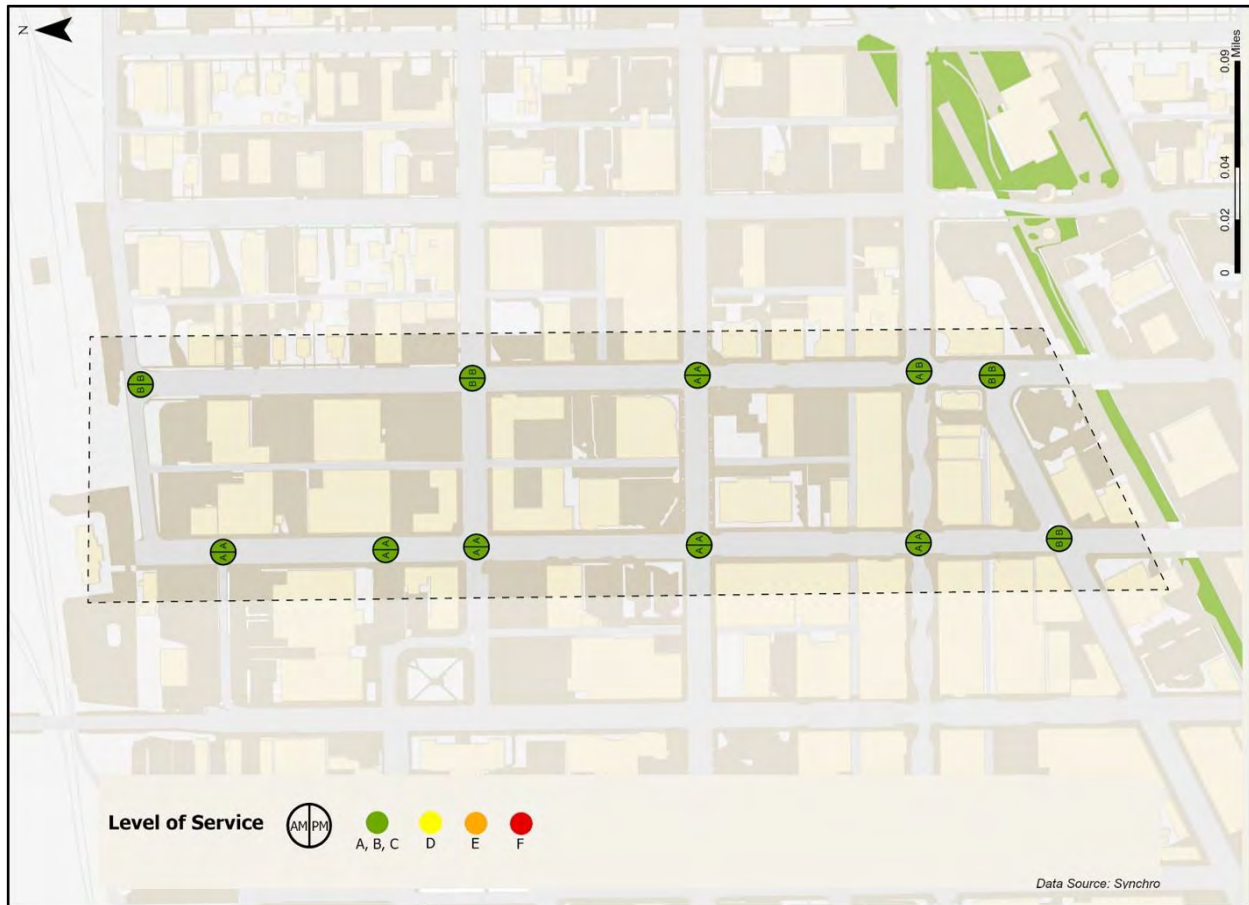


FIGURE 15: INTERSECTION LEVEL OF SERVICE (LOS) FOR EXISTING 2021 ONE-WAY TRAFFIC

TABLE 1: SUMMARY OF CAPACITY ANALYSIS (2021 EXISTING ONE-WAY TRAFFIC)

#	Intersection	Control	Approach	Existing – AM(PM)		
				Capacity	Volume	LOS
1	N Durbin St @ E C St	Yield	WB	B (B)	10.5 (10.1)	0.08 (0.07)
			NB	A (A)	5.8 (4.4)	0.04 (0.03)
2	N Wolcott St @ W B C St	Stop	EB	A (A)	8.7 (8.8)	0.03 (0.04)
			SB	A (A)	0 (0)	- (-)
3	N Wolcott St @ E B St	None	SB	A (A)	0 (0)	- (-)
4	N Wolcott St @ E A St	AWSC	Overall	A (A)	7.5 (8)	- (-)
			EB	A (A)	8.2 (8.8)	0.12 (0.18)
			WB	A (A)	7.1 (7.6)	0.05 (0.1)
			SB	A (A)	6.9 (7.5)	0.04 (0.11)
5	N Durbin St @ E A St	TWSC	EB	B (B)	10.3 (10)	0.05 (0.06)

			WB	B (A)	10.1 (9.8)	0.06 (0.04)
			NB	A (A)	1.6 (2.2)	0.02 (0.02)
6	N Wolcott St @ E 1 st St	Signal	Overall	A (A)	3.6 (7.3)	0.24 (0.26)
			EB	A (A)	2.2 (3.4)	0.25 (0.20)
			WB	A (A)	1.7 (2.3)	0.22 (0.25)
			SB	C (C)	29.9 (26.6)	0.10 (0.31)
7	N Durbin St @ E 1 st St	Signal	Overall	A (A)	5.8 (6.1)	0.22 (0.23)
			EB	A (A)	1.1 (2.3)	0.20 (0.20)
			WB	A (A)	3.2 (3.2)	0.22 (0.24)
			NB	C (C)	27.3 (27.3)	0.22 (0.20)
8	N Wolcott St @ E 2 nd St	Signal	Overall	A (A)	4.7 (9.2)	0.25 (0.33)
			EB	A (A)	3.9 (4.6)	0.17 (0.28)
			WB	A (A)	2.2 (3.1)	0.27 (0.32)
			SB	B (C)	17.3 (30.3)	0.14 (0.38)
9	N Durbin St @ E 2 nd St	Signal	Overall	A (B)	9.7 (14.2)	0.24 (0.34)
			EB	A (A)	4.4 (3.3)	0.19 (0.35)
			WB	A (A)	6.3 (4.1)	0.25 (0.27)
			NB	B (D)	16.4 (45.5)	0.21 (0.29)
10	N Wolcott St @ E Midwest Ave	TWSC	EB	B (B)	10.6 (13.8)	0.15 (0.24)
			NB	A (A)	3.7 (2)	0 (0.01)
			SB	A (A)	3.1 (2.6)	0.03 (0.11)
11	N Durbin St @ E Midwest Ave	Yield	EB	A (A)	5.4 (4.3)	0.07 (0.09)
			NB	B (B)	13.3 (13.9)	0.32 (0.3)
TWSC= two way stop control, AWSC = All Way Stop Control						

CRASH HISTORY

The crash analysis is based on data provided by the City of Casper for the period from 2016 to 2020. There was a total of 114 police-reported collisions within the study area. **Table 2** summarizes the crash data, detailed crash reports are included in **Appendix C**.

TABLE 2: SUMMARY OF CRASH DATA (2016-2020)

Crash Type	# Crashes	Year	# Crashes	Illumination	# Crashes
Angle	48	2016	22	Darkness Lighted	12
Rear End	22	2017	30	Darkness Unlighted	1
Rear to Front/Side	25	2018	18	Daylight	94
Sideswipe	9	2019	17	Dusk	6
Other	10	2020	27	Unknown	1
Severity	# Crashes	Roadway Conditions		# Crashes	
Property Damage	97	Dry		73	
Injury	13	Ice/Frost		16	
Fatality	0	Slush/Snow		16	
Pedestrian	4	Wet		9	

- 22 crashes occurred in 2016, 20 occurred in 2017, 18 occurred in 2018, 17 occurred in 2019, and 27 occurred in 2020.
- 85% of the crashes resulted in property damage only. Thirteen crashes (11%) resulted in an injury. **There were no fatalities.**
- The most frequent collision types were angled collisions and rear to front/side, with 48 and 25 crashes, respectively.
- Four crashes involving a pedestrian occurred during this period.
- 32 crashes occurred in icy/snowy conditions, and 73 crashes occurred in dry conditions.
- 19 (17%) of crashes occurred at during dusk/dark conditions.
- There were 5 crashes where alcohol was involved and 2 crashes where drugs were involved

Figure 16 shows the collisions that occurred within the study area along with the most frequent collision type. Crashes in the study area are concentrated around 1st and 2nd streets; there are higher ADTs on these streets, as well as more concentrated retail/ business space. While no specific crash pattern is directly attributed to the one-way street pattern, notable trends include a predominant angle crash types at 1st Street and Wolcott and Durbin along with 3 pedestrian crashes at Durbin and 1st.



FIGURE 16: MAP OF CRASH LOCATIONS IN STUDY AREA (2016-2020)

PEDESTRIAN AND BICYCLE INFRASTRUCTURE

Pedestrian infrastructure on Durbin and Wolcott Streets is shown in **Figure 17**. Sidewalks are located throughout the study area, with C Street being the exception. Most intersections also have marked crosswalks. There are no crosswalks on the C Street intersections, and no crosswalks at Wolcott Street and B or C Street or Durbin Street and Midwest Avenue. The signalized intersections (Durbin/Wolcott Streets at 1st Street and 2nd Street) have pedestrian signal indications and the signals on 2nd Street have audible signals and push buttons. All study intersections have ADA ramps, with the exceptions being the intersections on C Street and Wolcott Street and B and C Streets. There is one bike path south of the study area (Casper Area Rail Trail), but there are no designated bike lanes or signs are provided within the study area.

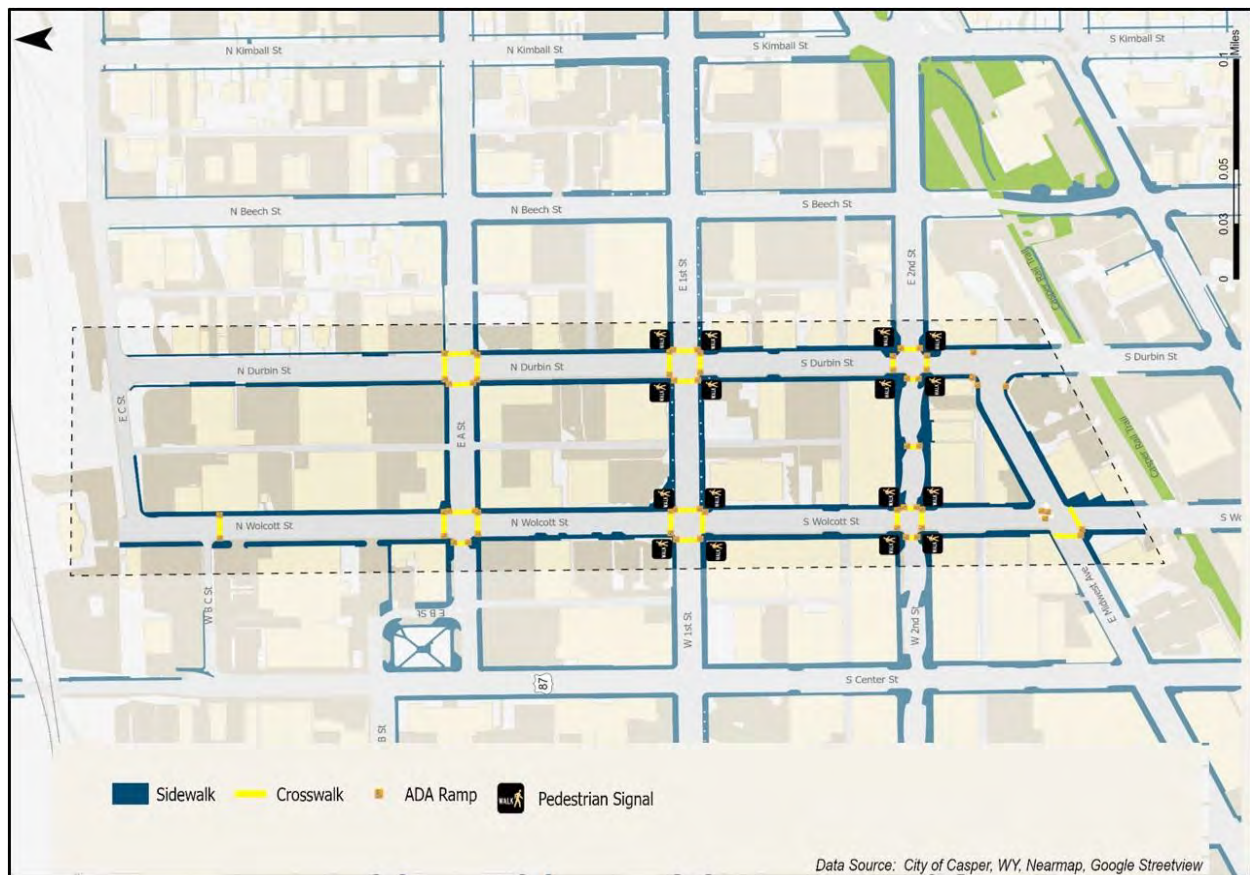


FIGURE 17: MAP OF PEDESTRIAN INFRASTRUCTURE

It is important to note that pedestrians experience one-way streets and two-way streets differently. When crossing a two-way street, pedestrians must be aware of traffic flowing in two different directions and watch for right- and left-turning vehicles. On a one-way street, pedestrians can focus on traffic approaching from only one direction. Conflicts with turning vehicles may also be eliminated for pedestrians crossing the near approach of a one-way street (i.e. pedestrians crossing the west leg of an eastbound one-way street are only in conflict with eastbound traffic.)

TRANSIT

The Casper area is served by the Casper Area Link, which are fixed-route bus routes operated by the City of Casper. The Green line runs through the study area, with one stop at Wolcott and A Street. There is a transit center just outside of the study area at Beech Street and 2nd Street that serves the Green, Yellow, Red, and Blue lines. **Figure 18** shows a map of the existing transit in the study area. The city of Casper also operates a door-to-door service called “Assist - Casper Area Transit Assist Dial-A-Ride”.

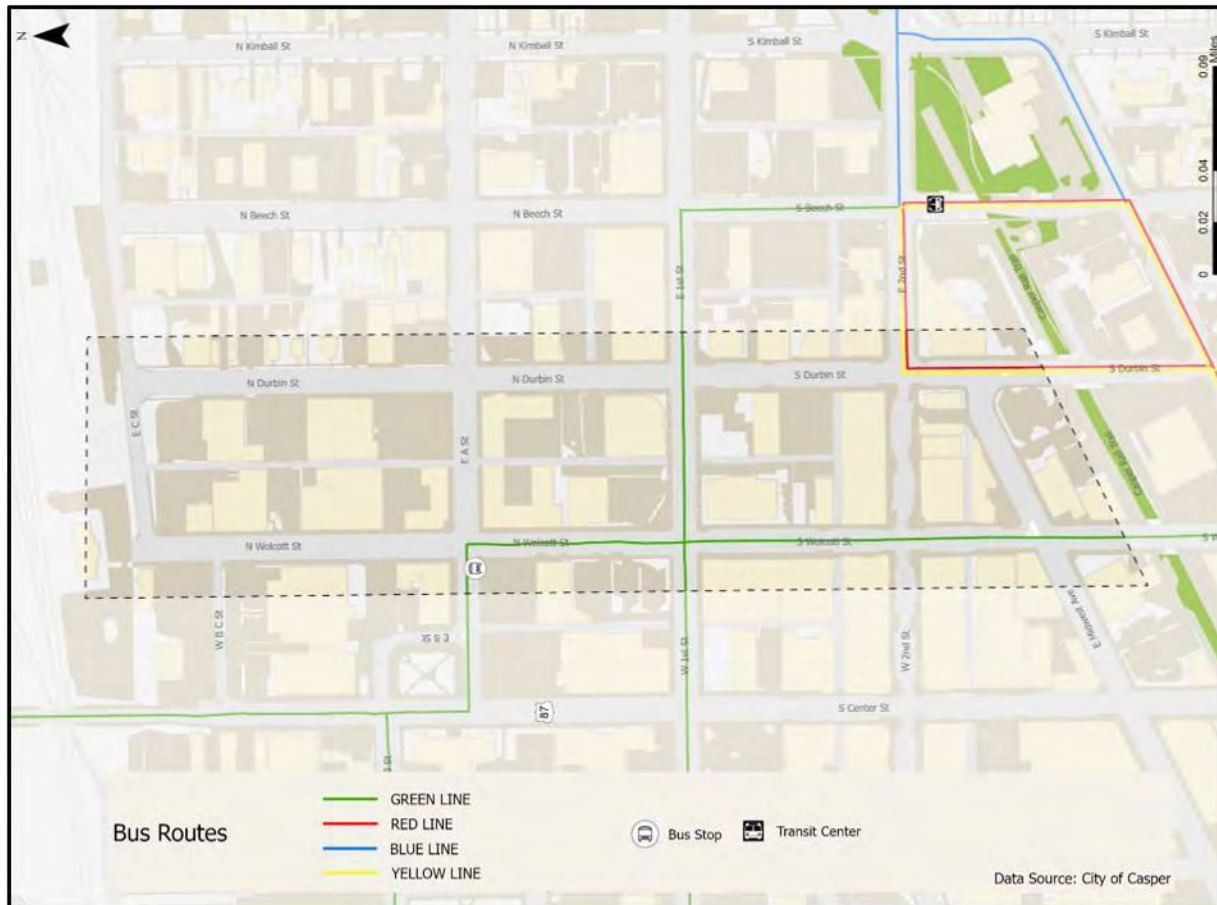


FIGURE 18: TRANSIT ROUTES IN STUDY AREA

PARKING

On-street parking in the study area consists of both parallel and angled parking spots and is time restricted; parking is limited to once-daily, 2-hour parking. On-street parking is also prohibited from 3-6 AM, seven days a week. Off-street parking is available in various surface lots and garages, and parking rates vary by lot/garage. **Figure 19** shows the parking regulations and **Figure 20** shows the on-street parking utilization and the number of on-street parking spots. As shown in these figures, public parking is available along both blocks. The parking around retail and business space on 1st and 2nd Streets is the highest-utilized parking in the study area. Parking utilization has declined in the past year, which may be attributed to the COVID-19 pandemic and more people choosing to shop online and work from home.



FIGURE 19: ON-STREET PARKING REGULATIONS

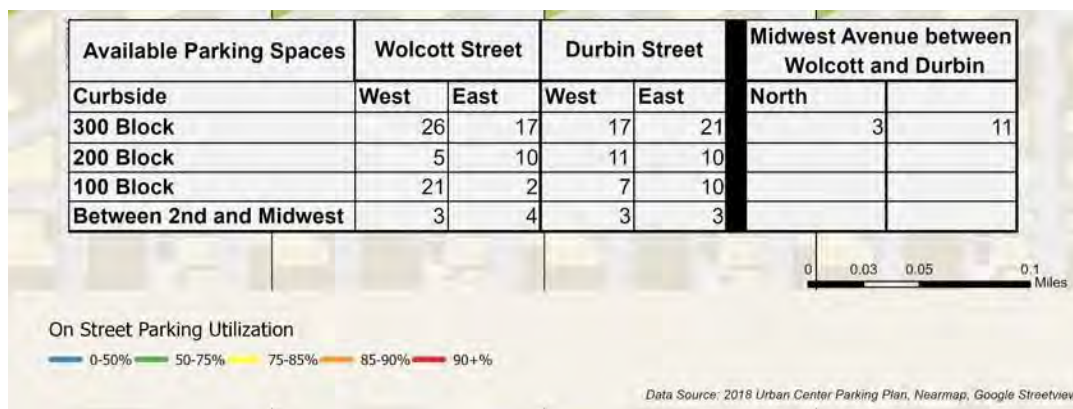


FIGURE 20: ON-STREET PARKING UTILIZATION AND SPOTS (2017-2021)

FIELD OBSERVATIONS

A Professional Traffic Engineer observed the study area on June 30th (typical weekday) - specifically focusing on driver behavior, traffic patterns, geometry, risky behaviors, vehicle queues, signage, and overall traffic operations. The following summarizes the observations that may be important to the study.



Open On-Street Parking Spaces - Wolcott St

Durbin St and Wolcott St have free on-street parking on both sides of the street, allowing drivers to park in front of or very close to their destination. On-street parking regulation signs are located on every block, notifying visitors that there is a two-hour parking limit from 8 AM-5 PM Monday through Friday. There are no limits to on-street parking on holidays and weekends. The parking supply exceeds the demand for parking in the study area; on-street parking was not at full capacity at the time of the field visit.

Limited wayfinding signs in the study area are present. Green and white parking signs direct drivers to off-street parking. A wayfinding sign on the corner of Wolcott St and E. 2nd St points drivers in the direction of popular tourist attractions. Additional signs are located throughout the study area denoting other community destinations such as the Natrona County library, and federal buildings. Each intersection with an east-west street in the study area has multiple signs to warn drivers of the one-way north-south streets. Despite the signs, it is not uncommon for drivers to turn the wrong way down the one-way streets. At the public meeting it was brought up that some locals go the wrong way on Durbin and Wolcott Streets, not just out-of-town visitors.

Pedestrian signal indications are present at every intersection controlled by a traffic signal within the study area. The traffic signals along E. 2nd Street provide accessible and audible pedestrian signals. E. 2nd Street is populated by shops and restaurants making it a popular destination for tourists and locals.



Wayfinding and One-Way Sign - Intersection of Wolcott and E 2nd St

EXISTING CONDITIONS SUMMARY

Durbin and Wolcott Streets are a one-way couplet located in Downtown Casper, WY. Prior studies have recommended the conversion back to two-way traffic operations to align with goals set by the Casper Area MPO. Key findings include

- The study area is classified as a central business district; however, the overall daily traffic in the study area has declined over the past 10 years, as has the parking utilization. PM peak hour volumes are higher than the AM peak, and pedestrian volumes are concentrated around 1st and 2nd Streets, where more shops and businesses are concentrated.
- Between 60-75% of vehicle speeds were within 5 mph of the posted speed limit, and approximately 75% of the vehicles in the study area were passenger cars, motorcycles, or small trucks.
- The existing level of service is acceptable at all intersections in the study area, performing at an LOS C or higher.
- Crashes in the study area are primarily angle crashes, with most crashes resulting in only property damage.
- Overall, the pedestrian infrastructure is mostly complete, while the bicycle infrastructure is incomplete.

This information presents a technical foundation for discussing the City’s goals for Durbin and Wolcott Streets and Downtown Casper (increase transportation options for all modes, improve health and safety of all residents, enhance the region’s distinct character, support the region’s diversifying economy, promote affordable and easy mobility solutions). The next phase of this study is to develop alternatives for two-way street cross sections based on the goals outlined by the Casper Area MPO and *Connecting Crossroads* Transportation Plan, and to determine approximate costs associated with recommended improvements.

LITERATURE REVIEW OF TWO-WAY CONVERSIONS

CASE STUDIES

Many cities have recently contemplated and implemented street conversions from one-way to two-way traffic patterns for varying reasons. In many of these communities, after conversion traffic speeds decreased, traffic crashes dropped, crime decreased, and property values rose. A few notable case studies are presented below. A full literature review is included in Appendix D.

STREET	ADT	YEAR CONVERTED TO TWO-WAY	PRIMARY REASON FOR CONVERSION	RESULTS
Kings Street – Charleston, SC	11,500 (1994)	1994	Commercial and economic benefit of downtown Charleston	<ul style="list-style-type: none"> • Frequency and quality of business increased post conversion • Conversion induced a positive change in commercial property values

STREET	ADT	YEAR CONVERTED TO TWO-WAY	PRIMARY REASON FOR CONVERSION	RESULTS
Brook & First Street - Louisville, KY	8,900 (Brook 2009); 7,700 (Brook 2013); 3,650 (First 2009); 5,700 (First 2013)	2011 <i>Converted to a single lane in each direction with bike lane</i>	Downtown Revitalization with a focus to establish more desirable residential neighborhoods	Pre- vs. post- conversion analysis revealed: <ul style="list-style-type: none"> • 23% drop in crime • Brook St: 36% reduction in collisions • First St: 60% reduction in collisions • Brook St: 39% increase in property values
North & Main Street – Old Town Fairfax, VA	17,000 (2005); 12,000 (Main 2013); 22,000 (North 2013)	2006	Downtown Revitalization including a pedestrian-friendly downtown	<ul style="list-style-type: none"> • Speeds increased post conversion by 2-4 MPH • Daily traffic volumes decreased • Conversion spurred redevelopment that also increased parking four-fold
Second Avenue – Midtown of Detroit, MI	No data available	2014 <i>Four lanes to one in each direction, a center turn lanes, and buffed bicycle lane in each direction</i>	Traffic calming to create a broader walkable urban district and revitalized a deteriorated corridor	Anecdotal: <ul style="list-style-type: none"> • Reduce confusion to visitors • Feels more like a slower paced residential street • Encourages more bike riding • Negatively impacted parking and access to a restaurant

STREET	ADT	YEAR CONVERTED TO TWO-WAY	PRIMARY REASON FOR CONVERSION	RESULTS
Vine Street – Cincinnati, OH Central Parkway to McMiken Avenue, 0.7 miles	No data available	1975 <i>Converted to one-way;</i> 1999 <i>Converted to two-way</i>	To stimulate and support increased business activity; <i>40% of the businesses on Vine St closed after the 1975 conversion to one-way</i>	<ul style="list-style-type: none"> • Post two-way conversion, traffic volumes decreased by 28% • Average crashes per year were <ul style="list-style-type: none"> • 212 prior to 1975, • 102 from 1975-1999 • 164 post 1999 • Post two-way conversion, travel time as doubled from 2 minutes to 4.5 minutes • Post two-way conversion, average speed decreased from 18 to 12 mph

ECONOMIC IMPACT

Most of the communities surveyed have benefited economically from converting downtown business districts from one-way traffic patterns to two-way traffic patterns. Notably, King Street in Charleston, SC and Main Street in Fairfax, VA saw the frequency and number of new business/developments increase. Other research and publications^{1,2} have provided more quantifiable statistics for two-way conversions such as:

- A 20% increase in jobs along Hennepin Avenue and 1st Street in Minneapolis, MN post-conversion¹
- An 18% increase in household income in the conversion areas in Vancouver Washington, 14% increase in household income in Louisville, KY, an 18% increase in household income in Des Moines, IA and a 21% increase in household income in Austin, TX
- A 15% increase in housing units in the conversion area in Des Moines and 36% in Austin
- Along Vanderbilt Avenue in Brooklyn, retail sales increased by 102 percent over three years post-improvement, the study found, compared with 64 percent for the neighborhood and 18 percent for the borough as a whole.

1 - [Two-Way Street Conversions Are a Mixed Economic Blessing - Bloomberg](#)

2 - [Will two-way streets bring success to South Bend? \(southbendtribune.com\)](#)

PUBLIC INVOLVEMENT

To solicit community and stakeholder input, a public open house was held on June 30, 2021, at the Atrium in downtown Casper. Meeting announcements were posted on the MPO and City website and on social media channels. The meeting included a short presentation on the study purpose and goals and objectives, plus existing data and conditions, followed by an open house with roll plans and posters of the study area and transportation data. Five people attended. The attendees were asked to provide feedback on the existing conditions findings and offer ideas on improving Downtown Casper streets.

Comments included:

- One-way traffic pattern is not popular with tourists
- One-way traffic pattern pushes people away from downtown
- Consider left-turn arrows at signals under two-way traffic conditions
- Ensure any proposed bike lanes connect to other existing bike lanes
- Ensure two-way traffic patterns do not exacerbate congestion and queueing on east-west streets (e.g. 1st and 2nd Streets) between Kimble Street to Park Street where rush hour queueing sometimes occurs
- Ensure two-way traffic patterns do not impact storefront loading and unloading, specifically at the self-storage facility

STAKEHOLDER SURVEY RESULTS

Property owners, business owners, property managers and other stakeholders were invited to a meeting on July 28th, 2021, to discuss a range of alternative street designs for two-way traffic flows. At the beginning of the discussion, attendees were asked to write down any word that came to mind when they thought about downtown Casper streets. A word cloud was generated from the stakeholder input. As seen in **Figure 21**, the most common words are parking, capacity, restaurants and inconvenient. These most commonly used words reflect the perception of high street capacity for moving cars, desire for plentiful on-street parking, strong presence of retail land uses, and the additional turns required in a one-way street pattern to reach each destination being viewed as inconvenient.

Figure 22: Parking Perception



FIGURE 23: LOADING PERCEPTION



FIGURE 24: TRAFFIC SAFETY PERCEPTION



FIGURE 25: TRAFFIC CONGESTION PERCEPTION



FIGURE 26: STREETScape PERCEPTION



FIGURE 27: WALKABILITY PERCEPTION

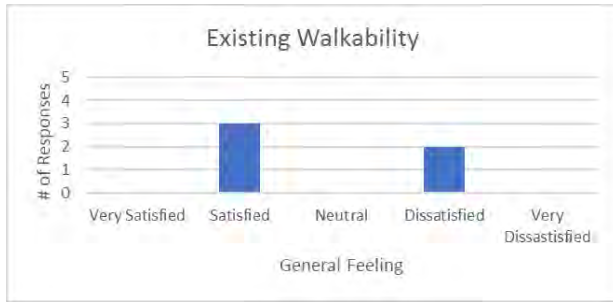


FIGURE 28: BIKEABILITY PERCEPTION

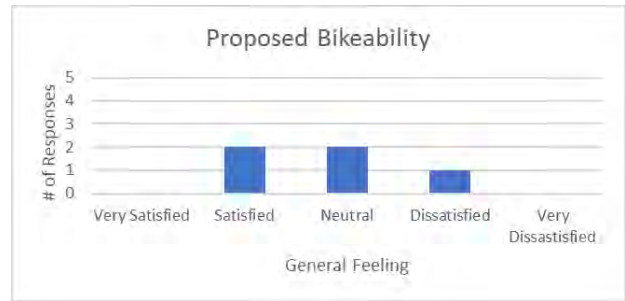
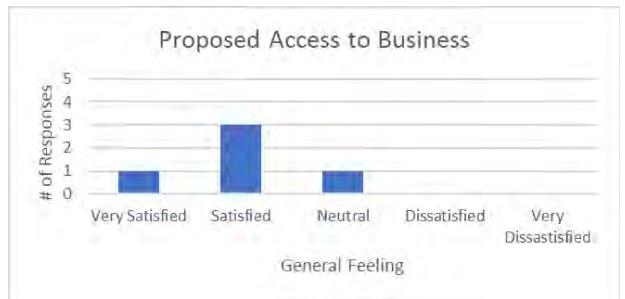
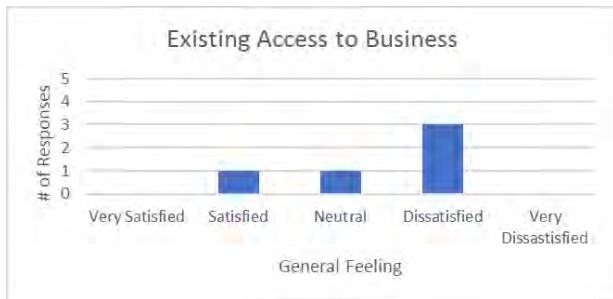


FIGURE 29: ACCESS TO BUSINESS PERCEPTION



ALTERNATIVES DEVELOPMENT

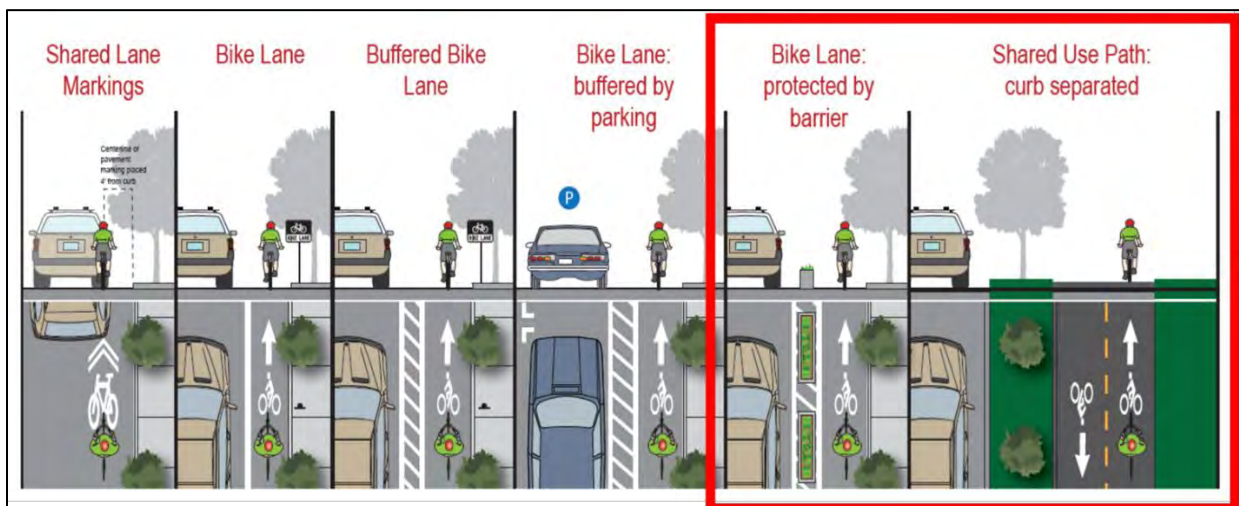
In order to identify the best alternatives for converting Durbin St and Wolcott St to two-way streets, multiple options were developed and screened. The goals of the alternatives are to 1) create a more balanced transportation network in the central business district in downtown Casper, 2) be cost-effective, 3) be feasible and implementable, and 4) respond to community needs. Alternative development was based on input from the MPO, City staff and the public. The alternatives developed and evaluated for this report were based on complete streets principles and include:

- Medians – the provision of medians could serve to provide delineation between directions of travel, access management, refuge for pedestrian crossings, as well as streetscaping
- Center and Left-Turn Lanes – the provision of two-way center turn and left-turn lanes could enhance safety
- Parking Configuration – alternative parking configurations (parallel vs. angled) were considered to repurpose street space
- Bicycle Lanes – various configurations of bicycle lanes were considered, including shared bike lanes, marked/ buffered bike lanes, protected bike lanes, and two-way cycle tracks. Where bicycle facilities are considered, separated bike lanes or shared-use paths as preferred (as shown in **Figure 30** below). Bike lanes should be separated by vertical barriers wherever possible.



Complete Street example with median, bike lane and left-turn lanes

FIGURE 30: BICYCLE FACILITY TYPES



- Traffic Control – evaluation of traffic control changes (multiway stop, flashing beacon, and traffic signals) were also considered to ensure safe and efficient intersection operations.

Two-way alternatives were developed for each of the study streets including Durbin St, Wolcott St, Midwest Ave, and E. C St.

Durbin St Alternative 1 – Two-Way with Large Median

This alternative would provide one northbound travel lane, one southbound travel lane, and a median up to 16 feet wide. At each intersection, the median would narrow to provide left turn lanes. This alternative retains all existing parallel parking; however, it does not provide dedicated bike lanes, or a center turn lane for mid-block access points.



FIGURE 31: DURBIN ST ALTERNATIVE 1 PROPOSED CROSS SECTION

Durbin St Alternative 2 – Two-Way with Bike Lanes

This alternative would provide one northbound travel lane, one southbound travel lane, and a bike lane on each side of the street. There would be a horizontal buffer between the travel lanes and the bike lanes. This alternative retains all existing parallel parking. There are no center turn lane or left turn lanes at the intersections.

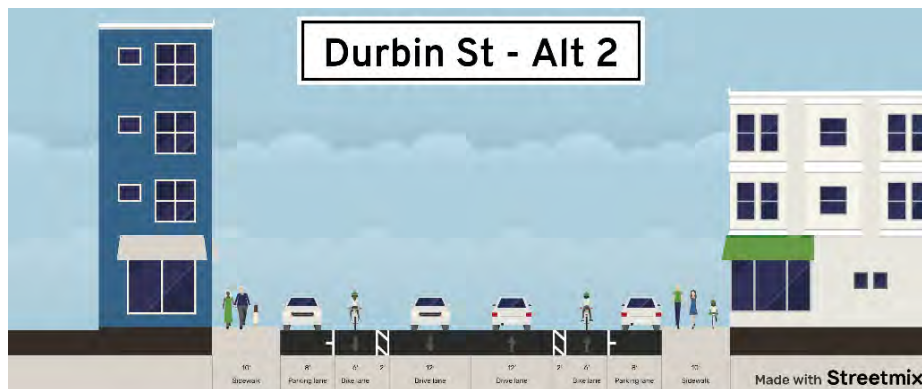


FIGURE 32: DURBIN ST ALTERNATIVE 2 PROPOSED CROSS SECTION

Durbin St Alternative 3 – Two-Way with Center Turn Lane

This alternative would provide one northbound travel lane, one southbound travel lane, and one center turn lane. The center turn lane allows for cars to turn into mid-block access points more safely. All existing parallel parking will remain, however, there are no bike lanes in this alternative. The travel lanes in each direction are approximately 16' which may precipitate faster vehicle speeds.



FIGURE 33: DURBIN ST ALTERNATIVE 3 PROPOSED CROSS SECTION

Durbin St Alternative 4 – Two-Way with Protected Bike Lanes

This alternative would provide one northbound travel lane, one southbound travel lane, and a small 2-foot median in between. All existing parallel parking will remain; however, it will be shifted from along the curb to allow for bike lanes and a horizontal buffer in each direction. This creates a safer experience for the bicyclists as they do not have ride alongside the driver’s side doors. The small median in between the travel lanes does not allow for cars to turn into mid-block access points, and no left turn lanes are provided at the intersections.



FIGURE 34: DURBIN ST ALTERNATIVE 4 PROPOSED CROSS SECTION

Durbin St Alternative 5 – Two-Way with Cycle Track

This alternative would provide one northbound travel lane, one southbound travel lane, and a 4-foot horizontal buffer between the two lanes. A two-way, vertically protected cycle track is provided between the curb and the northbound parallel parking lane, allowing maximum safety for bikers. This alternative retains all existing parallel parking and allows for turns into mid-block access points but does not provide a left turn lane at the intersections.



FIGURE 35: DURBIN ST ALTERNATIVE 5 PROPOSED CROSS SECTION

Durbin St Alternative 6 – Two-Way with One-Way Bike Lane

This alternative would provide one northbound travel lane, one southbound travel lane, and one center turn lane. The center turn lane allows for cars to turn into mid-block access points more safely. All existing parallel parking will remain and a one-way (northbound) bike lane with a horizontal buffer will be provided between the parking lane and the travel lane.



FIGURE 36: DURBIN ST ALTERNATIVE 6 PROPOSED CROSS SECTION

Wolcott St Alternative 1 – Two-Way with Large Median

This alternative would provide one northbound travel lane, one southbound travel lane, and a median up to 16 feet wide. At each intersection, the median would narrow to provide left turn lanes. This alternative converts angled parking to parallel parking. It does not provide dedicated bike lanes, or a center turn lane for mid-block access points.



FIGURE 37: WOLCOTT ST ALTERNATIVE 1 PROPOSED CROSS SECTION

Wolcott St Alternative 2 – Two-Way with Bike Lanes

This alternative would provide one northbound travel lane, one southbound travel lane, and a bike lane on each side of the street. There would be a horizontal buffer between the travel lanes and the bike lanes. This alternative retains all existing parallel parking. This alternative converts all angled parking to parallel parking. There are no center turn lane or left turn lanes at the intersections.

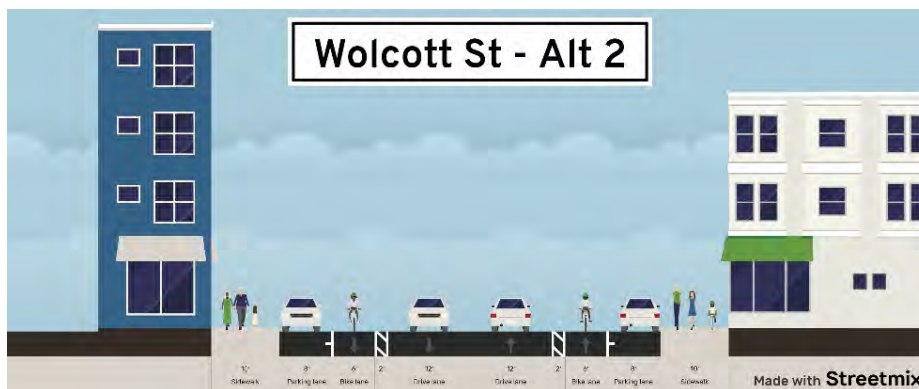


FIGURE 38: WOLCOTT ST ALTERNATIVE 2 PROPOSED CROSS SECTION

Wolcott St Alternative 3 – Two-Way with Center Turn Lane

This alternative would provide one northbound travel lane, one southbound travel lane, and one center turn lane. The center turn lane allows for cars to turn into mid-block access points more safely. This alternative converts all angled parking to parallel parking. There are no bike lanes in this alternative. The travel lanes in each direction are approximately 16’ which may precipitate faster vehicle speeds.

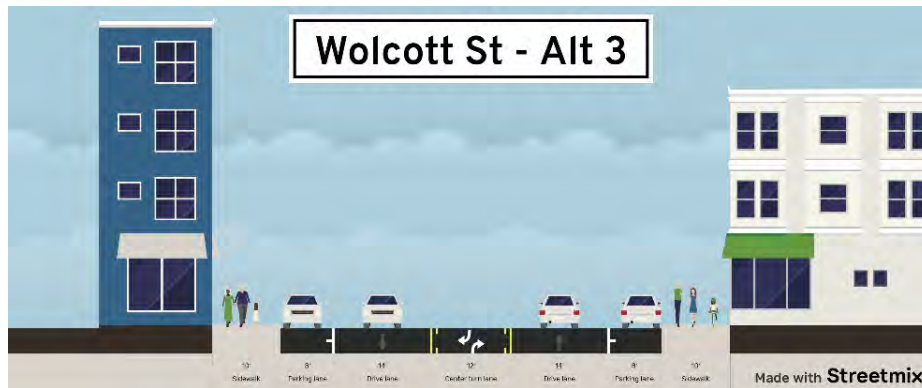


FIGURE 39: WOLCOTT ST ALTERNATIVE 3 PROPOSED CROSS SECTION

Wolcott St Alternative 4 – Two-Way with Protected Bike Lanes

This alternative would provide one northbound travel lane, one southbound travel lane, and a small 2-foot median in between. This alternative converts all angled parking to parallel parking. The parallel parking will be shifted from along the curb to allow for bike lanes and a horizontal buffer in each direction. This creates a safer experience for the bicyclists as they do not have ride alongside the driver’s side doors. The small median in between the travel lanes does not allow for cars to turn into mid-block access points, and no left turn lanes are provided at the intersections.

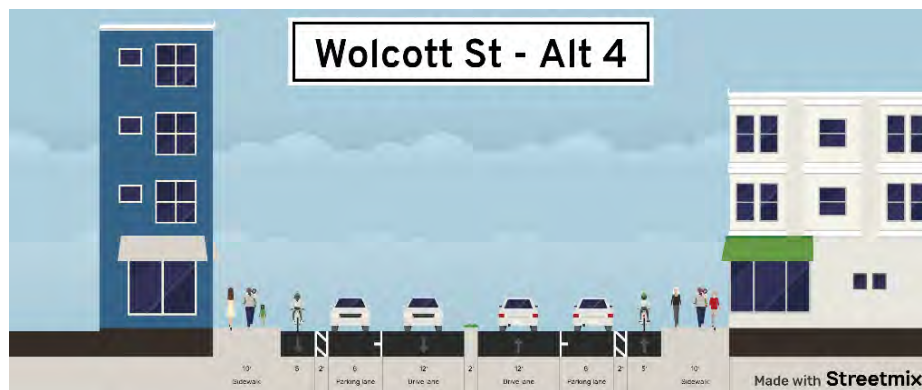


FIGURE 40: WOLCOTT ST ALTERNATIVE 4 PROPOSED CROSS SECTION

Wolcott St Alternative 5 – Two-Way with Two-Way Cycle Track

This alternative would provide one northbound travel lane, one southbound travel lane, and a 4-foot horizontal buffer between the two lanes. A two-way, vertically protected cycle track is provided between the curb and the northbound parallel parking lane, allowing maximum safety for bikers. This alternative converts all angled parking to parallel parking and allows for turns into mid-block access points but does not provide a left turn lane at the intersections.

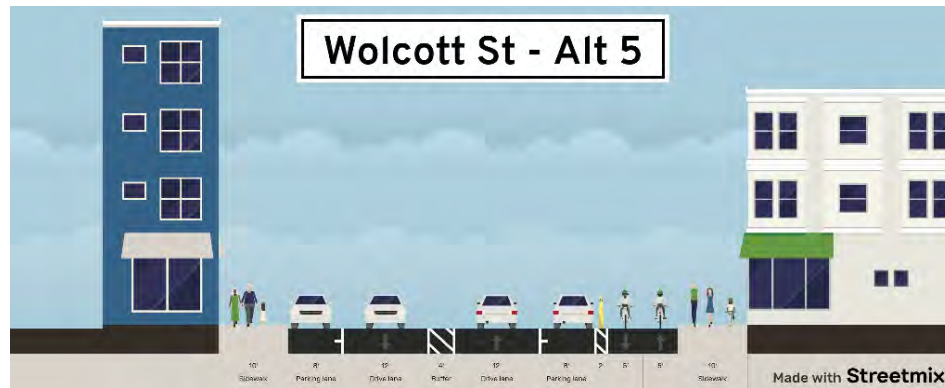


FIGURE 41: WOLCOTT ST ALTERNATIVE 5 PROPOSED CROSS SECTION

Wolcott St Alternative 6 – Two-Way with One-Way Bike Lane

This alternative would provide one northbound travel lane, one southbound travel lane, and one center turn lane. The center turn lane allows for cars to turn into mid-block access points more safely. This alternative converts all angled parking to parallel parking and provides a one-way (northbound) bike lane with a horizontal buffer between the parking lane and the travel lane.

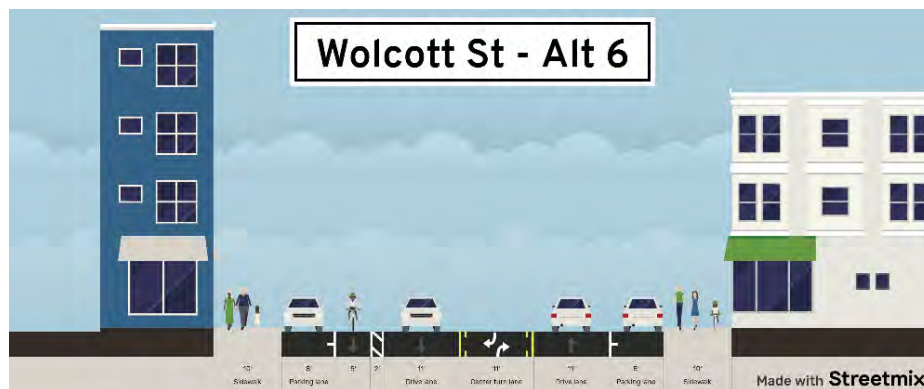


FIGURE 42: WOLCOTT ST ALTERNATIVE 6 PROPOSED CROSS SECTION

Wolcott St Alternative 7 – Two-Way with Bike Lane & Angled Parking

This alternative would provide one northbound travel lane and one southbound travel lane. All existing parking, angled and parallel, will remain in this alternative. A single bike lane is provided along the curb with a horizontal buffer between the bike lane and parking lane. All parallel parking will be shifted over to make room for the bike lane. This alternative does not provide a center turn lane and left turn lanes at the intersections.



FIGURE 43: WOLCOTT ST ALTERNATIVE 7 PROPOSED CROSS SECTION

Wolcott St Alternative 8 – Two-Way with Angled Parking

This alternative would provide one northbound travel lane and one southbound travel lane. All angled and parallel parking will remain. No bike lanes, center turn lane, or left turn lanes at intersections are provided in this alternative. The travel lanes remain wider than usual, 16 feet each, which may precipitate faster vehicle speeds

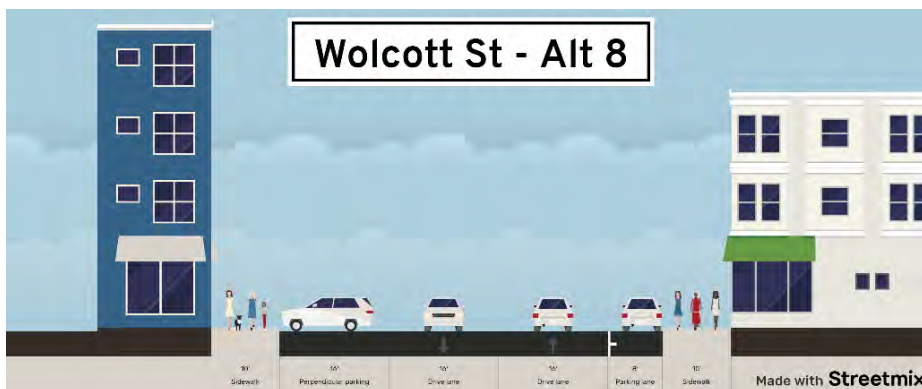


FIGURE 44: WOLCOTT ST ALTERNATIVE 8 PROPOSED CROSS SECTION

MEASURES OF EFFECTIVENESS AND SCREENING

The two-way alternatives were evaluated based on specific measures of effectiveness (MOE) selected in consultation with the MPO and City. The screening evaluated each two-way alternative for their benefits and impacts across the following categories:

- Construction Costs
- Business Access
- Transit Impact
- Traffic Safety
- Parking Impact
- Traffic Operations
- Bicycle Comfort
- Pedestrian Access

Construction costs

The lowest-cost alternatives would involve signing, pavement marking, and traffic signal modifications only. These lower cost alternatives included 2, 3, and 6 on Durbin St and 2, 3, 6, 7, and 8 on Wolcott St. Alternatives 1 and 4 would require a raised median or vertical barriers and would therefore be more expensive.

Business Access

Center turn lanes allow for safe and full access to all driveways and side streets. The best alternatives with respect to business access are 3 and 6 on Durbin St and Wolcott St since they both provide a center turn lane. Alternatives 1 and 4 would be the most restrictive because the median would prohibit direct access to businesses located mid-block.

Transit Impact

Transit impact relates to changing the routing of buses that would result in either a longer or shorter run time. The study area has one transit stop, located on Wolcott St, and a downtown transfer center one block east at the library. None of the alternatives would result in a change of bus routing.

Traffic Safety

While introducing two-way traffic creates additional conflict points at intersections and driveways, narrower lanes are expected to result in slower traffic speeds. Center turn lanes provide a safer flow of traffic by separating left turns from through vehicles at intersections and midblock. The safest alternatives with respect to traffic would be 1, 3, and 6 for both Durbin St and Wolcott St.

Parking Impact

Converting angled parking on Wolcott St to parallel parking will displace several spots on each block (See Table 7). Durbin St will have no parking impacts as all the alternatives propose to keep the existing parallel parking. Alternatives 7 and 8 for Wolcott St are the only alternatives that don't displace any parking spaces.

Traffic Operations

The current level of service at each intersection for Durbin St and Wolcott St are either A or B. No proposed alternatives degrade the level of service to a failing level of service (e.g. LOS E or F). The introduction of opposing traffic along both Durbin and Wolcott Streets will result in slight increases in delays for north-south traffic.

Bicycle Comfort

A vertical buffer is the safest option for a bicyclist riding down the street, which would include vertical barriers or a shifted parking lane. The safest alternatives for bicyclists would be 4 and 5 on Durbin St and 4, 5, and 7 on Wolcott St which provided protected bicycle lanes. The least safe options are alternatives 1, 3, and 8 which don't have any bike lanes, riders would have to share the travel lane with vehicles.

Pedestrian Access

Minimizing pedestrian exposure to traffic by reducing the number of travel lanes enhances safety, through lane reductions and/ or construction of a median. The safest alternatives for Durbin St are 1, 2, 4, and 5, and for Wolcott St 1, 2, 4, 5, 7, and 8. Center turn lanes add another lane that pedestrians must cross, therefore, alternatives 3 and 6 do not significantly reduce the pedestrian exposure.

Tables 3 and 4, below, summarize the screening of all two-way alternatives:

TABLE 3: DURBIN ST TWO-WAY ALTERNATIVES SCREENING

Two-Way Alternatives Screening Criteria										
Street	Alt	Two-Way Street Options	Construction Cost	Business Access	Transit Impact	Traffic Safety	Parking Impact	Traffic Operations	Bicycle Comfort	Pedestrian Access
Durbin St	1	One lane in each direction with median	★	★	★	★	★	★	★	★
	2	One lane each direction with a marked bike lane in each direction	★	★	★	★	★	★	★	★
	3	One lane each direction with center turn lane	★	★	★	★	★	★	★	★
	4	One lane each direction with a parking protected one-way bike lane in each direction	★	★	★	★	★	★	★	★
	5	One lane in each direction with a two-way protected bike lane buffered by parking	★	★	★	★	★	★	★	★
	6	One lane each direction with center turn lane and one-way bike lane	★	★	★	★	★	★	★	★
LEGEND	★	High Cost	Restricts Access	Change in Routing / Increased Run Time	Potential Increase in Crash Risk / Conflicts	Significant Loss of Curbside Parking	Degrades Level of Service to Failing	No Buffer	Longer Crossings / Exposure	
	★	Moderate Cost	No Change	No Change	No Change	Minimal Loss of Curbside Parking	No/Little Change	Horizontal Buffer	No Change	
	★	Low Cost	Improves Access	Change in Routing / Decreased Run Time	Reduction in Crash Risk / Conflicts	No Change	Improves Level of Service	Vertical Buffer	Shorter Crossings / Exposure	

TABLE 4: WOLCOTT ST TWO-WAY ALTERNATIVES SCREENING

Two-Way Alternatives Screening Criteria										
Street	Alt	Two-Way Street Options	Construction Cost	Business Access	Transit Impact	Traffic Safety	Parking Impact	Traffic Operations	Bicycle Comfort	Pedestrian Access
Wolcott St	1	One lane in each direction with median	★	★	★	★	★	★	★	★
	2	One lane each direction with a marked bike lane in each direction	★	★	★	★	★	★	★	★
	3	One lane each direction with center turn lane	★	★	★	★	★	★	★	★
	4	One lane each direction with a parking protected one-way bike lane in each direction	★	★	★	★	★	★	★	★
	5	One lane in each direction with a two-way protected bike lane buffered by parking	★	★	★	★	★	★	★	★
	6	One lane each direction with center turn lane and one-way bike lane	★	★	★	★	★	★	★	★
	7	One lane each direction with one way bike lane protected by parallel parking, perpendicular parking remains	★	★	★	★	★	★	★	★
	8	One lane each direction with parallel and perpendicular parking remaining	★	★	★	★	★	★	★	★
LEGEND	★	High Cost	Restricts Access	Change in Routing / Increased Run Time	Potential Increase in Crash Risk / Conflicts	Significant Loss of Curbside Parking	Degrades Level of Service to Failing	No Buffer	Longer Crossings /Exposure	
	★	Moderate Cost	No Change	No Change	No Change	Minimal Loss of Curbside Parking	No/Little Change	Horizontal Buffer	No Change	
	★	Low Cost	Improves Access	Change in Routing / Decreased Run Time	Reduction in Crash Risk / Conflicts	No Change	Improves Level of Service	Vertical Buffer	Shorter Crossings /Exposure	

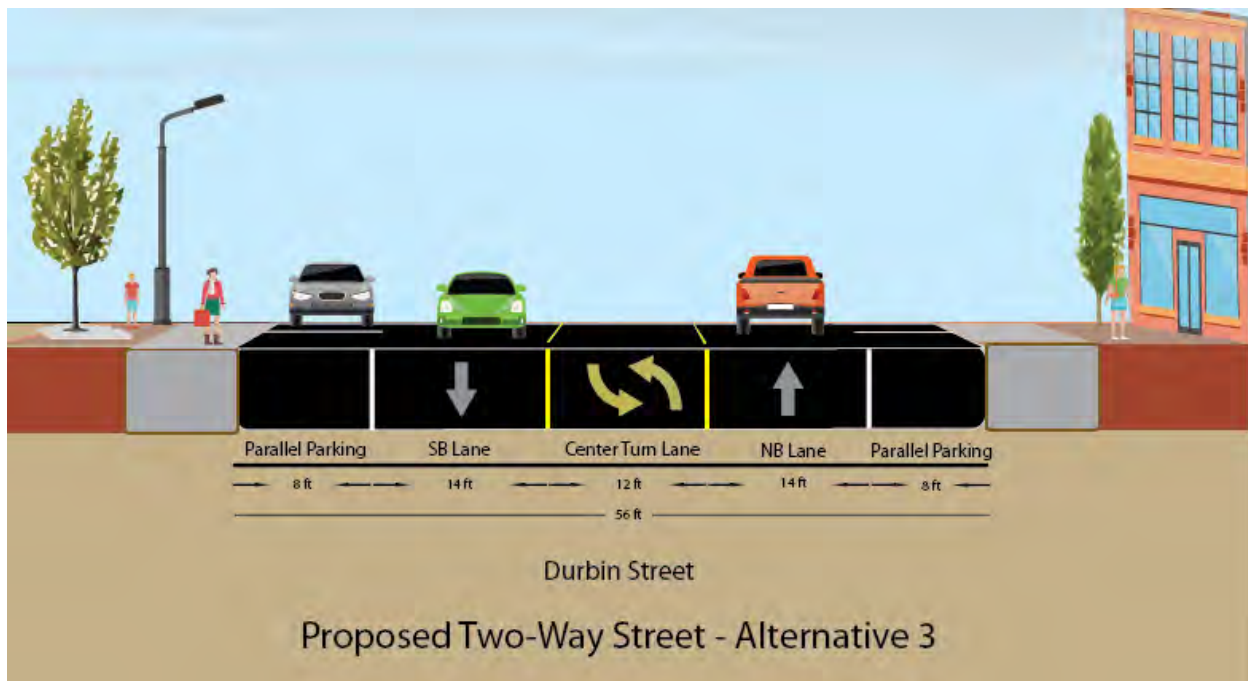
Based on the results of the screening analysis, and stakeholder input, Alternatives 3 (center turn lane) and 6 (center turn lane and one-way bike lane) were advanced on Durbin Street, and Alternatives 3 (center turn lane) and 7 (two-way with one-way protected bike lane) were advanced on Wolcott Street.

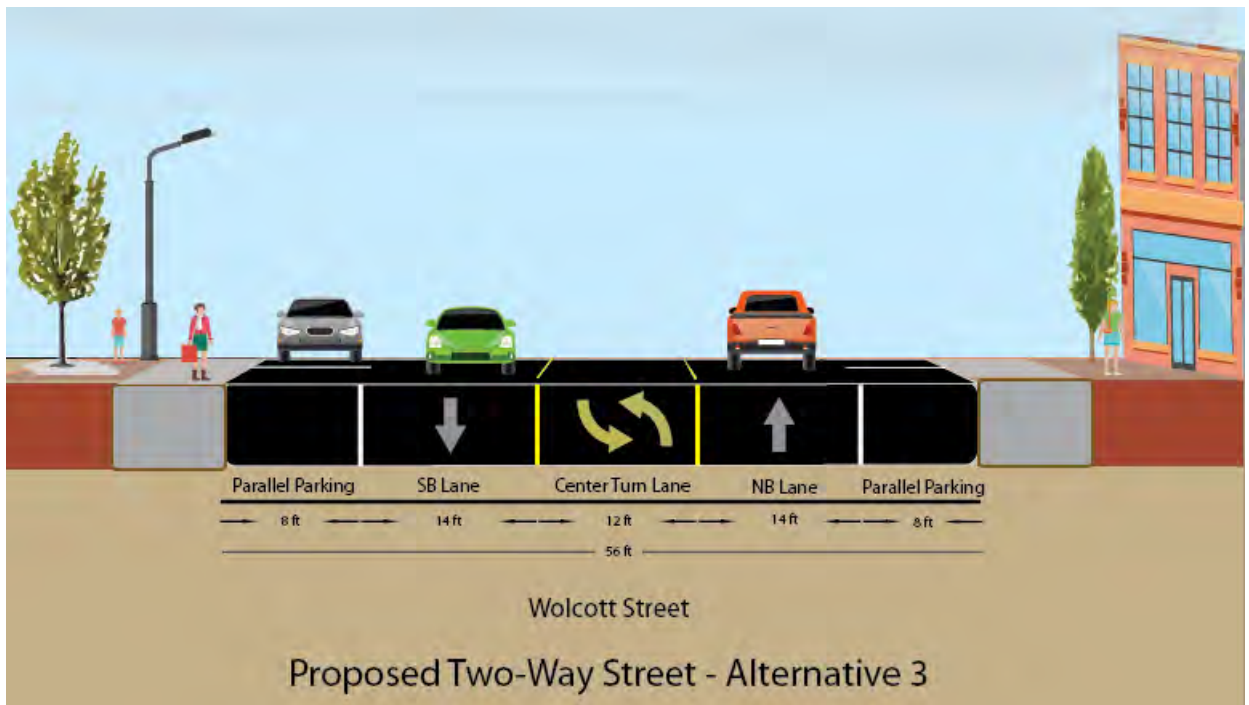
TWO-WAY ANALYSIS

PROPOSED GEOMETRY AND STREET CROSS SECTIONS

The proposed two-way cross-sections and concepts for Durbin and Wolcott Streets are shown below. Each alternative and each street were developed to a typical block-level concept plan layout and evaluated for traffic operations and construction costs. Durbin Street Alternative 3 provides two 14-foot travel lanes and a 12' center two-way turn lane. Durbin Street Alternative 6 provides two 11-foot travel lanes, an 11-foot center two-way turn lane, and a 5' one-way bike lane with a 2' horizontal buffer. Wolcott Street Alternative 3 provides two 14-foot travel lanes and a 12' center two-way turn lane. Wolcott Street Alternative 7 provides two 12-foot travel lanes, and a 6' one-way bike lane with a 2' horizontal buffer. **Figure 45** illustrates the final proposed alternative two-way cross-sections, and **Figure 46** illustrates a conceptual lane configuration and pavement marking plan. A detailed concept plan is included in **Appendix E**.

FIGURE 45: FINAL PROPOSED ALTERNATIVE TWO-WAY CROSS-SECTIONS





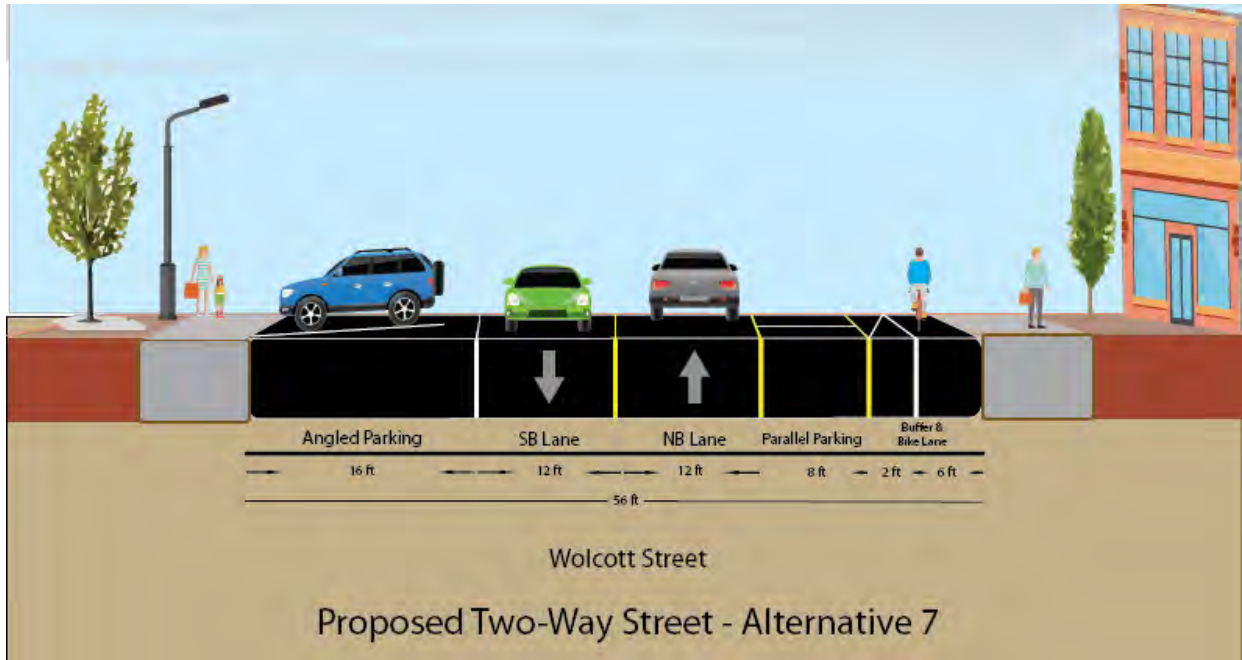


FIGURE 46: CONCEPTUAL TWO-WAY LANE CONFIGURATIONAL AND PAVEMENT MARKING



PROPOSED SIGNAL TIMING

Existing signal cycle lengths of individual intersections, and progression (e.g. offsets) to coordinate adjacent signals were retained to maintain coordination of the grid network, specifically the progression for east-west traffic. Splits within each signal were optimized. The proposed new direction of traffic was assumed to operate concurrently with the existing one-way phase along Durbin and Wolcott Streets.

RE-BALANCED MULTI-MODAL TRAFFIC VOLUMES

The existing traffic count volumes, compiled from new counts collected in June 2021, were used to develop the expected traffic volumes under a two-way traffic conversion. Assuming after a two-way conversion distribution of traffic volumes would ultimately reach equilibrium between the two streets, all existing traffic volumes, including left and right turns to and from Durbin Street and Wolcott Street at cross streets, were assigned evenly between each street. Half of the existing northbound traffic on Durbin Street was assumed to use Wolcott Street under two-way operations, and half of the existing southbound traffic on Wolcott Street was assumed to use Durbin Street. **Figures 47 and 48** contains a two-way traffic volume diagram.

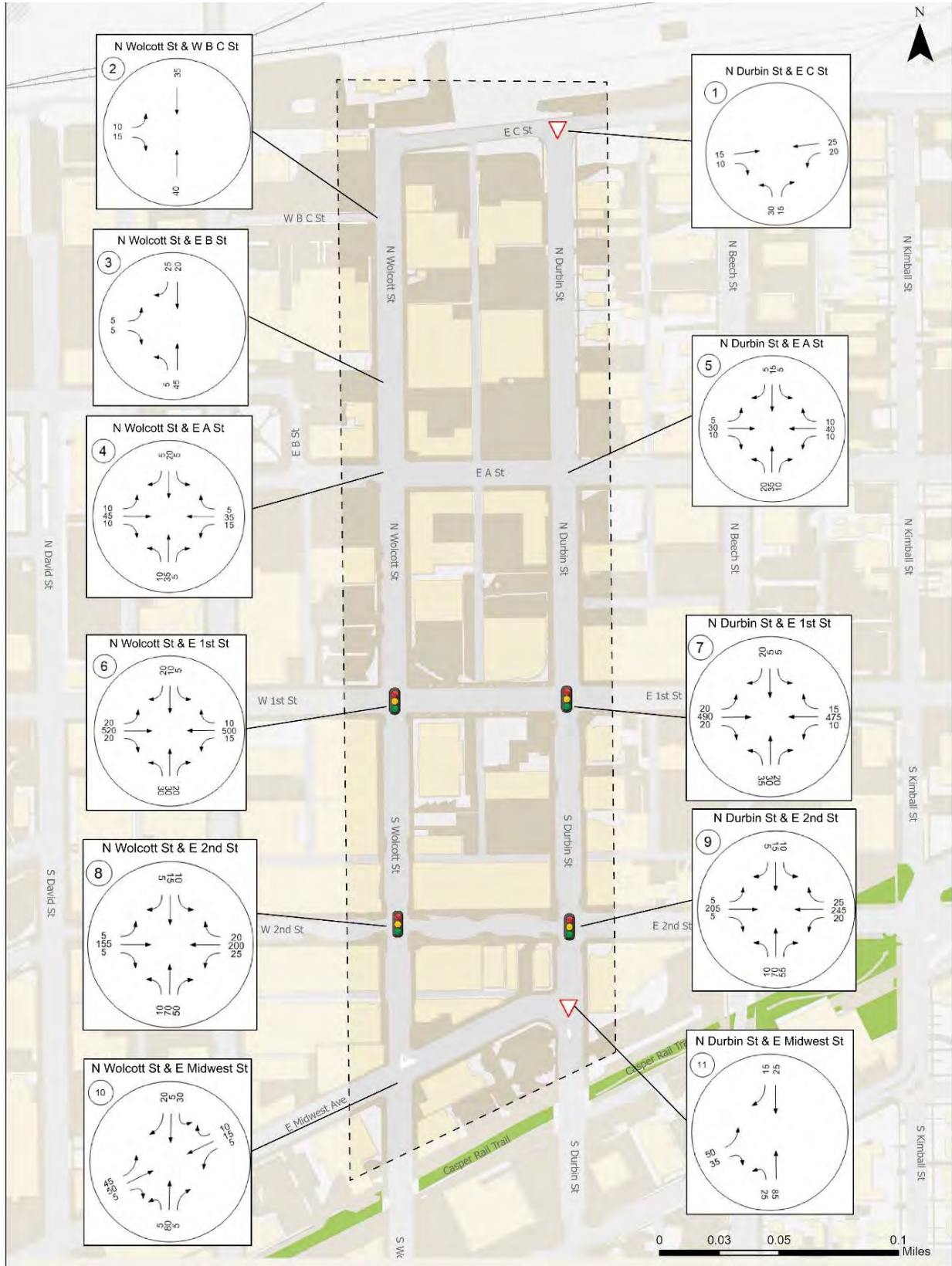


FIGURE 47: AM PEAK HOUR TWO-WAY VOLUMES

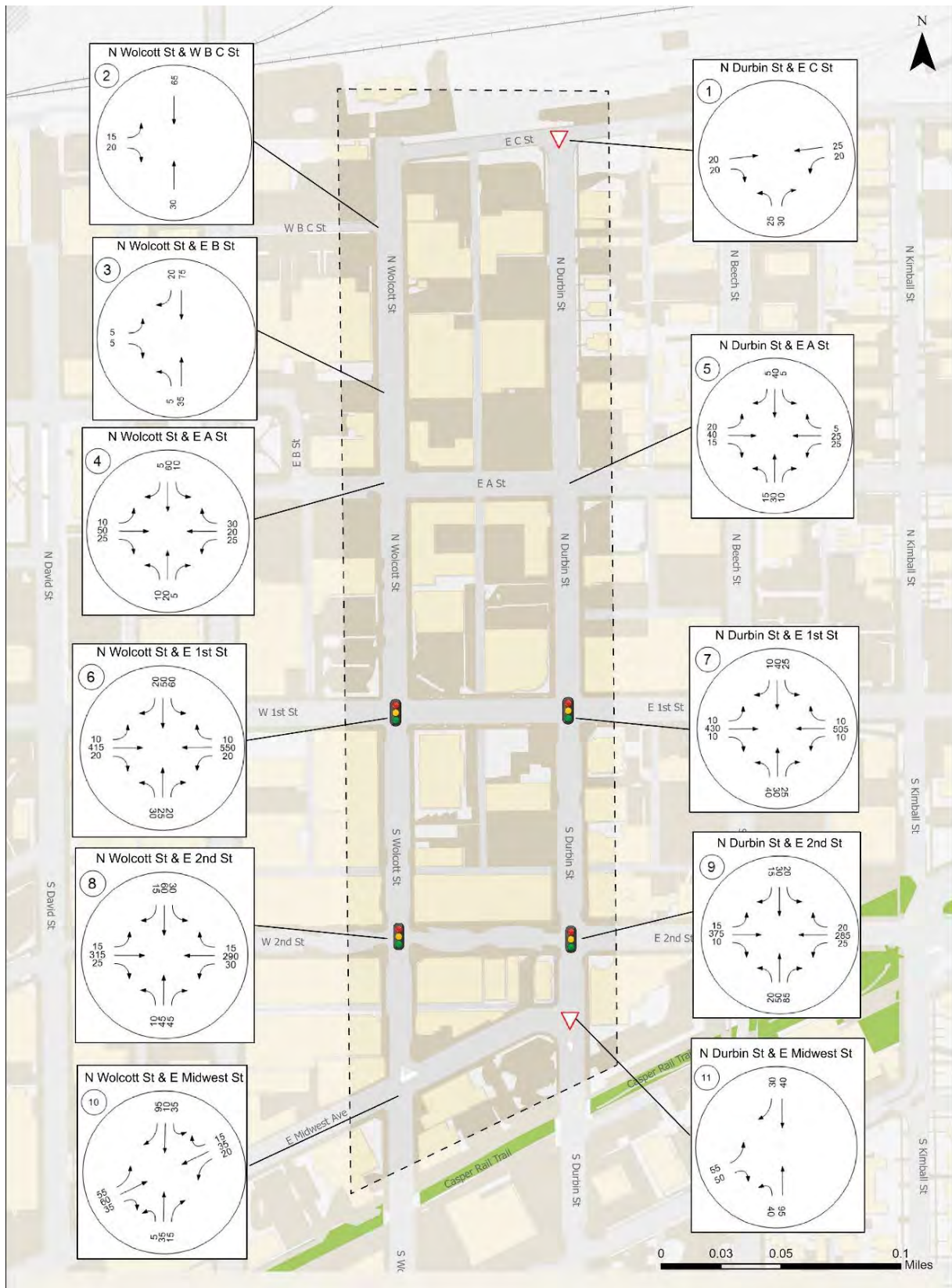


FIGURE 445: PM PEAK HOUR TWO-WAY VOLUMES

TWO-WAY TRAFFIC OPERATIONS ANALYSIS

Intersection capacity analyses were performed using the 2000 Highway Capacity Manual (HCM) methodology for the signalized study area intersections under two different peak periods, morning and evening weekday rush hours. The performance measure of effectiveness used was the Level of Service (LOS).

TABLE 5: SUMMARY OF DURBIN ST CAPACITY ANALYSIS (PROPOSED TWO-WAY TRAFFIC)

#	Intersection	Control	Approach	Future Alts 3/6 – AM(PM)		
				LOS	Delay	V/C
1	N. Durbin St @ E. C St	TWSC	EB	N/A	0.0 (0.0)	0.02 (0.03)
			WB	A (A)	3.3 (3.3)	0.02 (0.02)
			NB	A (A)	9.0 (8.9)	0.04 (0.03)
2	N. Wolcott St @ W. B C St	TWSC	EB	A (A)	8.7 (8.9)	0.03 (0.04)
			NB	N/A (N/A)	0.0 (0.0)	0.02 (0.02)
			SB	N/A (N/A)	0.0 (0.0)	0.02 (0.04)
3	N. Wolcott St @ E. B St	None	EB	A (A)	8.7 (9.0)	0.01 (0.01)
			NB	A (A)	0.7 (0.9)	0.00 (0.00)
			SB	N/A (N/A)	0.0 (0.0)	0.03 (0.07)
4	N. Wolcott St @ E. A St	AWSC	Overall	A (A)	7.5 (7.7)	0.24 (0.26)
			EB	A (A)	8.4 (8.6)	0.11 (0.14)
			WB	A (A)	7.0 (7.1)	0.03 (0.05)
			NB	A (A)	7.1 (7.1)	0.02 (0.02)
			SB	A (A)	7.0 (7.4)	0.01 (0.02)
5	N. Durbin St @ E. A St	TWSC	EB	A (A)	6.8 (6.9)	0.04 (0.06)
			WB	A (A)	6.9 (7.1)	0.05 (0.06)
			NB	N/A (N/A)	7.1 (6.9)	0.04 (0.02)
			SB	N/A (N/A)	6.8 (7.0)	0.01 (0.01)
6	N. Wolcott St @ E. 1 st St	Signal	Overall	A (A)	7.5 (9.3)	0.25 (0.25)
			EB	A (A)	3.9 (3.3)	0.26 (0.19)
			WB	A (A)	3.0 (2.8)	0.24 (0.24)
			NB	D (D)	49.0 (40.0)	0.18 (0.14)
			SB	D (D)	39.1 (41.6)	0.08 (0.33)

#	Intersection	Control	Approach	Future Alts 3/6 – AM(PM)		
				LOS	Delay	V/C
7	N. Durbin St @ E. 1 st St	Signal	Overall	A (A)	6.0 (7.2)	0.23 (0.24)
			EB	A (A)	0.6 (1.4)	0.21 (0.19)
			WB	A (A)	3.0 (3.1)	0.21 (0.22)
			NB	D (C)	45.3 (31.6)	0.23 (0.21)
			SB	D (D)	39.8 (40.8)	0.05 (0.24)
8	N. Wolcott St @ E. 2 nd St	Signal	Overall	A (B)	7.7 (11.4)	0.29 (0.30)
			EB	A (A)	5.0 (4.5)	0.18 (0.30)
			WB	A (A)	2.5 (2.5)	0.28 (0.29)
			NB	B (D)	18.6 (39.4)	0.31 (0.24)
			SB	B (D)	17.7 (36.7)	0.06 (0.29)
9	N. Durbin St @ E. 2 nd St	Signal	Overall	A (B)	8.4 (13.8)	0.29 (0.36)
			EB	A (A)	4.1 (4.4)	0.23 (0.36)
			WB	A (A)	5.9 (4.6)	0.29 (0.29)
			NB	B (D)	18.6 (40.8)	0.30 (0.41)
			SB	B (D)	15.8 (53.6)	0.06 (0.16)
10	N. Wolcott St @ E. Midwest Ave	TWSC	Overall	A (A)	5.9 (6.5)	0.27 (0.27)
			EB	B (B)	10.6 (11.0)	0.15 (0.22)
			WB	A (B)	9.7 (10.9)	0.05 (0.13)
			NB	N/A (N/A)	0.0 (0.0)	0.06 (0.04)
			SB	N/A (N/A)	0.0 (0.0)	0.02 (0.08)
11	N. Durbin St @ E. Midwest Ave	TWSC	EB	A (A)	9.3 (9.8)	0.07 (0.09)
			NB	N/A (N/A)	1.7 (2.4)	0.02 (0.03)
			SB	N/A (N/A)	0.0 (0.0)	0.03 (0.05)

TWSC= two way stop control, AWSC = All Way Stop Control

TABLE 6: SUMMARY OF WOLCOTT ST CAPACITY ANALYSIS (PROPOSED TWO-WAY TRAFFIC)

#	Intersection	Control	Approach	Future Alts 7 – AM(PM)		
				LOS	Delay	V/C
2	N. Wolcott St @ W. B C St	Stop	EB	A (A)	8.7 (9.0)	0.03 (0.04)
			NB	N/A (N/A)	0.0 (0.0)	0.02 (0.02)
			SB	N/A (N/A)	0.0 (0.0)	0.02 (0.04)
3	N. Wolcott St @ E. B St	None	EB	A (A)	8.8 (9.1)	0.01 (0.01)
			NB	N/A (N/A)	0.7 (0.9)	0.00 (0.00)
			SB	N/A (N/A)	0.0 (0.0)	0.03 (0.07)
4	N. Wolcott St @ E. A St	AWSC	Overall	A (A)	7.5 (7.7)	0.213 (0.241)
			EB	A (A)	7.8 (7.9)	0.10 (0.13)
			WB	A (A)	7.0 (7.1)	0.03 (0.05)
			NB	A (A)	7.7 (7.7)	0.08 (0.05)
			SB	A (A)	7.5 (8.0)	0.05 (0.12)
6	N. Wolcott St @ E. 1 st St	Signal	Overall	A (A)	7.4 (10.0)	0.28 (0.28)
			EB	A (A)	3.9 (3.8)	0.26 (0.19)
			WB	A (A)	3.2 (3.2)	0.24 (0.25)
			NB	D (D)	46.4 (42.2)	0.39 (0.36)
			SB	D (D)	38.8 (43.1)	0.09 (0.48)

#	Intersection	Control	Approach	Future Alts 7 – AM(PM)		
				LOS	Delay	V/C
8	N. Wolcott St @ E. 2 nd St	Signal	Overall	A (B)	7.8 (11.6)	0.29 (0.33)
			EB	A (A)	5.1 (5.0)	0.18 (0.30)
			WB	A (A)	2.5 (2.9)	0.28 (0.30)
			NB	B (D)	18.8 (39.2)	0.33 (0.31)
			SB	B (D)	18.2 (35.6)	0.10 (0.48)
10	N. Wolcott St @ E. Midwest Ave	TWSC	Overall	A (A)	6.2 (7.1)	0.284 (0.327)
			EB	B (B)	11.2 (12.1)	0.17 (0.26)
			WB	B (B)	10.1 (11.9)	0.05 (0.15)
			NB	N/A (N/A)	0.4 (0.7)	0.00 (0.00)
			SB	N/A (N/A)	4.2 (2.0)	0.02 (0.03)
TWSC= two way stop control, AWSC = All Way Stop Control						

The results of the capacity analysis show that under either of the two-way retained alternatives, no individual movement or overall intersection is expected to operate at an unacceptable level of service (e.g. LOS E or F). However, some individual north-south movements do drop from a LOS C to D due to retention of current signal timing patterns such as cycle lengths and progression that favor east-west streets. It is suggested to reoptimize the larger downtown Casper network signal timing if the two-way conversion is implemented to better balance vehicle delays on Durbin and Wolcott. It is also important to note that LOS is just one criteria to evaluate transportation network performance and that numerous factors should be considered in evaluating the mobility, safety, and economic benefits for all roadway users and the Downtown Casper community.

PARKING IMPACTS

Currently on Wolcott Street there are 88 total curbside parking spaces. Converting angled parking would result in the displacement of between 25-30 spaces per alternative as shown in **Table 7**. Some of the displaced on-street parking spaces could be replaced on side streets such as A Street or 2nd Street through road diets and converting parallel parking to angled parking, and this can be evaluated during the design phase if the conversion proceeds.

TABLE 7: SUMMARY OF WOLCOTT ST CURBSIDE PARKING IMPACTS

	Total Parking Spaces	Current Angled Parking	Displaced Parking
Alternative 1	88 spaces	52 spaces	25-30 spaces
Alternative 2	88 spaces	52 spaces	25-30 spaces
Alternative 3	88 spaces	52 spaces	25-30 spaces
Alternative 4	88 spaces	52 spaces	25-30 spaces
Alternative 5	88 spaces	52 spaces	25-30 spaces
Alternative 6	88 spaces	52 spaces	25-30 spaces
Alternative 7	88 spaces	52 spaces	0 spaces
Alternative 8	88 spaces	52 spaces	0 spaces

PEDESTRIAN SAFETY

As shown in **Figure** , at a typical four-leg intersection with two-way traffic flow on all streets, there are over 32 vehicle-vehicle conflict points, where multiple vehicles could desire to cross the same point simultaneously. Additionally, there are 16 vehicle-pedestrian conflict points. The conversion from one-way to two-way would increase the number of existing vehicle-pedestrian conflict points, as well as increase the complexity of signal phasing to serve increased demands for left-turns. Improvements to pedestrian crossings such as bump outs and signal phasing/timing such as Leading Pedestrian Intervals are some options to address the additional conflicts.

Traffic safety data from previous one-way to two-way conversions indicates that crash reductions have occurred after implementation. Downtown Louisville, Kentucky did a comparable conversion to two of their one-way streets which each had an ADT of under 10,000, like Durbin St and Wolcott St. They were successfully converted into two-way streets and after a few years the vehicle collisions on Brook Street and First St were reduced by 36% and 60% respectively.

Compared to a one-way street, two-way streets by nature reduce the drivers' travel speed due to design features (e.g., narrower lanes) and human factors (e.g., awareness of increased conflicts). Slower speeds in turn increase driver reaction time which can help avoid collisions. The slower speeds will also allow the pedestrian to feel more comfortable crossing the street even though they have to watch out for traffic from both directions. Two-way streets also avoid the issue of drivers turning the wrong way on a one-way street, reducing head-on crashes.

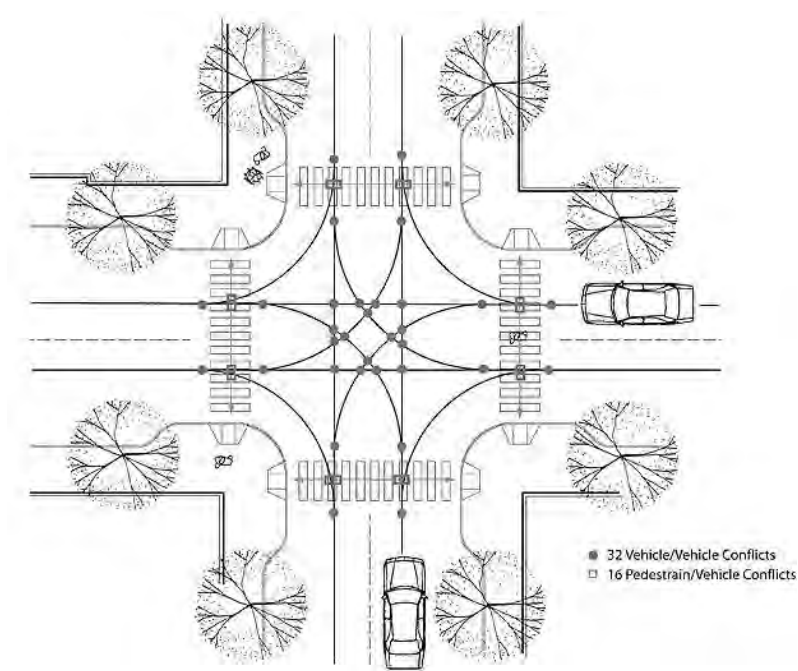


FIGURE 49: INTERSECTION CONFLICT POINT DIAGRAM (SOURCE INSTITUTE OF TRANSPORTATION ENGINEERING)

CONSTRUCTION COSTS

Construction cost estimates were developed using a major quantities cost estimating methodology. Major quantities estimates are used to estimate construction costs during the planning stage and early in the preliminary engineering stage. The idea is to estimate as accurately as possible those categories that can be estimated in the very early stages and calculate the remaining categories as lump sum items or percentages of those categories. The planning level cost estimate primarily focused on traffic engineering items such as signing, pavement markings and signals. The cost estimate was developed at a cost per block, approximately 500' in length.

The quantities used in each cost estimate were based on the conceptual engineering plans and are summarized in **Table 8**. The total cost and unit prices are calculated in present value dollars. Adjustments should be made for inflating costs to future years if improvements are delayed. Contingency percentages are consistent with WYDOT planning-level cost estimate practices. Detailed cost estimate worksheets can be found in **Appendix F**.

TABLE 8. SUMMARY OF TWO-WAY CONVERSION COST ESTIMATES PER BLOCK

Per Block Planning Level Costs for Two-Way Conversion	
Remove Existing Materials	\$5,000
Signage and Markings	\$15,000
Minor Streetscape (ADA ramps)	\$20,000
Signal Modification	\$75,000
Full Signal Rebuild	\$400,000
Total Cost Per Block without Signal*	\$50,000
Total Cost Per Block with Signal Modification*	\$150,000
Total Cost Per Block with Signal Reconstruction*	\$450,000

*includes up to 40% contingency

To convert Durbin and Wolcott Streets to two-way flow within the study area would cost an estimated \$150,000 per block with a traffic signal modification and \$50,000 per block without a traffic signal. This planning-level cost estimate includes new street signs, modification of traffic signals (e.g. poles, mast arms, and signal indications), pavement markings, and minor streetscape (e.g. ADA ramp improvements or channelization removal). **No right-of-way acquisition or utility relocation costs are anticipated** with this project. The costs **assume no new streetscape elements (e.g. lighting) or resurfacing of the roadway** and that existing pavement markings will be eradicated prior to installing new pavement markings for two-way traffic patterns. **If all 7 blocks were converted, the potential cost could total up to \$750,000 (e.g. 4 blocks with signal modifications and 3 blocks without signals).**

FINDINGS AND RECOMMENDATIONS

This report evaluated existing conditions for downtown Casper including traffic volumes, traffic operations, traffic safety, multimodal accessibility and parking. Previous transportation studies, long-range plans and best practices were evaluated in the context of converting Durbin and Wolcott Streets back to two-way flow.

Based on the stakeholder and public input and technical analysis, **it is recommended to convert Durbin Street, Wolcott Street and the connecting blocks of C Street and Midwest Avenue to two-way flow.** The redesign should include bike lanes and leading pedestrian intervals to enhance multimodal accessibility and safety. The findings show that converting the one-way streets to two-way streets would not have an adverse impact on traffic operations and would have adequate roadway capacity for any new development/traffic growth downtown. A downtown two-way street pattern would be perceived favorably by most stakeholders and would provide a more complete street network including dedicated bike lanes and better access to business. New bike lanes on Durbin Street and Wolcott Street would connect to the rail trail and other existing bicycle facilities to the south of the study area along Durbin Street.

It is recommended to develop detailed engineering design plans for installing two-way traffic patterns including signage, pavement marking and modification of existing traffic signals. Additional community outreach should be conducted during the detailed engineering design. As two-way conversions will add additional conflict points at intersections, crash statistics should be monitored, and pro-active / appropriate mitigation measured implemented such as bumpouts and Leading Pedestrian Intervals if rates and/or crash severity appreciably increase.

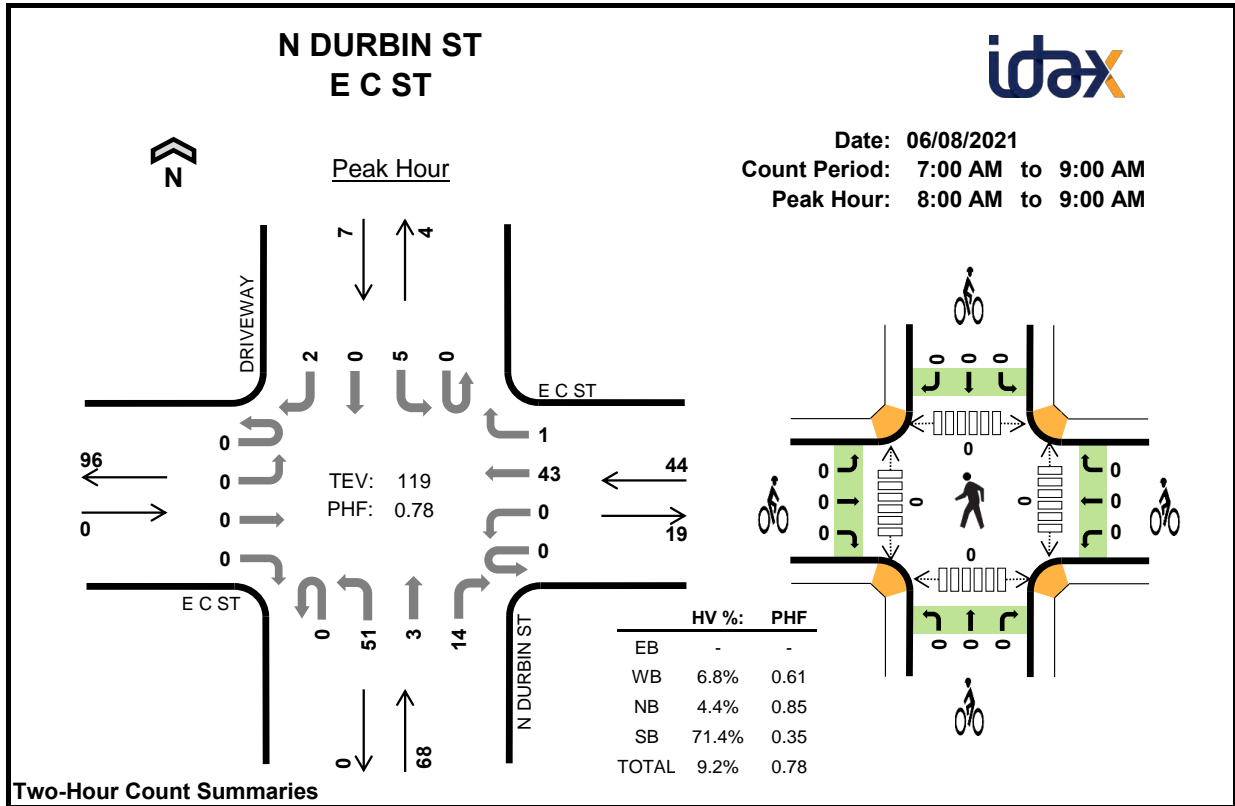
To address construction costs/funding, it is recommended that the City/Casper Area MPO pursue multimodal grants for design and construction funding such as Transportation Alternatives, Highway Safety Improvement Program or Community Block Development or other related programs

Phasing of the two-way conversion may also reduce capital programming impacts and could include 1) segmentation such as constructing the northern blocks of 1st to C Street first, or converting one street at a time (e.g., Durbin Street then Wolcott).

Traffic Count Reports

1. Turning Movement Counts
2. Vehicle Class, Speed, and ADT Counts

Turning Movement Counts



Two-Hour Count Summaries

Interval Start	E C ST				E C ST				N DURBIN ST				DRIVEWAY				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT		LT		TH		RT				
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	0	7	0	0	3	2	1	0	0	0	0	13	0	
7:15 AM	0	0	0	0	0	0	5	0	0	6	1	4	0	0	0	0	16	0	
7:30 AM	0	0	0	0	0	0	6	0	0	10	0	7	0	0	0	0	23	0	
7:45 AM	0	0	0	0	0	0	9	0	0	10	0	7	0	0	0	0	26	78	
8:00 AM	0	0	0	0	0	0	11	0	0	15	1	4	0	0	0	0	31	96	
8:15 AM	0	0	0	0	0	0	5	0	0	12	0	5	0	0	0	0	22	102	
8:30 AM	0	0	0	0	0	0	17	1	0	12	2	4	0	0	0	2	38	117	
8:45 AM	0	0	0	0	0	0	10	0	0	12	0	1	0	5	0	0	28	119	
Count Total	0	0	0	0	0	0	70	1	0	80	6	33	0	5	0	2	197	0	
Peak Hour	All	0	0	0	0	0	0	43	1	0	51	3	14	0	5	0	2	119	0
	HV	0	0	0	0	0	0	3	0	0	1	2	0	0	3	0	2	11	0
	HV%	-	-	-	-	-	-	7%	0%	-	2%	67%	0%	-	60%	-	100%	9%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
8:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	3	2	2	7	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
Count Total	0	3	4	5	12	0	0	0	0	0	2	0	0	0	2
Peak Hour	0	3	3	5	11	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E C ST				E C ST				N DURBIN ST				DRIVEWAY				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	3	0	0	1	1	0	0	0	0	2	7	8
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	11
Count Total	0	0	0	0	0	0	3	0	0	1	3	0	0	3	0	2	12	0
Peak Hour	0	0	0	0	0	0	3	0	0	1	2	0	0	3	0	2	11	0

Two-Hour Count Summaries - Bikes																	
Interval Start	E C ST			E C ST			N DURBIN ST			DRIVEWAY			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

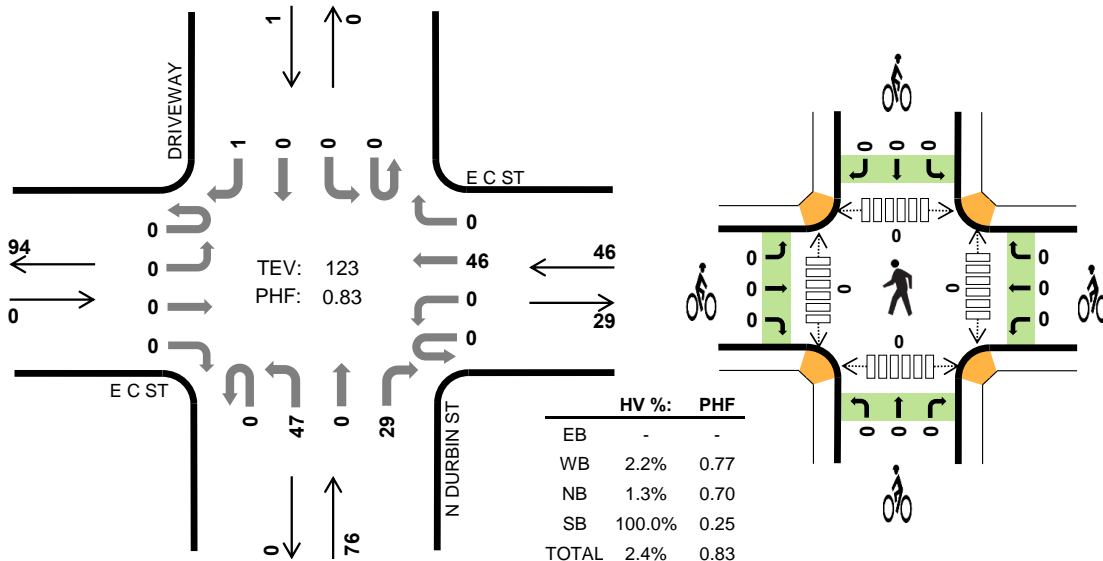
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N DURBIN ST E C ST



Peak Hour

Date: 06/08/2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



Two-Hour Count Summaries

Interval Start	E C ST Eastbound				E C ST Westbound				N DURBIN ST Northbound				DRIVEWAY Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	12	0	0	12	0	3	0	0	0	0	27	0	
4:15 PM	0	0	0	0	0	0	10	0	0	11	0	7	0	0	0	0	28	0	
4:30 PM	0	0	0	0	0	0	9	0	0	11	0	3	0	0	0	1	24	0	
4:45 PM	0	0	0	0	0	0	10	0	0	19	0	8	0	0	0	0	37	116	
5:00 PM	0	0	0	0	0	0	15	0	0	6	0	10	0	0	0	0	31	120	
5:15 PM	0	0	0	0	0	0	12	0	0	11	0	8	0	0	0	0	31	123	
5:30 PM	0	0	0	0	0	0	5	0	0	5	0	8	0	0	0	0	18	117	
5:45 PM	0	0	0	0	0	0	7	1	0	4	1	6	0	0	0	0	19	99	
Count Total	0	0	0	0	0	0	80	1	0	79	1	53	0	0	0	1	215	0	
Peak Hour	All	0	0	0	0	0	0	46	0	0	47	0	29	0	0	0	1	123	0
	HV	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3	0
	HV%	-	-	-	-	-	-	2%	-	-	2%	-	0%	-	-	-	100%	2%	0

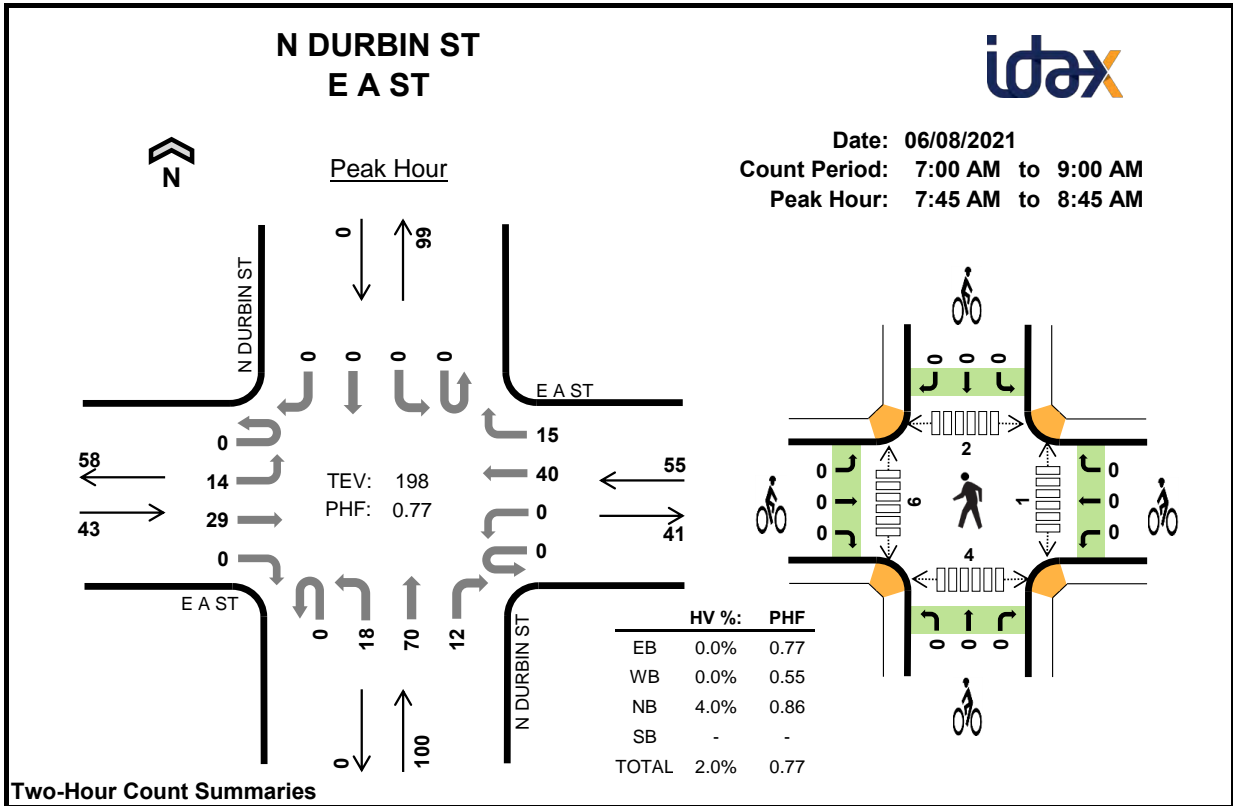
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	1	1	3	0	0	0	0	0	0	0	0	0	1
Peak Hour	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E C ST				E C ST				N DURBIN ST				DRIVEWAY				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	3	0	
Peak Hour	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	3	0	

Two-Hour Count Summaries - Bikes																	
Interval Start	E C ST			E C ST			N DURBIN ST			DRIVEWAY			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	E A ST				E A ST				N DURBIN ST				N DURBIN ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	3	0	0	0	3	0	0	1	6	2	0	0	0	0	17	0
7:15 AM	0	2	2	0	0	0	5	1	0	2	12	0	0	0	0	0	24	0
7:30 AM	0	2	6	0	0	0	9	1	0	5	15	3	0	0	0	0	41	0
7:45 AM	0	3	7	0	0	0	15	10	0	8	18	3	0	0	0	0	64	146
8:00 AM	0	3	11	0	0	0	9	2	0	2	20	3	0	0	0	0	50	179
8:15 AM	0	5	1	0	0	0	7	2	0	4	16	3	0	0	0	0	38	193
8:30 AM	0	3	10	0	0	0	9	1	0	4	16	3	0	0	0	0	46	198
8:45 AM	0	1	11	0	0	0	19	1	0	6	13	3	0	0	0	0	54	188
Count Total	0	21	51	0	0	0	76	18	0	32	116	20	0	0	0	0	334	0
Peak Hour	All	0	14	29	0	0	0	40	15	0	18	70	12	0	0	0	198	0
	HV	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	0
	HV%	-	0%	0%	-	-	-	0%	0%	-	0%	4%	8%	-	-	-	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	2	6
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	3	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	1	5
8:00 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	2	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3
8:30 AM	0	0	3	0	3	0	0	0	0	0	0	1	0	1	2
8:45 AM	1	0	0	0	1	0	0	0	0	0	1	6	3	2	12
Count Total	1	0	5	0	6	0	0	0	0	0	5	14	5	11	35
Peak Hour	0	0	4	0	4	0	0	0	0	0	1	6	2	4	13

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E A ST				E A ST				N DURBIN ST				N DURBIN ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	4
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
Count Total	0	0	1	0	0	0	0	0	0	0	4	1	0	0	0	0	6	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	0

Two-Hour Count Summaries - Bikes																	
Interval Start	E A ST			E A ST			N DURBIN ST			N DURBIN ST			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

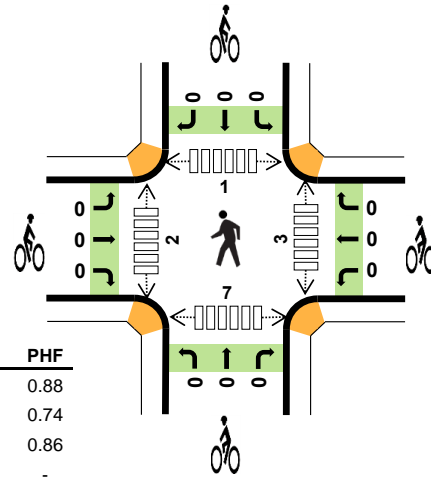
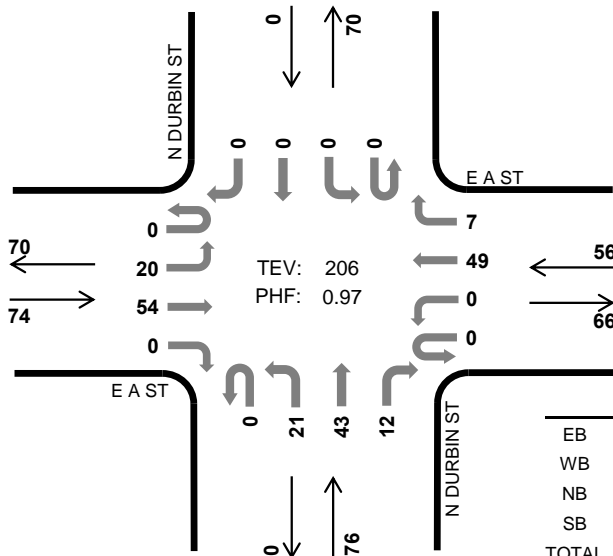
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N DURBIN ST E A ST



Peak Hour

Date: 06/08/2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	4.1%	0.88
WB	0.0%	0.74
NB	1.3%	0.86
SB	-	-
TOTAL	1.9%	0.97

Two-Hour Count Summaries

Interval Start	E A ST				E A ST				N DURBIN ST				N DURBIN ST				15-min Total	Rolling One Hour
	Eastbound		Westbound		Westbound		Eastbound		Northbound		Southbound		Southbound		Northbound			
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	3	10	0	0	0	8	2	0	11	11	6	0	0	0	0	51	0
4:15 PM	0	4	6	0	0	0	6	1	0	5	11	4	0	0	0	0	37	0
4:30 PM	0	7	14	0	0	0	7	2	0	7	9	6	0	0	0	0	52	0
4:45 PM	0	6	9	0	0	0	11	3	0	5	16	1	0	0	0	0	51	191
5:00 PM	0	3	18	0	0	0	18	1	0	3	9	1	0	0	0	0	53	193
5:15 PM	0	4	13	0	0	0	13	1	0	6	9	4	0	0	0	0	50	206
5:30 PM	0	2	8	0	0	0	11	2	0	4	11	3	0	0	0	0	41	195
5:45 PM	0	3	3	0	0	0	8	2	0	4	6	1	0	0	0	0	27	171
Count Total	0	32	81	0	0	0	82	14	0	45	82	26	0	0	0	0	362	0
Peak Hour	All	0	20	54	0	0	0	49	7	0	21	43	12	0	0	0	206	0
	HV	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	4	0
	HV%	-	0%	6%	-	-	-	0%	0%	-	0%	2%	0%	-	-	-	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2
4:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	1	1	2
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	4
5:15 PM	0	0	1	0	1	0	0	0	0	0	2	1	0	3	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	1	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Count Total	3	0	2	0	5	0	0	0	0	0	5	6	2	11	24
Peak Hour	3	0	1	0	4	0	0	0	0	0	3	2	1	7	13

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E A ST				E A ST				N DURBIN ST				N DURBIN ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
4:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	3	0	0	0	0	0	0	0	1	1	0	0	0	0	5	
Peak Hour	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	4	

Two-Hour Count Summaries - Bikes																	
Interval Start	E A ST			E A ST			N DURBIN ST			N DURBIN ST			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E 1ST ST				E 1ST ST				S DURBIN ST				N DURBIN ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	7	0	0	0	2	0	0	0	0	0	0	0	0	10	0	
7:15 AM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	7	0	
7:30 AM	0	0	6	0	0	0	4	0	0	1	0	0	0	0	0	11	0	
7:45 AM	0	0	2	0	0	0	1	0	0	1	0	0	0	0	0	4	32	
8:00 AM	0	1	4	0	0	0	3	0	0	0	0	0	0	0	0	8	30	
8:15 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	7	30	
8:30 AM	0	3	7	0	0	0	2	0	0	0	0	0	0	0	0	12	31	
8:45 AM	0	0	8	0	0	0	8	0	0	1	0	2	0	0	0	19	46	
Count Total	0	5	41	0	0	0	27	0	0	3	0	2	0	0	0	78	0	
Peak Hour	0	1	16	0	0	0	11	0	0	2	0	0	0	0	0	30	0	

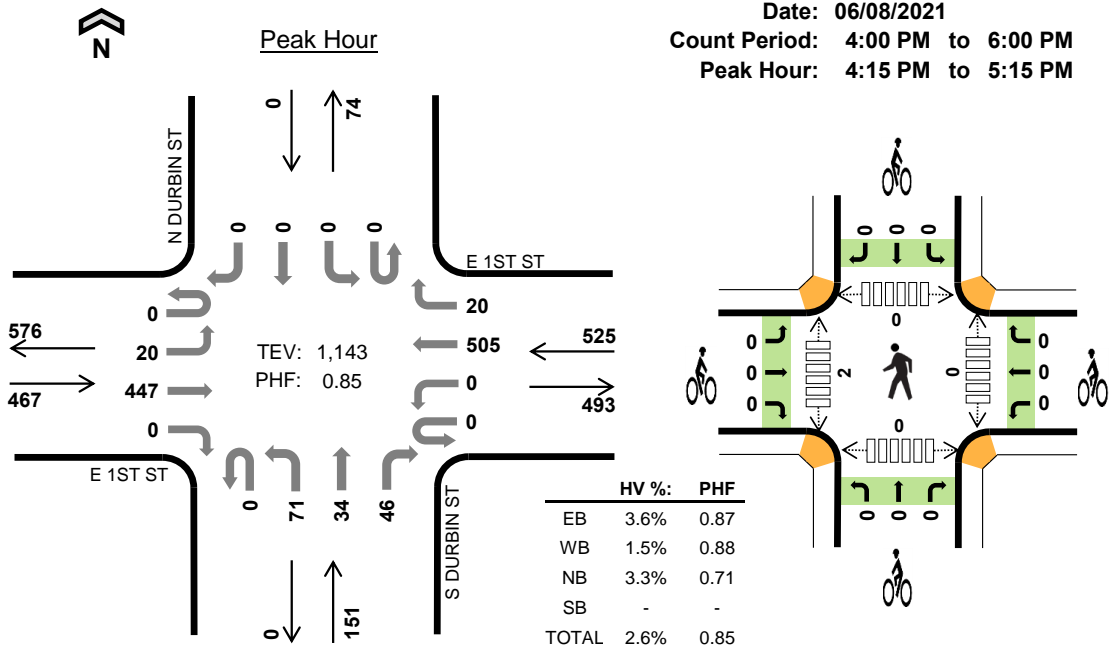
Two-Hour Count Summaries - Bikes																	
Interval Start	E 1ST ST			E 1ST ST			S DURBIN ST			N DURBIN ST			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S DURBIN ST E 1ST ST



Date: 06/08/2021
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:15 PM to 5:15 PM



Two-Hour Count Summaries

Interval Start	E 1ST ST Eastbound				E 1ST ST Westbound				S DURBIN ST Northbound				N DURBIN ST Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	11	143	0	0	0	139	8	0	16	8	7	0	0	0	0	332	0	
4:15 PM	0	2	119	0	0	0	122	7	0	17	10	9	0	0	0	0	286	0	
4:30 PM	0	6	102	0	0	0	125	7	0	20	7	8	0	0	0	0	275	0	
4:45 PM	0	7	97	0	0	0	109	5	0	10	10	7	0	0	0	0	245	1,138	
5:00 PM	0	5	129	0	0	0	149	1	0	24	7	22	0	0	0	0	337	1,143	
5:15 PM	0	7	80	0	0	0	126	5	0	21	5	17	0	0	0	0	261	1,118	
5:30 PM	0	3	87	0	0	0	109	1	0	13	10	8	0	0	0	0	231	1,074	
5:45 PM	0	3	71	0	0	0	80	1	0	9	4	7	0	0	0	0	175	1,004	
Count Total	0	44	828	0	0	0	959	35	0	130	61	85	0	0	0	0	2,142	0	
Peak Hour	All	0	20	447	0	0	0	505	20	0	71	34	46	0	0	0	0	1,143	0
	HV	0	0	17	0	0	0	8	0	0	4	1	0	0	0	0	0	30	0
	HV%	-	0%	4%	-	-	-	2%	0%	-	6%	3%	0%	-	-	-	-	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	3	0	0	7	0	0	0	0	0	0	0	0	1	1
4:15 PM	5	0	2	0	7	0	0	0	0	0	0	2	0	0	2
4:30 PM	8	5	1	0	14	0	0	0	0	0	0	0	0	0	0
4:45 PM	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	1	2	0	4	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	4	2	0	7	0	0	0	0	0	0	0	2	0	2
5:30 PM	2	1	2	0	5	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	2	3
Count Total	24	17	9	0	50	0	0	0	0	0	0	3	2	3	8
Peak Hour	17	8	5	0	30	0	0	0	0	0	0	2	0	0	2

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E 1ST ST				E 1ST ST				S DURBIN ST				N DURBIN ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	7	0	
4:15 PM	0	0	5	0	0	0	0	0	0	1	1	0	0	0	0	7	0	
4:30 PM	0	0	8	0	0	0	5	0	0	1	0	0	0	0	0	14	0	
4:45 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	5	33	
5:00 PM	0	0	1	0	0	0	1	0	0	2	0	0	0	0	0	4	30	
5:15 PM	0	0	1	0	0	0	4	0	0	1	1	0	0	0	0	7	30	
5:30 PM	0	0	2	0	0	0	1	0	0	2	0	0	0	0	0	5	21	
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	17	
Count Total	0	0	24	0	0	0	17	0	0	7	2	0	0	0	0	50	0	
Peak Hour	0	0	17	0	0	0	8	0	0	4	1	0	0	0	0	30	0	

Two-Hour Count Summaries - Bikes																
Interval Start	E 1ST ST			E 1ST ST			S DURBIN ST			N DURBIN ST			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

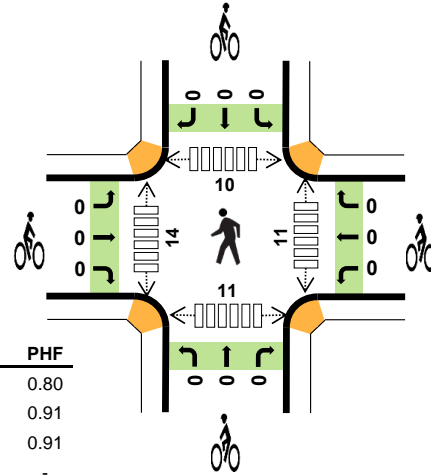
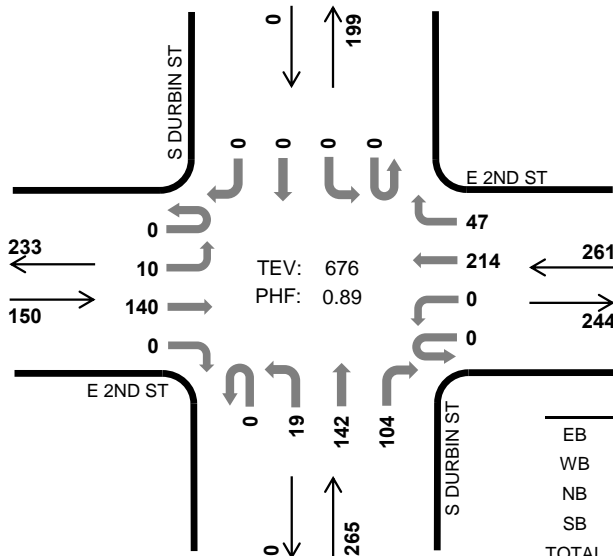
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S DURBIN ST E 2ND ST



Peak Hour

Date: 06/08/2021
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	0.7%	0.80
WB	1.1%	0.91
NB	3.4%	0.91
SB	-	-
TOTAL	1.9%	0.89

Two-Hour Count Summaries

Interval Start	E 2ND ST Eastbound				E 2ND ST Westbound				S DURBIN ST Northbound				S DURBIN ST Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	2	12	0	0	0	34	3	0	0	12	7	0	0	0	0	70	0	
7:15 AM	0	1	15	0	0	0	34	7	0	2	17	18	0	0	0	0	94	0	
7:30 AM	0	0	22	0	0	0	56	11	0	5	36	22	0	0	0	0	152	0	
7:45 AM	0	3	42	0	0	0	56	16	0	2	38	33	0	0	0	0	190	506	
8:00 AM	0	3	33	0	0	0	50	10	0	8	41	22	0	0	0	0	167	603	
8:15 AM	0	4	43	0	0	0	52	10	0	4	27	27	0	0	0	0	167	676	
8:30 AM	0	11	24	0	0	0	60	10	0	4	10	21	0	0	0	0	140	664	
8:45 AM	0	7	47	0	0	0	65	15	0	6	18	27	0	0	0	0	185	659	
Count Total	0	31	238	0	0	0	407	82	0	31	199	177	0	0	0	0	1,165	0	
Peak Hour	All	0	10	140	0	0	0	214	47	0	19	142	104	0	0	0	0	676	0
	HV	0	0	1	0	0	0	3	0	0	1	3	5	0	0	0	0	13	0
	HV%	-	0%	1%	-	-	-	1%	0%	-	5%	2%	5%	-	-	-	-	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	4	2	0	6
7:15 AM	1	1	1	0	3	0	0	0	0	0	0	3	4	0	7
7:30 AM	1	0	4	0	5	0	0	0	0	0	0	7	0	3	10
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	3	3	2	11
8:00 AM	0	1	2	0	3	0	0	0	0	0	8	4	6	2	20
8:15 AM	0	2	3	0	5	0	0	0	0	0	0	0	1	4	5
8:30 AM	1	1	0	0	2	0	0	0	0	0	0	2	2	2	6
8:45 AM	0	1	1	0	2	0	0	0	0	0	1	4	0	7	12
Count Total	3	7	11	0	21	0	0	0	0	0	12	27	18	20	77
Peak Hour	1	3	9	0	13	0	0	0	0	0	11	14	10	11	46

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E 2ND ST				E 2ND ST				S DURBIN ST				S DURBIN ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	
7:15 AM	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	3	0	
7:30 AM	0	0	1	0	0	0	0	0	0	1	1	2	0	0	0	5	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
8:00 AM	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	3	11	
8:15 AM	0	0	0	0	0	0	2	0	0	0	1	2	0	0	0	5	13	
8:30 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2	10	
8:45 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	12	
Count Total	0	0	3	0	0	0	6	1	0	1	5	5	0	0	0	21	0	
Peak Hour	0	0	1	0	0	0	3	0	0	1	3	5	0	0	0	13	0	

Two-Hour Count Summaries - Bikes																
Interval Start	E 2ND ST			E 2ND ST			S DURBIN ST			S DURBIN ST			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

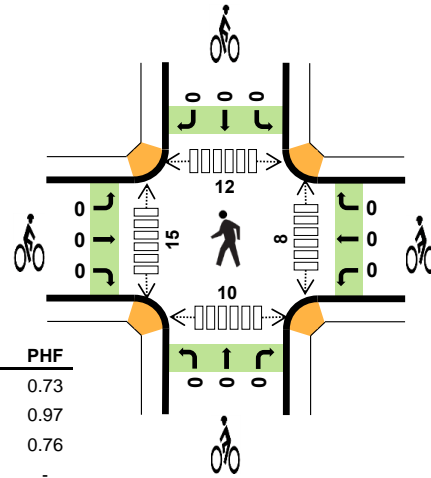
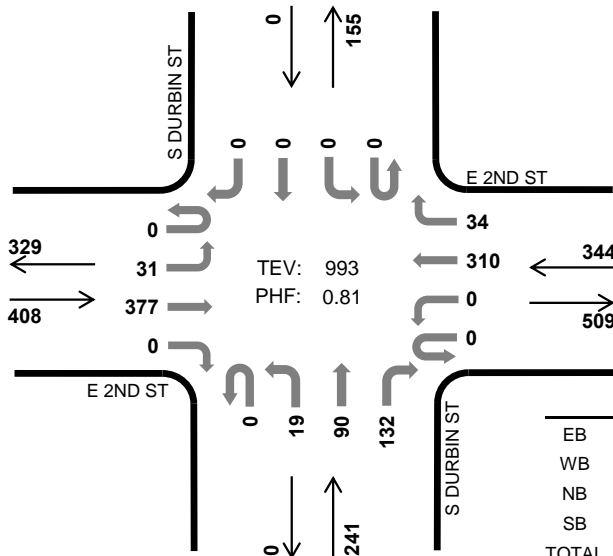
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S DURBIN ST E 2ND ST



Peak Hour

Date: 06/08/2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	0.7%	0.73
WB	0.6%	0.97
NB	0.8%	0.76
SB	-	-
TOTAL	0.7%	0.81

Two-Hour Count Summaries

Interval Start	E 2ND ST Eastbound				E 2ND ST Westbound				S DURBIN ST Northbound				S DURBIN ST Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	10	71	0	0	0	78	7	0	1	14	50	0	0	0	0	231	0	
4:15 PM	0	4	69	0	0	0	81	8	0	5	19	24	0	0	0	0	210	0	
4:30 PM	0	7	80	0	0	0	74	9	0	6	20	31	0	0	0	0	227	0	
4:45 PM	0	9	78	0	0	0	75	8	0	3	15	28	0	0	0	0	216	884	
5:00 PM	0	5	134	0	0	0	78	11	0	6	31	42	0	0	0	0	307	960	
5:15 PM	0	10	85	0	0	0	83	6	0	4	24	31	0	0	0	0	243	993	
5:30 PM	0	2	65	0	0	0	67	3	0	7	26	34	0	0	0	0	204	970	
5:45 PM	0	2	51	0	0	0	50	5	0	5	14	31	0	0	0	0	158	912	
Count Total	0	49	633	0	0	0	586	57	0	37	163	271	0	0	0	0	1,796	0	
Peak Hour	All	0	31	377	0	0	0	310	34	0	19	90	132	0	0	0	0	993	0
	HV	0	1	2	0	0	0	2	0	0	0	2	0	0	0	0	0	7	0
	HV%	-	3%	1%	-	-	-	1%	0%	-	0%	2%	0%	-	-	-	-	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	1	0	2	0	0	0	0	0	0	5	3	7	15
4:15 PM	0	2	1	0	3	0	0	0	0	0	0	1	8	3	12
4:30 PM	0	1	1	0	2	0	0	0	0	0	3	1	2	6	12
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	2	2	4
5:00 PM	0	1	0	0	1	0	0	0	0	0	2	7	3	1	13
5:15 PM	2	0	1	0	3	0	0	0	0	0	3	7	5	1	16
5:30 PM	0	0	3	0	3	0	0	0	0	0	0	2	5	4	11
5:45 PM	0	0	2	0	2	0	0	0	0	0	0	1	4	1	6
Count Total	3	5	9	0	17	0	0	0	0	0	8	24	32	25	89
Peak Hour	3	2	2	0	7	0	0	0	0	0	8	15	12	10	45

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E 2ND ST				E 2ND ST				S DURBIN ST				S DURBIN ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	3	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7
5:15 PM	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	3	7
5:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	8
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	9
Count Total	0	1	2	0	0	0	4	1	0	0	7	2	0	0	0	0	17	0
Peak Hour	0	1	2	0	0	0	2	0	0	0	2	0	0	0	0	0	7	0

Two-Hour Count Summaries - Bikes																	
Interval Start	E 2ND ST			E 2ND ST			S DURBIN ST			S DURBIN ST			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

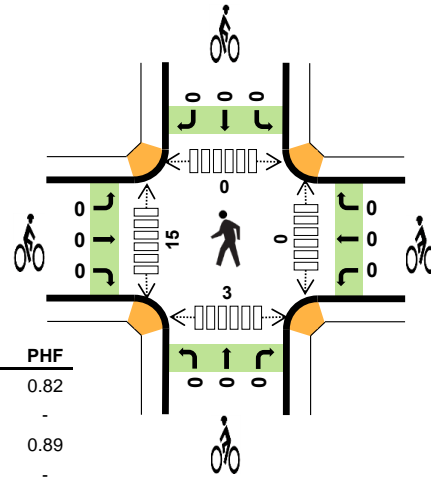
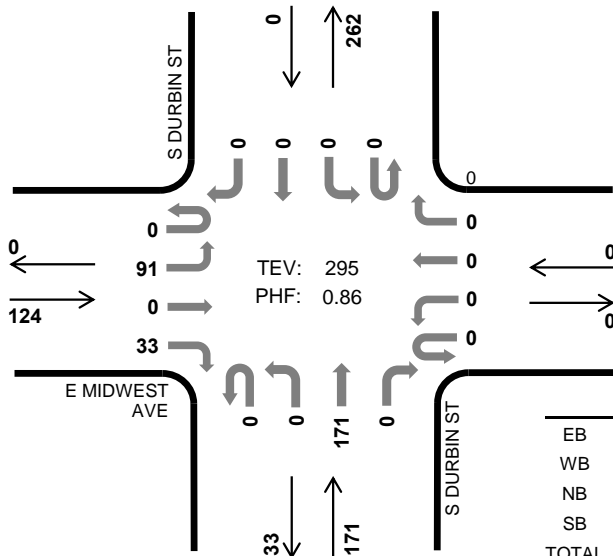
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S DURBIN ST E MIDWEST AVE



Peak Hour

Date: 06/08/2021
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	4.0%	0.82
WB	-	-
NB	1.8%	0.89
SB	-	-
TOTAL	2.7%	0.86

Two-Hour Count Summaries

Interval Start	E MIDWEST AVE				0				S DURBIN ST				S DURBIN ST				15-min Total	Rolling One Hour
	Eastbound		Westbound		Westbound		Northbound		Northbound		Southbound		Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	7	0	4	0	0	0	0	0	0	14	0	0	0	0	0	25	0
7:15 AM	0	9	0	5	0	0	0	0	0	0	24	0	0	0	0	0	38	0
7:30 AM	0	19	0	2	0	0	0	0	0	0	42	0	0	0	0	0	63	0
7:45 AM	0	26	0	11	0	0	0	0	0	0	46	0	0	0	0	0	83	209
8:00 AM	0	26	0	12	0	0	0	0	0	0	48	0	0	0	0	0	86	270
8:15 AM	0	20	0	8	0	0	0	0	0	0	35	0	0	0	0	0	63	295
8:30 AM	0	18	0	4	0	0	0	0	0	0	21	0	0	0	0	0	43	275
8:45 AM	0	17	0	6	0	0	0	0	0	0	34	0	0	0	0	0	57	249
Count Total	0	142	0	52	0	0	0	0	0	0	264	0	0	0	0	0	458	0
Peak Hour	All	0	91	0	33	0	0	0	0	0	171	0	0	0	0	0	295	0
	HV	0	4	0	1	0	0	0	0	0	3	0	0	0	0	0	8	0
	HV%	-	4%	-	3%	-	-	-	-	-	2%	-	-	-	-	-	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	1	0	2	0	0	0	0	0	0	3	0	0	3
7:30 AM	2	0	1	0	3	0	0	0	0	0	0	4	0	0	4
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	4	0	2	6
8:00 AM	1	0	1	0	2	0	0	0	0	0	0	5	0	0	5
8:15 AM	1	0	1	0	2	0	0	0	0	0	0	2	0	1	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	1	0	2	0	0	0	0	0	0	2	0	3	5
Count Total	7	0	5	0	12	0	0	0	0	0	0	20	0	6	26
Peak Hour	5	0	3	0	8	0	0	0	0	0	0	15	0	3	18

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E MIDWEST AVE				0				S DURBIN ST				S DURBIN ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	
7:30 AM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	
7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:00 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	
8:15 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	
Count Total	0	6	0	1	0	0	0	0	0	0	5	0	0	0	0	0	12	
Peak Hour	0	4	0	1	0	0	0	0	0	0	3	0	0	0	0	0	8	

Two-Hour Count Summaries - Bikes																
Interval Start	E MIDWEST AVE			0			S DURBIN ST			S DURBIN ST			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

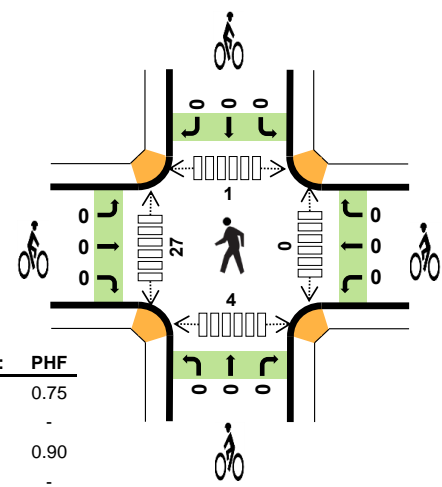
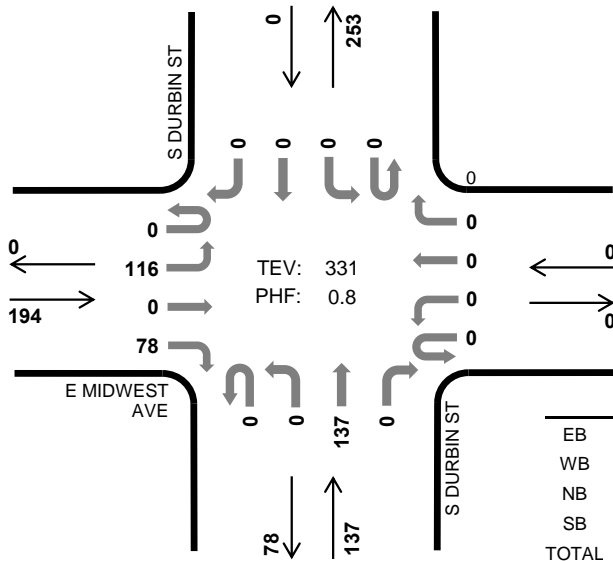
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S DURBIN ST E MIDWEST AVE



Peak Hour

Date: 06/08/2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.5%	0.75
WB	-	-
NB	2.2%	0.90
SB	-	-
TOTAL	1.2%	0.80

Two-Hour Count Summaries

Interval Start	E MIDWEST AVE				0				S DURBIN ST				S DURBIN ST				15-min Total	Rolling One Hour
	Eastbound		Westbound		Westbound		Northbound		Northbound		Southbound		Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	37	0	21	0	0	0	0	0	0	24	0	0	0	0	0	82	0
4:15 PM	0	21	0	19	0	0	0	0	0	0	30	0	0	0	0	0	70	0
4:30 PM	0	29	0	17	0	0	0	0	0	0	29	0	0	0	0	0	75	0
4:45 PM	0	22	0	23	0	0	0	0	0	0	24	0	0	0	0	0	69	296
5:00 PM	0	41	0	24	0	0	0	0	0	0	38	0	0	0	0	0	103	317
5:15 PM	0	25	0	12	0	0	0	0	0	0	37	0	0	0	0	0	74	321
5:30 PM	0	28	0	19	0	0	0	0	0	0	38	0	0	0	0	0	85	331
5:45 PM	0	25	0	2	0	0	0	0	0	0	20	0	0	0	0	0	47	309
Count Total	0	228	0	137	0	0	0	0	0	0	240	0	0	0	0	0	605	0
Peak Hour	All	0	116	0	78	0	0	0	0	0	137	0	0	0	0	0	331	0
	HV	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	4	0
	HV%	-	1%	-	0%	-	-	-	-	-	2%	-	-	-	-	-	1%	0

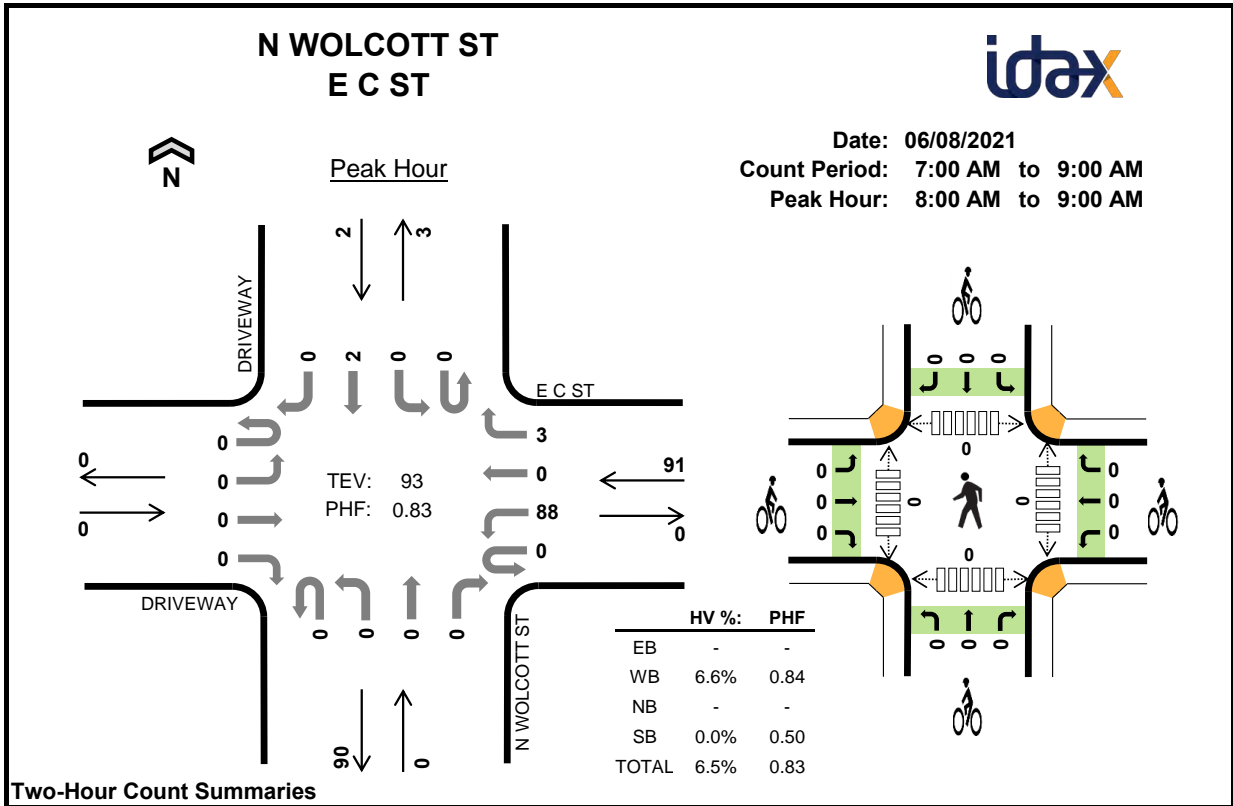
Note: Two-hour count summary include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	10	0	3	13
4:15 PM	0	0	2	0	2	0	0	0	0	0	0	1	0	1	
4:30 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	10	0	3	
5:15 PM	0	0	2	0	2	0	0	0	0	0	0	12	1	14	
5:30 PM	1	0	1	0	2	0	0	0	0	0	0	5	0	5	
5:45 PM	1	0	1	0	2	0	0	0	0	0	0	6	0	6	
Count Total	4	0	7	0	11	0	0	0	0	0	0	44	1	7	
Peak Hour	1	0	3	0	4	0	0	0	0	0	0	27	1	4	

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E MIDWEST AVE				0				S DURBIN ST				S DURBIN ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	4
5:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	4
5:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	6
Count Total	0	2	0	2	0	0	0	0	0	0	7	0	0	0	0	0	11	0
Peak Hour	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4	0

Two-Hour Count Summaries - Bikes																	
Interval Start	E MIDWEST AVE			0			S DURBIN ST			S DURBIN ST			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	DRIVEWAY				E C ST				N WOLCOTT ST				DRIVEWAY				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	9	0	1	0	0	0	0	0	0	0	0	10	0	
7:15 AM	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	10	0	
7:30 AM	0	0	0	0	0	15	0	1	0	0	0	0	0	0	2	0	18	0	
7:45 AM	0	0	0	0	0	21	0	0	0	0	0	0	0	0	1	0	22	60	
8:00 AM	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	22	72	
8:15 AM	0	0	0	0	0	18	0	0	0	0	0	0	0	0	1	0	19	81	
8:30 AM	0	0	0	0	0	23	0	1	0	0	0	0	0	0	0	0	24	87	
8:45 AM	0	0	0	0	0	25	0	2	0	0	0	0	0	0	1	0	28	93	
Count Total	0	0	0	0	0	143	0	5	0	0	0	0	0	0	5	0	153	0	
Peak Hour	All	0	0	0	0	0	88	0	3	0	0	0	0	0	0	2	0	93	0
	HV	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6	0
	HV%	-	-	-	-	-	7%	-	0%	-	-	-	-	-	-	0%	-	6%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0

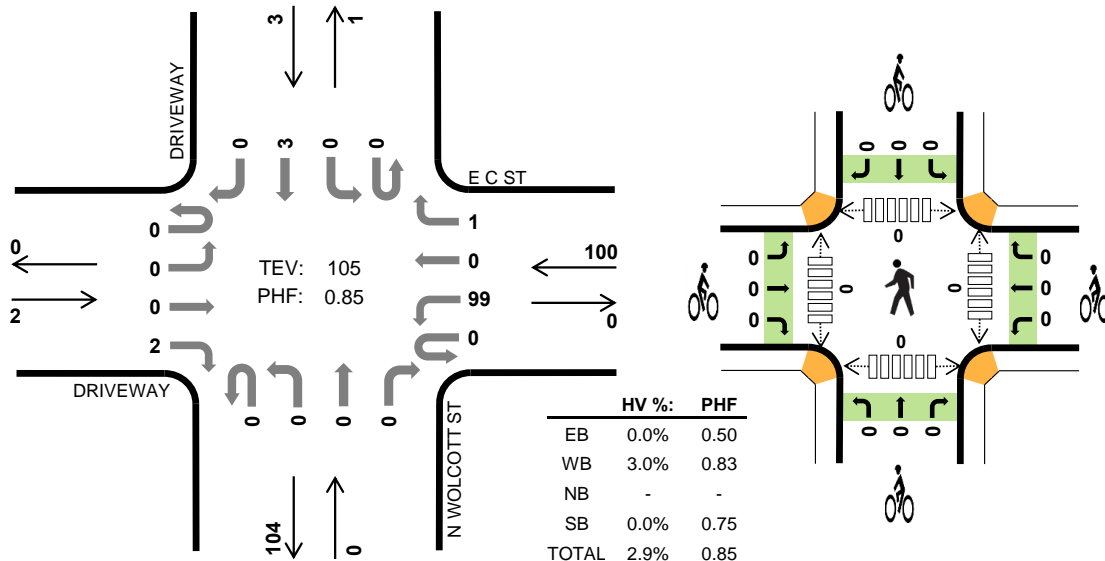
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	DRIVEWAY				E C ST				N WOLCOTT ST				DRIVEWAY				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	2	
8:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	5	
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	6	
Count Total	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6	0	
Peak Hour	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	DRIVEWAY			E C ST			N WOLCOTT ST			DRIVEWAY			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

N WOLCOTT ST E C ST



Peak Hour

Date: 06/08/2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



Two-Hour Count Summaries

Interval Start	DRIVEWAY				E C ST				N WOLCOTT ST				DRIVEWAY				15-min Total	Rolling One Hour	
	Eastbound		RT		Westbound		RT		Northbound		RT		Southbound		RT				
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	21	0	3	0	0	0	0	0	0	0	0	24	0	
4:15 PM	0	0	0	0	0	14	0	0	0	0	0	0	0	0	1	0	15	0	
4:30 PM	0	0	0	0	0	27	0	0	0	0	0	0	0	0	1	0	28	0	
4:45 PM	0	0	0	1	0	30	0	0	0	0	0	0	0	0	0	0	31	98	
5:00 PM	0	0	0	0	0	22	0	0	0	0	0	0	0	0	1	0	23	97	
5:15 PM	0	0	0	1	0	20	0	1	0	0	0	0	0	0	1	0	23	105	
5:30 PM	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	11	88	
5:45 PM	0	0	0	0	0	10	0	1	0	0	0	0	0	0	0	0	11	68	
Count Total	0	0	0	2	0	155	0	5	0	0	0	0	0	0	4	0	166	0	
Peak Hour	All	0	0	0	2	0	99	0	1	0	0	0	0	0	0	3	0	105	0
	HV	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0
	HV%	-	-	-	0%	-	3%	-	0%	-	-	-	-	-	-	0%	-	3%	0

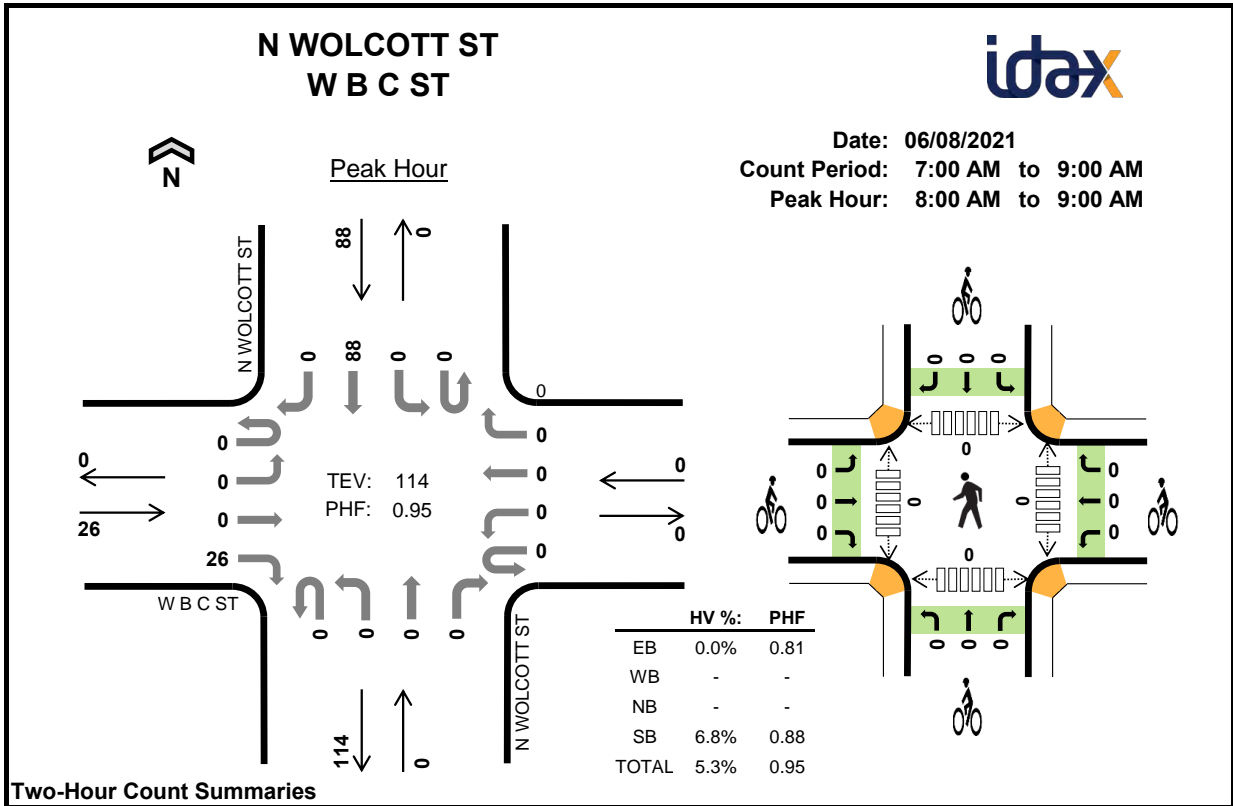
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	1
Peak Hour	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	DRIVEWAY				E C ST				N WOLCOTT ST				DRIVEWAY				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Count Total	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0	
Peak Hour	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0	

Two-Hour Count Summaries - Bikes																	
Interval Start	DRIVEWAY			E C ST			N WOLCOTT ST			DRIVEWAY			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	W B C ST				0				N WOLCOTT ST				N WOLCOTT ST				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	9	0	14	0	
7:15 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	10	0	13	0	
7:30 AM	0	0	0	6	0	0	0	0	0	0	0	0	0	0	17	0	23	0	
7:45 AM	0	0	0	8	0	0	0	0	0	0	0	0	0	0	20	0	28	78	
8:00 AM	0	0	0	7	0	0	0	0	0	0	0	0	0	0	23	0	30	94	
8:15 AM	0	0	0	7	0	0	0	0	0	0	0	0	0	0	19	0	26	107	
8:30 AM	0	0	0	8	0	0	0	0	0	0	0	0	0	0	21	0	29	113	
8:45 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	25	0	29	114	
Count Total	0	0	0	48	0	0	0	0	0	0	0	0	0	0	144	0	192	0	
Peak Hour	All	0	0	0	26	0	0	0	0	0	0	0	0	0	0	88	0	114	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0
	HV%	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	7%	-	5%	0

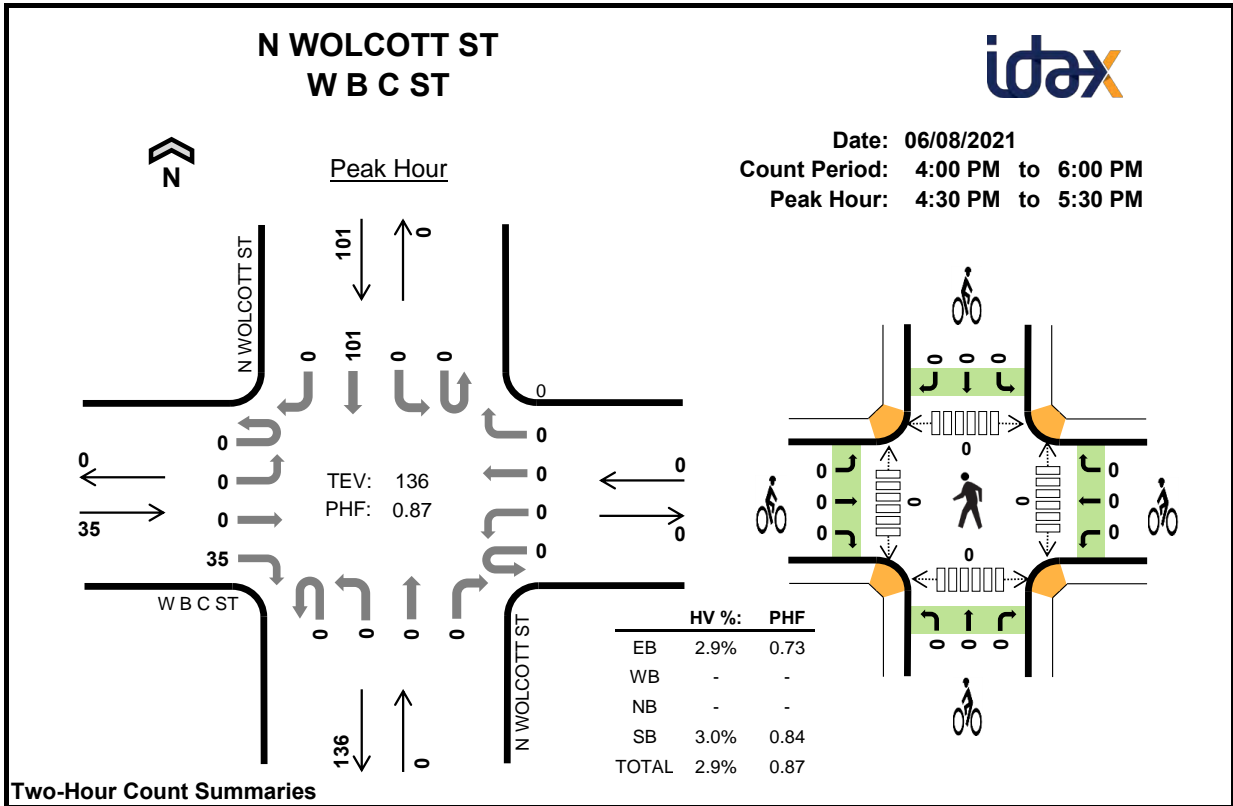
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Count Total	1	0	0	6	7	0	0	0	0	0	0	0	1	0	1
Peak Hour	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	W B C ST				0				N WOLCOTT ST				N WOLCOTT ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	6	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6	
Count Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	0	7	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	

Two-Hour Count Summaries - Bikes																
Interval Start	W B C ST			0			N WOLCOTT ST			N WOLCOTT ST			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	W B C ST				0				N WOLCOTT ST				N WOLCOTT ST				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	11	0	0	0	0	0	0	0	0	0	0	22	0	33	0	
4:15 PM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	15	0	20	0	
4:30 PM	0	0	0	6	0	0	0	0	0	0	0	0	0	0	25	0	31	0	
4:45 PM	0	0	0	9	0	0	0	0	0	0	0	0	0	0	30	0	39	123	
5:00 PM	0	0	0	12	0	0	0	0	0	0	0	0	0	0	24	0	36	126	
5:15 PM	0	0	0	8	0	0	0	0	0	0	0	0	0	0	22	0	30	136	
5:30 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	11	0	14	119	
5:45 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	10	0	12	92	
Count Total	0	0	0	56	0	0	0	0	0	0	0	0	0	0	159	0	215	0	
Peak Hour	All	0	0	0	35	0	0	0	0	0	0	0	0	0	0	101	0	136	0
	HV	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	4	0
	HV%	-	-	-	3%	-	-	-	-	-	-	-	-	-	-	3%	-	3%	0

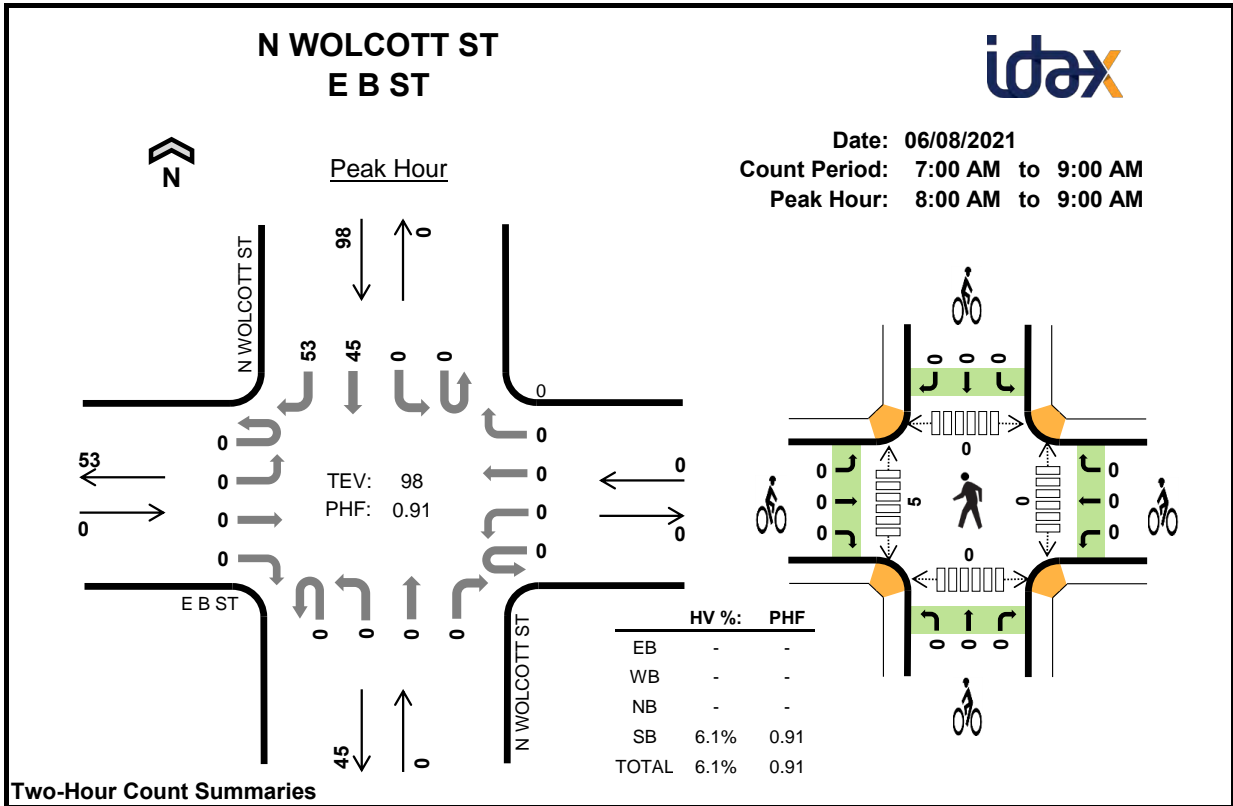
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	1	0	0	3	4	0	0	0	0	0	0	0	0	0	0
Peak Hour	1	0	0	3	4	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	W B C ST				0				N WOLCOTT ST				N WOLCOTT ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	4	
Peak Hour	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	4	

Two-Hour Count Summaries - Bikes																
Interval Start	W B C ST			0			N WOLCOTT ST			N WOLCOTT ST			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	E B ST				0				N WOLCOTT ST				N WOLCOTT ST				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	8	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	10	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	11	17	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	12	18	53	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	22	67	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	13	22	79	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	12	27	89	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	17	27	98	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	87	151	0	
Peak Hour	All	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	53	98	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0
	HV%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13%	0%	6%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	2	2	0	0	0	0	0	0	2	0	0	2
8:30 AM	0	0	0	3	3	0	0	0	0	0	0	2	0	0	2
8:45 AM	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1
Count Total	0	0	0	6	6	0	0	0	0	0	0	5	0	0	5
Peak Hour	0	0	0	6	6	0	0	0	0	0	0	5	0	0	5

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E B ST				0				N WOLCOTT ST				N WOLCOTT ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0

Two-Hour Count Summaries - Bikes																	
Interval Start	E B ST			0			N WOLCOTT ST			N WOLCOTT ST			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

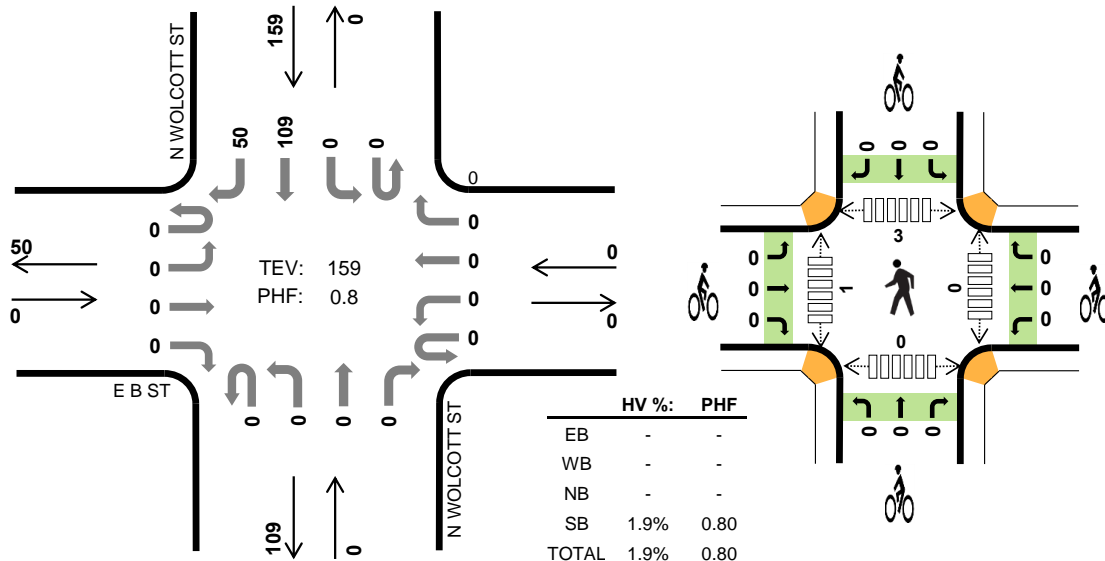
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N WOLCOTT ST E B ST



Peak Hour

Date: 06/08/2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



Two-Hour Count Summaries

Interval Start	E B ST				0				N WOLCOTT ST				N WOLCOTT ST				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	19	40	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	7	24	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	14	38	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	16	41	143	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	8	50	153	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	12	30	159	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	4	15	136	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	7	18	113	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	169	87	256	0	
Peak Hour	All	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109	50	159	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0
	HV%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2%	2%	2%	0

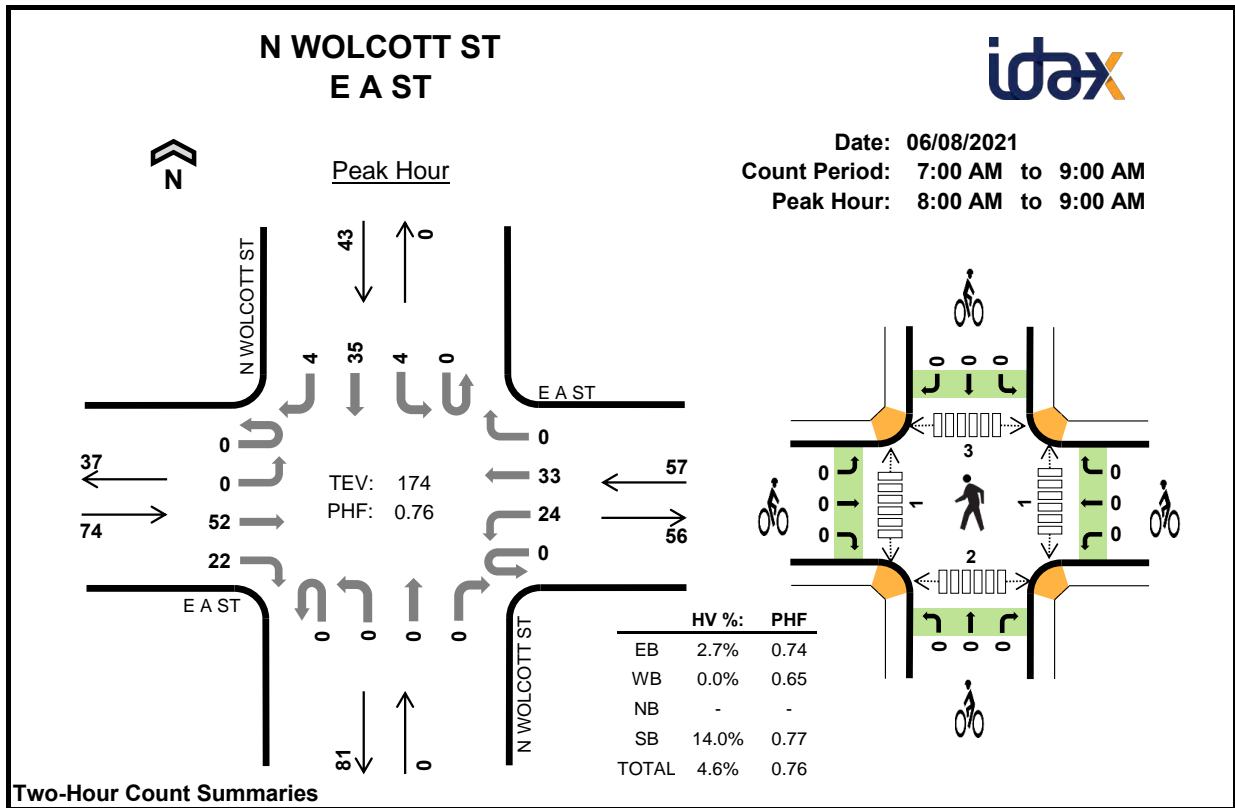
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	2	0	6
4:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	1	1	0	0	0	0	0	0	1	2	0	3
5:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Count Total	0	0	0	4	4	0	0	0	0	0	0	7	8	0	15
Peak Hour	0	0	0	3	3	0	0	0	0	0	0	1	3	0	4

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E B ST				0				N WOLCOTT ST				N WOLCOTT ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	

Two-Hour Count Summaries - Bikes																
Interval Start	E B ST			0			N WOLCOTT ST			N WOLCOTT ST			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	E A ST				E A ST				N WOLCOTT ST				N WOLCOTT ST				15-min Total	Rolling One Hour	
	Eastbound		RT		Westbound		RT		Northbound		RT		Southbound		RT				
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	6	2	0	3	3	0	0	0	0	0	0	0	4	0	18	0	
7:15 AM	0	0	4	0	0	3	8	0	0	0	0	0	0	0	3	0	18	0	
7:30 AM	0	0	9	3	0	4	11	0	0	0	0	0	0	2	6	0	35	0	
7:45 AM	0	0	14	5	0	10	0	0	0	0	0	0	0	0	4	1	34	105	
8:00 AM	0	0	16	4	0	6	5	0	0	0	0	0	0	1	10	0	42	129	
8:15 AM	0	0	9	3	0	5	5	0	0	0	0	0	0	0	7	1	30	141	
8:30 AM	0	0	13	4	0	7	7	0	0	0	0	0	0	2	11	1	45	151	
8:45 AM	0	0	14	11	0	6	16	0	0	0	0	0	0	1	7	2	57	174	
Count Total	0	0	85	32	0	44	55	0	0	0	0	0	0	6	52	5	279	0	
Peak Hour	All	0	0	52	22	0	24	33	0	0	0	0	0	0	4	35	4	174	0
	HV	0	0	1	1	0	0	0	0	0	0	0	0	0	0	6	0	8	0
	HV%	-	-	2%	5%	-	0%	0%	-	-	-	-	-	-	0%	17%	0%	5%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

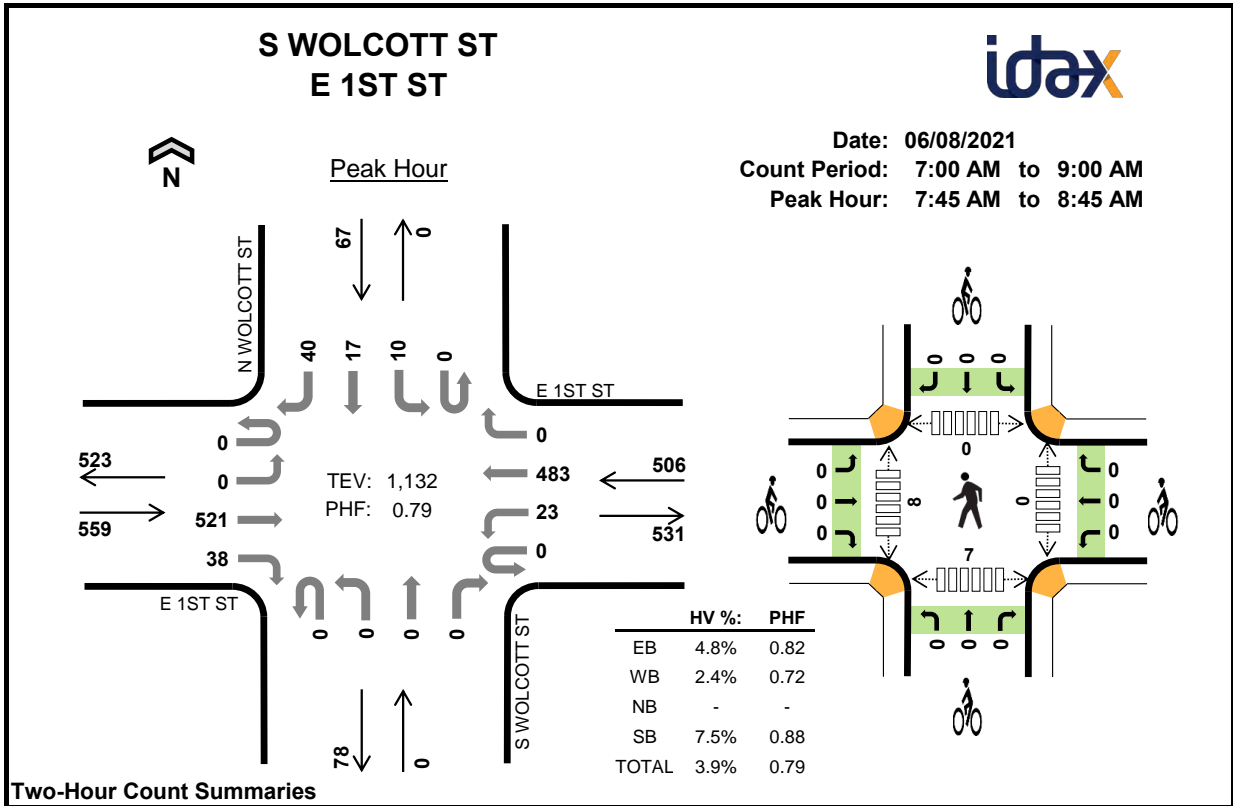
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 AM	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	2	2	0	0	0	0	0	1	0	0	1	2
8:45 AM	1	0	0	1	2	0	0	0	0	0	0	1	2	1	4
Count Total	3	0	0	6	9	0	0	0	0	0	1	2	3	3	9
Peak Hour	2	0	0	6	8	0	0	0	0	0	1	1	3	2	7

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E A ST				E A ST				N WOLCOTT ST				N WOLCOTT ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	6
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	8
Count Total	0	0	1	2	0	0	0	0	0	0	0	0	0	0	6	0	9	0
Peak Hour	0	0	1	1	0	0	0	0	0	0	0	0	0	0	6	0	8	0
Two-Hour Count Summaries - Bikes																		
Interval Start	E A ST			E A ST			N WOLCOTT ST			N WOLCOTT ST			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E A ST				E A ST				N WOLCOTT ST				N WOLCOTT ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2	6
5:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Count Total	0	0	2	3	0	1	0	0	0	0	0	0	0	1	2	0	9	0
Peak Hour	0	0	2	1	0	0	0	0	0	0	0	0	0	1	1	0	5	0

Two-Hour Count Summaries - Bikes																	
Interval Start	E A ST			E A ST			N WOLCOTT ST			N WOLCOTT ST			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	E 1ST ST Eastbound				E 1ST ST Westbound				S WOLCOTT ST Northbound				N WOLCOTT ST Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	57	4	0	1	88	0	0	0	0	0	0	1	6	4	161	0	
7:15 AM	0	0	88	7	0	1	104	0	0	0	0	0	0	1	1	4	206	0	
7:30 AM	0	0	105	6	0	5	132	0	0	0	0	0	0	4	6	6	264	0	
7:45 AM	0	0	152	18	0	13	162	0	0	0	0	0	0	3	5	7	360	991	
8:00 AM	0	0	113	4	0	2	108	0	0	0	0	0	0	5	4	10	246	1,076	
8:15 AM	0	0	122	7	0	4	114	0	0	0	0	0	0	0	5	9	261	1,131	
8:30 AM	0	0	134	9	0	4	99	0	0	0	0	0	0	2	3	14	265	1,132	
8:45 AM	0	0	120	9	0	12	111	0	0	0	0	0	0	6	12	12	282	1,054	
Count Total	0	0	891	64	0	42	918	0	0	0	0	0	0	22	42	66	2,045	0	
Peak Hour	All	0	0	521	38	0	23	483	0	0	0	0	0	0	10	17	40	1,132	0
	HV	0	0	26	1	0	0	12	0	0	0	0	0	0	0	1	4	44	0
	HV%	-	-	5%	3%	-	0%	2%	-	-	-	-	-	-	0%	6%	10%	4%	0

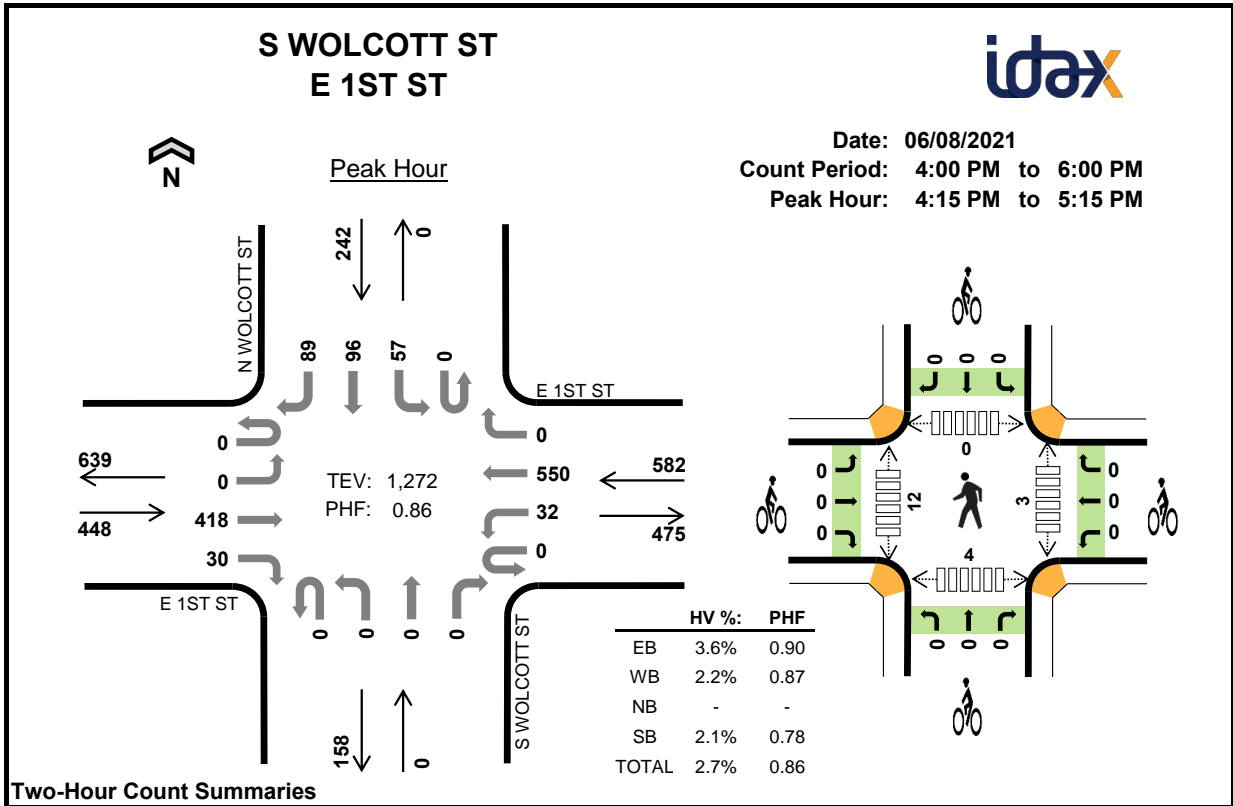
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	4	4	0	0	8	0	0	0	0	0	0	0	2	0	2
7:15 AM	5	4	0	0	9	0	0	0	0	0	0	0	0	0	0
7:30 AM	4	4	0	1	9	0	0	0	0	0	0	0	0	0	0
7:45 AM	7	1	0	0	8	0	0	0	0	0	0	2	0	0	2
8:00 AM	7	4	0	1	12	0	0	0	0	0	0	3	0	3	6
8:15 AM	6	4	0	2	12	0	0	0	0	0	0	0	0	3	3
8:30 AM	7	3	0	2	12	0	0	0	0	0	0	3	0	1	4
8:45 AM	7	6	0	2	15	0	0	0	0	0	0	3	1	2	6
Count Total	47	30	0	8	85	0	0	0	0	0	0	11	3	9	23
Peak Hour	27	12	0	5	44	0	0	0	0	0	0	8	0	7	15

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E 1ST ST				E 1ST ST				S WOLCOTT ST				N WOLCOTT ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	3	1	0	1	3	0	0	0	0	0	0	0	0	8	0	
7:15 AM	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	9	0	
7:30 AM	0	0	4	0	0	0	4	0	0	0	0	0	0	1	0	9	0	
7:45 AM	0	0	6	1	0	0	1	0	0	0	0	0	0	0	0	8	34	
8:00 AM	0	0	7	0	0	0	4	0	0	0	0	0	0	1	0	12	38	
8:15 AM	0	0	6	0	0	0	4	0	0	0	0	0	0	0	2	12	41	
8:30 AM	0	0	7	0	0	0	3	0	0	0	0	0	0	0	2	12	44	
8:45 AM	0	0	7	0	0	1	5	0	0	0	0	0	0	1	1	15	51	
Count Total	0	0	45	2	0	2	28	0	0	0	0	0	1	2	5	85	0	
Peak Hour	0	0	26	1	0	0	12	0	0	0	0	0	0	1	4	44	0	

Two-Hour Count Summaries - Bikes																	
Interval Start	E 1ST ST			E 1ST ST			S WOLCOTT ST			N WOLCOTT ST			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	E 1ST ST Eastbound				E 1ST ST Westbound				S WOLCOTT ST Northbound				N WOLCOTT ST Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	143	5	0	5	138	0	0	0	0	0	0	13	18	21	343	0	
4:15 PM	0	0	113	12	0	11	144	0	0	0	0	0	0	8	16	19	323	0	
4:30 PM	0	0	86	9	0	7	123	0	0	0	0	0	0	17	20	19	281	0	
4:45 PM	0	0	101	2	0	7	123	0	0	0	0	0	0	11	31	23	298	1,245	
5:00 PM	0	0	118	7	0	7	160	0	0	0	0	0	0	21	29	28	370	1,272	
5:15 PM	0	0	76	10	0	6	134	0	0	0	0	0	0	9	18	27	280	1,229	
5:30 PM	0	0	88	6	0	4	114	0	0	0	0	0	0	5	12	22	251	1,199	
5:45 PM	0	0	68	1	0	4	93	0	0	0	0	0	0	4	6	9	185	1,086	
Count Total	0	0	793	52	0	51	1,029	0	0	0	0	0	0	88	150	168	2,331	0	
Peak Hour	All	0	0	418	30	0	32	550	0	0	0	0	0	0	57	96	89	1,272	0
	HV	0	0	15	1	0	0	13	0	0	0	0	0	0	0	5	0	34	0
	HV%	-	-	4%	3%	-	0%	2%	-	-	-	-	-	-	0%	5%	0%	3%	0

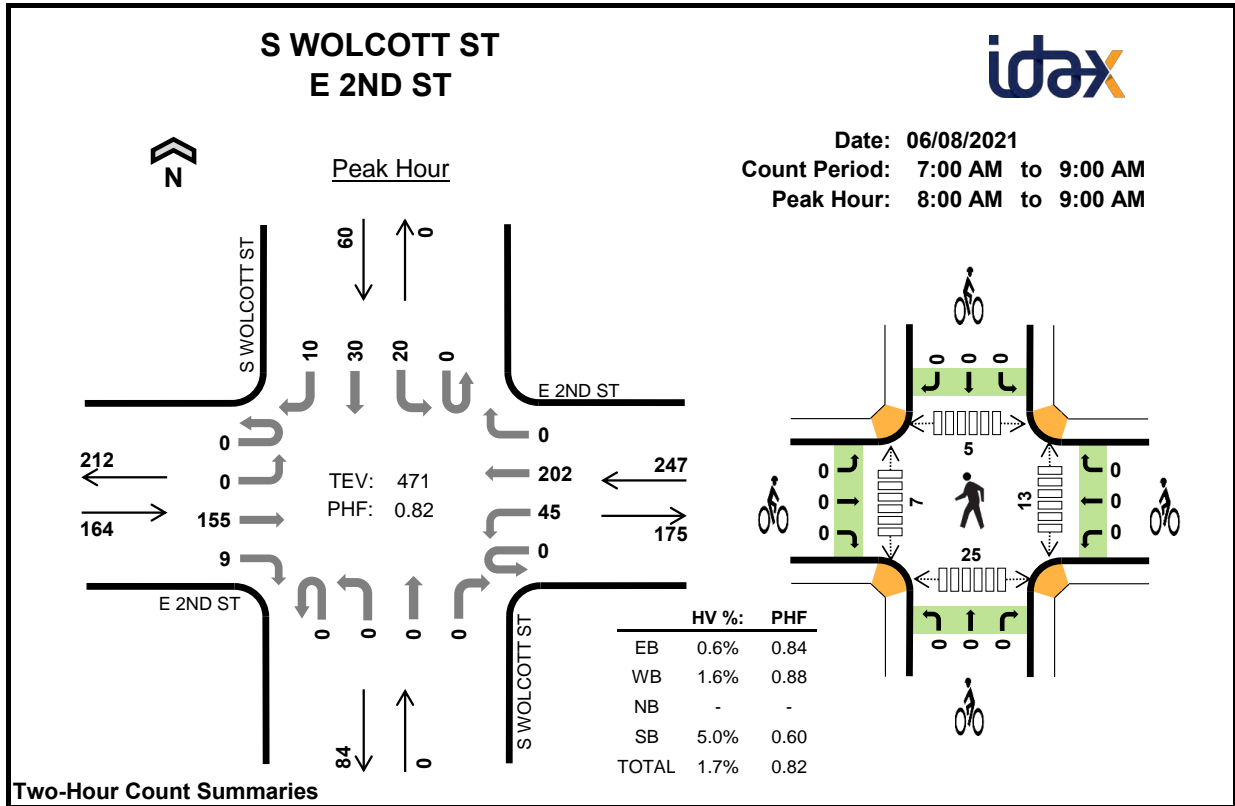
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	6	3	0	0	9	0	0	0	0	0	0	3	1	1	5
4:15 PM	7	0	0	1	8	0	0	0	0	0	0	2	0	1	3
4:30 PM	4	6	0	1	11	0	0	0	0	0	3	7	0	3	13
4:45 PM	4	3	0	2	9	0	0	0	0	0	0	1	0	0	1
5:00 PM	1	4	0	1	6	0	0	0	0	0	0	2	0	0	2
5:15 PM	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0
5:30 PM	2	4	0	2	8	0	0	0	0	0	0	1	0	1	2
5:45 PM	1	1	0	1	3	0	0	0	0	0	0	0	0	1	1
Count Total	27	24	0	8	59	0	0	0	0	0	3	16	1	7	27
Peak Hour	16	13	0	5	34	0	0	0	0	0	3	12	0	4	19

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E 1ST ST				E 1ST ST				S WOLCOTT ST				N WOLCOTT ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	9	0	
4:15 PM	0	0	6	1	0	0	0	0	0	0	0	0	0	0	1	0	8	0
4:30 PM	0	0	4	0	0	0	6	0	0	0	0	0	0	0	1	0	11	0
4:45 PM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	2	0	9	37
5:00 PM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	1	0	6	34
5:15 PM	0	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	5	31
5:30 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	1	1	8	28
5:45 PM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	3	22
Count Total	0	0	24	3	0	0	24	0	0	0	0	0	0	0	7	1	59	0
Peak Hour	0	0	15	1	0	0	13	0	0	0	0	0	0	0	5	0	34	0

Two-Hour Count Summaries - Bikes																		
Interval Start	E 1ST ST			E 1ST ST			S WOLCOTT ST			N WOLCOTT ST			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	E 2ND ST Eastbound				E 2ND ST Westbound				S WOLCOTT ST Northbound				S WOLCOTT ST Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	10	1	0	6	24	0	0	0	0	0	0	1	6	1	49	0	
7:15 AM	0	0	14	1	0	7	33	0	0	0	0	0	0	1	6	3	65	0	
7:30 AM	0	0	24	1	0	5	48	0	0	0	0	0	0	0	8	4	90	0	
7:45 AM	0	0	40	1	0	11	48	0	0	0	0	0	0	5	12	7	124	328	
8:00 AM	0	0	36	4	0	13	47	0	0	0	0	0	0	1	5	2	108	387	
8:15 AM	0	0	43	1	0	11	48	0	0	0	0	0	0	5	5	2	115	437	
8:30 AM	0	0	28	3	0	7	51	0	0	0	0	0	0	10	3	2	104	451	
8:45 AM	0	0	48	1	0	14	56	0	0	0	0	0	0	4	17	4	144	471	
Count Total	0	0	243	13	0	74	355	0	0	0	0	0	0	27	62	25	799	0	
Peak Hour	All	0	0	155	9	0	45	202	0	0	0	0	0	0	20	30	10	471	0
	HV	0	0	1	0	0	0	4	0	0	0	0	0	0	0	3	0	8	0
	HV%	-	-	1%	0%	-	0%	2%	-	-	-	-	-	-	0%	10%	0%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	2	0	2	4	0	0	0	0	0	0	3	3	3	9
7:30 AM	1	1	0	0	2	0	0	0	0	0	2	8	0	10	20
7:45 AM	0	0	0	1	1	0	0	0	0	0	4	3	1	4	12
8:00 AM	0	2	0	1	3	0	0	0	0	0	5	1	1	4	11
8:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	3	9
8:30 AM	1	2	0	0	3	0	0	0	0	0	1	4	0	7	12
8:45 AM	0	0	0	2	2	0	0	0	0	0	4	2	1	11	18
Count Total	2	7	0	6	15	0	0	0	0	0	19	21	9	43	92
Peak Hour	1	4	0	3	8	0	0	0	0	0	13	7	5	25	50

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E 2ND ST				E 2ND ST				S WOLCOTT ST				S WOLCOTT ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	4	
7:30 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
8:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
Count Total	0	0	2	0	0	1	6	0	0	0	0	0	0	1	3	2	15	
Peak Hour	0	0	1	0	0	0	4	0	0	0	0	0	0	0	3	0	8	

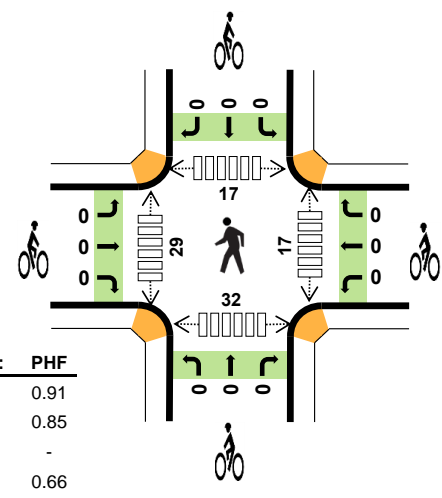
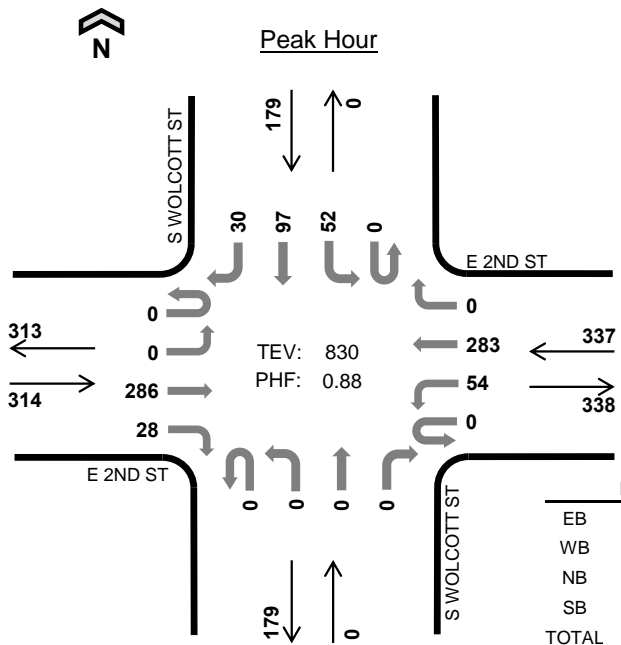
Two-Hour Count Summaries - Bikes																	
Interval Start	E 2ND ST			E 2ND ST			S WOLCOTT ST			S WOLCOTT ST			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S WOLCOTT ST E 2ND ST



Date: 06/08/2021
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	0.0%	0.91
WB	0.9%	0.85
NB	-	-
SB	2.2%	0.66
TOTAL	0.8%	0.88

Two-Hour Count Summaries

Interval Start	E 2ND ST Eastbound				E 2ND ST Westbound				S WOLCOTT ST Northbound				S WOLCOTT ST Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	67	4	0	12	71	0	0	0	0	0	0	28	20	5	207	0	
4:15 PM	0	0	61	9	0	15	84	0	0	0	0	0	0	10	15	3	197	0	
4:30 PM	0	0	71	10	0	11	68	0	0	0	0	0	0	21	21	6	208	0	
4:45 PM	0	0	73	4	0	16	60	0	0	0	0	0	0	7	19	9	188	800	
5:00 PM	0	0	81	5	0	12	71	0	0	0	0	0	0	14	42	12	237	830	
5:15 PM	0	0	57	3	0	13	73	0	0	0	0	0	0	4	18	7	175	808	
5:30 PM	0	0	40	4	0	12	68	0	0	0	0	0	0	6	19	3	152	752	
5:45 PM	0	0	50	4	0	5	66	0	0	0	0	0	0	5	8	5	143	707	
Count Total	0	0	500	43	0	96	561	0	0	0	0	0	0	95	162	50	1,507	0	
Peak Hour	All	0	0	286	28	0	54	283	0	0	0	0	0	0	52	97	30	830	0
	HV	0	0	0	0	0	0	3	0	0	0	0	0	0	0	4	0	7	0
	HV%	-	-	0%	0%	-	0%	1%	-	-	-	-	-	-	0%	4%	0%	1%	0

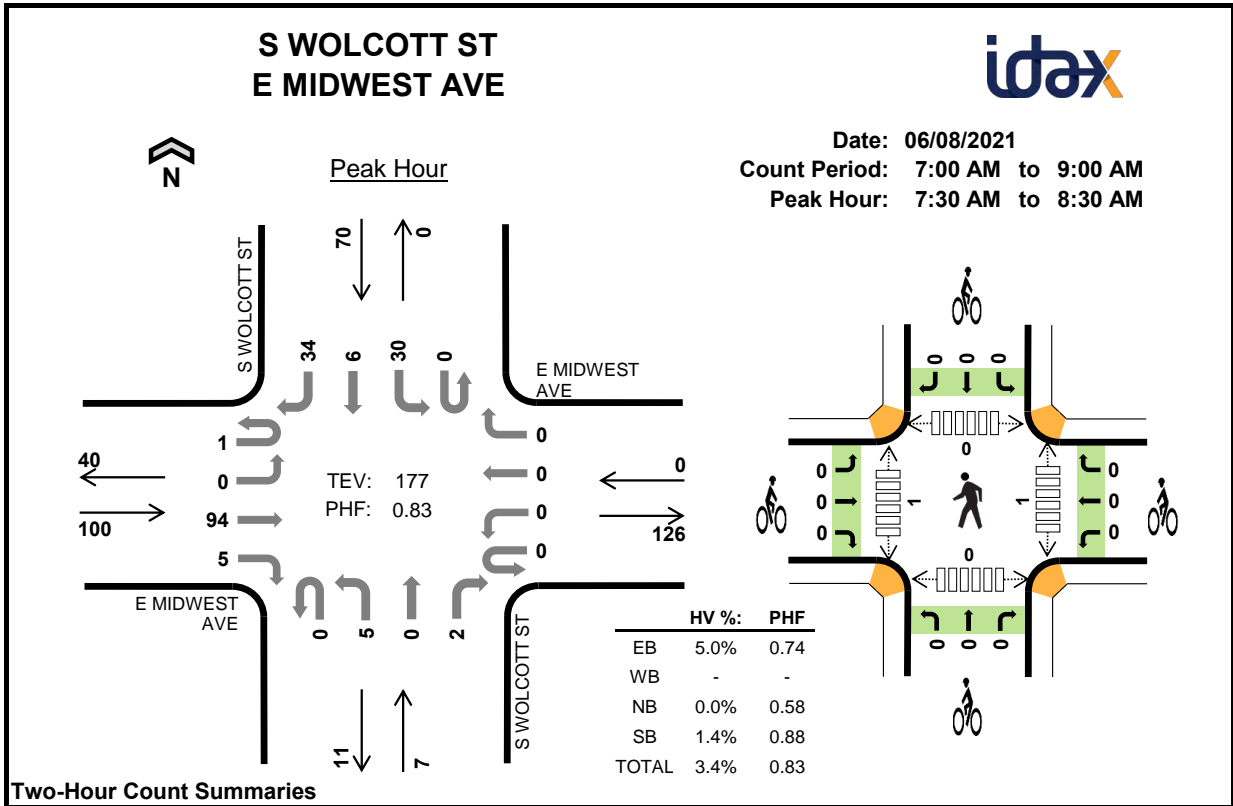
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	2	2	0	0	0	0	0	2	4	5	8	19
4:15 PM	0	1	0	0	1	0	0	0	0	0	1	3	2	3	9
4:30 PM	0	2	0	2	4	0	0	0	0	0	4	11	6	11	32
4:45 PM	0	0	0	1	1	0	0	0	0	0	3	4	4	7	18
5:00 PM	0	0	0	1	1	0	0	0	0	0	9	11	5	11	36
5:15 PM	0	0	0	2	2	0	0	0	0	0	5	6	7	3	21
5:30 PM	0	0	0	2	2	0	0	0	0	0	1	2	9	2	14
5:45 PM	0	1	0	1	2	0	0	0	0	0	5	0	7	0	12
Count Total	0	4	0	11	15	0	0	0	0	0	30	41	45	45	161
Peak Hour	0	3	0	4	7	0	0	0	0	0	17	29	17	32	95

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E 2ND ST				E 2ND ST				S WOLCOTT ST				S WOLCOTT ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	4	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	7
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	8
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	6
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	7
Count Total	0	0	0	0	0	1	3	0	0	0	0	0	0	1	10	0	15	0
Peak Hour	0	0	0	0	0	0	3	0	0	0	0	0	0	0	4	0	7	0

Two-Hour Count Summaries - Bikes																	
Interval Start	E 2ND ST			E 2ND ST			S WOLCOTT ST			S WOLCOTT ST			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	E MIDWEST AVE				E MIDWEST AVE				S WOLCOTT ST				S WOLCOTT ST				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	7	1	0	0	0	0	0	1	0	0	0	3	1	9	22	0	
7:15 AM	1	0	12	0	0	0	0	0	0	0	0	1	0	4	3	6	27	0	
7:30 AM	0	0	15	1	0	0	0	0	0	1	0	1	0	5	1	9	33	0	
7:45 AM	0	0	33	1	0	0	0	0	0	0	0	0	0	7	0	12	53	135	
8:00 AM	0	0	27	1	0	0	0	0	0	2	0	0	0	10	3	7	50	163	
8:15 AM	1	0	19	2	0	0	0	0	0	2	0	1	0	8	2	6	41	177	
8:30 AM	1	0	18	1	0	0	0	0	0	1	0	1	0	1	0	8	31	175	
8:45 AM	0	0	14	3	0	0	0	0	0	1	0	0	0	11	4	13	46	168	
Count Total	3	0	145	10	0	0	0	0	0	8	0	4	0	49	14	70	303	0	
Peak Hour	All	1	0	94	5	0	0	0	0	0	5	0	2	0	30	6	34	177	0
	HV	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0
	HV%	0%	-	5%	0%	-	-	-	-	-	0%	-	0%	-	0%	3%	3%	0	

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
7:15 AM	1	0	0	1	2	0	0	0	0	0	0	1	0	0	1
7:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	1	2	0	0	0	0	0	0	1	0	0	1
8:15 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	2	3	0	0	0	0	0	0	1	0	0	1
Count Total	7	0	0	4	11	0	0	0	0	0	1	7	0	0	8
Peak Hour	5	0	0	1	6	0	0	0	0	0	1	1	0	0	2

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E MIDWEST AVE				E MIDWEST AVE				S WOLCOTT ST				S WOLCOTT ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	
7:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	3	
Count Total	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	3	11	
Peak Hour	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	6	
Two-Hour Count Summaries - Bikes																		
Interval Start	E MIDWEST AVE			E MIDWEST AVE			S WOLCOTT ST			S WOLCOTT ST			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

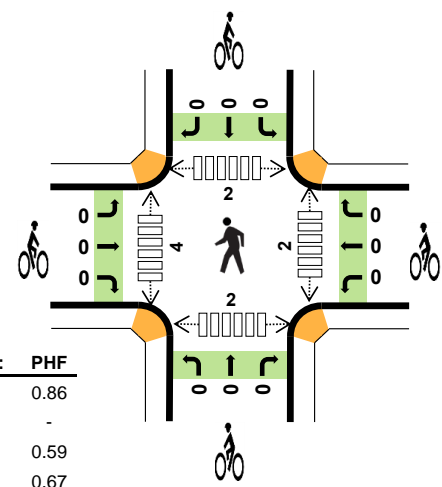
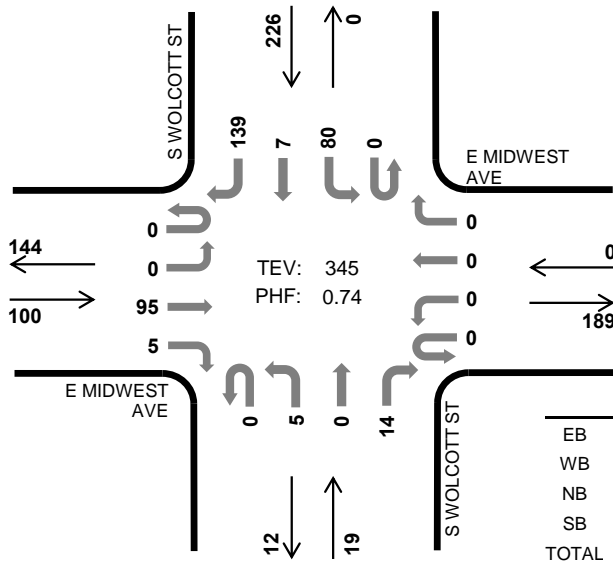
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S WOLCOTT ST E MIDWEST AVE



Peak Hour

Date: 06/08/2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	0.0%	0.86
WB	-	-
NB	0.0%	0.59
SB	2.2%	0.67
TOTAL	1.4%	0.74

Two-Hour Count Summaries

Interval Start	E MIDWEST AVE				E MIDWEST AVE				S WOLCOTT ST				S WOLCOTT ST				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		Northbound		Southbound								
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	39	1	0	0	0	0	0	1	0	5	0	20	1	29	96	0	
4:15 PM	0	0	20	0	0	0	0	0	0	3	0	0	0	14	1	17	55	0	
4:30 PM	0	0	27	2	0	0	0	0	0	0	0	2	0	18	2	25	76	0	
4:45 PM	0	0	25	2	0	0	0	0	0	4	0	4	0	12	4	33	84	311	
5:00 PM	0	0	25	0	0	0	0	0	0	1	0	6	0	33	0	51	116	331	
5:15 PM	0	0	18	1	0	0	0	0	0	0	0	2	0	17	1	30	69	345	
5:30 PM	0	0	25	0	0	0	0	0	0	1	0	4	0	12	1	19	62	331	
5:45 PM	0	0	20	2	0	0	0	0	0	1	0	2	0	6	1	14	46	293	
Count Total	0	0	199	8	0	0	0	0	0	11	0	25	0	132	11	218	604	0	
Peak Hour	All	0	0	95	5	0	0	0	0	0	5	0	14	0	80	7	139	345	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	5	0
	HV%	-	-	0%	0%	-	-	-	-	-	0%	-	0%	-	1%	0%	3%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	0	1	2	0	0	0	0	0	2	0	0	0	2
4:15 PM	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	1	1	0	0	0	0	0	1	0	0	2	3
4:45 PM	0	0	0	1	1	0	0	0	0	0	0	2	1	0	3
5:00 PM	0	0	0	1	1	0	0	0	0	0	0	2	1	0	3
5:15 PM	0	0	0	2	2	0	0	0	0	0	1	0	0	0	1
5:30 PM	1	0	0	2	3	0	0	0	0	0	0	1	0	0	1
5:45 PM	1	0	0	3	4	0	0	0	0	0	0	5	0	0	5
Count Total	3	0	0	12	15	0	0	0	0	0	4	11	2	2	19
Peak Hour	0	0	0	5	5	0	0	0	0	0	2	4	2	2	10

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E MIDWEST AVE				E MIDWEST AVE				S WOLCOTT ST				S WOLCOTT ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	5
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3	7
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	4	10
Count Total	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	11	15	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	5	0

Two-Hour Count Summaries - Bikes																	
Interval Start	E MIDWEST AVE			E MIDWEST AVE			S WOLCOTT ST			S WOLCOTT ST			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Vehicle Class, Speed, and ADT Counts

Vehicle Classification Report Summary

Location: 01_N WOLCOTT ST N-O E 1ST ST
Count Direction: Northbound / Southbound
Date Range: 6/8/2021 to 6/8/2021
Site Code: 01

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Study Total														
Northbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Southbound	29	662	373	0	375	5	0	1	6	0	0	0	0	1,451
Percent	2.0%	45.6%	25.7%	0.0%	25.8%	0.3%	0.0%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	100%
Total	29	662	373	0	375	5	0	1	6	0	0	0	0	1,451
Percent	2.0%	45.6%	25.7%	0.0%	25.8%	0.3%	0.0%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: 01_N WOLCOTT ST N-O E 1ST ST
Date Range: 6/8/2021 to 6/8/2021
Site Code: 01

Tuesday, June 8, 2021
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	3
5:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
6:00 AM	2	4	5	0	8	0	0	0	0	0	0	0	0	19
7:00 AM	3	20	13	0	6	0	0	0	0	0	0	0	0	42
8:00 AM	2	27	19	0	24	2	0	0	1	0	0	0	0	75
9:00 AM	3	32	17	0	33	0	0	0	1	0	0	0	0	86
10:00 AM	3	49	23	0	30	0	0	0	0	0	0	0	0	105
11:00 AM	4	64	39	0	36	0	0	1	0	0	0	0	0	144
12:00 PM	0	69	44	0	39	0	0	0	1	0	0	0	0	153
1:00 PM	1	48	27	0	36	0	0	0	1	0	0	0	0	113
2:00 PM	2	49	30	0	31	0	0	0	0	0	0	0	0	112
3:00 PM	0	62	31	0	29	0	0	0	1	0	0	0	0	123
4:00 PM	3	82	35	0	37	0	0	0	1	0	0	0	0	158
5:00 PM	1	82	45	0	31	2	0	0	0	0	0	0	0	161
6:00 PM	0	22	16	0	15	0	0	0	0	0	0	0	0	53
7:00 PM	3	14	9	0	4	0	0	0	0	0	0	0	0	30
8:00 PM	2	17	9	0	7	0	0	0	0	0	0	0	0	35
9:00 PM	0	6	4	0	2	0	0	0	0	0	0	0	0	12
10:00 PM	0	6	3	0	3	0	0	0	0	0	0	0	0	12
11:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
Total	29	662	373	0	375	5	0	1	6	0	0	0	0	1,451
Percent	2.0%	45.6%	25.7%	0.0%	25.8%	0.3%	0.0%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	

Location: 01_N WOLCOTT ST N-O E 1ST ST
Date Range: 6/8/2021 to 6/8/2021
Site Code: 01

**Total Study Average
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Note: Average only considered on days with 24-hours of data.

Location: 01_N WOLCOTT ST N-O E 1ST ST
Date Range: 6/8/2021 to 6/8/2021
Site Code: 01

**Total Study Average
Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	3
5:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
6:00 AM	2	4	5	0	8	0	0	0	0	0	0	0	0	19
7:00 AM	3	20	13	0	6	0	0	0	0	0	0	0	0	42
8:00 AM	2	27	19	0	24	2	0	0	1	0	0	0	0	75
9:00 AM	3	32	17	0	33	0	0	0	1	0	0	0	0	86
10:00 AM	3	49	23	0	30	0	0	0	0	0	0	0	0	105
11:00 AM	4	64	39	0	36	0	0	1	0	0	0	0	0	144
12:00 PM	0	69	44	0	39	0	0	0	1	0	0	0	0	153
1:00 PM	1	48	27	0	36	0	0	0	1	0	0	0	0	113
2:00 PM	2	49	30	0	31	0	0	0	0	0	0	0	0	112
3:00 PM	0	62	31	0	29	0	0	0	1	0	0	0	0	123
4:00 PM	3	82	35	0	37	0	0	0	1	0	0	0	0	158
5:00 PM	1	82	45	0	31	2	0	0	0	0	0	0	0	161
6:00 PM	0	22	16	0	15	0	0	0	0	0	0	0	0	53
7:00 PM	3	14	9	0	4	0	0	0	0	0	0	0	0	30
8:00 PM	2	17	9	0	7	0	0	0	0	0	0	0	0	35
9:00 PM	0	6	4	0	2	0	0	0	0	0	0	0	0	12
10:00 PM	0	6	3	0	3	0	0	0	0	0	0	0	0	12
11:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
Total	29	662	373	0	375	5	0	1	6	0	0	0	0	1,451
Percent	2.0%	45.6%	25.7%	0.0%	25.8%	0.3%	0.0%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: 01_N WOLCOTT ST N-O E 1ST ST
Date Range: 6/8/2021 to 6/8/2021
Site Code: 01

**3-Day (Tuesday - Thursday) Average
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Location: 01_N WOLCOTT ST N-O E 1ST ST
Date Range: 6/8/2021 to 6/8/2021
Site Code: 01

**3-Day (Tuesday - Thursday) Average
 Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	3
5:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
6:00 AM	2	4	5	0	8	0	0	0	0	0	0	0	0	19
7:00 AM	3	20	13	0	6	0	0	0	0	0	0	0	0	42
8:00 AM	2	27	19	0	24	2	0	0	1	0	0	0	0	75
9:00 AM	3	32	17	0	33	0	0	0	1	0	0	0	0	86
10:00 AM	3	49	23	0	30	0	0	0	0	0	0	0	0	105
11:00 AM	4	64	39	0	36	0	0	1	0	0	0	0	0	144
12:00 PM	0	69	44	0	39	0	0	0	1	0	0	0	0	153
1:00 PM	1	48	27	0	36	0	0	0	1	0	0	0	0	113
2:00 PM	2	49	30	0	31	0	0	0	0	0	0	0	0	112
3:00 PM	0	62	31	0	29	0	0	0	1	0	0	0	0	123
4:00 PM	3	82	35	0	37	0	0	0	1	0	0	0	0	158
5:00 PM	1	82	45	0	31	2	0	0	0	0	0	0	0	161
6:00 PM	0	22	16	0	15	0	0	0	0	0	0	0	0	53
7:00 PM	3	14	9	0	4	0	0	0	0	0	0	0	0	30
8:00 PM	2	17	9	0	7	0	0	0	0	0	0	0	0	35
9:00 PM	0	6	4	0	2	0	0	0	0	0	0	0	0	12
10:00 PM	0	6	3	0	3	0	0	0	0	0	0	0	0	12
11:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
Total	29	662	373	0	375	5	0	1	6	0	0	0	0	1,451
Percent	2.0%	45.6%	25.7%	0.0%	25.8%	0.3%	0.0%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: 01_N WOLCOTT ST N-O E 1ST ST

Count Direction: Northbound / Southbound

Date Range: 6/8/2021 to 6/8/2021

Site Code: 01

	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
Study Total																		
Northbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Southbound	13	89	354	733	234	27	1	0	0	0	0	0	0	0	0	0	0	1,451
Percent	0.9%	6.1%	24.4%	50.5%	16.1%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	13	89	354	733	234	27	1	0	0	0	0	0	0	0	0	0	0	1,451
Percent	0.9%	6.1%	24.4%	50.5%	16.1%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			Northbound		
50th Percentile (Median)	0.0	mph	Mean (Average) Speed	0.0	mph
85th Percentile	0.0	mph	10 mph Pace	.0 - 10.0	mph
95th Percentile	0.0	mph	Percent in Pace	0.0	%
Southbound			Southbound		
50th Percentile (Median)	21.7	mph	Mean (Average) Speed	21.5	mph
85th Percentile	25.5	mph	10 mph Pace	17.1 - 27.1	mph
95th Percentile	28.0	mph	Percent in Pace	80.4	%

Location: 01_N WOLCOTT ST N-O E 1ST ST
 Date Range: 6/8/2021 to 6/8/2021
 Site Code: 01

Tuesday, June 8, 2021
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6
6:00 AM	0	0	1	15	3	0	0	0	0	0	0	0	0	0	0	0	0	19
7:00 AM	0	2	6	20	13	1	0	0	0	0	0	0	0	0	0	0	0	42
8:00 AM	1	9	25	28	8	4	0	0	0	0	0	0	0	0	0	0	0	75
9:00 AM	2	8	34	32	9	1	0	0	0	0	0	0	0	0	0	0	0	86
10:00 AM	1	7	31	51	13	2	0	0	0	0	0	0	0	0	0	0	0	105
11:00 AM	3	5	43	73	19	1	0	0	0	0	0	0	0	0	0	0	0	144
12:00 PM	0	11	41	81	20	0	0	0	0	0	0	0	0	0	0	0	0	153
1:00 PM	1	8	28	53	20	3	0	0	0	0	0	0	0	0	0	0	0	113
2:00 PM	1	12	21	51	22	5	0	0	0	0	0	0	0	0	0	0	0	112
3:00 PM	1	5	35	63	18	1	0	0	0	0	0	0	0	0	0	0	0	123
4:00 PM	1	9	41	85	18	4	0	0	0	0	0	0	0	0	0	0	0	158
5:00 PM	0	7	25	93	35	1	0	0	0	0	0	0	0	0	0	0	0	161
6:00 PM	0	2	5	30	15	1	0	0	0	0	0	0	0	0	0	0	0	53
7:00 PM	0	0	4	16	7	2	1	0	0	0	0	0	0	0	0	0	0	30
8:00 PM	2	1	4	22	6	0	0	0	0	0	0	0	0	0	0	0	0	35
9:00 PM	0	0	3	6	2	1	0	0	0	0	0	0	0	0	0	0	0	12
10:00 PM	0	1	2	7	2	0	0	0	0	0	0	0	0	0	0	0	0	12
11:00 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	13	89	354	733	234	27	1	0	0	0	0	0	0	0	0	0	0	1,451
Percent	0.9%	6.1%	24.4%	50.5%	16.1%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	21.7 mph	Mean (Average) Speed	21.5 mph
85th Percentile	25.5 mph	10 mph Pace	17.1 - 27.1 mph
95th Percentile	28.0 mph	Percent in Pace	80.36 %

Location: 01_N WOLCOTT ST N-O E 1ST ST
 Date Range: 6/8/2021 to 6/8/2021
 Site Code: 01

**Total Study Average
Northbound**

Time	Speed Range (mph)																	Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	0.0 mph	Mean (Average) Speed	0.0 mph
85th Percentile	0.0 mph	10 mph Pace	.0 - 10.0 mph
95th Percentile	0.0 mph	Percent in Pace	0.0 %

Location: 01_N WOLCOTT ST N-O E 1ST ST
 Date Range: 6/8/2021 to 6/8/2021
 Site Code: 01

**Total Study Average
 Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6
6:00 AM	0	0	1	15	3	0	0	0	0	0	0	0	0	0	0	0	0	19
7:00 AM	0	2	6	20	13	1	0	0	0	0	0	0	0	0	0	0	0	42
8:00 AM	1	9	25	28	8	4	0	0	0	0	0	0	0	0	0	0	0	75
9:00 AM	2	8	34	32	9	1	0	0	0	0	0	0	0	0	0	0	0	86
10:00 AM	1	7	31	51	13	2	0	0	0	0	0	0	0	0	0	0	0	105
11:00 AM	3	5	43	73	19	1	0	0	0	0	0	0	0	0	0	0	0	144
12:00 PM	0	11	41	81	20	0	0	0	0	0	0	0	0	0	0	0	0	153
1:00 PM	1	8	28	53	20	3	0	0	0	0	0	0	0	0	0	0	0	113
2:00 PM	1	12	21	51	22	5	0	0	0	0	0	0	0	0	0	0	0	112
3:00 PM	1	5	35	63	18	1	0	0	0	0	0	0	0	0	0	0	0	123
4:00 PM	1	9	41	85	18	4	0	0	0	0	0	0	0	0	0	0	0	158
5:00 PM	0	7	25	93	35	1	0	0	0	0	0	0	0	0	0	0	0	161
6:00 PM	0	2	5	30	15	1	0	0	0	0	0	0	0	0	0	0	0	53
7:00 PM	0	0	4	16	7	2	1	0	0	0	0	0	0	0	0	0	0	30
8:00 PM	2	1	4	22	6	0	0	0	0	0	0	0	0	0	0	0	0	35
9:00 PM	0	0	3	6	2	1	0	0	0	0	0	0	0	0	0	0	0	12
10:00 PM	0	1	2	7	2	0	0	0	0	0	0	0	0	0	0	0	0	12
11:00 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	13	89	354	733	234	27	1	0	0	0	0	0	0	0	0	0	0	1,451
Percent	0.9%	6.1%	24.4%	50.5%	16.1%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	21.7 mph	Mean (Average) Speed	21.5 mph
85th Percentile	25.5 mph	10 mph Pace	17.1 - 27.1 mph
95th Percentile	28.0 mph	Percent in Pace	80.4 %

Location: 01_N WOLCOTT ST N-O E 1ST ST
 Date Range: 6/8/2021 - 6/14/2021
 Site Code: 01

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	6/8/2021			6/9/2021			6/10/2021			6/11/2021			6/12/2021			6/13/2021			6/14/2021					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
1:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
2:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
3:00 AM	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2
4:00 AM	0	3	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	3	3
5:00 AM	0	6	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	6	6
6:00 AM	0	19	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	19	19
7:00 AM	0	42	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	42	42
8:00 AM	0	75	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	75	75
9:00 AM	0	86	86	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	86	86
10:00 AM	0	105	105	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	105	105
11:00 AM	0	144	144	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	144	144
12:00 PM	0	153	153	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	153	153
1:00 PM	0	113	113	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	113	113
2:00 PM	0	112	112	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	112	112
3:00 PM	0	123	123	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	123	123
4:00 PM	0	158	158	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	158	158
5:00 PM	0	161	161	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	161	161
6:00 PM	0	53	53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	53	53
7:00 PM	0	30	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	30	30
8:00 PM	0	35	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	35	35
9:00 PM	0	12	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	12	12
10:00 PM	0	12	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	12	12
11:00 PM	0	4	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	4	4
Total	-	1,451	1,451	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,451	1,451
Percent	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

1. Mid-week average includes data between Tuesday and Thursday.

Vehicle Classification Report Summary

Location: 02_N DURBIN ST N-O E 1ST ST
Count Direction: Northbound / Southbound
Date Range: 6/8/2021 to 6/8/2021
Site Code: 02

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Study Total														
Northbound	12	554	271	0	232	3	0	0	6	0	0	0	0	1,078
Percent	1.1%	51.4%	25.1%	0.0%	21.5%	0.3%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	12	554	271	0	232	3	0	0	6	0	0	0	0	1,078
Percent	1.1%	51.4%	25.1%	0.0%	21.5%	0.3%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: 02_N DURBIN ST N-O E 1ST ST
Date Range: 6/8/2021 to 6/8/2021
Site Code: 02

Tuesday, June 8, 2021
Northbound

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	6	3	0	1	0	0	0	0	0	0	0	0	0	10
6:00 AM	0	9	6	0	8	0	0	0	0	0	0	0	0	0	23
7:00 AM	1	44	9	0	22	0	0	0	1	0	0	0	0	0	77
8:00 AM	2	42	21	0	27	1	0	0	1	0	0	0	0	0	94
9:00 AM	1	28	22	0	19	1	0	0	0	0	0	0	0	0	71
10:00 AM	1	36	25	0	14	0	0	0	1	0	0	0	0	0	77
11:00 AM	1	35	17	0	29	0	0	0	0	0	0	0	0	0	82
12:00 PM	1	59	26	0	18	0	0	0	1	0	0	0	0	0	105
1:00 PM	0	62	21	0	13	0	0	0	0	0	0	0	0	0	96
2:00 PM	3	48	21	0	16	0	0	0	1	0	0	0	0	0	89
3:00 PM	0	47	24	0	16	0	0	0	1	0	0	0	0	0	88
4:00 PM	0	57	19	0	15	0	0	0	0	0	0	0	0	0	91
5:00 PM	0	27	17	0	16	0	0	0	0	0	0	0	0	0	60
6:00 PM	0	17	12	0	8	1	0	0	0	0	0	0	0	0	38
7:00 PM	1	9	9	0	1	0	0	0	0	0	0	0	0	0	20
8:00 PM	0	14	3	0	2	0	0	0	0	0	0	0	0	0	19
9:00 PM	0	6	10	0	4	0	0	0	0	0	0	0	0	0	20
10:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
Total	12	554	271	0	232	3	0	0	6	0	0	0	0	0	1,078
Percent	1.1%	51.4%	25.1%	0.0%	21.5%	0.3%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 02_N DURBIN ST N-O E 1ST ST
 Date Range: 6/8/2021 to 6/8/2021
 Site Code: 02

**Total Study Average
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0
5:00 AM	0	6	3	0	1	0	0	0	0	0	0	0	0	0
6:00 AM	0	9	6	0	8	0	0	0	0	0	0	0	0	0
7:00 AM	1	44	9	0	22	0	0	0	1	0	0	0	0	0
8:00 AM	2	42	21	0	27	1	0	0	1	0	0	0	0	0
9:00 AM	1	28	22	0	19	1	0	0	0	0	0	0	0	0
10:00 AM	1	36	25	0	14	0	0	0	1	0	0	0	0	0
11:00 AM	1	35	17	0	29	0	0	0	0	0	0	0	0	0
12:00 PM	1	59	26	0	18	0	0	0	1	0	0	0	0	0
1:00 PM	0	62	21	0	13	0	0	0	0	0	0	0	0	0
2:00 PM	3	48	21	0	16	0	0	0	1	0	0	0	0	0
3:00 PM	0	47	24	0	16	0	0	0	1	0	0	0	0	0
4:00 PM	0	57	19	0	15	0	0	0	0	0	0	0	0	0
5:00 PM	0	27	17	0	16	0	0	0	0	0	0	0	0	0
6:00 PM	0	17	12	0	8	1	0	0	0	0	0	0	0	0
7:00 PM	1	9	9	0	1	0	0	0	0	0	0	0	0	0
8:00 PM	0	14	3	0	2	0	0	0	0	0	0	0	0	0
9:00 PM	0	6	10	0	4	0	0	0	0	0	0	0	0	0
10:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	1	2	0	1	0	0	0	0	0	0	0	0	0
Total	12	554	271	0	232	3	0	0	6	0	0	0	0	0
Percent	1.1%	51.4%	25.1%	0.0%	21.5%	0.3%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Location: 02_N DURBIN ST N-O E 1ST ST
Date Range: 6/8/2021 to 6/8/2021
Site Code: 02

Total Study Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Note: Average only considered on days with 24-hours of data.

Location: 02_N DURBIN ST N-O E 1ST ST
Date Range: 6/8/2021 to 6/8/2021
Site Code: 02

**3-Day (Tuesday - Thursday) Average
 Northbound**

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	6	3	0	1	0	0	0	0	0	0	0	0	0	10
6:00 AM	0	9	6	0	8	0	0	0	0	0	0	0	0	0	23
7:00 AM	1	44	9	0	22	0	0	0	1	0	0	0	0	0	77
8:00 AM	2	42	21	0	27	1	0	0	1	0	0	0	0	0	94
9:00 AM	1	28	22	0	19	1	0	0	0	0	0	0	0	0	71
10:00 AM	1	36	25	0	14	0	0	0	1	0	0	0	0	0	77
11:00 AM	1	35	17	0	29	0	0	0	0	0	0	0	0	0	82
12:00 PM	1	59	26	0	18	0	0	0	1	0	0	0	0	0	105
1:00 PM	0	62	21	0	13	0	0	0	0	0	0	0	0	0	96
2:00 PM	3	48	21	0	16	0	0	0	1	0	0	0	0	0	89
3:00 PM	0	47	24	0	16	0	0	0	1	0	0	0	0	0	88
4:00 PM	0	57	19	0	15	0	0	0	0	0	0	0	0	0	91
5:00 PM	0	27	17	0	16	0	0	0	0	0	0	0	0	0	60
6:00 PM	0	17	12	0	8	1	0	0	0	0	0	0	0	0	38
7:00 PM	1	9	9	0	1	0	0	0	0	0	0	0	0	0	20
8:00 PM	0	14	3	0	2	0	0	0	0	0	0	0	0	0	19
9:00 PM	0	6	10	0	4	0	0	0	0	0	0	0	0	0	20
10:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
Total	12	554	271	0	232	3	0	0	6	0	0	0	0	0	1,078
Percent	1.1%	51.4%	25.1%	0.0%	21.5%	0.3%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 02_N DURBIN ST N-O E 1ST ST
Date Range: 6/8/2021 to 6/8/2021
Site Code: 02

**3-Day (Tuesday - Thursday) Average
 Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Vehicle Speed Report Summary

Location: 02_N DURBIN ST N-O E 1ST ST

Count Direction: Northbound / Southbound

Date Range: 6/8/2021 to 6/8/2021

Site Code: 02

	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Study Total																		
Northbound	15	56	246	440	258	57	6	0	0	0	0	0	0	0	0	0	0	1,078
Percent	1.4%	5.2%	22.8%	40.8%	23.9%	5.3%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	15	56	246	440	258	57	6	0	0	0	0	0	0	0	0	0	0	1,078
Percent	1.4%	5.2%	22.8%	40.8%	23.9%	5.3%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			Northbound		
50th Percentile (Median)	22.6	mph	Mean (Average) Speed	22.5	mph
85th Percentile	27.4	mph	10 mph Pace	18.1 - 28.1	mph
95th Percentile	30.5	mph	Percent in Pace	70.5	%
Southbound			Southbound		
50th Percentile (Median)	0.0	mph	Mean (Average) Speed	0.0	mph
85th Percentile	0.0	mph	10 mph Pace	.0 - 10.0	mph
95th Percentile	0.0	mph	Percent in Pace	0.0	%

Location: 02_N DURBIN ST N-O E 1ST ST
 Date Range: 6/8/2021 to 6/8/2021
 Site Code: 02

Tuesday, June 8, 2021
 Northbound

Time	Speed Range (mph)																	Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	1	2	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	1	5	9	5	3	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	3	8	39	18	9	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	5	15	38	28	5	3	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	1	5	12	30	20	3	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	2	2	16	36	18	3	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	2	18	39	20	3	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	1	9	28	42	23	2	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	1	7	20	39	23	6	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	3	8	27	29	17	4	1	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	2	18	40	22	5	1	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	3	3	21	40	18	6	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	2	3	13	20	18	3	1	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	2	2	13	8	11	2	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	1	4	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	1	8	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	12	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM	0	0	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
Total	15	56	246	440	258	57	6	0	0	0	0	0	0	0	0	0	0	0	1,078
Percent	1.4%	5.2%	22.8%	40.8%	23.9%	5.3%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	22.6 mph	Mean (Average) Speed	22.5 mph
85th Percentile	27.4 mph	10 mph Pace	18.1 - 28.1 mph
95th Percentile	30.5 mph	Percent in Pace	70.5 %

Location: 02_N DURBIN ST N-O E 1ST ST
 Date Range: 6/8/2021 to 6/8/2021
 Site Code: 02

**Total Study Average
Northbound**

Time	Speed Range (mph)																	Total Volume		
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	1	2	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	1	5	9	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	3	8	39	18	9	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	5	15	38	28	5	3	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	1	5	12	30	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	2	2	16	36	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	2	18	39	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	1	9	28	42	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	1	7	20	39	23	6	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	3	8	27	29	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	2	18	40	22	5	1	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	3	3	21	40	18	6	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	2	3	13	20	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	2	2	13	8	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	1	4	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	1	8	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	12	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM	0	0	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	15	56	246	440	258	57	6	0	0	0	0	0	0	0	0	0	0	0	0	1,078
Percent	1.4%	5.2%	22.8%	40.8%	23.9%	5.3%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	22.6 mph	Mean (Average) Speed	22.5 mph
85th Percentile	27.4 mph	10 mph Pace	18.1 - 28.1 mph
95th Percentile	30.5 mph	Percent in Pace	70.5 %

Location: 02_N DURBIN ST N-O E 1ST ST
 Date Range: 6/8/2021 to 6/8/2021
 Site Code: 02

**Total Study Average
 Southbound**

Time	Speed Range (mph)																	Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	0.0 mph	Mean (Average) Speed	0.0 mph
85th Percentile	0.0 mph	10 mph Pace	.0 - 10.0 mph
95th Percentile	0.0 mph	Percent in Pace	0.0 %

Location: 02_N DURBIN ST N-O E 1ST ST
 Date Range: 6/8/2021 - 6/14/2021
 Site Code: 02

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	6/8/2021			6/9/2021			6/10/2021			6/11/2021			6/12/2021			6/13/2021			6/14/2021					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
1:00 AM	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	0	2
2:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
3:00 AM	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	0	2
4:00 AM	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	0	2
5:00 AM	10	0	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	0	10
6:00 AM	23	0	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	0	23
7:00 AM	77	0	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77	0	77
8:00 AM	94	0	94	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	94	0	94
9:00 AM	71	0	71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71	0	71
10:00 AM	77	0	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77	0	77
11:00 AM	82	0	82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82	0	82
12:00 PM	105	0	105	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	105	0	105
1:00 PM	96	0	96	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	96	0	96
2:00 PM	89	0	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	89	0	89
3:00 PM	88	0	88	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	88	0	88
4:00 PM	91	0	91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	91	0	91
5:00 PM	60	0	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	0	60
6:00 PM	38	0	38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	0	38
7:00 PM	20	0	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	0	20
8:00 PM	19	0	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	0	19
9:00 PM	20	0	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	0	20
10:00 PM	7	0	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	0	7
11:00 PM	4	0	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	0	4
Total	1,078	-	1,078	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,078	-	1,078
Percent	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-

1. Mid-week average includes data between Tuesday and Thursday.

Traffic Capacity Analysis Worksheets







1. Existing AM Conditions
2. Existing PM Conditions
3. Proposed AM Conditions – Alternative 3-6
4. Proposed PM Conditions – Alternative 3-6
5. Proposed AM Conditions – Alternative 3-7
6. Proposed PM Conditions – Alternative 3-7

Existing AM Conditions

HCM Unsignalized Intersection Capacity Analysis

1: N Durbin St & E C St

07/21/2021

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑	↗	↘
Traffic Volume (veh/h)	0	0	0	45	55	15
Future Volume (Veh/h)	0	0	0	45	55	15
Sign Control	Stop			Yield	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	0	0	0	58	71	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	142	0	142	142	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	142	0	142	142	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	100	100	100	92	96	
cM capacity (veh/h)	716	1085	800	716	1623	
Direction, Lane #	WB 1	NB 1	NB 2	NB 3		
Volume Total	58	36	36	19		
Volume Left	0	36	36	0		
Volume Right	0	0	0	19		
cSH	716	1623	1623	1700		
Volume to Capacity	0.08	0.04	0.04	0.01		
Queue Length 95th (ft)	7	3	3	0		
Control Delay (s)	10.5	7.3	7.3	0.0		
Lane LOS	B	A	A			
Approach Delay (s)	10.5	5.8				
Approach LOS	B					
Intersection Summary						
Average Delay	7.6					
Intersection Capacity Utilization	13.3%			ICU Level of Service	A	
Analysis Period (min)	15					


















Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

HCM Unsignalized Intersection Capacity Analysis

4: N Wolcott St & E A St

07/21/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop				Stop
Traffic Volume (vph)	0	50	20	25	35	0	0	0	0	5	35	5
Future Volume (vph)	0	50	20	25	35	0	0	0	0	5	35	5
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	0	66	26	33	46	0	0	0	0	7	46	7
Direction, Lane #	EB 1	WB 1	WB 2	SB 1	SB 2							
Volume Total (vph)	92	33	46	30	30							
Volume Left (vph)	0	33	0	7	0							
Volume Right (vph)	26	0	0	0	7							
Hadj (s)	-0.14	0.53	0.03	0.15	-0.13							
Departure Headway (s)	4.6	5.3	4.8	5.1	4.8							
Degree Utilization, x	0.12	0.05	0.06	0.04	0.04							
Capacity (veh/h)	767	664	737	682	720							
Control Delay (s)	8.2	7.3	6.9	7.1	6.8							
Approach Delay (s)	8.2	7.1		6.9								
Approach LOS	A	A		A								
Intersection Summary												
Delay			7.5									
Level of Service			A									
Intersection Capacity Utilization			20.6%	ICU Level of Service	A							
Analysis Period (min)			15									

Intersection Sign configuration not allowed in HCM analysis.

HCM Signalized Intersection Capacity Analysis

6: N Wolcott St & E 1st St

07/21/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑						↖↑	↖
Traffic Volume (vph)	0	520	40	25	485	0	0	0	0	10	15	40
Future Volume (vph)	0	520	40	25	485	0	0	0	0	10	15	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2		4.2	4.2						4.0	4.0
Lane Util. Factor		0.95		1.00	0.95						0.95	1.00
Frbp, ped/bikes		1.00		1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.99		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.98	1.00
Satd. Flow (prot)		3496		1764	3539						3469	1549
Flt Permitted		1.00		0.38	1.00						0.98	1.00
Satd. Flow (perm)		3496		709	3539						3469	1549
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	0	658	51	32	614	0	0	0	0	13	19	51
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	0	46
Lane Group Flow (vph)	0	704	0	32	614	0	0	0	0	0	32	5
Confl. Peds. (#/hr)			7	7			8					8
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		2			6						4	
Permitted Phases				6						4		4
Actuated Green, G (s)		57.0		57.0	57.0						6.8	6.8
Effective Green, g (s)		57.0		57.0	57.0						6.8	6.8
Actuated g/C Ratio		0.79		0.79	0.79						0.09	0.09
Clearance Time (s)		4.2		4.2	4.2						4.0	4.0
Vehicle Extension (s)		5.0		5.0	5.0						5.0	5.0
Lane Grp Cap (vph)		2767		561	2801						327	146
v/s Ratio Prot		0.20			0.17							
v/s Ratio Perm				0.05							0.01	0.00
v/c Ratio		0.25		0.06	0.22						0.10	0.03
Uniform Delay, d1		2.0		1.6	1.9						29.8	29.6
Progression Factor		1.00		0.86	0.81						1.00	1.00
Incremental Delay, d2		0.2		0.2	0.2						0.3	0.2
Delay (s)		2.2		1.6	1.7						30.1	29.8
Level of Service		A		A	A						C	C
Approach Delay (s)		2.2			1.7			0.0			29.9	
Approach LOS		A			A			A			C	
Intersection Summary												
HCM 2000 Control Delay			3.6		HCM 2000 Level of Service			A				
HCM 2000 Volume to Capacity ratio			0.24									
Actuated Cycle Length (s)			72.0		Sum of lost time (s)			8.2				
Intersection Capacity Utilization			35.2%		ICU Level of Service			A				
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

7: N Durbin St & E 1st St

07/21/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑			↙↑↑				
Traffic Volume (vph)	40	450	0	0	475	25	65	60	40	0	0	0
Future Volume (vph)	40	450	0	0	475	25	65	60	40	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.2			4.2			4.0				
Lane Util. Factor	1.00	0.95			0.95			0.91				
Frbp, ped/bikes	1.00	1.00			1.00			0.99				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.99			0.96				
Flt Protected	0.95	1.00			1.00			0.98				
Satd. Flow (prot)	1770	3539			3510			4778				
Flt Permitted	0.43	1.00			1.00			0.98				
Satd. Flow (perm)	807	3539			3510			4778				
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	47	523	0	0	552	29	76	70	47	0	0	0
RTOR Reduction (vph)	0	0	0	0	4	0	0	40	0	0	0	0
Lane Group Flow (vph)	47	523	0	0	577	0	0	153	0	0	0	0
Confl. Peds. (#/hr)			2	2					3	3		
Confl. Bikes (#/hr)			5			5			5			
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		2			6			8				
Permitted Phases	2						8					
Actuated Green, G (s)	53.1	53.1			53.1			10.7				
Effective Green, g (s)	53.1	53.1			53.1			10.7				
Actuated g/C Ratio	0.74	0.74			0.74			0.15				
Clearance Time (s)	4.2	4.2			4.2			4.0				
Vehicle Extension (s)	5.0	5.0			5.0			5.0				
Lane Grp Cap (vph)	595	2610			2588			710				
v/s Ratio Prot		0.15			0.16							
v/s Ratio Perm	0.06							0.03				
v/c Ratio	0.08	0.20			0.22			0.22				
Uniform Delay, d1	2.6	2.9			3.0			27.0				
Progression Factor	0.18	0.33			1.00			1.00				
Incremental Delay, d2	0.3	0.2			0.2			0.3				
Delay (s)	0.7	1.1			3.2			27.3				
Level of Service	A	A			A			C				
Approach Delay (s)		1.1			3.2			27.3			0.0	
Approach LOS		A			A			C			A	
Intersection Summary												
HCM 2000 Control Delay			5.8				HCM 2000 Level of Service		A			
HCM 2000 Volume to Capacity ratio			0.22									
Actuated Cycle Length (s)			72.0				Sum of lost time (s)		8.2			
Intersection Capacity Utilization			35.2%				ICU Level of Service		A			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: N Wolcott St & E 2nd St

07/21/2021

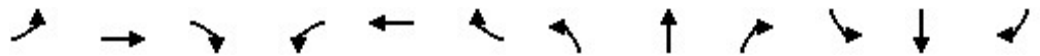


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		1			1						1	1
Traffic Volume (vph)	0	155	10	45	200	0	0	0	0	20	30	10
Future Volume (vph)	0	155	10	45	200	0	0	0	0	20	30	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						5.0	
Lane Util. Factor		1.00			1.00						0.95	
Frb, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						0.99	
Frt		0.99			1.00						0.98	
Flt Protected		1.00			0.99						0.98	
Satd. Flow (prot)		1844			1840						3358	
Flt Permitted		1.00			0.92						0.98	
Satd. Flow (perm)		1844			1708						3358	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	0	189	12	55	244	0	0	0	0	24	37	12
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	10	0
Lane Group Flow (vph)	0	198	0	0	299	0	0	0	0	0	63	0
Confl. Peds. (#/hr)	5		25	25		5				13		7
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		2			2						4	
Permitted Phases				2						4		
Actuated Green, G (s)		32.2			32.2						6.8	
Effective Green, g (s)		32.2			32.2						6.8	
Actuated g/C Ratio		0.64			0.64						0.14	
Clearance Time (s)		6.0			6.0						5.0	
Vehicle Extension (s)		5.0			5.0						5.0	
Lane Grp Cap (vph)		1187			1099						456	
v/s Ratio Prot		0.11										
v/s Ratio Perm					0.18						0.02	
v/c Ratio		0.17			0.27						0.14	
Uniform Delay, d1		3.6			3.8						19.0	
Progression Factor		1.00			0.43						1.00	
Incremental Delay, d2		0.3			0.6						0.3	
Delay (s)		3.9			2.2						19.3	
Level of Service		A			A						B	
Approach Delay (s)		3.9			2.2			0.0			19.3	
Approach LOS		A			A			A			B	
Intersection Summary												
HCM 2000 Control Delay			5.0		HCM 2000 Level of Service					A		
HCM 2000 Volume to Capacity ratio			0.25									
Actuated Cycle Length (s)			50.0		Sum of lost time (s)					11.0		
Intersection Capacity Utilization			50.1%		ICU Level of Service					A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

9: N Durbin St & E 2nd St




















07/21/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↑	↗		↖↑↗				
Traffic Volume (vph)	10	155	0	0	225	45	20	140	105	0	0	0
Future Volume (vph)	10	155	0	0	225	45	20	140	105	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	6.0		6.0				
Lane Util. Factor		1.00			1.00	1.00		0.91				
Frbp, ped/bikes		1.00			1.00	0.98		0.99				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		0.94				
Flt Protected		1.00			1.00	1.00		1.00				
Satd. Flow (prot)		1857			1863	1551		4690				
Flt Permitted		0.98			1.00	1.00		1.00				
Satd. Flow (perm)		1824			1863	1551		4690				
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	11	174	0	0	253	51	22	157	118	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	23	0	93	0	0	0	0
Lane Group Flow (vph)	0	185	0	0	253	28	0	204	0	0	0	0
Confl. Peds. (#/hr)	10		11	11		10	14		11	11		14
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		2			2			4				
Permitted Phases	2					2	4					
Actuated Green, G (s)		27.4			27.4	27.4		10.6				
Effective Green, g (s)		27.4			27.4	27.4		10.6				
Actuated g/C Ratio		0.55			0.55	0.55		0.21				
Clearance Time (s)		6.0			6.0	6.0		6.0				
Vehicle Extension (s)		5.0			5.0	5.0		5.0				
Lane Grp Cap (vph)		999			1020	849		994				
v/s Ratio Prot					c0.14							
v/s Ratio Perm		0.10				0.02		0.04				
v/c Ratio		0.19			0.25	0.03		0.21				
Uniform Delay, d1		5.7			5.9	5.2		16.2				
Progression Factor		0.68			1.00	1.00		1.00				
Incremental Delay, d2		0.4			0.6	0.1		0.2				
Delay (s)		4.3			6.5	5.3		16.4				
Level of Service		A			A	A		B				
Approach Delay (s)		4.3			6.3			16.4			0.0	
Approach LOS		A			A			B			A	
Intersection Summary												
HCM 2000 Control Delay			9.6				HCM 2000 Level of Service		A			
HCM 2000 Volume to Capacity ratio			0.24									
Actuated Cycle Length (s)			50.0				Sum of lost time (s)		12.0			
Intersection Capacity Utilization			51.8%				ICU Level of Service		A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 10: N Wolcott St & E Midwest St

07/21/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	95	5	0	0	0	5	0	5	30	5	35
Future Volume (Veh/h)	0	95	5	0	0	0	5	0	5	30	5	35
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	0	114	6	0	0	0	6	0	6	36	6	42
Pedestrians		1			1							
Lane Width (ft)		12.0			0.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		0			0							
Right turn flare (veh)			2									
Median type								None				None
Median storage (veh)												
Upstream signal (ft)												309
pX, platoon unblocked												
vC, conflicting volume	112	119	25	148	134	1	49			7		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	112	119	25	148	134	1	49			7		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	85	99	100	100	100	100			98		
cM capacity (veh/h)	836	750	1044	693	735	1083	1555			1612		
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3						
Volume Total	120	6	6	36	4	44						
Volume Left	0	6	0	36	0	0						
Volume Right	6	0	6	0	0	42						
cSH	789	1555	1700	1612	1700	1700						
Volume to Capacity	0.15	0.00	0.00	0.02	0.00	0.03						
Queue Length 95th (ft)	13	0	0	2	0	0						
Control Delay (s)	10.6	7.3	0.0	7.3	0.0	0.0						
Lane LOS	B	A		A								
Approach Delay (s)	10.6	3.7		3.1								
Approach LOS	B											
Intersection Summary												
Average Delay			7.3									
Intersection Capacity Utilization			22.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

11: N Durbin St & E Midwest St

07/21/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶↶	↷		↶		
Traffic Volume (veh/h)	95	35	0	170	0	0
Future Volume (Veh/h)	95	35	0	170	0	0
Sign Control	Free			Yield	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	110	41	0	198	0	0
Pedestrians	15			3		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	3.5			3.5		
Percent Blockage	1			0		
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0		238	223	223	15
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		238	223	223	15
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	93		100	68	100	100
cM capacity (veh/h)	1623		666	628	628	1049
Direction, Lane #	EB 1	EB 2	EB 3	NB 1		
Volume Total	55	55	41	198		
Volume Left	55	55	0	0		
Volume Right	0	0	41	0		
cSH	1623	1623	1700	628		
Volume to Capacity	0.07	0.07	0.02	0.32		
Queue Length 95th (ft)	5	5	0	34		
Control Delay (s)	7.4	7.4	0.0	13.3		
Lane LOS	A	A		B		
Approach Delay (s)	5.4			13.3		
Approach LOS				B		
Intersection Summary						
Average Delay	9.9					
Intersection Capacity Utilization	19.9%			ICU Level of Service	A	
Analysis Period (min)	15					

Existing PM Conditions

HCM Unsignalized Intersection Capacity Analysis

1: N Durbin St & E C St

07/21/2021


















	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑	↖ ↗	↗
Traffic Volume (veh/h)	0	0	0	45	45	30
Future Volume (Veh/h)	0	0	0	45	45	30
Sign Control	Stop			Yield	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	0	0	0	54	54	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	108	0	108	108	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	108	0	108	108	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	100	100	100	93	97	
cM capacity (veh/h)	756	1085	849	756	1623	
Direction, Lane #	WB 1	NB 1	NB 2	NB 3		
Volume Total	54	27	27	36		
Volume Left	0	27	27	0		
Volume Right	0	0	0	36		
cSH	756	1623	1623	1700		
Volume to Capacity	0.07	0.03	0.03	0.02		
Queue Length 95th (ft)	6	3	3	0		
Control Delay (s)	10.1	7.3	7.3	0.0		
Lane LOS	B	A	A			
Approach Delay (s)	10.1	4.4				
Approach LOS	B					
Intersection Summary						
Average Delay	6.5					
Intersection Capacity Utilization	13.3%			ICU Level of Service	A	
Analysis Period (min)	15					

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

HCM Unsignalized Intersection Capacity Analysis
 4: N Wolcott St & E A St

07/21/2021


















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	60	45	50	40	0	0	0	0	10	95	5
Future Volume (vph)	0	60	45	50	40	0	0	0	0	10	95	5
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	0	76	57	63	51	0	0	0	0	13	120	6
Direction, Lane #	EB 1	WB 1	WB 2	SB 1	SB 2							
Volume Total (vph)	133	63	51	73	66							
Volume Left (vph)	0	63	0	13	0							
Volume Right (vph)	57	0	0	0	6							
Hadj (s)	-0.22	0.53	0.03	0.12	-0.03							
Departure Headway (s)	4.8	5.5	5.0	5.2	5.1							
Degree Utilization, x	0.18	0.10	0.07	0.11	0.09							
Capacity (veh/h)	731	627	689	655	673							
Control Delay (s)	8.8	7.9	7.2	7.7	7.4							
Approach Delay (s)	8.8	7.6		7.5								
Approach LOS	A	A		A								
Intersection Summary												
Delay			8.0									
Level of Service			A									
Intersection Capacity Utilization			23.8%		ICU Level of Service				A			
Analysis Period (min)			15									

Intersection Sign configuration not allowed in HCM analysis.

HCM Signalized Intersection Capacity Analysis

6: N Wolcott St & E 1st St





















07/21/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	415	30	30	550	0	0	0	0	55	95	90
Future Volume (vph)	0	415	30	30	550	0	0	0	0	55	95	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2		4.2	4.2						4.0	4.0
Lane Util. Factor		0.95		1.00	0.95						0.95	1.00
Frbp, ped/bikes		1.00		1.00	1.00						1.00	0.97
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.99		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.98	1.00
Satd. Flow (prot)		3499		1765	3539						3470	1541
Flt Permitted		1.00		0.46	1.00						0.98	1.00
Satd. Flow (perm)		3499		856	3539						3470	1541
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	483	35	35	640	0	0	0	0	64	110	105
RTOR Reduction (vph)	0	6	0	0	0	0	0	0	0	0	0	88
Lane Group Flow (vph)	0	512	0	35	640	0	0	0	0	0	174	17
Confl. Peds. (#/hr)			4	4			12		3	3		12
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		2			6						4	
Permitted Phases				6						4		4
Actuated Green, G (s)		52.0		52.0	52.0						11.8	11.8
Effective Green, g (s)		52.0		52.0	52.0						11.8	11.8
Actuated g/C Ratio		0.72		0.72	0.72						0.16	0.16
Clearance Time (s)		4.2		4.2	4.2						4.0	4.0
Vehicle Extension (s)		5.0		5.0	5.0						5.0	5.0
Lane Grp Cap (vph)		2527		618	2555						568	252
v/s Ratio Prot		0.15			c0.18							
v/s Ratio Perm				0.04							0.05	0.01
v/c Ratio		0.20		0.06	0.25						0.31	0.07
Uniform Delay, d1		3.3		2.9	3.4						26.5	25.5
Progression Factor		1.00		0.69	0.63						1.00	1.00
Incremental Delay, d2		0.2		0.2	0.2						0.6	0.2
Delay (s)		3.4		2.2	2.4						27.1	25.7
Level of Service		A		A	A						C	C
Approach Delay (s)		3.4			2.3			0.0			26.6	
Approach LOS		A			A			A			C	
Intersection Summary												
HCM 2000 Control Delay			7.3			HCM 2000 Level of Service			A			
HCM 2000 Volume to Capacity ratio			0.26									
Actuated Cycle Length (s)			72.0			Sum of lost time (s)			8.2			
Intersection Capacity Utilization			35.3%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

7: N Durbin St & E 1st St

07/21/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			  				
Traffic Volume (vph)	20	450	0	0	505	20	75	35	45	0	0	0
Future Volume (vph)	20	450	0	0	505	20	75	35	45	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.2			4.2			4.0				
Lane Util. Factor	1.00	0.95			0.95			0.91				
Frbp, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.99			0.96				
Flt Protected	0.95	1.00			1.00			0.98				
Satd. Flow (prot)	1770	3539			3519			4743				
Flt Permitted	0.42	1.00			1.00			0.98				
Satd. Flow (perm)	778	3539			3519			4743				
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	24	529	0	0	594	24	88	41	53	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	0	0	45	0	0	0	0
Lane Group Flow (vph)	24	529	0	0	615	0	0	137	0	0	0	0
Confl. Peds. (#/hr)							2					2
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		2			6			8				
Permitted Phases	2						8					
Actuated Green, G (s)	53.3	53.3			53.3			10.5				
Effective Green, g (s)	53.3	53.3			53.3			10.5				
Actuated g/C Ratio	0.74	0.74			0.74			0.15				
Clearance Time (s)	4.2	4.2			4.2			4.0				
Vehicle Extension (s)	5.0	5.0			5.0			5.0				
Lane Grp Cap (vph)	575	2619			2605			691				
v/s Ratio Prot		0.15			0.17							
v/s Ratio Perm	0.03							0.03				
v/c Ratio	0.04	0.20			0.24			0.20				
Uniform Delay, d1	2.5	2.9			2.9			27.0				
Progression Factor	0.78	0.75			1.00			1.00				
Incremental Delay, d2	0.1	0.2			0.2			0.3				
Delay (s)	2.1	2.3			3.2			27.3				
Level of Service	A	A			A			C				
Approach Delay (s)		2.3			3.2			27.3			0.0	
Approach LOS		A			A			C			A	
Intersection Summary												
HCM 2000 Control Delay			6.1					HCM 2000 Level of Service		A		
HCM 2000 Volume to Capacity ratio			0.23									
Actuated Cycle Length (s)			72.0					Sum of lost time (s)		8.2		
Intersection Capacity Utilization			35.3%					ICU Level of Service		A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

8: N Wolcott St & E 2nd St

07/21/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Volume (vph)	0	315	30	55	285	0	0	0	0	50	95	30
Future Volume (vph)	0	315	30	55	285	0	0	0	0	50	95	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0						5.0	
Lane Util. Factor		1.00			1.00						0.95	
Frb, ped/bikes		0.99			1.00						0.98	
Flpb, ped/bikes		1.00			0.99						0.99	
Frt		0.99			1.00						0.97	
Flt Protected		1.00			0.99						0.99	
Satd. Flow (prot)		1830			1838						3292	
Flt Permitted		1.00			0.88						0.99	
Satd. Flow (perm)		1830			1638						3292	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	358	34	62	324	0	0	0	0	57	108	34
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	20	0
Lane Group Flow (vph)	0	389	0	0	387	0	0	0	0	0	179	0
Confl. Peds. (#/hr)	17		32	32		17				17		29
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		2			2							4
Permitted Phases				2						4		
Actuated Green, G (s)		74.7			74.7							14.3
Effective Green, g (s)		74.7			74.7							14.3
Actuated g/C Ratio		0.75			0.75							0.14
Clearance Time (s)		6.0			6.0							5.0
Vehicle Extension (s)		5.0			5.0							5.0
Lane Grp Cap (vph)		1367			1223							470
v/s Ratio Prot		0.21										
v/s Ratio Perm					0.24							0.05
v/c Ratio		0.28			0.32							0.38
Uniform Delay, d1		4.1			4.2							38.8
Progression Factor		1.00			0.57							1.00
Incremental Delay, d2		0.5			0.7							1.1
Delay (s)		4.6			3.1							39.9
Level of Service		A			A							D
Approach Delay (s)		4.6			3.1			0.0				39.9
Approach LOS		A			A			A				D
Intersection Summary												
HCM 2000 Control Delay			11.2			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.33									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			11.0			
Intersection Capacity Utilization			61.9%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

9: N Durbin St & E 2nd St

07/21/2021






















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↑	↗		↖↑↗				
Traffic Volume (vph)	30	350	0	0	310	35	25	90	130	0	0	0
Future Volume (vph)	30	350	0	0	310	35	25	90	130	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	6.0		6.0				
Lane Util. Factor		1.00			1.00	1.00		0.91				
Frbp, ped/bikes		1.00			1.00	0.97		0.98				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		0.92				
Flt Protected		1.00			1.00	1.00		0.99				
Satd. Flow (prot)		1854			1863	1531		4530				
Flt Permitted		0.95			1.00	1.00		0.99				
Satd. Flow (perm)		1767			1863	1531		4530				
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	37	432	0	0	383	43	31	111	160	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	10	0	140	0	0	0	0
Lane Group Flow (vph)	0	469	0	0	383	33	0	162	0	0	0	0
Confl. Peds. (#/hr)	12		10	10		12	15		8			
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		2			2			4				
Permitted Phases	2					2	4					
Actuated Green, G (s)		75.7			75.7	75.7		12.3				
Effective Green, g (s)		75.7			75.7	75.7		12.3				
Actuated g/C Ratio		0.76			0.76	0.76		0.12				
Clearance Time (s)		6.0			6.0	6.0		6.0				
Vehicle Extension (s)		5.0			5.0	5.0		5.0				
Lane Grp Cap (vph)		1337			1410	1158		557				
v/s Ratio Prot					0.21							
v/s Ratio Perm		c0.27				0.02		0.04				
v/c Ratio		0.35			0.27	0.03		0.29				
Uniform Delay, d1		4.0			3.7	3.0		39.9				
Progression Factor		0.72			1.00	1.00		1.14				
Incremental Delay, d2		0.7			0.5	0.0		0.6				
Delay (s)		3.6			4.2	3.1		45.9				
Level of Service		A			A	A		D				
Approach Delay (s)		3.6			4.1			45.9			0.0	
Approach LOS		A			A			D			A	
Intersection Summary												
HCM 2000 Control Delay			14.4				HCM 2000 Level of Service		B			
HCM 2000 Volume to Capacity ratio			0.34									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)		12.0			
Intersection Capacity Utilization			59.2%				ICU Level of Service		B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

10: N Wolcott St & E Midwest St

07/21/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	95	5	0	0	0	5	0	15	80	5	140
Future Volume (Veh/h)	0	95	5	0	0	0	5	0	15	80	5	140
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	0	128	7	0	0	0	7	0	20	108	7	189
Pedestrians		4			2			2			2	
Lane Width (ft)		12.0			0.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			0			0			0	
Right turn flare (veh)			2									
Median type								None				None
Median storage (veh)												
Upstream signal (ft)												309
pX, platoon unblocked												
vC, conflicting volume	338	358	104	305	432	4	200			22		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	338	358	104	305	432	4	200			22		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	76	99	100	100	100	99			93		
cM capacity (veh/h)	555	524	925	474	476	1076	1364			1592		
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3						
Volume Total	135	7	20	108	5	191						
Volume Left	0	7	0	108	0	0						
Volume Right	7	0	20	0	0	189						
cSH	553	1364	1700	1592	1700	1700						
Volume to Capacity	0.24	0.01	0.01	0.07	0.00	0.11						
Queue Length 95th (ft)	24	0	0	5	0	0						
Control Delay (s)	13.8	7.7	0.0	7.4	0.0	0.0						
Lane LOS	B	A		A								
Approach Delay (s)	13.8	2.0		2.6								
Approach LOS	B											
Intersection Summary												
Average Delay			5.8									
Intersection Capacity Utilization			23.9%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

11: N Durbin St & E Midwest St

07/21/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶↶	↷		↶		
Traffic Volume (veh/h)	110	80	0	135	0	0
Future Volume (Veh/h)	110	80	0	135	0	0
Sign Control	Free			Yield	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	138	100	0	169	0	0
Pedestrians	27			4	1	
Lane Width (ft)	12.0			12.0	0.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	3			0	0	
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1		307	281	281	28
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1		307	281	281	28
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	91		100	70	100	100
cM capacity (veh/h)	1622		584	572	572	1020
Direction, Lane #	EB 1	EB 2	EB 3	NB 1		
Volume Total	69	69	100	169		
Volume Left	69	69	0	0		
Volume Right	0	0	100	0		
cSH	1622	1622	1700	572		
Volume to Capacity	0.09	0.09	0.06	0.30		
Queue Length 95th (ft)	7	7	0	31		
Control Delay (s)	7.4	7.4	0.0	13.9		
Lane LOS	A	A		B		
Approach Delay (s)	4.3			13.9		
Approach LOS				B		
Intersection Summary						
Average Delay	8.3					
Intersection Capacity Utilization	18.4%			ICU Level of Service	A	
Analysis Period (min)	15					

Proposed AM Conditions – Alternative 3-6

HCM Unsignalized Intersection Capacity Analysis
 1: N Durbin St & E C St

08/26/2021

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↘	↗
Traffic Volume (veh/h)	15	10	20	25	30	15
Future Volume (Veh/h)	15	10	20	25	30	15
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	19	13	26	32	38	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			32		110	26
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			32		110	26
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		96	98
cM capacity (veh/h)			1580		873	1050
Direction, Lane #	EB 1	WB 1	NB 1	NB 2		
Volume Total	32	58	38	19		
Volume Left	0	26	38	0		
Volume Right	13	0	0	19		
cSH	1700	1580	873	1050		
Volume to Capacity	0.02	0.02	0.04	0.02		
Queue Length 95th (ft)	0	1	3	1		
Control Delay (s)	0.0	3.3	9.3	8.5		
Lane LOS		A	A	A		
Approach Delay (s)	0.0	3.3	9.0			
Approach LOS			A			
Intersection Summary						
Average Delay			4.8			
Intersection Capacity Utilization			19.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: N Wolcott St & W B C St

08/26/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	15	0	40	35	0
Future Volume (Veh/h)	10	15	0	40	35	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	11	16	0	42	37	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL	TWLTL		
Median storage (veh)			2	2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	79	37	37			
vC1, stage 1 conf vol	37					
vC2, stage 2 conf vol	42					
vCu, unblocked vol	79	37	37			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	100			
cM capacity (veh/h)	940	1035	1574			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	27	42	37			
Volume Left	11	0	0			
Volume Right	16	0	0			
cSH	994	1700	1700			
Volume to Capacity	0.03	0.02	0.02			
Queue Length 95th (ft)	2	0	0			
Control Delay (s)	8.7	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.7	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			2.2			
Intersection Capacity Utilization			13.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: N Wolcott St & E B St

08/26/2021























Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	5	5	45	20	25
Future Volume (Veh/h)	5	5	5	45	20	25
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	5	5	5	49	22	27
Pedestrians	5					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type			TWLTL	TWLTL		
Median storage (veh)			2	2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	100	40	54			
vC1, stage 1 conf vol	40					
vC2, stage 2 conf vol	59					
vCu, unblocked vol	100	40	54			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	920	1026	1544			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	10	5	49	49		
Volume Left	5	5	0	0		
Volume Right	5	0	0	27		
cSH	970	1544	1700	1700		
Volume to Capacity	0.01	0.00	0.03	0.03		
Queue Length 95th (ft)	1	0	0	0		
Control Delay (s)	8.7	7.3	0.0	0.0		
Lane LOS	A	A				
Approach Delay (s)	8.7	0.7		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			14.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

4: N Wolcott St & E A St






















08/26/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	10	45	10	15	35	5	10	35	5	5	20	5
Future Volume (vph)	10	45	10	15	35	5	10	35	5	5	20	5
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	13	59	13	20	46	7	13	46	7	7	26	7
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total (vph)	85	20	53	13	53	7	33					
Volume Left (vph)	13	20	0	13	0	7	0					
Volume Right (vph)	13	0	7	0	7	0	7					
Hadj (s)	-0.03	0.53	-0.06	0.53	-0.06	0.53	-0.11					
Departure Headway (s)	4.8	5.4	4.8	5.5	4.9	5.5	4.8					
Degree Utilization, x	0.11	0.03	0.07	0.02	0.07	0.01	0.04					
Capacity (veh/h)	729	647	729	633	709	626	712					
Control Delay (s)	8.4	7.3	6.9	7.4	7.1	7.4	6.9					
Approach Delay (s)	8.4	7.0		7.1		7.0						
Approach LOS	A	A		A		A						
Intersection Summary												
Delay			7.5									
Level of Service			A									
Intersection Capacity Utilization			24.5%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: N Durbin St & E A St





















08/26/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	5	30	10	10	40	10	20	35	10	5	15	5
Future Volume (vph)	5	30	10	10	40	10	20	35	10	5	15	5
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	6	39	13	13	52	13	26	45	13	6	19	6
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	26	33	39	39	26	58	6	25				
Volume Left (vph)	6	0	13	0	26	0	6	0				
Volume Right (vph)	0	13	0	13	0	13	0	6				
Hadj (s)	0.15	-0.25	0.20	-0.20	0.53	-0.12	0.53	-0.13				
Departure Headway (s)	5.0	4.6	5.0	4.6	5.4	4.7	5.4	4.8				
Degree Utilization, x	0.04	0.04	0.05	0.05	0.04	0.08	0.01	0.03				
Capacity (veh/h)	702	756	690	752	647	735	637	728				
Control Delay (s)	7.0	6.6	7.1	6.7	7.4	6.9	7.3	6.7				
Approach Delay (s)	6.8		6.9		7.1		6.8					
Approach LOS	A		A		A		A					
Intersection Summary												
Delay			6.9									
Level of Service			A									
Intersection Capacity Utilization			22.2%		ICU Level of Service			A				
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

6: N Wolcott St & E 1st St

08/26/2021























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	520	20	15	500	10	30	30	20	5	10	20
Future Volume (vph)	20	520	20	15	500	10	30	30	20	5	10	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	11	11	11	11
Total Lost time (s)	6.0	6.0		6.0	6.0		4.5	4.5		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		0.99	1.00		0.99	1.00		1.00	1.00	
Fr t	1.00	0.99		1.00	1.00		1.00	0.94		1.00	0.90	
Fl t Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3515		1756	3529		1688	1693		1711	1595	
Fl t Permitted	0.41	1.00		0.39	1.00		0.73	1.00		0.72	1.00	
Satd. Flow (perm)	757	3515		723	3529		1301	1693		1289	1595	
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	25	658	25	19	633	13	38	38	25	6	13	25
RTOR Reduction (vph)	0	2	0	0	1	0	0	22	0	0	22	0
Lane Group Flow (vph)	25	681	0	19	645	0	38	41	0	6	16	0
Confl. Peds. (#/hr)			7	7			8					8
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	75.6	75.6		75.6	75.6		13.9	13.9		12.4	12.4	
Effective Green, g (s)	75.6	75.6		75.6	75.6		13.9	13.9		12.4	12.4	
Actuated g/C Ratio	0.76	0.76		0.76	0.76		0.14	0.14		0.12	0.12	
Clearance Time (s)	6.0	6.0		6.0	6.0		4.5	4.5		6.0	6.0	
Vehicle Extension (s)	5.0	5.0		5.0	5.0		3.0	3.0		5.0	5.0	
Lane Grp Cap (vph)	572	2657		546	2667		180	235		159	197	
v/s Ratio Prot		c0.19			0.18			0.02			0.01	
v/s Ratio Perm	0.03			0.03			c0.03			0.00		
v/c Ratio	0.04	0.26		0.03	0.24		0.21	0.18		0.04	0.08	
Uniform Delay, d1	3.1	3.7		3.1	3.6		38.2	38.0		38.5	38.8	
Progression Factor	1.00	1.00		0.83	0.77		1.22	1.31		1.00	1.00	
Incremental Delay, d2	0.1	0.2		0.1	0.2		0.6	0.4		0.2	0.4	
Delay (s)	3.2	3.9		2.6	3.0		47.0	50.2		38.8	39.1	
Level of Service	A	A		A	A		D	D		D	D	
Approach Delay (s)		3.9			3.0			49.0			39.1	
Approach LOS		A			A			D			D	
Intersection Summary												
HCM 2000 Control Delay			7.5				HCM 2000 Level of Service			A		
HCM 2000 Volume to Capacity ratio			0.25									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			39.5%				ICU Level of Service			A		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: N Durbin St & E 1st St

08/26/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (vph)	20	490	20	10	475	15	35	30	20	5	5	20
Future Volume (vph)	20	490	20	10	475	15	35	30	20	5	5	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	11	11	11	11
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		4.5	4.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Fr _t	1.00	0.99		1.00	1.00		1.00	0.94		1.00	0.88	
Fl _t Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3515		1765	3521		1711	1674		1702	1586	
Fl _t Permitted	0.44	1.00		0.43	1.00		0.74	1.00		0.72	1.00	
Satd. Flow (perm)	816	3515		795	3521		1329	1674		1289	1586	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	23	570	23	12	552	17	41	35	23	6	6	23
RTOR Reduction (vph)	0	2	0	0	1	0	0	21	0	0	20	0
Lane Group Flow (vph)	23	591	0	12	568	0	41	37	0	6	9	0
Confl. Peds. (#/hr)			2	2					3	3		
Confl. Bikes (#/hr)			5			5			5			
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	78.3	78.3		78.3	78.3		9.7	9.7		11.2	11.2	
Effective Green, g (s)	78.3	78.3		78.3	78.3		9.7	9.7		11.2	11.2	
Actuated g/C Ratio	0.78	0.78		0.78	0.78		0.10	0.10		0.11	0.11	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		4.5	4.5	
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0		3.0	3.0	
Lane Grp Cap (vph)	638	2752		622	2756		128	162		144	177	
v/s Ratio Prot		c0.17			0.16			0.02			0.01	
v/s Ratio Perm	0.03			0.02			c0.03			0.00		
v/c Ratio	0.04	0.21		0.02	0.21		0.32	0.23		0.04	0.05	
Uniform Delay, d ₁	2.4	2.8		2.4	2.8		42.1	41.7		39.6	39.6	
Progression Factor	0.20	0.17		1.00	1.00		1.02	1.04		1.00	1.00	
Incremental Delay, d ₂	0.1	0.2		0.1	0.2		3.0	1.5		0.1	0.1	
Delay (s)	0.6	0.7		2.4	3.0		46.1	44.8		39.7	39.8	
Level of Service	A	A		A	A		D	D		D	D	
Approach Delay (s)		0.6			3.0			45.3			39.8	
Approach LOS		A			A			D			D	
Intersection Summary												
HCM 2000 Control Delay			6.0				HCM 2000 Level of Service			A		
HCM 2000 Volume to Capacity ratio			0.23									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			35.8%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

8: N Wolcott St & E 2nd St

08/26/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (vph)	5	155	5	25	200	20	10	70	50	10	15	5
Future Volume (vph)	5	155	5	25	200	20	10	70	50	10	15	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	11	11	11	11
Total Lost time (s)		6.0			6.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes		1.00			1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		0.98	1.00	
Frt		1.00			0.99		1.00	0.94		1.00	0.96	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1849			1824		1711	1688		1684	1720	
Flt Permitted		0.99			0.96		0.74	1.00		0.66	1.00	
Satd. Flow (perm)		1835			1762		1335	1688		1177	1720	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	6	189	6	30	244	24	12	85	61	12	18	6
RTOR Reduction (vph)	0	2	0	0	4	0	0	50	0	0	5	0
Lane Group Flow (vph)	0	199	0	0	294	0	12	96	0	12	19	0
Confl. Peds. (#/hr)	5		25	25		5				13		7
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4				4
Permitted Phases	2			2			4			4		
Actuated Green, G (s)		29.7			29.7		9.3	9.3		9.3	9.3	
Effective Green, g (s)		29.7			29.7		9.3	9.3		9.3	9.3	
Actuated g/C Ratio		0.59			0.59		0.19	0.19		0.19	0.19	
Clearance Time (s)		6.0			6.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		1089			1046		248	313		218	319	
v/s Ratio Prot								c0.06				0.01
v/s Ratio Perm		0.11			c0.17		0.01			0.01		
v/c Ratio		0.18			0.28		0.05	0.31		0.06	0.06	
Uniform Delay, d1		4.6			4.9		16.7	17.6		16.7	16.8	
Progression Factor		1.00			0.37		1.00	1.00		1.03	1.06	
Incremental Delay, d2		0.4			0.7		0.2	1.2		0.2	0.2	
Delay (s)		5.0			2.5		16.9	18.7		17.4	17.8	
Level of Service		A			A		B	B		B	B	
Approach Delay (s)		5.0			2.5			18.6			17.7	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM 2000 Control Delay			7.7				HCM 2000 Level of Service			A		
HCM 2000 Volume to Capacity ratio			0.29									
Actuated Cycle Length (s)			50.0				Sum of lost time (s)			11.0		
Intersection Capacity Utilization			41.2%				ICU Level of Service			A		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: N Durbin St & E 2nd St

08/26/2021






















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕	↕	↕	↕		↕	↕		
Traffic Volume (vph)	5	205	5	20	245	25	10	70	55	10	15	5	
Future Volume (vph)	5	205	5	20	245	25	10	70	55	10	15	5	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	12	12	12	12	12	12	11	11	11	11	11	11	
Total Lost time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0		
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00		
Frbp, ped/bikes		1.00			1.00	0.97	1.00	0.98		1.00	0.99		
Flpb, ped/bikes		1.00			1.00	1.00	0.98	1.00		0.99	1.00		
Frt		1.00			1.00	0.85	1.00	0.93		1.00	0.96		
Flt Protected		1.00			1.00	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1852			1854	1529	1677	1655		1688	1712		
Flt Permitted		0.99			0.97	1.00	0.74	1.00		0.67	1.00		
Satd. Flow (perm)		1840			1806	1529	1310	1655		1185	1712		
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
Adj. Flow (vph)	6	230	6	22	275	28	11	79	62	11	17	6	
RTOR Reduction (vph)	0	1	0	0	0	12	0	51	0	0	5	0	
Lane Group Flow (vph)	0	241	0	0	297	16	11	90	0	11	18	0	
Confl. Peds. (#/hr)	10		11	11		10	14		11	11		14	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA		
Protected Phases		2			2			4				4	
Permitted Phases	2			2		2	4			4			
Actuated Green, G (s)		28.8			28.8	28.8	9.2	9.2		9.2	9.2		
Effective Green, g (s)		28.8			28.8	28.8	9.2	9.2		9.2	9.2		
Actuated g/C Ratio		0.58			0.58	0.58	0.18	0.18		0.18	0.18		
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0		
Vehicle Extension (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0		
Lane Grp Cap (vph)		1059			1040	880	241	304		218	315		
v/s Ratio Prot								c0.05				0.01	
v/s Ratio Perm		0.13			c0.16	0.01	0.01			0.01			
v/c Ratio		0.23			0.29	0.02	0.05	0.30		0.05	0.06		
Uniform Delay, d1		5.2			5.4	4.5	16.8	17.6		16.8	16.8		
Progression Factor		0.70			1.00	1.00	1.00	1.00		0.95	0.92		
Incremental Delay, d2		0.5			0.7	0.0	0.2	1.1		0.2	0.2		
Delay (s)		4.1			6.1	4.6	17.0	18.8		16.1	15.7		
Level of Service		A			A	A	B	B		B	B		
Approach Delay (s)		4.1			5.9			18.6			15.8		
Approach LOS		A			A			B			B		
Intersection Summary													
HCM 2000 Control Delay			8.4		HCM 2000 Level of Service						A		
HCM 2000 Volume to Capacity ratio			0.29										
Actuated Cycle Length (s)			50.0		Sum of lost time (s)					12.0			
Intersection Capacity Utilization			52.9%		ICU Level of Service					A			
Analysis Period (min)			15										

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 10: N Wolcott St & E Midwest St

08/26/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	50	5	5	15	10	5	80	5	30	5	20
Future Volume (Veh/h)	45	50	5	5	15	10	5	80	5	30	5	20
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	54	60	6	6	18	12	6	96	6	36	6	24
Pedestrians		1			1							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		0			0							
Right turn flare (veh)			2									
Median type								TWLTL				TWLTL
Median storage (veh)								2				2
Upstream signal (ft)												309
pX, platoon unblocked												
vC, conflicting volume	220	206	19	223	215	100	31			103		
vC1, stage 1 conf vol	91	91		112	112							
vC2, stage 2 conf vol	129	115		111	103							
vCu, unblocked vol	220	206	19	223	215	100	31			103		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	92	99	99	98	99	100			98		
cM capacity (veh/h)	768	723	1058	755	730	955	1580			1487		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	120	36	6	102	36	30						
Volume Left	54	6	6	0	36	0						
Volume Right	6	12	0	6	0	24						
cSH	784	797	1580	1700	1487	1700						
Volume to Capacity	0.15	0.05	0.00	0.06	0.02	0.02						
Queue Length 95th (ft)	13	4	0	0	2	0						
Control Delay (s)	10.6	9.7	7.3	0.0	7.5	0.0						
Lane LOS	B	A	A		A							
Approach Delay (s)	10.6	9.7	0.4		4.1							
Approach LOS	B	A										
Intersection Summary												
Average Delay			5.9									
Intersection Capacity Utilization			26.9%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

11: N Durbin St & E Midwest St

08/26/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	35	25	85	25	15
Future Volume (Veh/h)	50	35	25	85	25	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	58	41	29	99	29	17
Pedestrians	15			3		
Lane Width (ft)	12.0			11.0		
Walking Speed (ft/s)	3.5			3.5		
Percent Blockage	1			0		
Right turn flare (veh)	4					
Median type				None	TWLTL	
Median storage (veh)					2	
Upstream signal (ft)					143	
pX, platoon unblocked						
vC, conflicting volume	210	56	61			
vC1, stage 1 conf vol	52					
vC2, stage 2 conf vol	157					
vCu, unblocked vol	210	56	61			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	96	98			
cM capacity (veh/h)	820	994	1520			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	99	29	99	46		
Volume Left	58	29	0	0		
Volume Right	41	0	0	17		
cSH	1400	1520	1700	1700		
Volume to Capacity	0.07	0.02	0.06	0.03		
Queue Length 95th (ft)	6	1	0	0		
Control Delay (s)	9.3	7.4	0.0	0.0		
Lane LOS	A	A				
Approach Delay (s)	9.3	1.7		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization			19.0%	ICU Level of Service	A	
Analysis Period (min)			15			

Proposed PM Conditions – Alternative 3-6

HCM Unsignalized Intersection Capacity Analysis

1: N Durbin St & E C St

08/26/2021

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↖	↗
Traffic Volume (veh/h)	20	20	20	25	25	30
Future Volume (Veh/h)	20	20	20	25	25	30
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	24	24	24	30	30	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			48		114	36
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			48		114	36
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		97	97
cM capacity (veh/h)			1559		869	1037
Direction, Lane #	EB 1	WB 1	NB 1	NB 2		
Volume Total	48	54	30	36		
Volume Left	0	24	30	0		
Volume Right	24	0	0	36		
cSH	1700	1559	869	1037		
Volume to Capacity	0.03	0.02	0.03	0.03		
Queue Length 95th (ft)	0	1	3	3		
Control Delay (s)	0.0	3.3	9.3	8.6		
Lane LOS		A	A	A		
Approach Delay (s)	0.0	3.3	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			4.6			
Intersection Capacity Utilization			19.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: N Wolcott St & W B C St

08/26/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	15	20	0	30	65	0
Future Volume (Veh/h)	15	20	0	30	65	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	17	23	0	34	75	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL	TWLTL		
Median storage (veh)			2	2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	109	75	75			
vC1, stage 1 conf vol	75					
vC2, stage 2 conf vol	34					
vCu, unblocked vol	109	75	75			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	98	100			
cM capacity (veh/h)	915	986	1524			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	40	34	75			
Volume Left	17	0	0			
Volume Right	23	0	0			
cSH	955	1700	1700			
Volume to Capacity	0.04	0.02	0.04			
Queue Length 95th (ft)	3	0	0			
Control Delay (s)	8.9	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.9	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			13.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: N Wolcott St & E B St





















08/26/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	5	5	35	75	20
Future Volume (Veh/h)	5	5	5	35	75	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	6	6	6	44	94	25
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type			TWLTL	TWLTL		
Median storage (veh)			2	2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	164	108	120			
vC1, stage 1 conf vol	108					
vC2, stage 2 conf vol	56					
vCu, unblocked vol	164	108	120			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	100			
cM capacity (veh/h)	875	946	1466			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	12	6	44	119		
Volume Left	6	6	0	0		
Volume Right	6	0	0	25		
cSH	909	1466	1700	1700		
Volume to Capacity	0.01	0.00	0.03	0.07		
Queue Length 95th (ft)	1	0	0	0		
Control Delay (s)	9.0	7.5	0.0	0.0		
Lane LOS	A	A				
Approach Delay (s)	9.0	0.9		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			15.5%	ICU Level of Service	A	
Analysis Period (min)			15			




















HCM Unsignalized Intersection Capacity Analysis
 4: N Wolcott St & E A St

08/26/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	10	50	25	25	20	10	10	20	5	10	60	5
Future Volume (vph)	10	50	25	25	20	10	10	20	5	10	60	5
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	13	63	32	32	25	13	13	25	6	13	76	6
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total (vph)	108	32	38	13	31	13	82					
Volume Left (vph)	13	32	0	13	0	13	0					
Volume Right (vph)	32	0	13	0	6	0	6					
Hadj (s)	-0.12	0.53	-0.21	0.53	-0.10	0.53	-0.02					
Departure Headway (s)	4.8	5.5	4.7	5.6	4.9	5.5	5.0					
Degree Utilization, x	0.14	0.05	0.05	0.02	0.04	0.02	0.11					
Capacity (veh/h)	726	630	729	618	695	622	694					
Control Delay (s)	8.6	7.6	6.8	7.5	7.0	7.4	7.4					
Approach Delay (s)	8.6	7.1		7.1		7.4						
Approach LOS	A	A		A		A						
Intersection Summary												
Delay			7.7									
Level of Service			A									
Intersection Capacity Utilization			26.9%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 5: N Durbin St & E A St

08/26/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	20	40	15	25	25	5	15	30	10	5	40	5
Future Volume (vph)	20	40	15	25	25	5	15	30	10	5	40	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	21	41	15	26	26	5	15	31	10	5	41	5
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	42	36	39	18	15	41	5	46				
Volume Left (vph)	21	0	26	0	15	0	5	0				
Volume Right (vph)	0	15	0	5	0	10	0	5				
Hadj (s)	0.29	-0.26	0.37	-0.16	0.53	-0.14	0.53	-0.04				
Departure Headway (s)	5.1	4.5	5.2	4.7	5.4	4.7	5.4	4.8				
Degree Utilization, x	0.06	0.04	0.06	0.02	0.02	0.05	0.01	0.06				
Capacity (veh/h)	690	766	669	746	644	734	640	719				
Control Delay (s)	7.2	6.6	7.3	6.6	7.3	6.8	7.2	6.9				
Approach Delay (s)	6.9		7.1		6.9		7.0					
Approach LOS	A		A		A		A					
Intersection Summary												
Delay			7.0									
Level of Service			A									
Intersection Capacity Utilization			23.7%		ICU Level of Service			A				
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

6: N Wolcott St & E 1st St

08/26/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (vph)	10	415	20	20	550	10	30	25	20	20	50	60
Future Volume (vph)	10	415	20	20	550	10	30	25	20	20	50	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	14	14	12	14	14
Total Lost time (s)	6.0	6.0		6.0	6.0		4.5	4.5		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		0.99	1.00		0.98	1.00		1.00	1.00	
Fr _t	1.00	0.99		1.00	1.00		1.00	0.93		1.00	0.92	
Fl _t Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3510		1759	3529		1740	1841		1761	1791	
Fl _t Permitted	0.40	1.00		0.47	1.00		0.58	1.00		0.72	1.00	
Satd. Flow (perm)	753	3510		863	3529		1071	1841		1341	1791	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	12	483	23	23	640	12	35	29	23	23	58	70
RTOR Reduction (vph)	0	2	0	0	1	0	0	20	0	0	56	0
Lane Group Flow (vph)	12	504	0	23	651	0	35	32	0	23	72	0
Confl. Peds. (#/hr)			4	4			12		3	3		12
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	76.7	76.7		76.7	76.7		12.8	12.8		12.3	12.3	
Effective Green, g (s)	76.7	76.7		76.7	76.7		12.8	12.8		12.3	12.3	
Actuated g/C Ratio	0.77	0.77		0.77	0.77		0.13	0.13		0.12	0.12	
Clearance Time (s)	6.0	6.0		6.0	6.0		4.5	4.5		5.0	5.0	
Vehicle Extension (s)	5.0	5.0		5.0	5.0		3.0	3.0		5.0	5.0	
Lane Grp Cap (vph)	577	2692		661	2706		137	235		164	220	
v/s Ratio Prot		0.14			c0.18			0.02			c0.04	
v/s Ratio Perm	0.02			0.03			0.03			0.02		
v/c Ratio	0.02	0.19		0.03	0.24		0.26	0.14		0.14	0.33	
Uniform Delay, d1	2.8	3.2		2.8	3.3		39.3	38.7		39.1	40.1	
Progression Factor	1.00	1.00		0.80	0.78		1.00	1.03		1.00	1.00	
Incremental Delay, d2	0.1	0.2		0.1	0.2		1.0	0.3		0.8	1.8	
Delay (s)	2.8	3.3		2.3	2.8		40.2	40.2		40.0	41.9	
Level of Service	A	A		A	A		D	D		D	D	
Approach Delay (s)		3.3			2.8			40.2			41.6	
Approach LOS		A			A			D			D	

Intersection Summary

HCM 2000 Control Delay	9.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	35.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: N Durbin St & E 1st St

08/26/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	10	430	10	10	505	10	40	30	25	10	40	25
Future Volume (vph)	10	430	10	10	505	10	40	30	25	10	40	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	14	14	12	14	14
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		4.5	4.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00		1.00	0.93		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3527		1770	3529		1764	1852		1770	1862	
Flt Permitted	0.42	1.00		0.46	1.00		0.71	1.00		0.72	1.00	
Satd. Flow (perm)	787	3527		858	3529		1314	1852		1332	1862	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	12	506	12	12	594	12	47	35	29	12	47	29
RTOR Reduction (vph)	0	1	0	0	1	0	0	26	0	0	26	0
Lane Group Flow (vph)	12	517	0	12	605	0	47	38	0	12	50	0
Confl. Peds. (#/hr)							2					2
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	78.1	78.1		78.1	78.1		9.9	9.9		11.4	11.4	
Effective Green, g (s)	78.1	78.1		78.1	78.1		9.9	9.9		11.4	11.4	
Actuated g/C Ratio	0.78	0.78		0.78	0.78		0.10	0.10		0.11	0.11	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		4.5	4.5	
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0		3.0	3.0	
Lane Grp Cap (vph)	614	2754		670	2756		130	183		151	212	
v/s Ratio Prot		0.15			c0.17			0.02			0.03	
v/s Ratio Perm	0.02			0.01			c0.04			0.01		
v/c Ratio	0.02	0.19		0.02	0.22		0.36	0.21		0.08	0.24	
Uniform Delay, d1	2.4	2.8		2.4	2.9		42.1	41.4		39.6	40.3	
Progression Factor	0.44	0.44		1.00	1.00		0.86	0.77		1.00	1.00	
Incremental Delay, d2	0.1	0.1		0.0	0.2		3.5	1.2		0.2	0.6	
Delay (s)	1.1	1.4		2.5	3.1		39.6	33.0		39.8	40.9	
Level of Service	A	A		A	A		D	C		D	D	
Approach Delay (s)		1.4			3.1			35.8			40.8	
Approach LOS		A			A			D			D	
Intersection Summary												
HCM 2000 Control Delay			7.6				HCM 2000 Level of Service			A		
HCM 2000 Volume to Capacity ratio			0.24									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			33.2%				ICU Level of Service			A		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: N Wolcott St & E 2nd St

08/26/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↖	↗		↖	↗	
Traffic Volume (vph)	15	315	25	30	290	15	10	45	45	30	60	15
Future Volume (vph)	15	315	25	30	290	15	10	45	45	30	60	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	14	14	12	14	14
Total Lost time (s)		6.0			6.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes		0.99			1.00		1.00	1.00		1.00	0.98	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		0.96	1.00	
Frt		0.99			0.99		1.00	0.93		1.00	0.97	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1825			1829		1770	1838		1693	1887	
Flt Permitted		0.98			0.94		0.70	1.00		0.68	1.00	
Satd. Flow (perm)		1791			1733		1307	1838		1215	1887	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	17	358	28	34	330	17	11	51	51	34	68	17
RTOR Reduction (vph)	0	2	0	0	1	0	0	41	0	0	10	0
Lane Group Flow (vph)	0	401	0	0	380	0	11	61	0	34	75	0
Confl. Peds. (#/hr)	17		32	32		17				17		29
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4				4
Permitted Phases	2			2			4			4		
Actuated Green, G (s)		75.3			75.3		13.7	13.7		13.7	13.7	
Effective Green, g (s)		75.3			75.3		13.7	13.7		13.7	13.7	
Actuated g/C Ratio		0.75			0.75		0.14	0.14		0.14	0.14	
Clearance Time (s)		6.0			6.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		1348			1304		179	251		166	258	
v/s Ratio Prot								0.03			c0.04	
v/s Ratio Perm		c0.22			0.22		0.01			0.03		
v/c Ratio		0.30			0.29		0.06	0.24		0.20	0.29	
Uniform Delay, d1		3.9			3.9		37.6	38.5		38.3	38.8	
Progression Factor		1.00			0.79		1.00	1.00		0.92	0.91	
Incremental Delay, d2		0.6			0.6		0.3	1.0		1.3	1.3	
Delay (s)		4.5			3.6		37.9	39.6		36.4	36.7	
Level of Service		A			A		D	D		D	D	
Approach Delay (s)		4.5			3.6			39.4			36.7	
Approach LOS		A			A			D			D	
Intersection Summary												
HCM 2000 Control Delay			11.8				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.30									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			11.0		
Intersection Capacity Utilization			49.0%				ICU Level of Service			A		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: N Durbin St & E 2nd St

08/26/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	
Traffic Volume (vph)	15	375	10	25	285	20	20	50	85	20	30	15
Future Volume (vph)	15	375	10	25	285	20	20	50	85	20	30	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	14	14	12	14	14
Total Lost time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frbp, ped/bikes		1.00			1.00	0.95	1.00	0.97		1.00	1.00	
Flpb, ped/bikes		1.00			1.00	1.00	0.96	1.00		1.00	1.00	
Frt		1.00			1.00	0.85	1.00	0.91		1.00	0.95	
Flt Protected		1.00			1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1849			1853	1497	1697	1751		1770	1886	
Flt Permitted		0.98			0.94	1.00	0.72	1.00		0.51	1.00	
Satd. Flow (perm)		1816			1751	1497	1287	1751		958	1886	
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	19	463	12	31	352	25	25	62	105	25	37	19
RTOR Reduction (vph)	0	1	0	0	0	6	0	85	0	0	16	0
Lane Group Flow (vph)	0	493	0	0	383	19	25	82	0	25	40	0
Confl. Peds. (#/hr)	12		10	10		12	15		8			
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			2			4				4
Permitted Phases	2			2		2	4			4		
Actuated Green, G (s)		74.5			74.5	74.5	13.5	13.5		13.5	13.5	
Effective Green, g (s)		74.5			74.5	74.5	13.5	13.5		13.5	13.5	
Actuated g/C Ratio		0.74			0.74	0.74	0.14	0.14		0.14	0.14	
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		1352			1304	1115	173	236		129	254	
v/s Ratio Prot								c0.05				0.02
v/s Ratio Perm		c0.27			0.22	0.01	0.02			0.03		
v/c Ratio		0.37			0.29	0.02	0.14	0.35		0.19	0.16	
Uniform Delay, d1		4.5			4.2	3.3	38.2	39.3		38.4	38.2	
Progression Factor		0.82			1.00	1.00	1.00	1.00		1.31	1.41	
Incremental Delay, d2		0.7			0.6	0.0	0.8	1.9		1.5	0.6	
Delay (s)		4.4			4.7	3.3	39.0	41.1		51.9	54.4	
Level of Service		A			A	A	D	D		D	D	
Approach Delay (s)		4.4			4.6			40.8			53.6	
Approach LOS		A			A			D			D	




















Intersection Summary

HCM 2000 Control Delay	13.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 10: N Wolcott St & E Midwest St

08/26/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	60	35	20	35	15	5	35	15	35	10	95
Future Volume (Veh/h)	55	60	35	20	35	15	5	35	15	35	10	95
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	74	81	47	27	47	20	7	47	20	47	14	128
Pedestrians		4			2			2			2	
Lane Width (ft)		12.0			12.0			13.0			13.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			0			0			0	
Right turn flare (veh)		2										
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)											309	
pX, platoon unblocked												
vC, conflicting volume	282	259	84	247	313	61	146			69		
vC1, stage 1 conf vol	176	176		73	73							
vC2, stage 2 conf vol	106	83		174	240							
vCu, unblocked vol	282	259	84	247	313	61	146			69		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	90	88	95	96	93	98	100			97		
cM capacity (veh/h)	707	686	969	651	650	1000	1431			1529		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	202	94	7	67	47	142						
Volume Left	74	27	7	0	47	0						
Volume Right	47	20	0	20	0	128						
cSH	907	703	1431	1700	1529	1700						
Volume to Capacity	0.22	0.13	0.00	0.04	0.03	0.08						
Queue Length 95th (ft)	21	12	0	0	2	0						
Control Delay (s)	11.0	10.9	7.5	0.0	7.4	0.0						
Lane LOS	B	B	A		A							
Approach Delay (s)	11.0	10.9	0.7		1.8							
Approach LOS	B	B										
Intersection Summary												
Average Delay			6.5									
Intersection Capacity Utilization			26.6%			ICU Level of Service			A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

11: N Durbin St & E Midwest St

08/26/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	55	50	40	95	40	30
Future Volume (Veh/h)	55	50	40	95	40	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	69	63	50	119	50	38
Pedestrians	27			4	1	
Lane Width (ft)	12.0			14.0	14.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	3			0	0	
Right turn flare (veh)	4					
Median type				None	TWLTL	
Median storage (veh)					2	
Upstream signal (ft)					143	
pX, platoon unblocked	1.00	1.00	1.00			
vC, conflicting volume	316	100	115			
vC1, stage 1 conf vol	96					
vC2, stage 2 conf vol	220					
vCu, unblocked vol	310	93	108			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	93	97			
cM capacity (veh/h)	744	930	1437			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	132	169	88			
Volume Left	69	50	0			
Volume Right	63	0	38			
cSH	1424	1437	1700			
Volume to Capacity	0.09	0.03	0.05			
Queue Length 95th (ft)	8	3	0			
Control Delay (s)	9.8	2.4	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.8	2.4	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay				4.4		
Intersection Capacity Utilization	25.1%			ICU Level of Service	A	
Analysis Period (min)	15					

Proposed AM Conditions – Alternative 3-7

HCM Unsignalized Intersection Capacity Analysis

1: N Durbin St & E C St

08/26/2021

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↘	↗
Traffic Volume (veh/h)	15	10	20	25	30	15
Future Volume (Veh/h)	15	10	20	25	30	15
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	19	13	26	32	38	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			32		110	26
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			32		110	26
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		96	98
cM capacity (veh/h)			1580		873	1050
Direction, Lane #	EB 1	WB 1	NB 1	NB 2		
Volume Total	32	58	38	19		
Volume Left	0	26	38	0		
Volume Right	13	0	0	19		
cSH	1700	1580	873	1050		
Volume to Capacity	0.02	0.02	0.04	0.02		
Queue Length 95th (ft)	0	1	3	1		
Control Delay (s)	0.0	3.3	9.3	8.5		
Lane LOS		A	A	A		
Approach Delay (s)	0.0	3.3	9.0			
Approach LOS			A			
Intersection Summary						
Average Delay			4.8			
Intersection Capacity Utilization			19.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: N Wolcott St & W B C St

08/26/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	15	0	40	35	0
Future Volume (Veh/h)	10	15	0	40	35	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	11	16	0	42	37	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None TWLTL					
Median storage (veh)	2					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	79	37	37			
vC1, stage 1 conf vol	37					
vC2, stage 2 conf vol	42					
vCu, unblocked vol	79	37	37			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	100			
cM capacity (veh/h)	940	1035	1574			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	27	42	37			
Volume Left	11	0	0			
Volume Right	16	0	0			
cSH	994	1700	1700			
Volume to Capacity	0.03	0.02	0.02			
Queue Length 95th (ft)	2	0	0			
Control Delay (s)	8.7	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.7	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			2.2			
Intersection Capacity Utilization			13.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: N Wolcott St & E B St

08/26/2021




















Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	5	5	45	20	25
Future Volume (Veh/h)	5	5	5	45	20	25
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	5	5	5	49	22	27
Pedestrians	5					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	100	40	54			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	100	40	54			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	892	1026	1544			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	10	54	49			
Volume Left	5	5	0			
Volume Right	5	0	27			
cSH	954	1544	1700			
Volume to Capacity	0.01	0.00	0.03			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.8	0.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.8	0.7	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			16.5%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis




















4: N Wolcott St & E A St

08/26/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	10	45	10	15	35	5	10	35	5	5	20	5
Future Volume (vph)	10	45	10	15	35	5	10	35	5	5	20	5
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	13	59	13	20	46	7	13	46	7	7	26	7
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total (vph)	85	20	53	66	40							
Volume Left (vph)	13	20	0	13	7							
Volume Right (vph)	13	0	7	7	7							
Hadj (s)	-0.03	0.53	-0.06	0.01	-0.04							
Departure Headway (s)	4.3	5.3	4.7	4.3	4.3							
Degree Utilization, x	0.10	0.03	0.07	0.08	0.05							
Capacity (veh/h)	812	649	732	796	801							
Control Delay (s)	7.8	7.3	6.9	7.7	7.5							
Approach Delay (s)	7.8	7.0		7.7	7.5							
Approach LOS	A	A		A	A							
Intersection Summary												
Delay			7.5									
Level of Service			A									
Intersection Capacity Utilization			21.3%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 5: N Durbin St & E A St




















08/26/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	5	30	10	10	40	10	20	35	10	5	15	5
Future Volume (vph)	5	30	10	10	40	10	20	35	10	5	15	5
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	6	39	13	13	52	13	26	45	13	6	19	6
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	26	33	39	39	26	58	6	25				
Volume Left (vph)	6	0	13	0	26	0	6	0				
Volume Right (vph)	0	13	0	13	0	13	0	6				
Hadj (s)	0.15	-0.25	0.20	-0.20	0.53	-0.12	0.53	-0.13				
Departure Headway (s)	5.0	4.6	5.0	4.6	5.4	4.7	5.4	4.8				
Degree Utilization, x	0.04	0.04	0.05	0.05	0.04	0.08	0.01	0.03				
Capacity (veh/h)	702	756	690	752	647	735	637	728				
Control Delay (s)	7.0	6.6	7.1	6.7	7.4	6.9	7.3	6.7				
Approach Delay (s)	6.8		6.9		7.1		6.8					
Approach LOS	A		A		A		A					
Intersection Summary												
Delay			6.9									
Level of Service			A									
Intersection Capacity Utilization			22.2%		ICU Level of Service			A				
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

6: N Wolcott St & E 1st St





















08/26/2021

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	20	520	20	15	500	10	30	30	20	5	10	20	
Future Volume (vph)	20	520	20	15	500	10	30	30	20	5	10	20	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.0	6.0		6.0	6.0			4.5			6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	0.97	
Flpb, ped/bikes	1.00	1.00		0.99	1.00			0.99			1.00	1.00	
Frt	1.00	0.99		1.00	1.00			0.97			1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.98	1.00	
Satd. Flow (prot)	1770	3515		1756	3529			1758			1834	1542	
Flt Permitted	0.41	1.00		0.39	1.00			0.88			0.92	1.00	
Satd. Flow (perm)	757	3515		723	3529			1576			1717	1542	
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	
Adj. Flow (vph)	25	658	25	19	633	13	38	38	25	6	13	25	
RTOR Reduction (vph)	0	1	0	0	1	0	0	15	0	0	0	22	
Lane Group Flow (vph)	25	682	0	19	645	0	0	86	0	0	19	3	
Confl. Peds. (#/hr)			7	7			8					8	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm	
Protected Phases		4			8			2			6		
Permitted Phases	4			8			2		6			6	
Actuated Green, G (s)	75.6	75.6		75.6	75.6			13.9			12.4	12.4	
Effective Green, g (s)	75.6	75.6		75.6	75.6			13.9			12.4	12.4	
Actuated g/C Ratio	0.76	0.76		0.76	0.76			0.14			0.12	0.12	
Clearance Time (s)	6.0	6.0		6.0	6.0			4.5			6.0	6.0	
Vehicle Extension (s)	5.0	5.0		5.0	5.0			3.0			5.0	5.0	
Lane Grp Cap (vph)	572	2657		546	2667			219			212	191	
v/s Ratio Prot		c0.19			0.18								
v/s Ratio Perm	0.03			0.03				c0.05			0.01	0.00	
v/c Ratio	0.04	0.26		0.03	0.24			0.39			0.09	0.02	
Uniform Delay, d1	3.1	3.7		3.1	3.6			39.2			38.8	38.4	
Progression Factor	1.00	1.00		0.86	0.82			1.16			1.00	1.00	
Incremental Delay, d2	0.1	0.2		0.1	0.2			1.1			0.4	0.1	
Delay (s)	3.2	3.9		2.8	3.2			46.4			39.2	38.5	
Level of Service	A	A		A	A			D			D	D	
Approach Delay (s)		3.9			3.2			46.4			38.8		
Approach LOS		A			A			D			D		
Intersection Summary													
HCM 2000 Control Delay			7.4									HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.28										
Actuated Cycle Length (s)			100.0									Sum of lost time (s)	12.0
Intersection Capacity Utilization			45.2%									ICU Level of Service	A
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis

7: N Durbin St & E 1st St

















08/26/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	490	20	10	475	15	35	30	20	5	5	20
Future Volume (vph)	20	490	20	10	475	15	35	30	20	5	5	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	11	11	11	11
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		4.5	4.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.94		1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3515		1765	3521		1711	1674		1702	1586	
Flt Permitted	0.44	1.00		0.43	1.00		0.74	1.00		0.72	1.00	
Satd. Flow (perm)	816	3515		795	3521		1329	1674		1289	1586	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	23	570	23	12	552	17	41	35	23	6	6	23
RTOR Reduction (vph)	0	2	0	0	1	0	0	21	0	0	20	0
Lane Group Flow (vph)	23	591	0	12	568	0	41	37	0	6	9	0
Confl. Peds. (#/hr)			2	2					3	3		
Confl. Bikes (#/hr)			5			5			5			
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	78.3	78.3		78.3	78.3		9.7	9.7		11.2	11.2	
Effective Green, g (s)	78.3	78.3		78.3	78.3		9.7	9.7		11.2	11.2	
Actuated g/C Ratio	0.78	0.78		0.78	0.78		0.10	0.10		0.11	0.11	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		4.5	4.5	
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0		3.0	3.0	
Lane Grp Cap (vph)	638	2752		622	2756		128	162		144	177	
v/s Ratio Prot		c0.17			0.16			0.02			0.01	
v/s Ratio Perm	0.03			0.02			c0.03			0.00		
v/c Ratio	0.04	0.21		0.02	0.21		0.32	0.23		0.04	0.05	
Uniform Delay, d1	2.4	2.8		2.4	2.8		42.1	41.7		39.6	39.6	
Progression Factor	0.22	0.27		1.00	1.00		1.02	1.04		1.00	1.00	
Incremental Delay, d2	0.1	0.2		0.1	0.2		3.0	1.5		0.1	0.1	
Delay (s)	0.6	0.9		2.4	3.0		46.1	44.7		39.7	39.8	
Level of Service	A	A		A	A		D	D		D	D	
Approach Delay (s)		0.9			3.0			45.3			39.8	
Approach LOS		A			A			D			D	
Intersection Summary												
HCM 2000 Control Delay			6.1				HCM 2000 Level of Service			A		
HCM 2000 Volume to Capacity ratio			0.23									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			35.8%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

8: N Wolcott St & E 2nd St

08/26/2021

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	5	155	5	25	200	20	10	70	50	10	15	5	
Future Volume (vph)	5	155	5	25	200	20	10	70	50	10	15	5	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0			6.0			5.0			5.0		
Lane Util. Factor		1.00			1.00			1.00			1.00		
Frbp, ped/bikes		1.00			1.00			1.00			0.99		
Flpb, ped/bikes		1.00			1.00			1.00			1.00		
Frt		1.00			0.99			0.95			0.98		
Flt Protected		1.00			0.99			1.00			0.98		
Satd. Flow (prot)		1849			1824			1759			1773		
Flt Permitted		0.99			0.96			0.98			0.87		
Satd. Flow (perm)		1834			1762			1723			1564		
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	
Adj. Flow (vph)	6	189	6	30	244	24	12	85	61	12	18	6	
RTOR Reduction (vph)	0	2	0	0	5	0	0	49	0	0	5	0	
Lane Group Flow (vph)	0	199	0	0	293	0	0	109	0	0	31	0	
Confl. Peds. (#/hr)	5		25	25		5				13		7	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA		
Protected Phases		2			2			4			4		
Permitted Phases	2			2			4			4			
Actuated Green, G (s)		29.5			29.5			9.5			9.5		
Effective Green, g (s)		29.5			29.5			9.5			9.5		
Actuated g/C Ratio		0.59			0.59			0.19			0.19		
Clearance Time (s)		6.0			6.0			5.0			5.0		
Vehicle Extension (s)		5.0			5.0			5.0			5.0		
Lane Grp Cap (vph)		1082			1039			327			297		
v/s Ratio Prot													
v/s Ratio Perm		0.11			c0.17			c0.06			0.02		
v/c Ratio		0.18			0.28			0.33			0.10		
Uniform Delay, d1		4.7			5.0			17.5			16.7		
Progression Factor		1.00			0.36			1.00			1.07		
Incremental Delay, d2		0.4			0.7			1.3			0.3		
Delay (s)		5.1			2.5			18.8			18.2		
Level of Service		A			A			B			B		
Approach Delay (s)		5.1			2.5			18.8			18.2		
Approach LOS		A			A			B			B		
Intersection Summary													
HCM 2000 Control Delay			7.8									HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.29										
Actuated Cycle Length (s)			50.0									Sum of lost time (s)	11.0
Intersection Capacity Utilization			40.1%									ICU Level of Service	A
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis

9: N Durbin St & E 2nd St

08/26/2021





















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕	↕	↕	↕		↕	↕		
Traffic Volume (vph)	5	205	5	20	245	25	10	70	55	10	15	5	
Future Volume (vph)	5	205	5	20	245	25	10	70	55	10	15	5	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	12	12	12	12	12	12	11	11	11	11	11	11	
Total Lost time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0		
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00		
Frbp, ped/bikes		1.00			1.00	0.97	1.00	0.98		1.00	0.99		
Flpb, ped/bikes		1.00			1.00	1.00	0.98	1.00		0.99	1.00		
Frt		1.00			1.00	0.85	1.00	0.93		1.00	0.96		
Flt Protected		1.00			1.00	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1852			1854	1529	1677	1655		1688	1712		
Flt Permitted		0.99			0.97	1.00	0.74	1.00		0.67	1.00		
Satd. Flow (perm)		1840			1806	1529	1310	1655		1185	1712		
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
Adj. Flow (vph)	6	230	6	22	275	28	11	79	62	11	17	6	
RTOR Reduction (vph)	0	1	0	0	0	12	0	51	0	0	5	0	
Lane Group Flow (vph)	0	241	0	0	297	16	11	90	0	11	18	0	
Confl. Peds. (#/hr)	10		11	11		10	14		11	11		14	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA		
Protected Phases		2			2			4				4	
Permitted Phases	2			2		2	4			4			
Actuated Green, G (s)		28.8			28.8	28.8	9.2	9.2		9.2	9.2		
Effective Green, g (s)		28.8			28.8	28.8	9.2	9.2		9.2	9.2		
Actuated g/C Ratio		0.58			0.58	0.58	0.18	0.18		0.18	0.18		
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0		
Vehicle Extension (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0		
Lane Grp Cap (vph)		1059			1040	880	241	304		218	315		
v/s Ratio Prot								c0.05				0.01	
v/s Ratio Perm		0.13			c0.16	0.01	0.01			0.01			
v/c Ratio		0.23			0.29	0.02	0.05	0.30		0.05	0.06		
Uniform Delay, d1		5.2			5.4	4.5	16.8	17.6		16.8	16.8		
Progression Factor		0.70			1.00	1.00	1.00	1.00		0.98	0.97		
Incremental Delay, d2		0.5			0.7	0.0	0.2	1.1		0.2	0.2		
Delay (s)		4.1			6.1	4.6	17.0	18.8		16.7	16.5		
Level of Service		A			A	A	B	B		B	B		
Approach Delay (s)		4.1			5.9			18.6			16.6		
Approach LOS		A			A			B			B		
Intersection Summary													
HCM 2000 Control Delay			8.4		HCM 2000 Level of Service						A		
HCM 2000 Volume to Capacity ratio			0.29										
Actuated Cycle Length (s)			50.0		Sum of lost time (s)						12.0		
Intersection Capacity Utilization			52.9%		ICU Level of Service						A		
Analysis Period (min)			15										

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

10: N Wolcott St & E Midwest St

08/26/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	50	5	5	15	10	5	80	5	30	5	20
Future Volume (Veh/h)	45	50	5	5	15	10	5	80	5	30	5	20
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	54	60	6	6	18	12	6	96	6	36	6	24
Pedestrians		1			1							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		0			0							
Right turn flare (veh)			2									
Median type								None				None
Median storage (veh)												
Upstream signal (ft)												309
pX, platoon unblocked												
vC, conflicting volume	223	206	19	235	215	100	31			103		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	223	206	19	235	215	100	31			103		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	92	91	99	99	97	99	100			98		
cM capacity (veh/h)	692	670	1058	651	662	955	1580			1487		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	120	36	108	66								
Volume Left	54	6	6	36								
Volume Right	6	12	6	24								
cSH	716	735	1580	1487								
Volume to Capacity	0.17	0.05	0.00	0.02								
Queue Length 95th (ft)	15	4	0	2								
Control Delay (s)	11.2	10.1	0.4	4.2								
Lane LOS	B	B	A	A								
Approach Delay (s)	11.2	10.1	0.4	4.2								
Approach LOS	B	B										
Intersection Summary												
Average Delay			6.2									
Intersection Capacity Utilization			28.4%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

11: N Durbin St & E Midwest St

08/26/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	35	25	85	25	15
Future Volume (Veh/h)	50	35	25	85	25	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	58	41	29	99	29	17
Pedestrians	15			3		
Lane Width (ft)	12.0			11.0		
Walking Speed (ft/s)	3.5			3.5		
Percent Blockage	1			0		
Right turn flare (veh)	4					
Median type				None	TWLTL	
Median storage (veh)					2	
Upstream signal (ft)					143	
pX, platoon unblocked						
vC, conflicting volume	210	56	61			
vC1, stage 1 conf vol	52					
vC2, stage 2 conf vol	157					
vCu, unblocked vol	210	56	61			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	96	98			
cM capacity (veh/h)	820	994	1520			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	99	128	46			
Volume Left	58	29	0			
Volume Right	41	0	17			
cSH	1400	1520	1700			
Volume to Capacity	0.07	0.02	0.03			
Queue Length 95th (ft)	6	1	0			
Control Delay (s)	9.3	1.8	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.3	1.8	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization			23.5%	ICU Level of Service	A	
Analysis Period (min)			15			

Proposed PM Conditions – Alternative 3-7

HCM Unsignalized Intersection Capacity Analysis

1: N Durbin St & E C St

08/26/2021

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↘	↗
Traffic Volume (veh/h)	20	20	20	25	25	30
Future Volume (Veh/h)	20	20	20	25	25	30
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	24	24	24	30	30	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			48		114	36
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			48		114	36
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		97	97
cM capacity (veh/h)			1559		869	1037
Direction, Lane #	EB 1	WB 1	NB 1	NB 2		
Volume Total	48	54	30	36		
Volume Left	0	24	30	0		
Volume Right	24	0	0	36		
cSH	1700	1559	869	1037		
Volume to Capacity	0.03	0.02	0.03	0.03		
Queue Length 95th (ft)	0	1	3	3		
Control Delay (s)	0.0	3.3	9.3	8.6		
Lane LOS		A	A	A		
Approach Delay (s)	0.0	3.3	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			4.6			
Intersection Capacity Utilization			19.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 2: N Wolcott St & W B C St

08/26/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	15	20	0	30	65	0
Future Volume (Veh/h)	15	20	0	30	65	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	17	23	0	34	75	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	109	75	75			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	109	75	75			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	98	100			
cM capacity (veh/h)	888	986	1524			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	40	34	75			
Volume Left	17	0	0			
Volume Right	23	0	0			
cSH	942	1700	1700			
Volume to Capacity	0.04	0.02	0.04			
Queue Length 95th (ft)	3	0	0			
Control Delay (s)	9.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			13.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: N Wolcott St & E B St

08/26/2021




















Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	5	5	35	75	20
Future Volume (Veh/h)	5	5	5	35	75	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	6	6	6	44	94	25
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	164	108	120			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	164	108	120			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	100			
cM capacity (veh/h)	823	946	1466			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	12	50	119			
Volume Left	6	6	0			
Volume Right	6	0	25			
cSH	880	1466	1700			
Volume to Capacity	0.01	0.00	0.07			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.1	0.9	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.1	0.9	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			16.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

4: N Wolcott St & E A St




















08/26/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	10	50	25	25	20	10	10	20	5	10	60	5
Future Volume (vph)	10	50	25	25	20	10	10	20	5	10	60	5
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	13	63	32	32	25	13	13	25	6	13	76	6
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total (vph)	108	32	38	44	95							
Volume Left (vph)	13	32	0	13	13							
Volume Right (vph)	32	0	13	6	6							
Hadj (s)	-0.12	0.53	-0.21	0.01	0.02							
Departure Headway (s)	4.3	5.4	4.7	4.4	4.4							
Degree Utilization, x	0.13	0.05	0.05	0.05	0.12							
Capacity (veh/h)	809	633	733	769	777							
Control Delay (s)	7.9	7.5	6.7	7.7	8.0							
Approach Delay (s)	7.9	7.1		7.7	8.0							
Approach LOS	A	A		A	A							
Intersection Summary												
Delay			7.7									
Level of Service			A									
Intersection Capacity Utilization			24.1%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: N Durbin St & E A St























08/26/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	20	40	15	25	25	5	15	30	10	5	40	5
Future Volume (vph)	20	40	15	25	25	5	15	30	10	5	40	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	21	41	15	26	26	5	15	31	10	5	41	5
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	42	36	39	18	15	41	5	46				
Volume Left (vph)	21	0	26	0	15	0	5	0				
Volume Right (vph)	0	15	0	5	0	10	0	5				
Hadj (s)	0.29	-0.26	0.37	-0.16	0.53	-0.14	0.53	-0.04				
Departure Headway (s)	5.1	4.5	5.2	4.7	5.4	4.7	5.4	4.8				
Degree Utilization, x	0.06	0.04	0.06	0.02	0.02	0.05	0.01	0.06				
Capacity (veh/h)	690	766	669	746	644	734	640	719				
Control Delay (s)	7.2	6.6	7.3	6.6	7.3	6.8	7.2	6.9				
Approach Delay (s)	6.9		7.1		6.9		7.0					
Approach LOS	A		A		A		A					
Intersection Summary												
Delay			7.0									
Level of Service			A									
Intersection Capacity Utilization			23.7%		ICU Level of Service			A				
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

6: N Wolcott St & E 1st St





















08/26/2021

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		 			 			 				 	
Traffic Volume (vph)	10	415	20	20	550	10	30	25	20	20	50	60	
Future Volume (vph)	10	415	20	20	550	10	30	25	20	20	50	60	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.0	6.0		6.0	6.0			4.5				5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00				1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00			1.00				0.98	
Flpb, ped/bikes	1.00	1.00		0.99	1.00			0.99				1.00	
Frt	1.00	0.99		1.00	1.00			0.96				0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.98				0.99	
Satd. Flow (prot)	1770	3510		1759	3529			1744				1706	
Flt Permitted	0.40	1.00		0.47	1.00			0.75				0.95	
Satd. Flow (perm)	753	3510		863	3529			1335				1634	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Adj. Flow (vph)	12	483	23	23	640	12	35	29	23	23	58	70	
RTOR Reduction (vph)	0	2	0	0	1	0	0	17	0	0	41	0	
Lane Group Flow (vph)	12	504	0	23	651	0	0	70	0	0	110	0	
Confl. Peds. (#/hr)			4	4			12		3	3		12	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA		
Protected Phases		4			8			2				6	
Permitted Phases	4			8			2			6			
Actuated Green, G (s)	75.1	75.1		75.1	75.1			14.4				13.9	
Effective Green, g (s)	75.1	75.1		75.1	75.1			14.4				13.9	
Actuated g/C Ratio	0.75	0.75		0.75	0.75			0.14				0.14	
Clearance Time (s)	6.0	6.0		6.0	6.0			4.5				5.0	
Vehicle Extension (s)	5.0	5.0		5.0	5.0			3.0				5.0	
Lane Grp Cap (vph)	565	2636		648	2650			192				227	
v/s Ratio Prot		0.14			c0.18								
v/s Ratio Perm	0.02			0.03				0.05				c0.07	
v/c Ratio	0.02	0.19		0.04	0.25			0.36				0.48	
Uniform Delay, d1	3.2	3.6		3.2	3.8			38.7				39.7	
Progression Factor	1.00	1.00		0.81	0.79			1.06				1.00	
Incremental Delay, d2	0.1	0.2		0.1	0.2			1.2				3.4	
Delay (s)	3.2	3.8		2.7	3.2			42.2				43.1	
Level of Service	A	A		A	A			D				D	
Approach Delay (s)		3.8			3.2			42.2				43.1	
Approach LOS		A			A			D				D	
Intersection Summary													
HCM 2000 Control Delay			10.0									HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.28										
Actuated Cycle Length (s)			100.0									Sum of lost time (s)	11.0
Intersection Capacity Utilization			36.1%									ICU Level of Service	A
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis

7: N Durbin St & E 1st St

08/26/2021

















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	430	10	10	505	10	40	30	25	10	40	25
Future Volume (vph)	10	430	10	10	505	10	40	30	25	10	40	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	11	11	11	11
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		4.5	4.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00		1.00	0.93		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3527		1770	3529		1705	1678		1711	1688	
Flt Permitted	0.42	1.00		0.46	1.00		0.71	1.00		0.72	1.00	
Satd. Flow (perm)	787	3527		858	3529		1270	1678		1288	1688	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	12	506	12	12	594	12	47	35	29	12	47	29
RTOR Reduction (vph)	0	1	0	0	1	0	0	26	0	0	26	0
Lane Group Flow (vph)	12	517	0	12	605	0	47	38	0	12	50	0
Confl. Peds. (#/hr)							2					2
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	78.0	78.0		78.0	78.0		10.0	10.0		11.5	11.5	
Effective Green, g (s)	78.0	78.0		78.0	78.0		10.0	10.0		11.5	11.5	
Actuated g/C Ratio	0.78	0.78		0.78	0.78		0.10	0.10		0.12	0.12	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		4.5	4.5	
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0		3.0	3.0	
Lane Grp Cap (vph)	613	2751		669	2752		127	167		148	194	
v/s Ratio Prot		0.15			c0.17			0.02			0.03	
v/s Ratio Perm	0.02			0.01			c0.04			0.01		
v/c Ratio	0.02	0.19		0.02	0.22		0.37	0.23		0.08	0.26	
Uniform Delay, d1	2.5	2.8		2.5	2.9		42.1	41.4		39.5	40.4	
Progression Factor	0.32	0.34		1.00	1.00		0.78	0.66		1.00	1.00	
Incremental Delay, d2	0.1	0.1		0.0	0.2		3.7	1.4		0.2	0.7	
Delay (s)	0.8	1.1		2.5	3.1		36.5	28.7		39.8	41.1	
Level of Service	A	A		A	A		D	C		D	D	
Approach Delay (s)		1.1			3.1			32.0			40.9	
Approach LOS		A			A			C			D	
Intersection Summary												
HCM 2000 Control Delay			7.2				HCM 2000 Level of Service			A		
HCM 2000 Volume to Capacity ratio			0.24									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			33.2%				ICU Level of Service			A		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: N Wolcott St & E 2nd St

08/26/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	315	25	30	290	15	10	45	45	30	60	15
Future Volume (vph)	15	315	25	30	290	15	10	45	45	30	60	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frbp, ped/bikes		0.99			1.00			1.00			0.99	
Flpb, ped/bikes		1.00			1.00			1.00			0.99	
Frt		0.99			0.99			0.94			0.98	
Flt Protected		1.00			1.00			1.00			0.99	
Satd. Flow (prot)		1825			1829			1741			1756	
Flt Permitted		0.98			0.94			0.97			0.88	
Satd. Flow (perm)		1790			1733			1694			1559	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	17	358	28	34	330	17	11	51	51	34	68	17
RTOR Reduction (vph)	0	2	0	0	1	0	0	35	0	0	7	0
Lane Group Flow (vph)	0	401	0	0	380	0	0	78	0	0	112	0
Confl. Peds. (#/hr)	17		32	32		17				17		29
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		
Actuated Green, G (s)		73.9			73.9			15.1			15.1	
Effective Green, g (s)		73.9			73.9			15.1			15.1	
Actuated g/C Ratio		0.74			0.74			0.15			0.15	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		1322			1280			255			235	
v/s Ratio Prot												
v/s Ratio Perm		c0.22			0.22			0.05			c0.07	
v/c Ratio		0.30			0.30			0.31			0.48	
Uniform Delay, d1		4.4			4.4			37.8			38.8	
Progression Factor		1.00			0.52			1.00			0.84	
Incremental Delay, d2		0.6			0.6			1.4			3.2	
Delay (s)		5.0			2.9			39.2			35.6	
Level of Service		A			A			D			D	
Approach Delay (s)		5.0			2.9			39.2			35.6	
Approach LOS		A			A			D			D	
Intersection Summary												
HCM 2000 Control Delay			11.6				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.33									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)		11.0			
Intersection Capacity Utilization			50.6%				ICU Level of Service		A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

9: N Durbin St & E 2nd St

08/26/2021





















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↔			↕	↗	↖	↗	↖	↖	↗	↗	
Traffic Volume (vph)	15	375	10	25	285	20	20	50	85	20	30	15	
Future Volume (vph)	15	375	10	25	285	20	20	50	85	20	30	15	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	12	12	12	12	12	12	11	11	11	11	11	11	
Total Lost time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0		
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00		
Frbp, ped/bikes		1.00			1.00	0.95	1.00	0.97		1.00	1.00		
Flpb, ped/bikes		1.00			1.00	1.00	0.96	1.00		1.00	1.00		
Frt		1.00			1.00	0.85	1.00	0.91		1.00	0.95		
Flt Protected		1.00			1.00	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1849			1853	1497	1641	1587		1711	1709		
Flt Permitted		0.98			0.94	1.00	0.72	1.00		0.52	1.00		
Satd. Flow (perm)		1816			1751	1497	1244	1587		931	1709		
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	
Adj. Flow (vph)	19	463	12	31	352	25	25	62	105	25	37	19	
RTOR Reduction (vph)	0	1	0	0	0	6	0	71	0	0	16	0	
Lane Group Flow (vph)	0	493	0	0	383	19	25	96	0	25	40	0	
Confl. Peds. (#/hr)	12		10	10		12	15		8				
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA		
Protected Phases		2			2			4				4	
Permitted Phases	2			2		2	4			4			
Actuated Green, G (s)		74.3			74.3	74.3	13.7	13.7		13.7	13.7		
Effective Green, g (s)		74.3			74.3	74.3	13.7	13.7		13.7	13.7		
Actuated g/C Ratio		0.74			0.74	0.74	0.14	0.14		0.14	0.14		
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0		
Vehicle Extension (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0		
Lane Grp Cap (vph)		1349			1300	1112	170	217		127	234		
v/s Ratio Prot								c0.06				0.02	
v/s Ratio Perm		c0.27			0.22	0.01	0.02			0.03			
v/c Ratio		0.37			0.29	0.02	0.15	0.44		0.20	0.17		
Uniform Delay, d1		4.5			4.2	3.3	38.0	39.6		38.3	38.1		
Progression Factor		0.74			1.00	1.00	1.00	1.00		1.49	1.64		
Incremental Delay, d2		0.8			0.6	0.0	0.8	3.0		1.6	0.7		
Delay (s)		4.1			4.8	3.4	38.8	42.7		58.6	63.1		
Level of Service		A			A	A	D	D		E	E		
Approach Delay (s)		4.1			4.7			42.2			61.7		
Approach LOS		A			A			D			E		
Intersection Summary													
HCM 2000 Control Delay			14.5									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.38										
Actuated Cycle Length (s)			100.0									Sum of lost time (s)	12.0
Intersection Capacity Utilization			60.1%									ICU Level of Service	B
Analysis Period (min)			15										

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 10: N Wolcott St & E Midwest St

08/26/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	60	35	20	35	15	5	35	15	35	10	95
Future Volume (Veh/h)	55	60	35	20	35	15	5	35	15	35	10	95
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	74	81	47	27	47	20	7	47	20	47	14	128
Pedestrians		4			2			2			2	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			0			0			0	
Right turn flare (veh)			2									
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											309	
pX, platoon unblocked												
vC, conflicting volume	292	259	84	311	313	61	146			69		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	292	259	84	311	313	61	146			69		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	87	87	95	95	92	98	100			97		
cM capacity (veh/h)	584	619	970	530	578	1000	1431			1529		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	202	94	74	189								
Volume Left	74	27	7	47								
Volume Right	47	20	20	128								
cSH	785	617	1431	1529								
Volume to Capacity	0.26	0.15	0.00	0.03								
Queue Length 95th (ft)	26	13	0	2								
Control Delay (s)	12.1	11.9	0.7	2.0								
Lane LOS	B	B	A	A								
Approach Delay (s)	12.1	11.9	0.7	2.0								
Approach LOS	B	B										
Intersection Summary												
Average Delay			7.1									
Intersection Capacity Utilization			32.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

11: N Durbin St & E Midwest St

08/26/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	55	50	40	95	40	30
Future Volume (Veh/h)	55	50	40	95	40	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	69	63	50	119	50	38
Pedestrians	27			4	1	
Lane Width (ft)	12.0			11.0	11.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	3			0	0	
Right turn flare (veh)	4					
Median type				None	TWLTL	
Median storage (veh)					2	
Upstream signal (ft)					143	
pX, platoon unblocked						
vC, conflicting volume	316	100	115			
vC1, stage 1 conf vol	96					
vC2, stage 2 conf vol	220					
vCu, unblocked vol	316	100	115			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	93	97			
cM capacity (veh/h)	744	928	1436			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	132	169	88			
Volume Left	69	50	0			
Volume Right	63	0	38			
cSH	1423	1436	1700			
Volume to Capacity	0.09	0.03	0.05			
Queue Length 95th (ft)	8	3	0			
Control Delay (s)	9.8	2.4	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.8	2.4	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			4.4			
Intersection Capacity Utilization			25.1%	ICU Level of Service	A	
Analysis Period (min)			15			

Crash Data

FID	OBJECTID	CrashID	Report_No	Crash_Date	Crash_Time	Day_of_Wee	County	City
1645	78477	626770	201602210	2/19/2016 0:00	1526	Friday	NATRONA	CASPER
1646	78482	626776	201602245	2/19/2016 0:00	2257	Friday	NATRONA	CASPER
1647	78493	627158	201602418	2/24/2016 0:00	1345	Wednesday	NATRONA	CASPER
1649	78585	629387	201603246	3/19/2016 0:00	1239	Saturday	NATRONA	CASPER
1655	78668	630570	201603752	3/30/2016 0:00	918	Wednesday	NATRONA	CASPER
1662	78760	632487	201604352	4/15/2016 0:00	1434	Friday	NATRONA	CASPER
1670	78902	634803	201605326	5/11/2016 0:00	1005	Wednesday	NATRONA	CASPER
1677	79006	636495	201606196	6/2/2016 0:00	1300	Thursday	NATRONA	CASPER
1679	79047	637181	201606551	6/10/2016 0:00	1047	Friday	NATRONA	CASPER
1681	79096	638149	201607081	6/14/2016 0:00	1700	Tuesday	NATRONA	CASPER
1684	79106	638589	201607169	6/24/2016 0:00	1450	Friday	NATRONA	CASPER
1692	79227	641157	201608329	7/18/2016 0:00	1336	Monday	NATRONA	CASPER
1704	79524	648468	201611361	9/21/2016 0:00	1334	Wednesday	NATRONA	CASPER
1705	79526	648462	201611363	9/21/2016 0:00	950	Wednesday	NATRONA	CASPER
1707	79565	649230	201611769	9/30/2016 0:00	804	Friday	NATRONA	CASPER
1712	79619	650085	201612195	10/11/2016 0:00	1227	Tuesday	NATRONA	CASPER
1719	79772	653358	201613612	11/11/2016 0:00	1030	Friday	NATRONA	CASPER
1720	79811	654324	201614024	11/18/2016 0:00	1306	Friday	NATRONA	CASPER
1724	79840	655360	201614498	11/22/2016 0:00	1730	Tuesday	NATRONA	CASPER
1737	80222	659136	201616244	12/20/2016 0:00	1027	Tuesday	NATRONA	CASPER
1738	80223	659136	201616244	12/20/2016 0:00	1027	Tuesday	NATRONA	CASPER
1741	80256	660334	201616445	12/28/2016 0:00	2053	Wednesday	NATRONA	CASPER
1750	80450	661437	201700459	1/3/2017 0:00	1140	Tuesday	NATRONA	CASPER
1752	80507	664345	201700933	1/21/2017 0:00	1945	Saturday	NATRONA	CASPER
1756	80716	667396	201702236	2/7/2017 0:00	1430	Tuesday	NATRONA	CASPER
1757	80717	667396	201702236	2/7/2017 0:00	1430	Tuesday	NATRONA	CASPER
1758	80756	668441	201702569	2/21/2017 0:00	1320	Tuesday	NATRONA	CASPER
1759	80758	668258	201702605	2/17/2017 0:00	1149	Friday	NATRONA	CASPER
1768	81022	670736	201704000	3/24/2017 0:00	1426	Friday	NATRONA	CASPER
1770	81035	670926	201704099	3/27/2017 0:00	1556	Monday	NATRONA	CASPER
1771	81046	704585	201704203	3/31/2017 0:00	848	Friday	NATRONA	CASPER
1772	81047	704585	201704203	3/31/2017 0:00	848	Friday	NATRONA	CASPER
1775	81071	670126	201704353	3/10/2017 0:00	1030	Friday	NATRONA	CASPER

1777	81081	671624	201704489	4/8/2017 0:00	1514	Saturday	NATRONA	CASPER
1781	81167	672787	201705278	4/27/2017 0:00	1612	Thursday	NATRONA	CASPER
1785	81229	674193	201705744	5/12/2017 0:00	1825	Friday	NATRONA	CASPER
1788	81303	675420	201706192	5/25/2017 0:00	1013	Thursday	NATRONA	CASPER
1789	81308	684490	201706231	5/20/2017 0:00	1614	Saturday	NATRONA	CASPER
1790	81324	675377	201706337	5/23/2017 0:00	430	Tuesday	NATRONA	CASPER
1793	81336	675789	201706476	6/2/2017 0:00	1203	Friday	NATRONA	CASPER
1799	81437	679066	201707445	6/26/2017 0:00	1330	Monday	NATRONA	CASPER
1808	81595	681998	201709160	7/28/2017 0:00	924	Friday	NATRONA	CASPER
1813	81700	682282	201709893	8/20/2017 0:00	2047	Sunday	NATRONA	CASPER
1822	81828	687639	201711124	9/14/2017 0:00	1545	Thursday	NATRONA	CASPER
1831	82019	689793	201712405	10/11/2017 0:00	1602	Wednesday	NATRONA	CASPER
1835	82181	692516	201713614	11/6/2017 0:00	1708	Monday	NATRONA	CASPER
1836	82182	692516	201713614	11/6/2017 0:00	1708	Monday	NATRONA	CASPER
1839	82209	692590	201713740	11/6/2017 0:00	1759	Monday	NATRONA	CASPER
1840	82210	692590	201713740	11/6/2017 0:00	1759	Monday	NATRONA	CASPER
1841	82211	692590	201713740	11/6/2017 0:00	1759	Monday	NATRONA	CASPER
1842	82212	692590	201713740	11/6/2017 0:00	1759	Monday	NATRONA	CASPER
1843	82220	692640	201713786	11/8/2017 0:00	1334	Wednesday	NATRONA	CASPER
1852	82693	699280	201800008	1/1/2018 0:00	1727	Monday	NATRONA	CASPER
1856	82847	702871	201800802	1/23/2018 0:00	1616	Tuesday	NATRONA	CASPER
1863	83024	706545	201801948	2/21/2018 0:00	1035	Wednesday	NATRONA	CASPER
1864	83025	706545	201801948	2/21/2018 0:00	1035	Wednesday	NATRONA	CASPER
1866	83061	720252	201802018	2/21/2018 0:00	1313	Wednesday	NATRONA	CASPER
1867	83062	720252	201802018	2/21/2018 0:00	1313	Wednesday	NATRONA	CASPER
1870	83158	732748	201802332	2/20/2018 0:00	900	Tuesday	NATRONA	CASPER
1881	83302	707901	201803114	3/19/2018 0:00	1036	Monday	NATRONA	CASPER
1883	83309	708024	201803181	3/22/2018 0:00	723	Thursday	NATRONA	CASPER
1889	83420	709053	201803923	4/11/2018 0:00	1703	Wednesday	NATRONA	CASPER
1894	83539	710484	201804732	5/5/2018 0:00	951	Saturday	NATRONA	CASPER
1906	83768	713286	201806628	6/21/2018 0:00	1913	Thursday	NATRONA	CASPER
1910	84042	718943	201808747	8/3/2018 0:00	1742	Friday	NATRONA	CASPER
1922	84325	723248	201811055	9/26/2018 0:00	940	Wednesday	NATRONA	CASPER
1923	84333	723499	201811127	9/28/2018 0:00	946	Friday	NATRONA	CASPER

1928	84627	729188	201813564	11/15/2018 0:00	1356	Thursday	NATRONA	CASPER
1930	84667	729728	201813813	11/19/2018 0:00	1450	Monday	NATRONA	CASPER
1933	84845	733420	201815312	12/13/2018 0:00	1650	Thursday	NATRONA	CASPER
1947	85323	741857	201901816	2/7/2019 0:00	1446	Thursday	NATRONA	CASPER
1952	85377	741669	201902200	2/16/2019 0:00	1307	Saturday	NATRONA	CASPER
1956	85479	742854	201902847	2/28/2019 0:00	1655	Thursday	NATRONA	CASPER
1957	85486	743004	201902887	3/2/2019 0:00	1125	Saturday	NATRONA	CASPER
1971	85655	745755	201903895	2/7/2019 0:00	1340	Thursday	NATRONA	CASPER
1972	85657	745311	201903901	3/22/2019 0:00	1330	Friday	NATRONA	CASPER
1974	85668	745537	201903988	3/14/2019 0:00	1053	Thursday	NATRONA	CASPER
1986	85923	749944	201905761	5/16/2019 0:00	2008	Thursday	NATRONA	CASPER
2013	86324	754938	201908232	7/9/2019 0:00	1147	Tuesday	NATRONA	CASPER
2019	86454	758770	201909417	8/3/2019 0:00	1813	Saturday	NATRONA	CASPER
2025	86546	763679	201910101	8/22/2019 0:00	2035	Thursday	NATRONA	CASPER
2029	86773	762939	201911780	9/27/2019 0:00	1849	Friday	NATRONA	CASPER
2030	86811	765728	201912002	10/7/2019 0:00	1209	Monday	NATRONA	CASPER
2041	87148	786528	201913998	11/5/2019 0:00	1533	Tuesday	NATRONA	CASPER
2042	87184	769088	201914107	11/12/2019 0:00	731	Tuesday	NATRONA	CASPER
2046	87266	771797	201914784	11/19/2019 0:00	1246	Tuesday	NATRONA	CASPER
2055	87712	777121	201917068	12/14/2019 0:00	1225	Saturday	NATRONA	CASPER
2056	87737	778788	202000035	1/3/2020 0:00	1047	Friday	NATRONA	CASPER
2058	87794	788921	202000517	1/11/2020 0:00	1747	Saturday	NATRONA	CASPER
2060	87835	780881	202000867	1/21/2020 0:00	1430	Tuesday	NATRONA	CASPER
2063	87906	786751	202001162	1/27/2020 0:00	1412	Monday	NATRONA	CASPER
2064	87921	783319	202001198	1/30/2020 0:00	1643	Thursday	NATRONA	CASPER
2067	87939	784834	202001415	2/5/2020 0:00	929	Wednesday	NATRONA	CASPER
2068	87940	784834	202001415	2/5/2020 0:00	929	Wednesday	NATRONA	CASPER
2069	87950	784965	202001436	2/5/2020 0:00	1638	Wednesday	NATRONA	CASPER
2070	87951	784965	202001436	2/5/2020 0:00	1638	Wednesday	NATRONA	CASPER
2079	88074	786060	202001903	2/13/2020 0:00	1319	Thursday	NATRONA	CASPER
2081	88137	785836	202002074	2/12/2020 0:00	1135	Wednesday	NATRONA	CASPER
2082	88138	785836	202002074	2/12/2020 0:00	1135	Wednesday	NATRONA	CASPER
2083	88139	785836	202002074	2/12/2020 0:00	1135	Wednesday	NATRONA	CASPER
2084	88140	785836	202002074	2/12/2020 0:00	1135	Wednesday	NATRONA	CASPER

2089	88271	787342	202002663	2/28/2020 0:00	1013	Friday	NATRONA	CASPER
2096	88324	787905	202002913	3/5/2020 0:00	1432	Thursday	NATRONA	CASPER
2102	88401	788480	202003263	3/14/2020 0:00	1721	Saturday	NATRONA	CASPER
2108	88585	794181	202004690	5/6/2020 0:00	809	Wednesday	NATRONA	CASPER
2111	88615	794772	202004886	5/15/2020 0:00	1753	Friday	NATRONA	CASPER
2113	88633	794903	202005017	5/17/2020 0:00	846	Sunday	NATRONA	CASPER
2120	88785	798545	202006275	6/26/2020 0:00	1250	Friday	NATRONA	CASPER
2122	88865	799939	202006853	7/10/2020 0:00	1513	Friday	NATRONA	CASPER
2123	88878	799917	202007016	7/13/2020 0:00	1153	Monday	NATRONA	CASPER
2125	88960	801528	202007722	7/31/2020 0:00	1130	Friday	NATRONA	CASPER
2127	88999	802300	202008062	8/7/2020 0:00	1923	Friday	NATRONA	CASPER
2136	89286	807971	202010205	9/22/2020 0:00	958	Tuesday	NATRONA	CASPER
2138	89342	809135	202010613	10/5/2020 0:00	1129	Monday	NATRONA	CASPER

Crash_Occu	Milepost	At_Interse	Distance_F	Distance_M	Latitude	Longitude	F_Vehicle	F_Drivers
S WOLCOTT ST	0	E 1ST ST			42.85009	-106.32376	2	2
E 2ND ST	0		35	Feet	42.84872	-106.32369	2	1
MIDWEST AVE	0		75	Feet	42.84782	-106.32372	2	1
S DURBIN ST	0		75	Feet	42.8485	-106.32234	2	2
E 2ND ST	0	S DURBIN ST			42.84872	-106.32233	2	2
S WOLCOTT ST	0	E 2ND ST	10	Feet	42.84873	-106.32374	1	1
S DURBIN ST	0	E 1ST ST			42.85009	-106.32235	1	1
E 2ND ST	0		30	Feet	42.84872	-106.32385	2	2
N WOLCOTT ST	0		200	Feet	42.84949	-106.32377	1	1
E 1ST ST	1.63	N WOLCOTT ST			42.85009	-106.32376	2	2
E 2ND ST	0		50	Feet	42.84871	-106.32349	2	2
N BEECH ST	0		100	Feet	42.85177	-106.32232	2	1
S DURBIN ST	99.9	E 2ND ST			42.84858	-106.32233	2	2
E 1ST ST	1.56	S DURBIN ST			42.85002	-106.32226	2	2
E 2ND ST	100.06		300	Feet	42.84875	-106.32399	2	2
E 2ND ST	100.13	S DURBIN ST	50	Feet	42.8487	-106.32261	2	2
MIDWEST AVE	100.07		50	Feet	42.84779	-106.32405	2	1
N WOLCOTT ST	100.01	E 1ST ST	5	Feet	42.85022	-106.32384	2	2
E 2ND ST	100.15	S DURBIN ST	10	Feet	42.8487	-106.32233	3	2
S DURBIN ST	100	E 1ST ST			42.85007	-106.32235	2	2
S DURBIN ST	100	E 1ST ST			42.85007	-106.32235	2	2
E 1ST ST	1.63	N WOLCOTT ST			42.85008	-106.32375	2	2
E 1ST ST	1.63	S WOLCOTT ST			42.85008	-106.32387	2	2
E 1ST ST	1.55	S DURBIN ST			42.85013	-106.32215	2	2
S DURBIN ST	100	E 1ST ST			42.85004	-106.32236	2	2
S DURBIN ST	100	E 1ST ST			42.85004	-106.32236	2	2
S WOLCOTT ST	0.02		300	Feet	42.8496	-106.32378	2	2
E 2ND ST	100.05		100	Feet	42.8487	-106.32413	2	2
MIDWEST AVE	100.08	S WOLCOTT ST			42.84777	-106.32376	3	3
E 1ST ST	1.63	N WOLCOTT ST			42.8501	-106.32375	2	2
E 1ST ST	1.57	S DURBIN ST	62	Feet	42.85004	-106.32246	1	1
E 1ST ST	1.57	S DURBIN ST	62	Feet	42.85004	-106.32246	1	1
MIDWEST AVE	100.06		50	Feet	42.84777	-106.32406	2	1

E 2ND ST	100.1		100	Feet	42.84871	-106.32329	2	2
E 2ND ST	100.12		64	Feet	42.84871	-106.32293	2	2
E 1ST ST	1.63	N WOLCOTT ST			42.85007	-106.32376	2	2
S WOLCOTT ST	0.04				42.84892	-106.32378	2	2
S WOLCOTT ST	0.01		300	Feet	42.84991	-106.32379	2	1
S WOLCOTT ST	0	E 1ST ST			42.85001	-106.32374	2	2
E 2ND ST	100.07	S WOLCOTT ST			42.84869	-106.32373	2	2
E 1ST ST	1.63	N WOLCOTT ST			42.8501	-106.32374	2	2
S WOLCOTT ST	0.04	E 2ND ST	25	Feet	42.84891	-106.32375	2	2
S WOLCOTT ST	0.04		50	Feet	42.84892	-106.32379	2	2
E 2ND ST	100.1		120	Feet	42.84871	-106.32332	2	2
E 1ST ST	1.63	N WOLCOTT ST			42.85009	-106.32375	2	2
E 1ST ST	1.64	N WOLCOTT ST			42.85006	-106.32397	2	2
E 1ST ST	1.64	N WOLCOTT ST			42.85006	-106.32397	2	2
E 2ND ST	100.1	S WOLCOTT ST	100	Feet	42.84871	-106.32328	2	2
E 2ND ST	100.1	S WOLCOTT ST	100	Feet	42.84871	-106.32328	2	2
E 2ND ST	100.1	S WOLCOTT ST	100	Feet	42.84871	-106.32328	2	2
E 2ND ST	100.1	S WOLCOTT ST	100	Feet	42.84871	-106.32328	2	2
S WOLCOTT ST	0.04	E 2ND ST	80	Feet	42.84902	-106.32375	2	2
E 2ND ST	100.08		50	Feet	42.84873	-106.32359	2	2
E 2ND ST	100.13		50	Feet	42.84874	-106.32264	2	2
N WOLCOTT ST	100.13		100	Feet	42.85189	-106.32372	2	1
N WOLCOTT ST	100.13		100	Feet	42.85189	-106.32372	2	1
S WOLCOTT ST	0.03		100	Feet	42.849037	-106.323756	2	1
S WOLCOTT ST	0.03		100	Feet	42.849037	-106.323756	2	1
E 2ND ST	100.08	S WOLCOTT ST	100	Feet	42.848717	-106.323512	2	2
E 2ND ST	100.1		0	Feet	42.84871	-106.3233	2	2
E A ST	100.15	N DURBIN ST			42.85146	-106.32228	2	2
S DURBIN ST	99.89	E 2ND ST	50	Feet	42.84846	-106.32235	2	1
MIDWEST AVE	100.06	S WOLCOTT ST			42.84771	-106.32401	2	2
E 2ND ST	100.13		20	Feet	42.848703	-106.322611	2	2
S DURBIN ST	99.89		50	Feet	42.848488	-106.322342	2	2
E 2ND ST	100.09		90	Feet	42.848718	-106.323431	2	2
N DURBIN ST	100.04		225	Feet	42.850706	-106.322341	2	1

N WOLCOTT ST	100.01			42.850256	-106.323796	2	2
N DURBIN ST	100	E 1ST ST I 25 BU		42.85014	-106.322325	2	2
E 2ND ST	100.06			42.848692	-106.324046	2	1
N DURBIN ST	100.1	E A ST		42.851527	-106.322282	2	2
N DURBIN ST	100.1	E A ST		42.851445	-106.322369	2	2
N WOLCOTT ST	100.14			42.852045	-106.323729	2	2
S DURBIN ST	99.88			42.848387	-106.322443	2	2
S WOLCOTT ST W	0.07	MIDWEST AVE		42.847932	-106.323721	1	1
E 2ND ST	100.06			42.848689	-106.324082	2	1
S WOLCOTT ST W	0.08			42.847595	-106.323829	2	2
E 2ND ST	100.13			42.848788	-106.322625	2	1
S WOLCOTT ST W	100	E 1ST ST I 25 BU		42.850084	-106.323764	2	2
E 2ND ST	100.09			42.848699	-106.323353	2	2
S WOLCOTT ST W	0	E 1ST ST I 25 BU		42.850088	-106.323791	2	2
MIDWEST AVE	100.12			42.848163	-106.323069	2	1
S DURBIN ST	99.91	E 2ND ST		42.848744	-106.322331	3	2
E 2ND ST	100.06			42.848706	-106.324	2	1
E 1ST ST I 25 BUS	1.57	S DURBIN ST		42.85015	-106.322471	2	2
S DURBIN ST	99.84			42.847772	-106.322335	1	1
S WOLCOTT ST W	0.04	E 2ND ST		42.848742	-106.323796	2	2
S WOLCOTT ST W	0	E 1ST ST I 25 BU		42.850093	-106.323794	2	2
E 2ND ST	100.11			42.848665	-106.32299	2	1
N DURBIN ST	100.2			42.853051	-106.322345	2	1
E 1ST ST I 25 BUS	1.56	S DURBIN ST		42.85008	-106.322329	2	2
E 1ST ST I 25 BUS	1.62			42.850086	-106.323563	3	3
S DURBIN ST	99.98			42.849732	-106.322393	2	2
S DURBIN ST	99.98			42.849732	-106.322393	2	2
E 1ST ST I 25 BUS	1.58			42.850048	-106.322849	2	2
E 1ST ST I 25 BUS	1.58			42.850048	-106.322849	2	2
E 2ND ST	100.12			42.848734	-106.322819	2	1
N DURBIN ST	100.09	E A ST		42.851425	-106.322308	2	2
N DURBIN ST	100.09	E A ST		42.851425	-106.322308	2	2
N DURBIN ST	100.09	E A ST		42.851425	-106.322308	2	2
N DURBIN ST	100.09	E A ST		42.851425	-106.322308	2	2

N DURBIN ST	100.1	E A ST			42.851504	-106.32236	2	2
E 1ST ST I 25 BUS	1.54				42.850053	-106.322034	2	2
S WOLCOTT ST W	0.05				42.848463	-106.323882	2	1
E 1ST ST I 25 BUS	1.56				42.850162	-106.322337	2	2
S WOLCOTT ST W	0.04	E 2ND ST			42.848703	-106.323777	2	2
E 2ND ST	100.12				42.848803	-106.322916	2	1
S WOLCOTT ST W	0.04	E 2ND ST			42.848726	-106.323774	2	2
N DURBIN ST	100.03				42.850446	-106.322425	2	1
S DURBIN ST	99.91	E 2ND ST			42.848694	-106.322354	2	2
S WOLCOTT ST W	0.04				42.848864	-106.323771	2	2
N DURBIN ST	100.01				42.850244	-106.322286	1	0
N WOLCOTT ST	100.23				42.853414	-106.323784	1	1
S DURBIN ST	99.89				42.848506	-106.322343	2	2

F_Persons	F_Motoris	F_NonMoto	F_Pedestr	F_Pedacyc	F_Injured	F_Killed	Hit_Run	First_Harm
2	2	0	0	0	0	0	N	Motor Vehicle in Transpo
1	1	0	0	0	0	0	Y	Parked Motor Vehicle
1	1	0	0	0	0	0	Y	Parked Motor Vehicle
2	2	0	0	0	0	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	0	N	Other Fixed Object
2	1	1	1	0	1	0	N	Pedestrian
2	2	0	0	0	0	0	N	Motor Vehicle in Transpo
6	5	1	1	0	1	0	N	Pedestrian
2	2	0	0	0	0	0	N	Motor Vehicle in Transpo
6	6	0	0	0	0	0	N	Motor Vehicle in Transpo
1	1	0	0	0	0	0	Y	Parked Motor Vehicle
2	2	0	0	0	0	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	0	N	Motor Vehicle in Transpo
1	1	0	0	0	0	0	Y	Parked Motor Vehicle
2	2	0	0	0	0	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	1	Y	Motor Vehicle in Transpo
2	2	0	0	0	0	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	0	N	Motor Vehicle in Transpo
5	5	0	0	0	5	0	N	Motor Vehicle in Transpo
4	4	0	0	0	0	0	N	Motor Vehicle in Transpo
4	4	0	0	0	0	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	0	N	Motor Vehicle in Transpo
3	3	0	0	0	0	0	N	Motor Vehicle in Transpo
4	4	0	0	0	2	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	0	N	Motor Vehicle in Transpo
2	1	1	1	0	1	0	N	Pedestrian
2	1	1	1	0	1	0	N	Pedestrian
2	2	0	0	0	0	0	N	Parked Motor Vehicle

2	2	0	0	0	0	0	0	N	Motor Vehicle in Transpo
3	3	0	0	0	0	0	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	0	0	N	Motor Vehicle in Transpo
3	3	0	0	0	0	0	0	N	Motor Vehicle in Transpo
1	1	0	0	0	0	0	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	0	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	1	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	0	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	0	0	N	Motor Vehicle in Transpo
5	5	0	0	0	0	0	0	N	Motor Vehicle in Transpo
4	4	0	0	0	0	0	0	N	Motor Vehicle in Transpo
12	12	0	0	0	0	0	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	0	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	0	0	N	Motor Vehicle in Transpo
3	3	0	0	0	0	0	0	N	Motor Vehicle in Transpo
3	3	0	0	0	0	0	0	N	Motor Vehicle in Transpo
3	3	0	0	0	0	0	0	N	Motor Vehicle in Transpo
3	3	0	0	0	0	0	0	N	Motor Vehicle in Transpo
3	3	0	0	0	0	0	0	N	Motor Vehicle in Transpo
3	3	0	0	0	0	0	0	N	Motor Vehicle in Transpo
6	6	0	0	0	0	0	0	N	Motor Vehicle in Transpo
1	1	0	0	0	0	0	0	N	Parked Motor Vehicle
1	1	0	0	0	0	0	0	N	Parked Motor Vehicle
1	1	0	0	0	0	0	0	Y	Parked Motor Vehicle
1	1	0	0	0	0	0	0	Y	Parked Motor Vehicle
2	2	0	0	0	0	0	0	N	Motor Vehicle in Transpo
7	7	0	0	0	0	0	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	0	0	N	Motor Vehicle in Transpo
1	1	0	0	0	0	0	0	N	Parked Motor Vehicle
2	2	0	0	0	0	0	0	N	Motor Vehicle in Transpo
4	4	0	0	0	0	0	0	N	Motor Vehicle in Transpo
4	4	0	0	0	0	0	0	N	Motor Vehicle in Transpo
3	3	0	0	0	0	0	0	Y	Motor Vehicle in Transpo
1	1	0	0	0	0	0	0	N	Parked Motor Vehicle

2	2	0	0	0	0	0	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	0	0	N	Motor Vehicle in Transpo
1	1	0	0	0	0	0	0	N	Parked Motor Vehicle
2	2	0	0	0	0	0	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	0	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	0	0	N	Motor Vehicle in Transpo
3	3	0	0	0	0	0	0	Y	Parked Motor Vehicle
1	1	0	0	0	0	0	0	Y	Sign Support Single Post
1	1	0	0	0	0	0	0	N	Parked Motor Vehicle
2	2	0	0	0	0	0	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	0	0	N	Parked Motor Vehicle
4	4	0	0	0	0	0	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	0	0	N	Motor Vehicle in Transpo
3	3	0	0	0	0	2	0	Y	Motor Vehicle in Transpo
1	1	0	0	0	0	0	0	Y	Parked Motor Vehicle
2	2	0	0	0	0	2	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	0	0	Y	Parked Motor Vehicle
2	2	0	0	0	0	0	0	N	Motor Vehicle in Transpo
1	1	0	0	0	0	1	0	N	Other Non-Collision (MC
4	4	0	0	0	0	0	0	Y	Motor Vehicle in Transpo
2	2	0	0	0	0	0	0	N	Motor Vehicle in Transpo
5	3	2	0	0	0	0	0	N	Parked Motor Vehicle
1	1	0	0	0	0	0	0	Y	Parked Motor Vehicle
2	2	0	0	0	0	0	0	N	Motor Vehicle in Transpo
3	3	0	0	0	0	1	0	Y	Motor Vehicle in Transpo
3	3	0	0	0	0	0	0	N	Motor Vehicle in Transpo
3	3	0	0	0	0	0	0	N	Motor Vehicle in Transpo
3	3	0	0	0	0	0	0	N	Motor Vehicle in Transpo
3	3	0	0	0	0	0	0	N	Motor Vehicle in Transpo
1	1	0	0	0	0	0	0	Y	Parked Motor Vehicle
2	2	0	0	0	0	2	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	2	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	2	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	2	0	N	Motor Vehicle in Transpo

2	2	0	0	0	0	0	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	0	0	N	Motor Vehicle in Transpo
1	1	0	0	0	0	0	0	N	Parked Motor Vehicle
3	3	0	0	0	0	0	0	N	Motor Vehicle in Transpo
4	4	0	0	0	0	0	0	N	Motor Vehicle in Transpo
1	1	0	0	0	0	0	0	N	Parked Motor Vehicle
5	5	0	0	0	0	0	0	N	Motor Vehicle in Transpo
1	1	0	0	0	0	0	0	N	Parked Motor Vehicle
2	2	0	0	0	0	0	0	N	Motor Vehicle in Transpo
2	2	0	0	0	0	0	0	N	Motor Vehicle in Transpo
0	0	0	0	0	0	0	0	N	Building or Other Structur
1	1	0	0	0	0	1	0	N	Trees/Shrubbery
3	3	0	0	0	0	0	0	N	Motor Vehicle in Transpo

First_Ha_1	Manner_of_	Direction_	Junction_R	Intersecti	Crash_Seve	Alcohol_In	Drugs_Invo
On Roadway	Angle Right (Front	Angle (force ex	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
In Parking Lane	Rear to Side (Nor	Angle (force ex	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	Y	N
In Parking Lane	Angle Direction r	Angle (force ex	Non-Junction	Not an Interse	UNKNOWN	N	N
On Roadway	Rear to Front (No	Opposing (Opp	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
On Roadway	Angle Right (Front	Angle (force ex	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
Off Roadway	Not a Collision w	Same (same di	Intersection Re	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Not a Collision w	Same (same di	Intersection Re	Four (4)-Way	POSSIBLE INJURY	N	N
On Roadway	Rear End (Front t	Same (same di	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
In Parking Lane	Not a Collision w	Same (same di	Business Entrar	Not an Interse	POSSIBLE INJURY	N	N
On Roadway	Angle Right (Front	Angle (force ex	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear End (Front t	Same (same di	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
In Parking Lane	Sideswipe Same	Passing (glanci	Non-Junction	Not an Interse	UNKNOWN	N	N
On Roadway	Rear End (Front t	Same (same di	Intersection Re	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Angle Same Dire	Angle (force ex	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Angle Right (Front	Angle (force ex	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear End (Front t	Same (same di	Intersection Re	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
In Parking Lane	Rear to Side (Nor	Angle (force ex	Non-Junction	Not an Interse	UNKNOWN	N	N
On Roadway	Sideswipe Same	Passing (glanci	Intersection Re	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Sideswipe Same	Passing (glanci	Intersection Re	Four (4)-Way	SUSPECTED MINOR INJURY	Y	N
On Roadway	Angle Right (Front	Angle (force ex	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Angle Right (Front	Angle (force ex	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Angle Right (Front	Angle (force ex	Intersection	Four (4)-Way	SUSPECTED MINOR INJURY	N	N
On Roadway	Rear End (Front t	Same (same di	Intersection Re	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Sideswipe Same	Passing (glanci	Intersection Re	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Angle (Front to S	Angle (force ex	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Angle (Front to S	Angle (force ex	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear to Side (Nor	Angle (force ex	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
On Roadway	Angle Direction r	Angle (force ex	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
On Roadway	Angle Right (Front	Angle (force ex	Intersection	Four (4)-Way	POSSIBLE INJURY	N	N
On Roadway	Angle Right (Front	Angle (force ex	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Not a Collision w	Same (same di	Intersection Re	Four (4)-Way	POSSIBLE INJURY	N	N
On Roadway	Not a Collision w	Same (same di	Intersection Re	Four (4)-Way	POSSIBLE INJURY	N	N
Off Roadway	Rear to Front (No	Opposing (Opp	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N

On Roadway	Rear to Side (Nor	Angle (force ex	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
On Roadway	Angle Same Dire	Same (same di	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
On Roadway	Angle Right (Fron	Angle (force ex	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear to Side (Nor	Angle (force ex	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear to Front (No	Opposing (Opp	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	Y	Y
On Roadway	Angle Right (Fron	Angle (force ex	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Angle (Front to S	Angle (force ex	Intersection Re	T Intersection	SUSPECTED MINOR INJURY	N	N
On Roadway	Angle Right (Fron	Angle (force ex	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear to Side (Nor	Angle (force ex	Intersection Re	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear to Front (No	Opposing (Opp	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear to Side (Nor	Angle (force ex	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
On Roadway	Angle Right (Fron	Angle (force ex	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear End (Front t	Same (same di	Intersection Re	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear End (Front t	Same (same di	Intersection Re	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear to Front (No	Angle (force ex	Intersection Re	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear to Front (No	Angle (force ex	Intersection Re	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear to Front (No	Angle (force ex	Intersection Re	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear to Front (No	Angle (force ex	Intersection Re	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear to Side (Nor	Angle (force ex	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
On Roadway	Sideswipe Same	Passing (glanci	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
Off Roadway	Angle Same Dire	Same (same di	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
Off Roadway	Angle Same Dire	Same (same di	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
In Parking Lane	Angle Same Dire	Angle (force ex	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
In Parking Lane	Angle Same Dire	Angle (force ex	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear End (Front t	Same (same di	Intersection Re	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear to Side (Nor	Angle (force ex	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
On Roadway	Angle Right (Fron	Angle (force ex	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
In Parking Lane	Angle (Front to S	Opposing (Opp	Intersection Re	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear End (Front t	Same (same di	Intersection Re	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear End (Front t	Same (same di	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
On Roadway	Angle Same Dire	Angle (force ex	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear to Side (Nor	Angle (force ex	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
In Parking Lane	Rear End (Front t	Same (same di	Business Entran	Not an Interse	PROPERTY DAMAGE ONLY	N	N

On Roadway	Rear End (Front t	Same (same di	Intersection Re	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Angle Right (Fron	Angle (force ex	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
Shoulder	Angle Same Dire	Same (same di	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
On Roadway	Angle Right (Fron	Angle (force ex	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Angle Right (Fron	Angle (force ex	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Angle Same Dire	Angle (force ex	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
In Parking Lane	Angle (Front to S	Opposing (Opp	Intersection Re	Y Intersection	PROPERTY DAMAGE ONLY	N	N
Separator	Not a Collision w	Same (same di	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
In Parking Lane	Sideswipe Same	Passing (glanci	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
On Roadway	Sideswipe Same	Passing (glanci	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
In Parking Lane	Rear End (Front t	Same (same di	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear End (Front t	Same (same di	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear to Side (Nor	Angle (force ex	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
On Roadway	Angle (Front to S	Angle (force ex	Intersection	Four (4)-Way	SUSPECTED SERIOUS INJURY	Y	Y
In Parking Lane	Sideswipe Oppos	Meeting (glanc	Non-Junction	Not an Interse	UNKNOWN	N	N
On Roadway	Angle Right (Fron	Angle (force ex	Intersection	Four (4)-Way	SUSPECTED MINOR INJURY	N	N
In Parking Lane	Rear to Side (Nor	Angle (force ex	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
On Roadway	Angle (Front to S	Angle (force ex	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Not a Collision w	Same (same di	Non-Junction	Not an Interse	SUSPECTED MINOR INJURY	N	N
On Roadway	Sideswipe Oppos	Meeting (glanc	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Angle (Front to S	Angle (force ex	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
In Parking Lane	Angle (Front to S	Angle (force ex	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
In Parking Lane	Unknown	Unknown	Non-Junction	Not an Interse	UNKNOWN	N	N
On Roadway	Angle Right (Fron	Angle (force ex	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear End (Front t	Same (same di	Intersection Re	Four (4)-Way	POSSIBLE INJURY	N	N
On Roadway	Rear End (Front t	Same (same di	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear End (Front t	Same (same di	Non-Junction	Not an Interse	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear End (Front t	Same (same di	Intersection Re	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear End (Front t	Same (same di	Intersection Re	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
In Parking Lane	Rear to Side (Nor	Angle (force ex	Non-Junction	Not an Interse	UNKNOWN	N	N
On Roadway	Angle Right (Fron	Angle (force ex	Intersection	Four (4)-Way	POSSIBLE INJURY	N	N
On Roadway	Angle Right (Fron	Angle (force ex	Intersection	Four (4)-Way	POSSIBLE INJURY	N	N
On Roadway	Angle Right (Fron	Angle (force ex	Intersection	Four (4)-Way	POSSIBLE INJURY	N	N
On Roadway	Angle Right (Fron	Angle (force ex	Intersection	Four (4)-Way	POSSIBLE INJURY	N	N

On Roadway	Angle Right (Front to Side)	Angle (force exchanged)	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Angle Same Direction	Angle (force exchanged)	Intersection Rear	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
In Parking Lane	Rear End (Front to Rear)	Same (same direction)	Non-Junction	Not an Intersection	PROPERTY DAMAGE ONLY	Y	N
On Roadway	Rear End (Front to Rear)	Same (same direction)	Intersection Rear	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Angle (Front to Side)	Angle (force exchanged)	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
Shoulder	Rear to Front (Non-Collision with)	Opposing (Opposite)	Non-Junction	Not an Intersection	PROPERTY DAMAGE ONLY	N	N
On Roadway	Angle (Front to Side)	Angle (force exchanged)	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
In Parking Lane	Rear to Side (Non-Collision with)	Angle (force exchanged)	Business Entrance	Not an Intersection	PROPERTY DAMAGE ONLY	N	N
On Roadway	Rear End (Front to Rear)	Same (same direction)	Intersection	Four (4)-Way	PROPERTY DAMAGE ONLY	N	N
On Roadway	Angle Same Direction	Same (same direction)	Non-Junction	Not an Intersection	PROPERTY DAMAGE ONLY	N	N
Off Roadway	Not a Collision with	Same (same direction)	Non-Junction	Not an Intersection	UNKNOWN	N	N
Off Roadway	Not a Collision with	Same (same direction)	Non-Junction	Not an Intersection	POSSIBLE INJURY	N	N
On Roadway	Rear to Side (Non-Collision with)	Angle (force exchanged)	Non-Junction	Not an Intersection	PROPERTY DAMAGE ONLY	N	N

Lighting	Weather	Road_Condi	School_Bus	Work_Zone_	Month	Year
Daylight	Clear	Dry	No	No	2	2016
Darkness Lighted	Clear	Dry	No	No	2	2016
Daylight	Clear	Dry	No	No	2	2016
Daylight	Clear	Dry	No	No	3	2016
Daylight	Snowing	Snow	No	No	3	2016
Daylight	Clear	Dry	No	No	4	2016
Daylight	Clear	Dry	No	No	5	2016
Daylight	Clear	Dry	No	No	6	2016
Daylight	Clear	Dry	No	No	6	2016
Daylight	Clear	Dry	No	No	6	2016
Daylight	Clear	Dry	No	No	6	2016
Unknown	Clear	Dry	No	No	7	2016
Daylight	Clear	Dry	No	No	9	2016
Daylight	Clear	Dry	No	No	9	2016
Daylight	Clear	Dry	No	No	9	2016
Daylight	Cloudy, Overcast	Dry	No	No	10	2016
Daylight	Clear	Dry	No	No	11	2016
Daylight	Clear	Dry	No	No	11	2016
Darkness Lighted	Clear	Dry	No	No	11	2016
Daylight	Clear	Wet	No	No	12	2016
Daylight	Clear	Snow	No	No	12	2016
Darkness Lighted	Clear	Ice/Frost	No	No	12	2016
Daylight	Clear	Ice/Frost	No	No	1	2017
Dusk	Clear	Dry	No	No	1	2017
Daylight	Snowing	Snow	No	No	2	2017
Daylight	Snowing	Ice/Frost	No	No	2	2017
Daylight	Clear	Dry	No	No	2	2017
Daylight	Clear	Dry	No	No	2	2017
Daylight	Clear	Dry	No	No	3	2017
Daylight	Clear	Dry	No	No	3	2017
Daylight	Sleet/Hail/Freezing Rain	Wet	No	No	3	2017
Daylight	Sleet/Hail/Freezing Rain	Slush	No	No	3	2017
Daylight	Clear	Dry	No	No	3	2017

Daylight	Clear	Dry	No	No	4	2017
Daylight	Raining	Wet	No	No	4	2017
Daylight	Clear	Dry	No	No	5	2017
Daylight	Clear	Dry	No	No	5	2017
Daylight	Clear	Dry	No	No	5	2017
Darkness Lighted	Clear	Dry	No	No	5	2017
Daylight	Clear	Dry	No	No	6	2017
Daylight	Clear	Dry	No	No	6	2017
Daylight	Raining	Wet	No	No	7	2017
Darkness Lighted	Clear	Dry	No	No	8	2017
Daylight	Clear	Dry	No	No	9	2017
Daylight	Clear	Dry	No	No	10	2017
Darkness Lighted	Snowing	Snow	No	No	11	2017
Darkness Lighted	Snowing	Ice/Frost	No	No	11	2017
Dusk	Snowing	Ice/Frost	No	No	11	2017
Dusk	Blowing Snow	Ice/Frost	No	No	11	2017
Dusk	Blowing Snow	Snow	No	No	11	2017
Dusk	Snowing	Snow	No	No	11	2017
Daylight	Clear	Dry	No	No	11	2017
Darkness Lighted	Clear	Dry	No	No	1	2018
Darkness Lighted	Clear	Ice/Frost	No	No	1	2018
Daylight	Clear	Snow	No	No	2	2018
Daylight	Clear	Ice/Frost	No	No	2	2018
Daylight	Clear	Ice/Frost	No	No	2	2018
Daylight	Clear	Snow	No	No	2	2018
Daylight	Clear	Ice/Frost	No	No	2	2018
Daylight	Clear	Dry	No	No	3	2018
Daylight	Clear	Dry	No	No	3	2018
Daylight	Clear	Dry	No	No	4	2018
Daylight	Clear	Dry	No	No	5	2018
Daylight	Raining	Wet	No	No	6	2018
Daylight	Clear	Dry	No	No	8	2018
Daylight	Clear	Dry	No	No	9	2018
Daylight	Cloudy, Overcast	Dry	No	No	9	2018

Daylight	Clear	Dry	No	No	11	2018
Daylight	Clear	Dry	No	No	11	2018
Darkness Lighted	Clear	Dry	No	No	12	2018
Daylight	Clear	Ice/Frost	No	No	2	2019
Daylight	Clear	Wet	No	No	2	2019
Daylight	Clear	Dry	No	No	2	2019
Daylight	Snowing	Snow	No	No	3	2019
Daylight	Clear	Snow	No	No	2	2019
Daylight	Clear	Dry	No	No	3	2019
Daylight	Clear	Snow	No	No	3	2019
Dusk	Clear	Dry	No	No	5	2019
Daylight	Clear	Dry	No	No	7	2019
Daylight	Clear	Dry	No	No	8	2019
Darkness Lighted	Clear	Dry	No	No	8	2019
Darkness Unlighted	Clear	Dry	No	No	9	2019
Daylight	Clear	Dry	No	No	10	2019
Daylight	Clear	Dry	No	Yes	11	2019
Daylight	Clear	Slush	No	No	11	2019
Daylight	Clear	Dry	No	No	11	2019
Daylight	Clear	Wet	No	No	12	2019
Daylight	Clear	Dry	No	No	1	2020
Darkness Lighted	Clear	Dry	No	No	1	2020
Daylight	Clear	Dry	No	No	1	2020
Daylight	Snowing	Wet	No	No	1	2020
Daylight	Snowing	Ice/Frost	No	No	1	2020
Daylight	Clear	Ice/Frost	No	No	2	2020
Daylight	Clear	Snow	No	No	2	2020
Daylight	Clear	Ice/Frost	No	No	2	2020
Daylight	Clear	Wet	No	No	2	2020
Daylight	Clear	Dry	No	No	2	2020
Daylight	Blowing Snow	Snow	No	No	2	2020
Daylight	Blowing Snow	Ice/Frost	No	No	2	2020
Daylight	Snowing	Snow	No	No	2	2020
Daylight	Snowing	Ice/Frost	No	No	2	2020

Daylight	Clear	Dry	No	No	2	2020
Daylight	Clear	Dry	No	No	3	2020
Daylight	Clear	Dry	No	No	3	2020
Daylight	Clear	Dry	No	No	5	2020
Daylight	Clear	Dry	No	No	5	2020
Daylight	Clear	Dry	No	No	5	2020
Daylight	Clear	Dry	No	No	6	2020
Daylight	Clear	Dry	No	No	7	2020
Daylight	Clear	Dry	No	No	7	2020
Daylight	Clear	Dry	No	No	7	2020
Daylight	Clear	Dry	No	No	8	2020
Daylight	Clear	Dry	No	No	9	2020
Daylight	Clear	Dry	No	No	10	2020

Literature Review Summary

Why City Streets were Converted to One-Way

In the post-World War II era, the exodus of people from the cities to the suburbs was in part fueled by the construction of highways and the affordability of automobiles. However, jobs and some retail remained in the city. Converting city streets which were mainly built prior to the automobile and as a result are a bit narrow for them, from two-way to one-way flow was the city traffic engineers' solution to provide efficient access from the evolving suburbs to the city center. In the 1970's, as part of a broader effort to revitalize downtown Casper, Durbin and Wolcott Streets were transitioned to one-way streets. This was consistent with national trends that recommended the conversion of two-way streets to one-way streets to expedite the movement more vehicular traffic through the downtown area.

Current Conversation on One-Way versus Two-Way Streets

While research conducted in the mid-20th century convinced city engineers and planners that the traffic flow efficiency of one-way streets was more beneficial than two-way streets, the modern debate, which has expanded to include numerous street characteristics in addition to traffic flow, remains rather divergent. At a high-level comparison, the current debate compares the auto-centricity of one-way streets against neighborhood/business district revitalization and community-oriented neighborhoods spawned by the conversion to two-way streets.

The primary argument for one-way streets is the ability to synchronize traffic signals along a corridor allowing for an efficient through-put of vehicles with minimal stopping. The minimal delay produced on one-way streets and the higher average travel speed provide for a higher vehicle capacity on one-way streets than two-way streets. Although one-way streets can reduce the frequency of left-turn and head-on accidents, higher speeds can increase the severity of an accident.

Advocates of two-way streets cite that higher vehicle speeds do not promote a pedestrian friendly environment and do not breed a community-oriented neighborhood. The increased speeds and vehicle volume make it challenging for pedestrians to cross the street at an unsignalized intersection due to the reduced distance between vehicles, and result in wasted street space outside of rush hours. Conversion to two-way streets acts as a tool for traffic calming, which have been shown to have many benefits including aesthetic appeal to pedestrians. The increase in pedestrian activity is believed to facilitate a more vibrant community, reduced crime rates, and a healthier business environment. The slower vehicle speeds also may make roads more comfortable for bicyclists.

One-way versus two-way networks create respective safety issues for pedestrians and bicyclists at intersections as well. The reduced number of vehicle-pedestrian conflict points at an intersection of one-way streets - four compared to 24 at a two-way intersection - is a benefit of one-way streets. However, this is also counter-argued by proposing that street networks with one-way streets create more 'conflict sequences' (16 possible sequences) at an intersection than a two-way street network (two possible sequences). This implies that two-way street networks create a standard type of intersection where pedestrian are more cognizant of the potential conflicts.

The business and economic environment along a street is also influenced by the street's traffic flow. One-way streets create less storefront exposure with half of the store fronts visually *eclipsed* from the driver's view. The improved vehicle flow on one-way streets however, allows drivers to reach a business more efficiently, and may also allow for more on-street parking. The difference in vehicle miles traveled on one-way versus two-way networks is often a factor of comparison for cities deciding on whether to convert their streets to two-way as drivers typically 'drive around the block' to reach a destination on a one-way street. The increase in vehicle miles traveled on one-way streets is also compared against the more congested nature of two-way streets which require more vehicle stops and thus increase vehicle emissions and reduce air quality. The higher speeds found on one-way streets also decreases the visibility and read-ability of store signs to drivers. The lower speeds found on two-way streets leads to a more comfortable environment for pedestrians who may be more likely to walk and shop along these streets. Despite these counter-arguments, research generally concludes that one-way and two-way streets each cater to a specific type of business. One-way streets are more beneficial to larger footprint retail/ commercial stores with off-street parking. However, two-way streets cater more towards stores that rely on foot traffic and impulse purchases.

The benefits to transit due to one-way versus two-way flow also have diverging viewpoints. The possible increase in congestion may negatively impact transit services provided by buses; however, two-way streets make it easier to locate the returning bus stop and the increase in community-orientation cited to be created by two-way streets may also lead to increase use of transit. On-street parking configurations, loading zones and bus stops are also sensitive to street direction flows. Typically more rush hour parking restrictions are found on two-way streets than one-way streets.

Two-way traffic proponents believe that one-way traffic flow provides a less healthy living environment overall. One-way traffic proponents believe that efficient traffic flow on a city's street system is paramount, and that one-way street sections can more easily integrate multi-modal elements such as exclusive bus and bike lanes. To achieve the best of both worlds, one study showed using

modeling software that two-way streets with limited or banned left turning movements can yield a similar capacity to one-way couplets. The decision to convert one-way streets to two-way streets is highly dependent on the unique characteristics of the street or neighborhood in question as well as the desires of the city and many aspects should be evaluated including network capacity, travel distance to destination, travel speed, pedestrian environment, and retail exposure.

Case Studies – Example of cities that have recently undergone a two-way conversion

Several case studies of recent one-way to two-way conversions are presented below.

STREET	ADT	YEAR CONVERTED TO TWO-WAY	PRIMARY REASON FOR CONVERSION	RESULTS
Kings Street – Charleston, SC	11,500 (1994)	1994	Commercial and economic benefit of downtown Charleston	<ul style="list-style-type: none"> • Frequency and quality of business increased post conversion • Conversion induced a positive change in commercial property values
Brook & First Street - Louisville, KY	8,900 (Brook 2009); 7,700 (Brook 2013); 3,650 (First 2009); 5,700 (First 2013)	2011 <i>Converted to a single lane in each direction with bike lane</i>	Downtown Revitalization with a focus to establish more desirable residential neighborhoods	<p>Pre- vs. post- conversion analysis revealed:</p> <ul style="list-style-type: none"> • 23% drop in crime • Brook St: 36% reduction in collisions • First St: 60% reduction in collisions • Brook St: 39% increase in property values
North & Main Street – Old Town Fairfax, VA	17,000 (2005); 12,000 (Main 2013); 22,000 (North 2013)	2006	Downtown Revitalization including a pedestrian-friendly downtown	<ul style="list-style-type: none"> • Speeds increased post conversion by 2-4 MPH • Daily traffic volumes decreased • Conversion spurred redevelopment that also increased parking four fold
Second Avenue – Midtown of Detroit, MI	No data available	2014 <i>Four lanes to one in each direction, a center turn lanes, and buffed bicycle lane in each direction</i>	Traffic calming to create a broader walkable urban district and revitalized a deteriorated corridor	<p>Anecdotal:</p> <ul style="list-style-type: none"> • Reduce confusion to visitors • Feels more like a slower paced residential street • Encourages more bike riding • Negatively impacted parking and access to a restaurant
Vine Street – Cincinnati, OH <i>Central Parkway to McMiken Avenue, 0.7 miles</i>	No data available	1975 <i>Converted to one-way;</i> 1999 <i>Converted to two-way</i>	To stimulate and support increased business activity; <i>40% of the businesses on Vine St closed after the 1975 conversion to one-way</i>	<ul style="list-style-type: none"> • Post two-way conversion, traffic volumes decreased by 28% • Average crashes per year were <ul style="list-style-type: none"> • 212 prior to 1975, • 102 from 1975-1999 • 164 post 1999 • Post two-way conversion, travel time as doubled from 2 minutes to 4.5 minutes • Post two-way conversion, average speed decreased from 18 to 12 mph

REFERENCES

1. Jaffe, Eric. "The Case Against One-Way Streets." The Atlantic's CityLab. 31 Jan. 2013 <<http://www.citylab.com/commute/2013/01/case-against-one-way-streets/4549/>>
2. Gilderbloom, John. "Two-Way Streets Can Fix Declining Downtown Neighborhoods." Planetizen. 11 June. 2014 < <http://www.planetizen.com/node/69354>>
3. Gayah, Vikash V., and Carlos F. Daganzo. "Analytical Capacity Comparison of One-Way and Two-Way Signalized Street Networks." Transportation Research Record: Journal of the Transportation Research Board 2301 (2012): 76-85.
4. O'Toole, Randal. "Don't Abandon One-Way Streets." News.Heartland.org 1 Feb. 2003 <<http://news.heartland.org/newspaper-article/2003/02/01/don%E2%80%99t-abandon-one-way-streets>>.
5. Walker, G. W., Walter M. Kulash, and Brian T. McHugh. Downtown Streets: Are We Strangling Ourselves on One-Way Networks? Proc. Of Urban Street Symposium Conf., 28-30 June 1999, Dallas, Texas: Transportation Research E-Circular, 2000.
6. Gilderbloom, John and Zaria Murrell. One-way to Fix Our Downtown Neighborhoods. Proc. Of International Making Cities Livable Conf., June 2014, Portland, Oregon.
7. Cunneen, Michael and Randal O'Toole. "No Two Ways About it: One-Way Streets Are Better Than Two-Way." Online posting. Feb. 2005. Center for the American Dream. <<http://transportation.i2i.org/2005/02/10/no-two-ways-about-it-one-way-streets-are-better-than-two-way/>>.
8. Whitman, Requardt & Associates, LLP. "Charles Street Two-Way Study". City of Baltimore. 30 Sept. 2003.
9. Baco, Meagan Elizabeth. "One-Way to Two-Way Street Conversions as a Preservation and Downtown Revitalization Tool: The Case Study of Upper King Street, Charleston, South Carolina." Diss. Clemson U and College of Charleston, 2009.
10. Johnson-Thornton, Rachel L., et al. "Achieving a Healthy Zoning Policy in Baltimore: Results of a Health Impact Assessment of the TransForm Baltimore Zoning Code Rewrite." Diss. Johns Hopkins, 2013. DA 128 (2013): 87-103.
11. Duff, Charlie. "Two ways about it [Commentary]." The Baltimore Sun 16 July, 2014. <http://articles.baltimoresun.com/2014-07-16/news/bs-ed-two-way-street-20140716_1_complete-streets-paul-and-calvert-streets-property-values>.
12. Chiu, Yi-Chang, Xuesong Zhou, and Jessica Hernandez. "Evaluating Urban Downtown One-Way to Two-Way Street Conversion Using Multiple Resolution Simulation and Assignment Approach." Journal of Urban Planning and Development © ASCE 113.4 (2007): 50 pars. December 2007. < <http://cedb.asce.org/cgi/WWWdisplay.cgi?161460>>.



Case Studies

Old Town Fairfax, VA

Charleston, SC

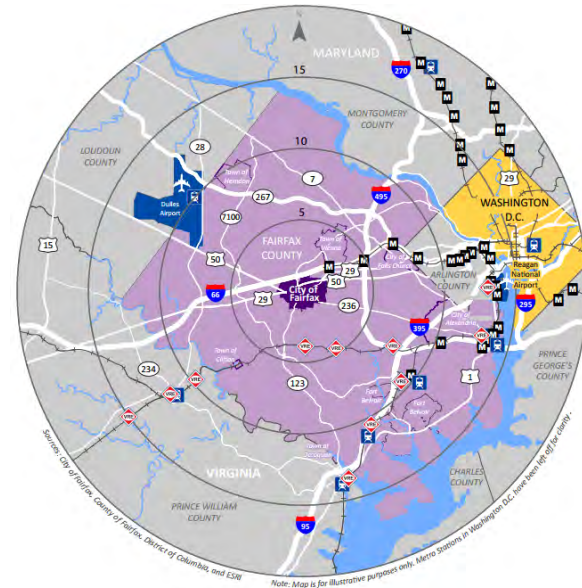
Louisville, KY

Old Town Fairfax, VA – North and Main Streets

- Population
 - City/County: 25,000 / 1,000,000
 - Metro Area: 5,860,000
- Average Daily Traffic (ADT)

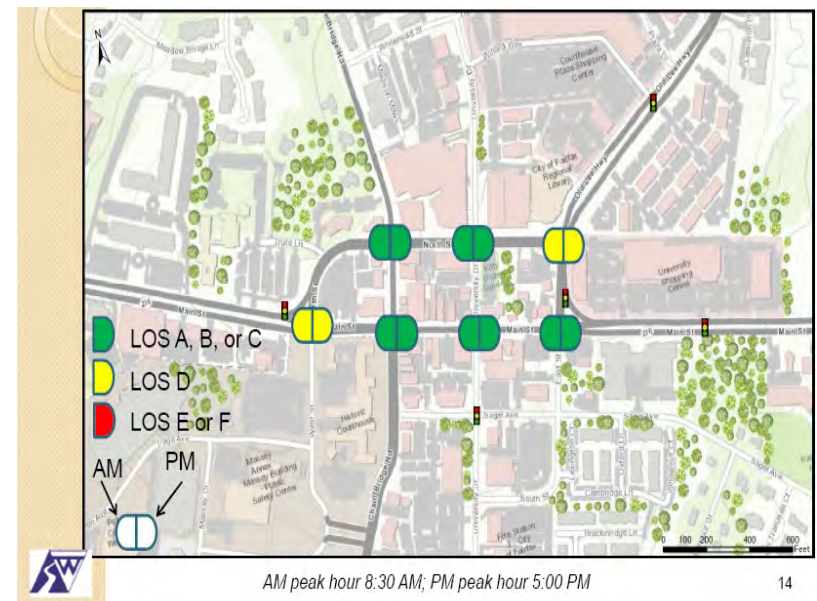
	Main Street	North Street
2005	17,000	17,000
2013	12,000	22,000

- Bus Service
 - 7 bus lines operate along and across North and Main Streets
 - Operators include WMATA and local governments



Old Town Fairfax, VA – North and Main Streets

- Originally a Two-Way operation
- Converted to a One-Way couplet in 1972
- Reverted to a Two-Way operation in 2008
- Both streets converted to a single lane in each direction with center turn lanes



Old Town Fairfax, VA – North and Main Streets

- Goals
 - Downtown revitalization/pedestrian-friendly downtown with wider sidewalks
 - Balance between efficient traffic flow and pedestrian safety
 - Reduce through traffic in downtown area
- Results
 - Speeds increased post conversion by 2-4 mph
 - Overall, daily traffic volumes decreased
 - Conversion spurred development and increased parking 4-fold
 - Crashes rose slightly after the conversion to two-way, but have fallen every year since 2011

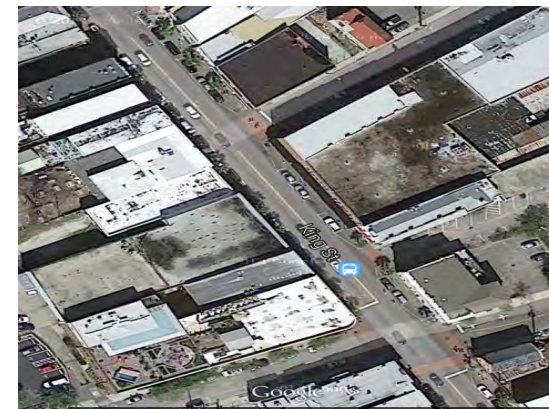
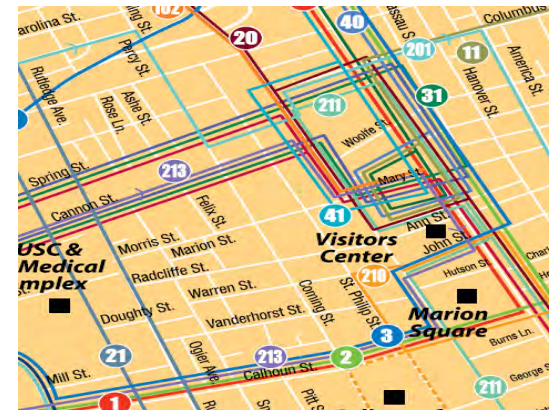
Charleston, SC – King Street

- Population
 - City/County: 120,000
 - Metro Area: 549,000
- King Street – converted in 1994 to a Two-Way operation from Calhoun St. to Spring St.
- Average Daily Traffic (ADT)
 - 1994: 11,500
 - 2005: 12,600
 - 2012: 9,300



Charleston, SC – King Street

- Bus Service
 - 6 routes operate along three segments of King Street
- 4 Lanes
 - 1 lane in each direction
 - 1 parking lane on each side



Charleston, SC – King Street

- Goals
 - Commercial and economic benefit of downtown revitalization
- Results
 - Frequency and quality of business increased post conversion
 - Conversion induced a positive change in commercial property values

Louisville, KY – Brook and First Streets

- Population
 - City/County: 757,000
 - Metro Area: 1,263,000
- Average Daily Traffic (ADT)

	Brook Street	First Street
2009	8,900	3,650
2013	7,700	5,700

- Bus Service
 - Brook Street: 1 local, 1 express, Medical Center circulator
 - First Street: Medical Center Circulator



Louisville, KY – Brook and First Streets

- One-Way operation in 2007
- Converted to Two-Way operation in 2011
 - Single Lane in each direction with a bike lane



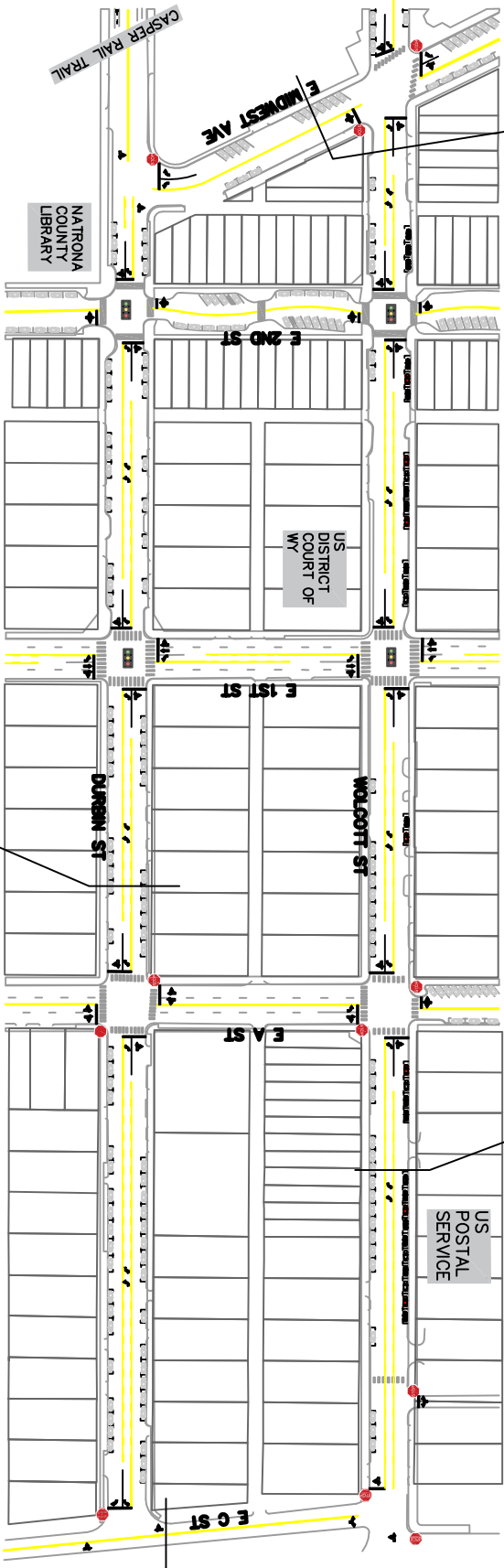
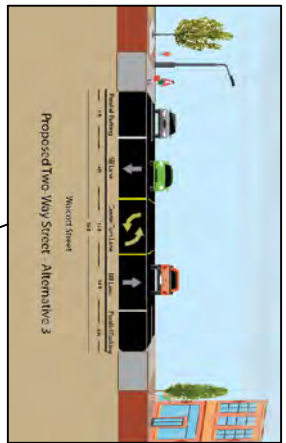
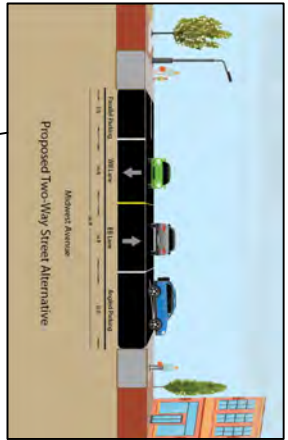
Louisville, KY – Brook and First Streets

- Goals
 - Downtown revitalization and residential neighborhood desirability
 - Improve traffic and community safety
- Results
 - Reduced crime by 23% (auto theft and robberies)
 - Reduced collisions
 - Along Brook Street by 36%
 - Along First Street by 60%
 - Increased property values by 39%
 - Increased property improvements by nearly 100%
 - Supporting actions: Street trees, bike lanes, community gardens, public art, and adaptive reuse of abandoned properties

Concept Plans

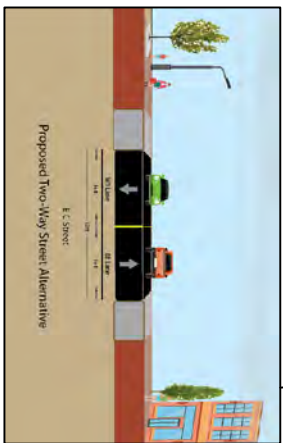
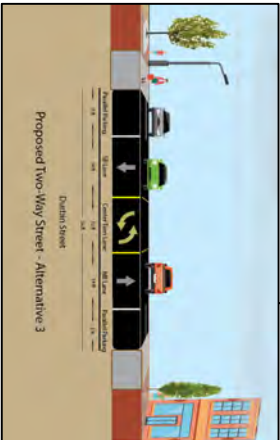
1. Alternative 3
2. Alternative 6-7

Alternative 3



LEGEND:

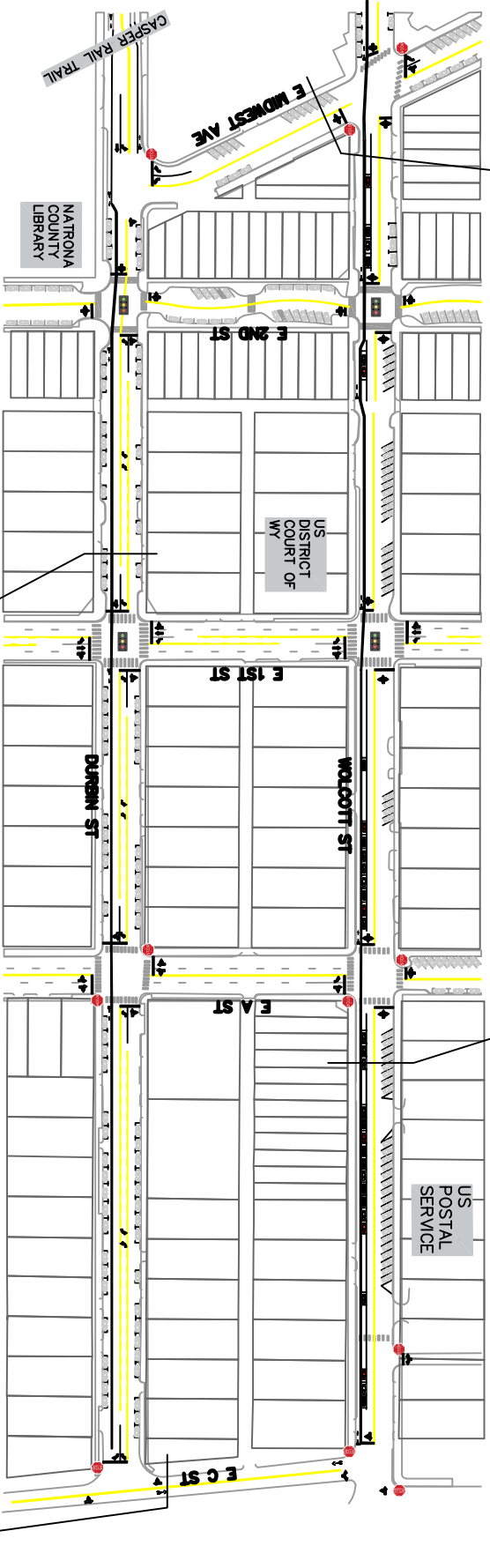
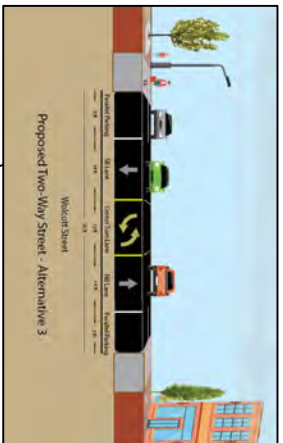
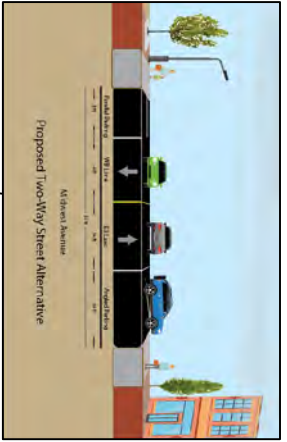
- Proposed Centerline
- Existing Parcel Lines
- Proposed Parking
- Existing Parking
- Proposed Traffic Flow Arrows



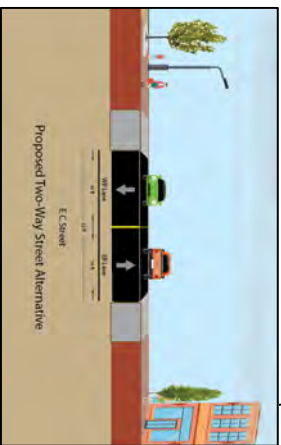
DOWNTOWN CASPER TWO-WAY ALTERNATIVE 3



Alternative 6-7



- LEGEND:**
- Proposed Centerline
 - Proposed Bike Lane
 - Existing Parcel Lines
 - Proposed Parking
 - Existing Parking
 - Proposed Traffic Flow Arrows



CASPER, WY

DOWNTOWN CASPER TWO-WAY ALTERNATIVE 6/7



Cost Estimate

1. Two-Way Block – No Signal
2. Two-Way Block – Signal Modification
3. Two-Way Block – Signal Rebuild

Two-Way Block – No Signal

Standard City Block Unit cost for one-way to two-way conversion

ITEM	CODE		UNIT	PRICE	QUANTITY	AMOUNT
Preliminary						
		Removal of Existing Pavement				
101	114280	Markings - Any Width	LF	\$1.50	80	\$120.00
102	120500	Maintenance of Traffic	LS	\$5,000.00	1	\$5,000.00
CATEGORY TOTAL						\$5,120.00
Markings						
		Reflective Thermoplastic Marking 5"				
501	585405	White	LF	\$6.00	1000	\$6,000.00
		Reflective Thermoplastic Marking 5"				
502	585407	Yellow	LF	\$6.00	800	\$4,800.00
		Reflective Thermoplastic Marking 24"				
503	585424	White	LF	\$25.00	40	\$1,000.00
		Bike Lane Preformed Thermoplastic				
504	585631	Pavement Marking With Arrow	SF	\$40.00	26	\$1,040.00
CATEGORY TOTAL						\$12,840.00
Pavement/ Sidewalk						
601	60000	ADA Ramp Replacement and Repairs	EA	\$5,000.00	4	\$20,000.00
CATEGORY TOTAL						\$20,000.00
Streetscaping						
701		Tree Pit Repair	EA	\$1,000.00		\$0.00
702		Trash Can	EA	\$2,000.00		\$0.00
703		Bench	EA	\$3,000.00		\$0.00
704		Bus Stop Kiosk	EA	\$10,000.00		\$0.00
705		Bus Stop Shelter	EA	\$20,000.00		\$0.00
CATEGORY TOTAL						\$0.00
Signing						
801	801605	Sheet Aluminum Signs	SF	\$50.00	25	\$1,250.00
		Square Perforated Tubular Steel Sign				
802	801130	Posts	EA	\$125.00	6	\$750.00
803	801135	Square Tubular Steel Anchor Bases	EA	\$125.00	6	\$750.00
		Remove Existing Ground Mounted/				
804	813022	Overhead Signs	EA	\$15.00	0	\$0.00
CATEGORY TOTAL						\$2,750.00
Traffic Signal						
CATEGORY TOTAL						\$0.00
Pedestrian Lighting						
		Pedestrian Lighting				
			EA	8000	0	\$0.00
CATEGORY TOTAL						\$0.00
SUB-TOTAL						\$40,710.00
Contingency					25%	\$10,177.50
TOTAL						\$50,887.50
Say						\$60,000.00

Excludes: Pavement resurfacing, Lighting

Two-Way Block – Signal Modification

Standard City Block Unit cost for one-way to two-way conversion

ITEM	CODE		UNIT	PRICE	QUANTITY	AMOUNT
Preliminary						
101	114280	Removal of Existing Pavement Markings - Any Width	LF	\$1.50	80	\$120.00
102	120500	Maintenance of Traffic	LS	\$5,000.00	1	\$5,000.00
CATEGORY TOTAL						\$5,120.00
Markings						
501	585405	Reflective Thermoplastic Marking 5" White	LF	\$6.00	1000	\$6,000.00
502	585407	Reflective Thermoplastic Marking 5" Yellow	LF	\$6.00	800	\$4,800.00
503	585424	Reflective Thermoplastic Marking 24" White	LF	\$25.00	40	\$1,000.00
504	585631	Bike Lane Preformed Thermoplastic Pavement Marking With Arrow	SF	\$40.00	26	\$1,040.00
CATEGORY TOTAL						\$12,840.00
Pavement/ Sidewalk						
601	60000	ADA Ramp Replacement and Repairs	EA	\$5,000.00	4	\$20,000.00
CATEGORY TOTAL						\$20,000.00
Streetscaping						
701		Tree Pit Repair	EA	\$1,000.00		\$0.00
702		Trash Can	EA	\$2,000.00		\$0.00
703		Bench	EA	\$3,000.00		\$0.00
704		Bus Stop Kiosk	EA	\$10,000.00		\$0.00
705		Bus Stop Shelter	EA	\$20,000.00		\$0.00
CATEGORY TOTAL						\$0.00
Signing						
801	801605	Sheet Aluminum Signs	SF	\$50.00	50	\$2,500.00
802	801130	Square Perforated Tubular Steel Sign Posts	EA	\$125.00	12	\$1,500.00
803	801135	Square Tubular Steel Anchor Bases	EA	\$125.00	12	\$1,500.00
804	813022	Remove Existing Ground Mounted/ Overhead Signs	EA	\$15.00	5	\$75.00
			EA	\$300.00		\$0.00
			LF	\$1.75		\$0.00
			LF	\$2.00		\$0.00
			LF	\$3.00		\$0.00
			EA	\$2,500.00		\$0.00
CATEGORY TOTAL						\$5,575.00
Traffic Signal						
		2" DIR BORE	LF	100	36	\$ 3,600.00
		ADDED 2" DIR BORE	LF	100	10	\$ 1,000.00
		WIRINGFOR PED HEAD	LF	200	2.4	\$ 480.00
		WIRING FOR PED BUTTON	LF	200	2.46	\$ 492.00
		WIRING FOR SIGNAL HEAD	LF	200	2.63	\$ 526.00
		FLUSH MOUNTED SPLICE BOX/PULL BOX	EA	2	900	\$ 1,800.00
		12" 3 SECTION SIGNAL HEAD	EA	3	700	\$ 2,100.00
		BACKPLATE FOR 3 SECTION TRAFF. SIG.	EA	3	300	\$ 900.00
		1-WAY-1SECT.(COUNTDOWN HAND/MAN EMBLEM)PED.SIG.HEAD	EA	1	600	\$ 600.00
		PEDESTRIAN PUSH BUTTON SOLID STATE WITH LIGHT AND TONE				
		STATION ASSEMBLY (9"x15") AND SIGN (R-10-3E)	EA	1	500	\$ 500.00
		REMOVE FOUNDATION FOR ST LIGH POLE- 18" BELOW GRADE	EA	1	900	\$ 900.00
		REMOVAL, SALVAGE AND DISPOSAL OF EXISTING TRAFFIC SIGNAL				
		EQUIP	EA	1	900	\$ 900.00
		TEMPORARY ADJUSTMENT OF TRAFFIC SIGNAL EQUIPMENT	EA		800	\$ -
		DETECTION SYSTEM	EA	1	5800	\$ 5,800.00
		GALVANIZED STEEL POLE	EA	1	15000	\$ 15,000.00
		APPROX 50' MAST ARM -SINGLE	EA	1	15000	\$ 15,000.00
		POWDERCOATING PER MAST ARM OVER GALVANIZED	EA	1	1000	\$ 1,000.00
		MAST ARM FDN	CY	6	1200	\$ 7,200.00
		VEHICLE TRAFFIC SIGNAL HEAD MOUNTING ASSEMBLY FOR MAST				
		ARM	EA	4	428.33	\$ 1,713.32
		SINGLE LUMINAIRE INCLUDING LUMINAIRE ARMS AND ALL				
		ASSOCIATED HARDWARE	EA	1	975	\$ 975.00
		OVERHEAD SIGNS	SF	8	45	\$ 360.00
		MOUNTING ASSEMBLY FOR SIGNS ON MAST ARMS	EA	2	300	\$ 600.00
CATEGORY TOTAL						\$ 61,446.32
Pedestrian Lighting						
		Pedestrian Lighting	EA	8000		\$0.00
CATEGORY TOTAL						\$0.00
SUB-TOTAL						\$104,981.32
Contingency 40%						\$41,992.53
TOTAL						\$146,973.85
Say						\$150,000.00

Excludes: Pavement resurfacing, Lighting

Two-Way Block – Signal Rebuild

Standard City Block Unit cost for one-way to two-way conversion

ITEM CODE		UNIT	PRICE	QUANTITY	AMOUNT	
Preliminary						
101	114280	Removal of Existing Pavement Markings - Any Width	LF	\$1.50	80	\$120.00
102	120500	Maintenance of Traffic	LS	\$5,000.00	1	\$5,000.00
CATEGORY TOTAL					\$5,120.00	
Markings						
501	585405	Reflective Thermoplastic Marking 5" White	LF	\$2.00	1000	\$2,000.00
502	585407	Reflective Thermoplastic Marking 5" Yellow	LF	\$2.00	800	\$1,600.00
503	585424	Reflective Thermoplastic Marking 24" White	LF	\$6.00	40	\$240.00
504	585631	Bike Lane Preformed Thermoplastic Pavement Marking With Arrow	SF	\$30.00	26	\$780.00
CATEGORY TOTAL					\$4,620.00	
Pavement/ Sidewalk						
601	60000	ADA Ramp Replacement and Repairs	EA	\$5,000.00	4	\$20,000.00
CATEGORY TOTAL					\$20,000.00	
Streetscaping						
701		Tree Pit Repair	EA	\$1,000.00		\$0.00
702		Trash Can	EA	\$2,000.00		\$0.00
703		Bench	EA	\$3,000.00		\$0.00
704		Bus Stop Kiosk	EA	\$10,000.00		\$0.00
705		Bus Stop Shelter	EA	\$20,000.00		\$0.00
CATEGORY TOTAL					\$0.00	
Signing						
801	801605	Sheet Aluminum Signs	SF	\$50.00	36	\$1,800.00
802	801130	Square Perforated Tubular Steel Sign Posts	EA	\$125.00	12	\$1,500.00
803	801135	Square Tubular Steel Anchor Bases	EA	\$125.00	12	\$1,500.00
804	813022	Remove Existing Ground or Overhead Signs	EA	\$15.00	5	\$75.00
Signal						
		2" DIR BORE	LF	500	36	\$ 18,000.00
		ADDED 2" DIR BORE	LF	500	10	\$ 5,000.00
		WIRINGFOR PED HEAD	LF	800	2.4	\$ 1,920.00
		WIRING FOR PED BUTTON	LF	800	2.46	\$ 1,968.00
		WIRING FOR SIGNAL HEAD	LF	800	2.63	\$ 2,104.00
		FLUSH MOUNTED SPLICE BOX/PULL BOX	EA	2	900	\$ 1,800.00
		12" 3 SECTION SIGNAL HEAD	EA	12	700	\$ 8,400.00
		BACKPLATE FOR 3 SECTION TRAFF. SIG.	EA	12	300	\$ 3,600.00
		1-WAY-1SECT.(COUNTDOWN HAND/MAN EMBLEM)PED.SIG.HEAD	EA	4	600	\$ 2,400.00
		PEDESTRIAN PUSH BUTTON SOLID STATE WITH LIGHT AND TONE STATION ASSEMBLY (9"x15") AND SIGN (R-10-3E)	EA	4	500	\$ 2,000.00
		REMOVE FOUNDATION FOR ST LIGH POLE- 18" BELOW GRADE	EA	1	900	\$ 900.00
		REMOVAL, SALVAGE AND DISPOSAL OF EXISTING TRAFFIC SIGNAL EQUIP	EA	4	900	\$ 3,600.00
		TEMPORARY ADJUSTMENT OF TRAFFIC SIGNAL EQUIPMENT	EA	12	800	\$ 9,600.00
		DETECTION SYSTEM	EA	1	5800	\$ 5,800.00
		GALVANIZED STEEL POLE	EA	4	15000	\$ 60,000.00
		APPROX 50' MAST ARM -SINGLE	EA	4	15000	\$ 60,000.00
		POWDERCOATING PER MAST ARM OVER GALVANIZED	EA	4	1000	\$ 4,000.00
		MAST ARM FDN	CY	24	1200	\$ 28,800.00
		VEHICLE TRAFFIC SIGNAL HEAD MOUNTING ASSEMBLY FOR MAST ARM	EA	12	428.33	\$ 5,139.96
		SINGLE LUMINAIRE INCLUDING LUMINAIRE ARMS AND ALL ASSOCIATED				
		HARDWARE	EA	1	975	\$ 975.00
		OVERHEAD SIGNS	SF	12	45	\$ 540.00
		MOUNTING ASSEMBLY FOR SIGNS ON MAST ARMS	EA	12	300	\$ 3,600.00
CATEGORY TOTAL					\$230,221.96	
					SUB-TOTAL	\$259,961.96
Contingency					40%	\$103,984.78
TOTAL					\$363,946.74	
					Say	\$370,000.00

Excludes: Pavement resurfacing, traffic signal rebuild, and pedestrian lighting

Summary of Public Comments

To solicit community and stakeholder input on the proposed two-way street configurations, a public open house was held on August 31, 2021 at the City of Casper municipal building. Meeting announcements were posted on the MPO and City website and on social media channels. The meeting included a short presentation on the alternatives development, analysis and the conceptual design plans of two-way street configuration, followed by an open house with roll plans and posters of the study area concepts. Approximately 15 people attended. The attendees were asked to provide feedback on the proposed alternatives and design elements.

Comments received at the meeting and submitted in writing via email included:

Comment	Response
<p>Requests for additional angled parking on Durbin (e.g. implementing Alternative 7 on Durbin Street)</p>	<ul style="list-style-type: none"> - Address parking management and operations with a focus group to evaluate curbside vs. off-street regulations/ pricing, designated loading zones, employee parking and signage. Adding additional parking spaces without managing the curbside will result in the same perception of lack of available parking that currently exists - Include design of east-west streets (e.g. A Street) for conversion to angled parking to replace any displaced spaces along Durbin or Wolcott
<p>Requests for more enforcement of existing curbside parking operations</p>	<ul style="list-style-type: none"> - Address parking management and operations with a focus group to evaluate curbside vs. off-street regulations/ pricing, designated loading zones, employee parking and signage. Adding additional parking spaces without managing the curbside will result in the same perception of lack of available parking that currently exists

<p>Evaluation of truck access and loading including ingress and egress of alleys</p>	<ul style="list-style-type: none"> - During the development of construction level engineering design plans evaluate truck turning templates and access to alleys
<p>Truck loading operations at Custom Kitchens near C Street were noted as a concern with the new traffic patterns</p>	<ul style="list-style-type: none"> - Work with individual business owners to address loading concerns/ designated curbside space in the final design
<p>Adding more bicycle parking</p>	<ul style="list-style-type: none"> - Incorporate bicycle parking corrals or racks in the design plans
<p>Assessing the impacts to the post office curbside mailbox drop-off</p>	<ul style="list-style-type: none"> - Work with the Post Office to relocate the curbside mailbox drop off
<p>From: tmonroe2@tribcsp.com <tmonroe2@tribcsp.com> Sent: Saturday, August 21, 2021 1:22 PM To: Amanda Ainsworth <aainsworth@casperwy.gov> Subject: RE: August 24th Casper City Council Work Session</p> <p>Hi. Please pass on to the MPO folks my thoughts on the downtown one-way streets.</p> <p>LEAVE THEM ALONE! Spend your time and money fixing the 12th and 13th Streets one-way issues. Those streets are very dangerous. Tim Monroe, 1000 So. Center St. Casper 82601</p>	<ul style="list-style-type: none"> - Comment noted
<p>From: Clint Ide <clint@idelandleasing.com> Date: August 11, 2021 at 8:07:25 PM GMT To: Jeremy Yates <jjyates@casperwy.gov> Subject: One way conversion</p> <p>Good afternoon Jeremy,</p> <p>My name is Clint and I work for Downtown Self Storage here in downtown Casper. Our building is on North Wolcott Street and the parking in front of the building is very important for our clients</p>	<ul style="list-style-type: none"> - Work with individual business owners to address loading concerns/ designated curbside space in the final design

to be able to load and unload their belongings. We are a little concerned that this one way conversion could affect our business in a negative fashion and deter potential future customers from choosing us as their self-storage provider, due to the lack of parking or inefficient parking.

What would parking on Wolcott Street look like if this conversion is to be completed?

Thank you,

Clint Ide
Ide Land & Leasing Company
159 N. Wolcott St. Ste. 304
Casper, WY 82601
Phone: (307) 235-2500
Clint@idelandleasing.com
<https://casperofficespace.com>

From: Lisa Scroggins
<LScroggins@natronacountylibrary.org>
Sent: Tuesday, August 31, 2021 3:37 PM
To: Jeremy Yates <jyates@casperwy.gov>
Cc: Cathy Stepp <cathy.donells@gmail.com>
Subject: RE: Reminder! Downtown Casper One-Way to Two Way Conversion Study Public Meeting Tomorrow
Importance: High

Hi Jeremy. Thank you for sending this presentation. As you know, when I attended a previous meeting my group wasn't afforded the time for comments or discussion. I believe the consultants cut it short after only a few minutes of community input, promising to send me a copy of the presentation so I could submit my comments to you. That being the case, please consider the following as my input on this discussion. You ask me to let you know what I think, and I think the alternatives identified as the "final alternatives" miss the mark.

Durbin Street:

This presentation reveals as the two "final alternatives" that both have a center turn lane and parallel parking. I am disappointed that these made the finals, as I believe the BEST option is Alternative 8, for the following reasons:

- A follow up discussion with Ms. Scroggins occurred with MPO Staff to clarify her comments and that her experience at the meetings for this project were more positive and professional than her previous experience.
- An alternative for Wolcott Street which retains angled parking has been retained in the final report/ recommendations
- See responses above regarding the requests for additional on-street parking spaces

- Parking: This increases parking by converting one side from parallel parking to perpendicular parking. I believe any reasonable opportunity the city has to increase parking in downtown Casper should be seized upon.
- Bike lanes: This does not include bike lanes, and while these are certainly “trendy” the infrequent use of the bike lanes south of Collins do not justify continuing these through this project.
- Center turn lane: This plan does not include a center turn lane; however, I think these are an unnecessary luxury.
- Drive lane width: This plan includes wide drive lanes (16’ each) which will make navigation easier.
- *NOTE: I believe the consultants have an error on the Alternative 8 slide. It lists as a benefit “parallel and perpendicular parking remains” BUT I believe currently there is parallel parking on both sides and no perpendicular parking. They should list as a benefit: “Increases parking in Downtown Casper.” (In my opinion, this inaccuracy is rather substantial given what I believe to be a general community outcry for additional parking in the area. This error alone might have impacted this option not making the final selection.)*

Wolcott Street:

The presentation you sent did not include any alternatives for Wolcott Street other than the two identified as final alternatives. Again, having attended a meeting but not given the time for input (as you recall the consultants cut it short during discussions because they had a conflict), I don’t think either of these is the BEST option for Casper. If memory serves me correctly, there was an option for Wolcott Street similar to Durbin Streets #8. I am confident the best option would be one that sacrifices both a bike lane and a turning lane in favor of slightly wider driving lanes and angled parking.

That being said, I am 100% behind converting these streets from one-way to two-way. The dynamics of our downtown area no longer support the need for these two streets having partial one-way traffic restrictions. As they are currently, the one-way sections are unsafe and are inconvenient to downtown shoppers and businesses alike.

I would love to visit with you about this project. Please feel free to call me on my cell at your earliest convenience: 307-262-0754.



Lisa Scroggins
Executive Director

P 307.237.4935 x115
E lscroggins@natronacountylibrary.org

307 E 2nd St, Casper, WY 82601
natronacountylibrary.org



E-Mail and correspondence to and from me is subject to the Wyoming Public Records Act and may be disclosed to third parties.

PREPARED BY

Mead
& Hunt

 **CLH**
Associates, LLC



CASPER AREA
METROPOLITAN PLANNING ORGANIZATION
Casper - Mills - Evansville - Bar Nunn - Natrona County



RESOLUTION NO. 21-151

A RESOLUTION APPROVING AND ADOPTING THE CASPER AREA MPO'S DOWNTOWN CASPER ONE-WAY TO TWO-WAY CONVERSION STUDY FOR THE CASPER METROPOLITAN AREA.

WHEREAS, the Casper Area Metropolitan Planning Organization (MPO) initiated the Downtown Casper One-Way to Two-Way Conversion Study; and,

WHEREAS, the Downtown Casper One-Way to Two-Way Conversion Study represents a key component in the MPO's FY21 Unified Planning Work Plan (UPWP); and,

WHEREAS, the MPO is required to successfully complete all of the projects approved in the FY21 UPWP; and,

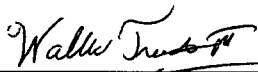
WHEREAS, the MPO Policy Committee passed a motion at their meeting on October 14, 2021, to approve the Plan; and,

WHEREAS, it is the desire of the governing body of the City of Casper to approve and adopt said Plan for the Casper Urbanized Area.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: That the Downtown Casper One-Way to Two-Way Conversion Study is hereby approved and adopted.

PASSED, APPROVED, AND ADOPTED on this ____ day of _____, 2021.

APPROVED AS TO FORM:




ATTEST:


Fleur Tremel
City Clerk

CITY OF CASPER, WYOMING
A Municipal Corporation

Steven K. Freel
Mayor

October 13, 2021

MEMO TO: J. Carter Napier, City Manager 

FROM: Zulima Lopez, Parks, Recreation and Public Facilities Director 
Randy Norvelle, Parks Manager
Chris Smith, Hogadon Basin Ski Area Manager

SUBJECT: Night Skiing rates for Hogadon Basin Ski Area

Meeting Type & Date
Regular Council Meeting
October 19, 2021

Action type
Resolution

Recommendation
That Council approve, by resolution, night skiing rates for Hogadon Basin Ski Area.

Summary
In 2019, Council accepted the donation of lights at Hogadon Basin Ski Area in order to provide night skiing. The project is complete and night skiing will be implemented for the 2021-2022 ski season. As the donor (Hogadon Night Skiing Project) will pay for the first \$60,000 in operational losses for each of the first three ski seasons, staff worked with the donor to set fees.

Staff and the donor researched prices in the region. Only 1 resort in Wyoming and 6 in Colorado offer night skiing. Most resorts sell a separate pass for night skiing; however, Howelsen Hill, Keystone Resort, and Echo Mountain include night skiing with the purchase of a full day lift ticket. Keystone Resort lift tickets rates (\$160) are significantly higher than those of Hogadon Basin (\$55) and the resort does not offer a night skiing only ticket. Echo Mountain ticket rates for the upcoming season are unavailable, but according to On the Snow, their 2019-day ticket advance purchase rate was \$62. Echo Mountain offers a night skiing only pass. Howelsen Hill does not offer morning skiing and is open 11 a.m. to 8 p.m. Monday-Friday and 11 a.m. to 4 p.m. on Saturdays and Sundays.

Hogadon Basin staff recommend a night skiing ticket rate lower than the region due to the number of runs available (2) and the desire to entice the public with an introductory rate that is affordable. While most resorts include night skiing in the season pass rate, the current Hogadon Basin season pass rate does not reflect the operational expenses of night skiing, meaning that no funds within the rate could be used for night skiing operational expenses and the donor would be responsible for covering these costs. Staff and the donor recommend offering a reduced rate to add night skiing onto a regular season pass as opposed to raising season pass rates for all users. A night skiing only pass is also recommended.

Financial Considerations

Per the donation Memorandum of Understanding with the donor (Hogadon Basin Night Skiing Project) the donor will pay for the first \$60,000 in operational losses for each of the first three ski seasons.

Oversight/Project Responsibility

Randy Norvell, Parks Manager

Chris Smith, Hogadon Basin Ski Area Manager

Attachments

Resolution

RESOLUTION NO.21-152

A RESOLUTION ESTABLISHING RATES FOR NIGHT SKIING
AT HOGADON BASIN SKI AREA.

WHEREAS, the City of Casper desires to establish rates for night skiing at Hogadon Basin Ski Area, which are separate from previously established daytime skiing rates.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: That the following rates are hereby established for night skiing, effective December 1, 2021.

NIGHT SKIING LIFT TICKET AND SEASON PASS RATES

These rates are for night skiing on Fridays and Saturdays from 3:00 pm to 8:00 pm while the ski area has the appropriate runs open for night skiing.

Night Skiing Daily Lift Ticket: 3:00 pm to 8:00 pm

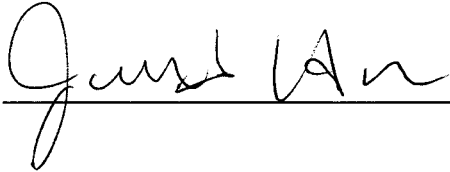
70+ Years of Age	FREE
65-69 Years of Age & Active Military	\$20
Adult (19 and older)	\$25
Youth (13-18 years old)	\$20
Child (6-12 years)	\$15
5 Years and under	FREE

Night Skiing Season Passes

70+ years of age	FREE
Adult (19 and older) add on to season pass	\$50.00
Youth (13-18 years old) add on to season pass	\$40.00
Child (6-12 years old) add on to season pass	\$30.00
Adult (19 years and older) Night Skiing only season pass	\$110.00
Youth (13-18 years old) Night Skiing only season pass	\$88.00
Child (6-12 years old) Night Skiing only season pass	\$66.00
5 Years and Under	FREE

PASSED, APPROVED, AND ADOPTED this ____ day of _____, 2021.

APPROVED AS TO FORM:




ATTEST:


Fleur Tremel
City Clerk

CITY OF CASPER, WYOMING
A Municipal Corporation

Steven K. Freel
Mayor

October 1, 2021

MEMO TO: J. Carter Napier, City Manager 

FROM: Thomas Solberg, Fire Chief 
Jason Speiser, Deputy Chief

SUBJECT: Authorize the Purchase of Forty-Five (45) New Scott X3 Pro Self - Contained Breathing Apparatus, Masks, Bottles and Accessories in the Total Amount of \$399,970.70 From SeaWestern Inc. for Use by the Casper Fire-EMS Department.

Meeting Type & Date

Regular Council Meeting
October 19, 2021

Action type

Minute Action

Recommendation

That Council, by minute action, authorize the purchase of forty-five (45) new Scott X3 Pro self-contained breathing apparatus, masks, bottles and accessories in the total amount of \$399,970.70 from SeaWestern Inc for use by the Casper Fire Department.

Summary

On September 29, 2021 bids were publicly opened for forty-five (45) New Scott X3 Pro air packs, 80 facepieces, 120 bottles, 5 RIT packs with bottles and 5 bottle adapters.

As required by Wyoming Statute 15-1-113(b), a bid notice was published in a local newspaper once a week for a minimum of two (2) consecutive weeks. The bids were as follows:

<u>Vendor</u>	<u>Location</u>	<u>Amount</u>
LN Curtis	1635 Gramercy Road Salt Lake City, UT 84104	\$380,535.00
SeaWestern Inc.	12815 NE 124 th Street, Kirkland, WA 98034	\$399,970.70

The bid form LN Curtis had several exceptions to the bid specifications and therefore did not meet the specifications required for the air packs.

The recommended purchase of forty-five (45) new Scott X3 Pro self-contained breathing apparatus, masks, bottles and accessories from SeaWestern Inc. meets all the required specifications for equipment in this bid specification.

These new air packs will replace our current AVON ISI air-packs that were purchased in 2014. These critical pieces of equipment are vital to the health and safety of fire department personnel when working in immediately dangerous to life and health environments, such as those encountered in structure fires.

Financial Considerations

This capitals project was approved in the FY22 budget for \$400,000 using One Cent #16 funds.

Oversight/Project Responsibility

Jason Speiser, Deputy Chief, will make this purchase. Training and implementation will be transferred to Cameron Siplon, Deputy Chief of Operations and Training, after the equipment is received.

Attachments

Request for proposals.

CITY OF CASPER, WYOMING



**REQUEST FOR PROPOSALS TO
FURNISH AND DELIVER
SCOTT AIR-PAK X3 PRO SCBA(S) AND
ACCESSORIES
PROJECT # 1018021008
PROJECT MANAGER: JASON SPEISER
PROPOSAL DUE DATE:
SEPTEMBER 29, 2021
1530**

CITY OF CASPER
Casper Fire-EMS Department
CITY OF CASPER
September 15, 2021

Notice is hereby given that the City of Casper, Wyoming will receive sealed bids at City Hall, 200 N David, Casper, Wyoming, **until 3:30 p.m., September 29, 2021** for the following:

FORTY FIVE (45) SCOTT X3 PRO AIR PACKS WITH C5 QUICK CONNECT REGULATOR & UEBSS, 80 C5 FACEPIECES, 120 30-MINUTE 4500 PSI CYLINDERS, 5 RIT PACKS WITH 30 MIN 4500 PSI CYLINDERS, AND 5 BOTTLE ADAPTERS to be used by Casper Fire-EMS Department, Casper, WY.

General Specifications:

It is the intent of these specifications to specify the minimum requirements for the furnishing and delivery of forty-five (45) Scott X3 Pro Airpacks with C5 quick connect regulators and UEBSS, 80 C5 Facepieces, 120 30-minute 4500 psi cylinders, 5 RIT packs with 30 minute 4500 psi cylinders and 5 bottle adapters. These units shall be new with full factory warranties. Units shall be delivered complete and ready for service, as specified, and shall be equipped with all of the manufacturer’s standard equipment, as advertised, whether or not specifically mentioned in these specifications, in addition to all other equipment and attachments specified herein:

Minimum Specifications

Description	Compliance	
Self-Contained Breathing Apparatus Requirements	<u>YES</u>	<u>NO</u>
1.) The SCBA shall consist of the following major sub-assemblies: (1) full facepiece assembly; (2) a removable, positive pressure, mask-mounted regulator with air-saver switch; (3) an automatic dual path redundant pressure-reducing regulator; (4) end-of- service time indicators; (5) a harness and backframe assembly for supporting the equipment on the body of the wearer; (6) a shoulder strap mounted, remote gauge indicating cylinder pressure; (7) a rapid intervention crew/universal air connection (RIC/ UAC); (8) a personal alert safety system (PASS); and (9) cylinder and valve assembly for storing breathing air under pressure.		
Regulatory Approvals	<u>YES</u>	<u>NO</u>
2.) The SCBA shall be approved to NIOSH 42 CFR, Part 84 for chemical, biological, radiological and nuclear protection (CBRN).		
3.) The SCBA shall be compliant to the NFPA 1981, 2018 Edition, Standard on Open-Circuit Self-Contained Breathing Apparatus for Emergency Services.		
4.) The SCBA shall be compliant to the NFPA 1982, 2018 Edition (if including optional PASS Device), Standard on Personal Alert Safety Systems.		

Description	Compliance	
5.) If the SCBA is to include an optional integrated self-rescue device, the device shall be compliant to the NFPA 1983, 2017 Edition, Standard on Life Safety Rope and Equipment for Emergency Services.		
6.) All components shall be approved for Intrinsic Safety under UL 913 Class I, Groups C and D, Class II, Groups E, F and G, Hazardous locations.		
7.) The SCBA shall maintain all NIOSH standards with any of the types of cylinders listed as provided by the SCBA manufacturer.		
<u>REQUIRED COMPONENTS:</u>		
<u>FACEPIECE ASSEMBLY (Model: Vision C5)</u>	<u>YES</u>	<u>NO</u>
8.) The facepiece shall have a large diameter inlet that enables both unrestricted breathing and voice communications, while also allowing for rehydration (oral) without having to remove the facepiece.		
9.) The facepiece shall enable connection of the mask-mounted regulator by way of a quarter (1/4) turn rotation in a single direction.		
10.) The facepiece shall interface with the mask-mounted regulator, without the use of tools, with an audible click to assure the user that the regulator is properly seated.		
11.) The facepiece assembly shall be available in three sizes, marked “S” for small, “M” for medium and “L” for large.		
12.) The facepiece sizes shall be color-coded for ease of identification.		
13.) The facepiece nose cup assembly shall be available in three sizes, marked “S” for small, “M” for medium and “L” for large.		
14.) The facepiece assembly, including head harness, shall not be made with natural rubber latex.		
15.) The facepiece shall include a face seal that is secured to the lens by a U-shaped bezel using no more than two fasteners.		
16.) The face seal shall be a single-reflex design for enhanced comfort and easier donning.		
17.) The facepiece shall contain inhalation valves that are contrasting in color and readily visible to enable quick visual inspection.		
18.) Multi-directional voicemitters shall be recessed on both sides of the facepiece and ducted directly to an integral silicone nose cup to enhance voice transmission around the user.		
19.) Multi-directional voicemitters shall be recessed on both sides of the facepiece and ducted directly to an integral silicone nose cup to enhance voice transmission around the user.		
20.) The face seal shall provide a landing area with ridges to help improve the interface with protective hoods.		
21.) The facepiece shall incorporate attachment points for an optional accessory neck strap.		
22.) The facepiece assembly shall be modular in design to enable ease of upgrading and serviceability.		
23.) The facepiece shall incorporate a RFID tag for asset and maintenance tracking.		

Description	Compliance	
24.) The facepiece shall be capable of submersion for cleaning and disinfecting.		
<u>FACEPIECE LENS</u>	<u>YES</u>	<u>NO</u>
25.) The lens is a component of the facepiece assembly and shall be a single, replaceable, modified-cone configuration, constructed of a high-temperature and radiant-heat-resistant, non-shatter type polycarbonate material.		
26.) The lens shall be coated to resist abrasion and meet the requirements of NFPA 1981, 2018 Edition standard for lens abrasion.		
27.) The lens shall have an internal anti-fog coating to reduce fogging of the lens.		
28.) The lens shall meet the requirements of the NFPA 1981, 2018 Edition standard for radiant heat and elevated temperature heat and flame resistance tests.		
29.) In accordance with NIOSH 42 CFR part 84, the facepiece shall meet the penetration and impact requirements, including compliance with ANSI Z87.1 – 2015.		
<u>HEAD HARNESS</u>	<u>YES</u>	<u>NO</u>
30.) The head harness is a component of the facepiece assembly and shall have five points of suspension connection, four of which shall be adjustable, made in the fashion of a net hood to minimize interference between securing of the facepiece and the wearing of head protection.		
31.) The head harness shall be constructed of a para-aramid material for fire, first responder and CBRN applications.		
32.) The head harness shall include an integrated handle to assist with donning of the facepiece.		
33.) Two elastomeric straps, attached to the face seal in four locations, shall provide adjustment for proper seal to the face.		
34.) The head harness shall be available in three sizes to accommodate persons of varying facial shapes and sizes.		
35.) The head harness shall be designed for easy removal from the facepiece to assist with cleaning and serviceability.		
<u>REGULATOR (Model: E-Z Flo C5)</u>	<u>YES</u>	<u>NO</u>
36.) The mask-mounted regulator shall maintain positive pressure during flows of up to 500 standard liters per minute.		
37.) The mask-mounted regulator shall be available in a continuous hose configuration, with an optional inline quick disconnect coupling.		
38.) The optional quick disconnect coupling shall be easily connected and disconnected by trained individuals with a gloved hand and in limited visibility conditions.		
39.) The low-pressure hose shall be equipped with a swivel attachment at the mask-mounted regulator.		

Description	Compliance	
40.) The mask-mounted regulator shall connect to the facepiece by way of a quarter (1/4) turn rotation in a single direction.		
41.) An audible click shall provide notification that the mask-mounted regulator is securely attached to the facepiece.		
42.) An audible click shall provide notification that the mask-mounted regulator is securely attached to the facepiece.		
43.) The mask-mounted regulator shall reactivate and supply air only in the positive pressure mode when the wearer affects a face seal and inhales.		
44.) The mask-mounted regulator shall have a demand valve to deliver air to the user, activated by a diaphragm responsive to respiration.		
45.) The diaphragm shall include an integrated exhalation valve.		
46.) The mask-mounted regulator shall include a purge valve for use as an emergency bypass.		
47.) The mask-mounted regulator shall be designed to direct the incoming air through a spray bar and over the inner surface of the facepiece lens for defogging purposes.		
48.) The mask-mounted regulator shall incorporate a Heads-Up Display (HUD) to provide visual alerts to the SCBA user of air status and critical alarm conditions.		
49.) The HUD shall be recessed into the mask-mounted regulator body to help improve downward visibility through the facepiece.		
50.) The HUD shall provide visual alerts to the SCBA wearer for electronic personnel accountability report, evacuation, and system integrity alarm.		
51.) The mask-mounted regulator shall incorporate status lights to assist with remote identification of a user's SCBA air remaining.		
52.) The mask-mounted regulator shall incorporate a latch mechanism to enable removal from the facepiece.		
53.) When fully engaged, the latch mechanism shall act as an auto air-saver switch to stop the air flow.		
54.) An audible click shall provide notification that the latch is fully engaged, and the air-saver switch has been activated to stop the air flow.		
55.) The mask-mounted regulator shall require a quarter (1/4) turn rotation in a single direction for removal from the facepiece.		
<u>PRESSURE REDUCER WITH SNAP-CHANGE CYLINDER CONNECTION</u>	<u>YES</u>	<u>NO</u>
56.) The pressure-reducing regulator shall be mounted at the waist on the backframe and be coupled to the cylinder valve through a stainless steel quick connect snout for engagement and sealing within the cylinder valve outlet.		
57.) The cylinder shall be secured to the pressure-reducing regulator with two pull-rings 180° from each other.		

Description	Compliance	
58.) A stainless-steel rod shall secure each of the pull-rings to prevent removal of the cylinder while the SCBA is pressurized.		
59.) The stainless-steel rods shall be actuated when the cylinder is opened and when cylinder pressure is above 30 psig.		
60.) In lieu of a manual by-pass, the pressure-reducing regulator shall include a back-up pressure-reducing valve connected in parallel with the primary pressure-reducing valve and an automatic transfer valve for redundant control.		
61.) The back-up pressure-reducing valve shall also be the means of activating the low-pressure alarm devices in the mask-mounted regulator.		
62.) This warning shall denote a switch from the primary reducing valve to the back-up reducing valve whether from a malfunction of the primary reducing valve or from low cylinder supply pressure.		
63.) A press-to-test valve shall be included to allow functional testing of the back-up reducing valve.		
64.) The pressure-reducing regulator shall have incorporated a resettable over-pressurization relief valve which shall prevent the attached low-pressure hose and mask-mounted regulator from being subjected to high pressure.		
<u>END-OF-SERVICE TIME INDICATOR (EOSTI)</u>	<u>YES</u>	<u>NO</u>
65.) The SCBA shall have two end-of-service time indicators (EOSTI). One shall be both a tactile and audible alarm, and one shall be a Heads-Up Display (HUD).		
66.) The primary EOSTI shall be the integral low-pressure alarm device that shall combine an audible alarm with simultaneous vibration of the facepiece.		
67.) The primary EOSTI shall be located in the positive pressure mask-mounted regulator.		
68.) This alarm device shall indicate either low cylinder pressure (35% +/- 2%) or a malfunction of the primary pressure-reducing valve (first stage regulator)		
69.) The HUD shall serve as the secondary EOSTI.		
70.) The HUD shall be powered by the SCBA's single power supply.		
71.) It shall be mounted in the user's field of vision on the positive pressure mask-mounted regulator.		
72.) It shall display cylinder pressure in increments of 100%, 75%, 50% and 35%.		
73.) The display shall not have a numerical representation of cylinder pressure.		
74.) At greater than three quarters cylinder pressure, two green Light Emitting Diodes (LED) shall be illuminated.		
75.) At or at less than three quarters cylinder pressure, one green LED shall be illuminated.		

Description	Compliance	
76.) At or at less than one-half cylinder pressure, one “yellow” LED shall be illuminated and flash at a rate not not less than one (1x) time per second.		
77.) At 35% cylinder pressure, one “red” LED shall be illuminated and flash at a rate to exceed ten (10x) times per second.		
78.) The HUD shall have a low battery indication that is distinct and distinguishable from the cylinder pressure indications.		
<u>BACKFRAME AND HARNESS ASSEMBLY</u>	<u>YES</u>	<u>NO</u>
79.) A lightweight, lumbar support style backframe and harness assembly shall be used to carry the cylinder and valve assembly and the pressure-reducing regulator assembly.		
80.) The backframe shall be a solid, one-piece black powder-coated aluminum alloy frame that is contoured to follow the shape of the user’s back.		
81.) The backframe shall include a shroud to streamline hose and wire management by minimizing exposure of the low-pressure hose and electronics molded cable.		
82.) The backframe shall include an over-the-center, adjustable tri-slide fixture, a para-aramid strap and a double-locking latch assembly to secure 30, 45, 60, or 75-minute cylinders		
83.) The harness assembly shall include a waist pad and shoulder pads constructed of an outer shell material and incorporating a closed-cell foam design to help minimize water absorption.		
84.) The harness assembly shall incorporate parachute-type, quick-release buckles with an integrated bail to help secure the webbing.		
85.) The harness assembly shall consist of a one-size, black, para-aramid strap with two red stripes along the outer edges and a reflective stripe in the center for enhanced visibility.		
86.) The harness assembly shall include a seat-belt type waist belt attachment.		
87.) The harness assembly shall include box-stitched construction with no screws or bolts.		
88.) The harness assembly shall be removable from the backframe without the use of tools		
89.) The harness assembly shall be machine washable to help with exposure reduction.		
90.) The harness assembly shall accommodate a waist belt extension.		
91.) The waist pad shall be attached to the backframe such that movement by the wearer provides natural articulation. Articulation shall be accomplished without the use of mechanical devices.		
92.) The waist pad and belt shall freely wrap around and conform to the user’s hips.		
93.) The shoulder harness shall be fitted with a Drag Rescue Loop (DRL) capable of being deployed in an emergency to drag a downed firefighter to safety.		

Description	Compliance	
94.) The DRL shall be sewn into the shoulder harness assembly and shall provide a horizontal pull strength of 1000 lbs.		
95.) The DRL shall be stored in a manner to prevent accidental snag but maintain accessibility with gloved hands.		
96.) The shoulder harness shall be attached to the backframe such that the harness presents itself for ease of donning.		
97.) The shoulder harness shall include reflective material to enhance the visibility of the user in low-light conditions.		
98.) The shoulder harness shall accommodate two distinct positions for a chest strap attachment.		
<u>RAPID INTERVENTION CREW / UNIVERSAL AIR CONNECTION (RIC/UAC)</u>	<u>YES</u>	<u>NO</u>
99.) The SCBA shall incorporate a RIC/UAC fitting to be compliant with the 2018 edition of the NFPA 1981 Self-Contained Breathing Apparatus standard.		
100.) The RIC/UAC shall be an integral part of the pressure reducer and protected by the backframe.		
101.) The RIC/UAC inlet connection shall be within 4" (4-inches) of the tip of the CGA threads of the cylinder valve		
102.) The RIC/UAC shall consist of a connection for attaching a high-pressure air source and a self-resetting relief valve allowing a higher pressure than that of the SCBA to be attached to the SCBA		
103.) The self-resetting relief valve shall be color-coded to identify pressure rating of the SCBA.		
104.) The RIC/UAC shall have a check valve to prevent the loss of air when the high-pressure air source has been disconnected.		
<u>CYLINDER AND VALVE ASSEMBLY</u>	<u>YES</u>	<u>NO</u>
105.) The cylinder valve shall be a "fail open" type, constructed of forged aluminum.		
106.) There shall be no mandatory maintenance required on the cylinder valve.		
107.) If the SCBA is equipped with a Compressed Gas Association (CGA) threaded cylinder connection, the cylinder valve outlet shall be a modification of the CGA standard threaded connection number 346 for breathing air for 2216 psig. and CGA 347 for 4500 and 5500 psig. systems.		
108.) If the SCBA is equipped with a Snap-Change cylinder connection, the cylinder valve shall be designed with a patented stainless steel quick connect snout that delivers air directly to the first stage pressure-reducing regulator. The quick connect snout shall be an integral part of the cylinder valve, rather than an adapter that threads onto the CGA fitting		
109.) If the SCBA is equipped with a Snap-Change cylinder connection, the cylinder valve shall be offered with a CGA 346 or CGA 347 fitting for the purposes of filling the cylinder only.		

Description	Compliance	
110.) If the SCBA is equipped with a Snap-Change cylinder connection, the fill fitting shall have a check valve to prevent flow from the cylinder.		
111.) If the SCBA is equipped with a Snap-Change cylinder connection, the fill fitting shall be provided with a dust cover, retained the the cylinder valve, to protect threads from damage and prevent interior surfaces from being contaminated when not in use.		
112.) Each cylinder valve shall consist of the following: 1) a hand activated valve mechanism with a spring-loaded, positive action, ratchet type safety lock and lock-out release for selecting “lock open service” or “non-lock open service”; 2) an upstream connected frangible disc safety relief device; 3) a dual reading pressure gauge indicating cylinder pressure at all times; 4) an elastomeric bumper; 5) an angled outlet.		
113.) The cylinder valve shall have an RFID tag molded into the elastomeric bumper with a universal RFID marking embossment		
114.) .The RFID tag shall be capable of storing product specific information, including serial number, manufacture date, hydrostatic test date, pressure rating, life expectancy, and fill logs.		
115.) The SCBA shall maintain all NIOSH and NFPA standards with any of the types of cylinders listed as provided by the SCBA manufacturer.		
<u>CYLINDER-TYPE – CARBON-WRAPPED</u>	<u>YES</u>	<u>NO</u>
116.) The cylinder shall be manufactured in accordance with Department of Transportation (DOT) specifications and meet the Transport Canada requirements with working pressures of 2216, 4500, or 5500 psig.		
117.) The cylinder shall be lightweight, composite type cylinder consisting of an aluminum alloy inner shell, with a total overwrap of carbon fiber, fiberglass and an epoxy resin.		
118.) The cylinder shall have a 2D barcode located under the protective gel coat programmed with the following information, at a minimum: serial number, manufacture date, and hydrostatic test date.		
119.) The cylinder shall be available in a 30-minute, 45-minute, 60-minute or 75-minute duration based on the NIOSH breathing rate of 40 liters per minute (lpm).		
120.) The cylinder shall be available in an approved 30-year life design as defined by the DOT Special Permit 14232		
<u>PERSONAL ALERT SAFETY SYSTEM (PASS) WITH ACCOUNTABILITY</u>	<u>YES</u>	<u>NO</u>
121.) The PASS Device shall be compliant to the NFPA 1982, 2018 Edition Standard on Personal Alert Safety Systems.		
122.) Operation of this distress alarm shall be initiated with the opening of the valve of a charged SCBA cylinder.		

Description	Compliance	
123.) The system shall feature a “hands-free” reset capability that may be activated by means of a slight movement of the SCBA when the system is in a pre-alarm mode.		
124.) The system shall operate from a single power source containing six “AA” batteries.		
125.) The system shall have a battery check function that provides an LED indication of battery status while the SCBA is not pressurized.		
126.) When the PASS is manually activated, the locator system shall immediately emit a 2.4 GHz signal able to be received by a separate hand-held receiver.		
127.) When the PASS is activated due to lack of motion, the locator system shall have a ten second delay prior to emitting a 2.4 GHz signal able to be received by a separate hand-held receiver.		
128.) The locating system shall be programmable with eight alphanumeric characters to provide identification information.		
129.) The system shall transmit user status information at a frequency of 2.4 GHz on a self-healing mesh network system that when deployed allows each energized SCBA to function as a repeater ensuring system connectivity.		
130.) The system shall provide bi-directional communications between incident command and the SCBA wearer.		
131.) The communication shall contain: the user’s name or ID, cylinder pressure, PASS alarms, PASS acknowledgement, evacuation status, evacuation acknowledgement, withdraw status, withdraw acknowledgement, system status, and electronic PAR status.		
132.) The PASS device shall contain two components: a Console and a Sensor Module.		
133.) When the PASS device goes into pre-alarm, the user shall be notified through a distinct light pattern in the HUD display located on the mask-mounted regulator.		
<u>CONSOLE</u>	<u>YES</u>	<u>NO</u>
134.) The console shall be located on the user’s right shoulder harness.		
135.) The control console shall come with a mechanical (analog) pressure gauge that is angled at 30°.		
136.) The console shall contain an integral, edge-lit, mechanical pressure gauge that is automatically turned on by opening the cylinder valve.		
137.) The console shall display to the user the following: - Pre-Alarm: alternating red flashing LED’s; - Full Alarm: dual flashing red LED’s and a flashing PASS icon; - Low Battery: red flashing LED’s; - Normal System Operation: flashing green LED.		
138.) The console shall contain a photo sensing diode that automatically adjust the brightness of the HUD as the ambient lighting conditions change.		

Description	Compliance	
139.) The console shall contain an integrated RFID tag.		
140.) The console shall contain push buttons for user interface		
141.) The push buttons shall be designed to minimize accidental activation.		
142.) A yellow color-coded push button shall permit system reset.		
143.) A red color-coded push button shall permit manual activation of the full alarm mode.		
144.) The console shall be equipped with a LED “External HUD” allowing others to determine the user’s cylinder pressure through the same color-code scheme as the HUD display on the mask-mounted regulator.		
145.) A green LED shall be illuminated across the gauge face to indicate a cylinder with greater than half cylinder pressure.		
146.) A yellow LED shall be illuminated across the gauge face to indicate a cylinder with less than half cylinder pressure.		
147.) A red LED shall be illuminated across the gauge face to indicate a cylinder with less than 35% of the rated cylinder pressure.		
<u>SENSOR MODULE</u>	<u>YES</u>	<u>NO</u>
148.) The system shall include a sensor module mounted to the SCBA backframe and located in an area between the cylinder and backframe in a manner designed to protect the assembly from damage.		
149.) The sensor module shall contain a motion sensor that is sensitive to user hip movement to reduce false activations.		
150.) The sensor module shall contain redundant, dual sound emitters for the audible alarm and dual visual “buddy” indicator lights.		
151.) The sensor module sound emitters shall be oriented in multi directions for optimal sound projection.		
152.) The sensor module sound emitters shall broadcast a unique alarm tone for the following conditions: - Pre-alarm PASS - Full-alarm PASS - Low battery.		
153.) The visual indicators on the backframe-mounted sensor module shall flash green during normal operation.		
154.) The visual indicators shall flash red when the device is in pre-alarm and full-alarm.		
155.) The visual indicators shall flash orange when the SCBA has reached one-half cylinder pressure.		
156.) The visual indicators shall flash a combination of red, green, and white when the SCBA has reached 35% of the rated cylinder pressure.		
157.) The sensor module shall have a Bluetooth chipset integral to the unit to provide wireless connectivity to external devices.		
<u>WARRANTY</u>	<u>YES</u>	<u>NO</u>
158.) The SCBA shall be covered by a warranty providing protection against defects in materials and workmanship.		

Description	Compliance	
159.) The warranty period shall be for as long as the SCBA is owned by the original purchaser.		
160.) This warranty shall not require a registration in order to activate.		
161.) This warranty shall not be contingent upon completing mandatory overhaul or recommended preventative maintenance.		
<u>UNIVERSAL EMERGENCY BREATHING SAFETY SYSTEM (UEBSS)</u>	<u>YES</u>	<u>NO</u>
162.) The optional Universal Emergency Breathing Safety System (UEBSS) shall be approved to NIOSH 42CFR, Part 84 and NFPA 1981, 2018 Edition.		
163.) The UEBSS shall have one of each of the following requirements; (1) a manifold with one each of a Rectus socket and Rectus plug, both of which have check valves, (2) 40” minimum low-pressure hose, (3) a pouch for storing the hose, and (4) a dust cap for the socket and plug.		
164.) The UEBSS shall be positioned on the wearer’s right side and shall be capable of allowing for six feet of hose between like systems.		
165.) The manifold shall be made of aluminum and anodized.		
166.) The socket and plug shall have spacing, no less than 15° off-center.		
167.) The socket shall have a double action to disengage, noted as a “push-in/pull-back”.		
168.) The socket shall have an internal check valve.		
169.) The plug shall have an external check valve.		
170.) The hose shall be made of high temperature rubber capable of sustaining a maximum 250 psig of pressure.		
171.) The containment system shall include a pouch and shall be made of para-aramid materials and shall be capable of storing 36” of hose.		
172.) The pouch shall be attached to the SCBA by snap fasteners.		
173.) The pouch shall have a pull-strap to assist with opening of the flap and gaining access to the hose and manifold assembly.		
174.) The pouch shall be marked “UEBSS” and be constructed of reflective material.		
175.) The pouch shall be removable from the backframe without the use of tools.		
176.) The UEBSS shall have provision for connection of a supplied airline for extended duration use while reserving the cylinder supply for egress.		
177.) The UEBSS shall connect to a supplied airline using an extended duration airline adapter.		
178.) The extended duration airline adapter shall have a plug on one end to connect to the UEBSS and a socket on the other end to connect to a supplied airline.		

Description	Compliance	
179.) The extended duration airline adapter shall be able to accommodate Hansen, Foster, Hansen HK, or Schrader.		
180.) The extended duration airline adapter shall have a check valve to prevent the accidental loss of air when the adapter is disconnected from the supplied airline.		
<u>IN-SERVICE TRAINING</u>	<u>YES</u>	<u>NO</u>
181.) In service training shall be offered to all three platoons. This will require a four day commitment due to 48/96 shift schedule.		
182.) SCBA technician training shall be provided to current SCBA techs.		
<u>REQUIRED SOFTWARE</u>	<u>YES</u>	<u>NO</u>
183.) M36 Software shall be included to service and maintain the equipment.		

**PROPOSAL FOR FURNISHING
 FORTY FIVE (45) SCOTT X3 PRO AIR PACKS WITH C5 QUICK CONNECT
 REGULATOR & UEBSS, 80 C5 FACEPIECES, 120 30-MINUTE 4500 PSI
 CYLINDERS, 5 RIT PACKS WITH 30 MIN 4500 PSI CYLINDERS, AND 5
 BOTTLE ADAPTERS FOR THE CASPER FIRE-EMS DEPARTMENT**

Proposal of (Name) _____
 (Address) _____

to furnish equipment as specified to the City of Casper, Wyoming, in accordance with specifications dated September 15, 2021.

BID ITEM: _____

Description: _____

Model: _____

I. Price bid for Forty Five (45) New Scott X3 4500 psi Airpacks with C5 Quick-Connect Regulator & UEBSS	\$ _____
II. Price bid for Eighty (80) C5 Facepieces	\$ _____
III. Price bid for One Hundred Twenty (120) cylinder and valve assemblies, carbon, 30 minute Snap Change , 4500 psi cylinders	\$ _____
IV. Price bid for Five (5) RIT Pak Fast Attack, 4.5. Medium with C5, Rectus Fitting.	\$ _____
V. Price bid for Five (5) cylinder and valve assembly, carbon, 30minute RIT/4500 psi cylinders with 90 DEG valve.	\$ _____
VI. Price bid for Five (5) block adapter quick connect/snap change to CGA fitting for use of bottles with auxiliary equipment	\$ _____
<u>Trade-In Values</u>	
VII. Trade in value for Fifty-One (51) Avon Delta Air, Air Packs	\$ _____
VII. Trade in value for Ninety-Two (92) Avon Delta Air Face Masks	\$ _____
IX. Trade in value for Seventy-Five(75)-30min/4500psi cylinders	\$ _____
X. Trade in value for Five (5) RIT Packs with 60min/4500psi cylinders	\$ _____

XII. Net Cost to City (minus Trades) \$ _____

XIV. Delivery: F.O.B. City of Casper within sixty (90) calendar days after award of contract by City Council.

XV. Trade in units will be considered optional if, in the opinion of the City of Casper authorized staff, it is found to be in the best interest of the City of Casper to do so.

In addition to this proposal, the undersigned herewith submits complete information, including specifications and descriptive literature to fully describe and illustrate the equipment and accessories offered. Incomplete bid specification will be considered non-compliant and rejected.

Bidder proposes to deliver equipment in accordance with the schedule above and agrees that liquidated damages will be charged to him in accordance with specifications if delivery is not made in accordance with said schedule.

A bid bond, certified check, or cashier's check made payable to the City of Casper, Wyoming, in an amount of five percent (5%) of the total amount of this bid is enclosed as per requirements of section II. The undersigned certifies that he understands the specifications relating to said bid security and agrees to the conditions set forth in said specifications.

Discounts will be allowed for prompt payment as follows:

10 Day _____%; 20 Days _____%; 30 Days _____%.

Submitted By: _____ Title: _____ Date: _____
Signature: _____ Phone _____

**CITY OF CASPER, WYOMING
SPECIFICATIONS FOR
FORTY FIVE (45) SCOTT X3 PRO AIR PACKS WITH C5 QUICK CONNECT
REGULATOR & UEBSS, 80 C5 FACEPIECES, 120-30 MINUTE 4500 PSI
CYLINDERS, 5 RIT PACKS WITH 30 MIN 4500 PSI CYLINDERS, AND 5
BOTTLE ADAPTERS**

**(Approved by the City Attorney, 2014)
Dated the 15th Day of September, 2021**

I. GENERAL:

The following specifications, including exhibits, attached hereto, shall constitute the minimum acceptable specifications for the goods and/or services for which bids are requested. Bidders shall include all items standard to article bid, whether or not specifically mentioned in these specifications.

All goods shall be new and the latest current production models meeting the terms of the specifications.

No bids may be withdrawn within thirty (30) days after the scheduled closing time for receipt of bids without the consent of the City of Casper, Wyoming.

II. BID GUARANTY:

The City of Casper is required by Wyoming Statutes Section, 15-1-113, to receive a certified check, cashier's check, bank draft upon a reputable bank, or a bid bond in the amount of five percent (5%) of the total bid shall be provided for each bid submitted. If the bid is for more than one hundred and fifty thousand dollars (\$150,000), only a bid bond with sufficient surety in the amount of five percent (5%) of the total bid amount will be accepted to consider any bid. Bid with deposit shall be filed with the FLEET OFFICE, Casper Service Center, 1800 E. "K" Street, Casper, WY 82601, securely sealed, and endorsed upon the outside of the wrapper, with a brief statement as to the nature for which the bid is provided. Upon bid award, such surety shall be returned to the unsuccessful bidder(s). In the case of the successful bidder, five percent (5%) surety will be retained by the City until a proper bond or other proper bid guarantee to secure performance has been filed and approved if required by the specifications of the bid.

III. SCHEDULE FOR DELIVERY AND LIQUIDATED DAMAGES:

Unless a schedule has been specified in the bidding documents, each bidder shall specify, in its proposal, the time required for delivery of his goods to the place designated.

The provisions of Section II BID GUARANTY, shall apply to all bids, contracts and delivery times as specified. Failure to enter into a contract for said bid with the city within 30 days of the award or failure to proceed and/or deliver upon said bid or contract will result in forfeiture of bid guarantee.

IV. PLACE OF DELIVERY:

The successful bidder shall deliver the goods to the City of Casper, City Hall, 200 N. David, Casper, Wyoming, 82601.

V. CONDITIONS OF DELIVERY; RIGHT OF INSPECTION:

Goods, when delivered, shall be accompanied by a Statement Dealer's Certificate of Servicing and Inspection signed by the bidder certifying that the goods have been inspected and complies in all respects to the contract. Bidder shall attach to said statement a certificate by the manufacturer of the goods certifying that said goods have been inspected and serviced in the event the goods are not manufactured by the bidder. The City may, in its discretion, waive this requirement.

The City further reserves the right to make an inspection of the goods within a reasonable time after delivery to ensure compliance with the contract. Failure by the City to make such inspection or upon inspection, failure to discover defects which cannot reasonably be discovered upon inspection, shall not constitute a waiver or be a limitation upon any remedy which the City may have at law or in equity.

VI. WARRANTY:

Each bidder shall enclose, with their bid, a copy of the warranty which applies to the goods proposed to be furnished. The warranty supplied will be considered by the City in determining the responsibility of the bidders.

VII. SERVICE FACILITIES:

It is essential that repair parts and service be adequate and readily available so that the goods can be maintained in good operating condition without protracted time loss for repairs.

The BIDDER SHALL CLEARLY STATE in his proposal the extent to which he carries a complete inventory of repair parts and service facilities. The City reserves the right to evaluate past performance of each bidder in analyzing the bid received and to consider such evaluation, in addition to other factors, in awarding the contracts for equipment.

VIII. DETAILED SPECIFICATIONS:

Goods bid shall conform to the detailed specifications outlined for the various bid items, attached hereto. No deviations from the terms of the specifications will be allowed, and such deviations shall be grounds for rejection of any bid. However, the City may allow any deviation if it finds, in its sole discretion, that the deviation is not a material deviation.

If bidder submits a bid using differing materials from those specified, it shall submit complete specifications for those items, including proposed manufacturer and catalog numbers with appropriate literature. The City may consider such specifications if it finds, in its sole discretion, that said specifications meet the intent of its specifications set forth herein and do not differ materially from its specifications.

IX. STATEMENT OF COMPLIANCE:

Should any requirement in these specifications not be included in manufacture's specifications sheets, bidder shall include with his bid, a statement of compliance. Failure to do so may be used as grounds for disqualification of bid.

X. CONSIDERATION OF BIDS:

The City of Casper, Wyoming, reserves the right to evaluate all bids received on the basis of the conformance with these specifications, the availability of repair parts, and the adequacy of service facilities, the delivery schedules, and other criteria as well as (net) cost, and to consider such evaluation in awarding contracts for the furnishing of the bid items specified. The City will award the contract to the lowest responsible bidder or reject all bids at its sole discretion.

XI. PAYMENT:

The City shall make a lump sum payment upon delivery and acceptance of all goods bid. A complete City of Casper voucher shall be processed for payment after an invoice is received from the vendor. Payment will be made within forty-five (45) days pursuant to Wyoming State Statute 16-6-602.

Statute W.S. 16-6-601:

16-6-601. Definitions.

(a) As used in this article:

(i) "Agency" means any department, agency or other instrumentality of the state or of a political subdivision of the state;

W.S. 16-6-602. Payment of agency accounts; interest.

Except as provided by contract, any agency which purchases or procures goods and services from a nongovernmental entity shall pay the amount due within forty-five (45) days after receipt of a correct notice of amount due for the goods or services provided or shall pay interest from the 45th day at the rate of one and one-half percent (1 1/2%) per month on the unpaid balance until the account is paid in full, unless a good faith dispute exists as to the agency's obligation to pay all or a portion of the account.

XII. SALES TAX EXEMPTION CERTIFICATE:

The City of Casper, Wyoming, is exempted for paying the sales tax specified by Wyoming Statutes, and from paying Federal Excise taxes. Upon request, an exemption certificate will be furnished to the successful bidder.

XIII. GOVERNING LAW:

In the event of any claim, suit, or demand which may result from a bid or bids submitted thereunder, or the award of any contract as a result of submission of a bid, the bidder or bidders agree that Wyoming law shall govern any such claim, suit, or demand the rights and duties of the parties thereunder.

XIV. ADDITIONAL INFORMATION:

If additional information is required, written instructions shall be issued. No oral instructions or interpretations will be considered binding unless confirmed in the form of addenda and shall be furnished to all bidders who shall submit a signed copy of all addenda with their bid. Please refer all questions to Jason Speiser, 200 North David Street, Casper, Wyoming, 82601 (307) 233-6601.

September 30, 2021

MEMO TO: J. Carter Napier, City Manager *JCN*

FROM: Tracey L. Belser, Support Services Director *TLB*
Dan Coryell, Fleet Manager

SUBJECT: Authorize the Purchase of Two (2) New 58,000 Lb. Tandem Axle Trucks with Dump Body, Hydraulics, and Snow Plows and Salters in the Total Amount of \$454,372.00, Before Trades, for Use by the Streets Division of the Public Services Department.

Meeting Type & Date

Regular Council Meeting
October 19, 2021

Action type

Minute Action

Recommendation

That Council, by minute action, authorize the purchase of two (2) new 58,000 Lb. tandem axle trucks with dump body, hydraulics, and snow plows and salters in the total amount of \$454,372.00, before trades, for use by the Streets Division of the Public Services Department.

Summary

On September 23, 2021 bids were publicly open for the new tandem axle trucks with dump body, hydraulics, and snow plows and salters. Four (4) bids were received. This purchase will be trading in two (2) older tandem axle trucks that have met requirements for replacement, adding no additional units to the fleet. The approved budget for this purchase is \$450,000.00.

The Streets Division utilizes these trucks year-round. When not being used for snow removal the trucks will haul debris to and from construction sites, collecting refuse from city streets, and help with the daily functions that the Streets Division is tasked with.

As required by Wyoming State Statute 15-1-113(b), a bid notice was published in a local newspaper once a week for a minimum of two (2) consecutive weeks. The bids were as follows:

<u>Bid Item</u>	<u>Vendor</u>	<u>Amount</u>	<u>Trade-In</u>	<u>Total</u>
(2) Tandem Axle Dump Truck W/Plow & Salter	CMI TECO Casper, WY	\$454,372.00	\$68,880.00	\$385,492.00
(2) Tandem Axle Dump Truck W/Plow & Salter	Tri State Truck Casper, WY	\$466,425.00	\$70,000.00	\$396,425.00

(2) Tandem Axle Dump Truck W/Plow & Salter	Floyds Truck CTR Casper, WY Kois Bros install of Body	\$491,594.00	\$65,000.00	\$426,594.00
(2) Tandem Axle Dump Truck W/Plow & Salter	Floyds Truck CTR Casper, WY Atec install of body	\$501,086.00	\$65,000.00	\$436,086.00

Staff was unable to locate a similar option off the Wyoming State bid for a “piggyback” type bid.

The recommended purchase of the Tandem Axle Dump Trucks from CMI TECO meets all of the required specifications for equipment in this application.

Financial Considerations

This purchase was approved in the FY22 adopted budget and is funded by One Cent funds.

Oversight/Project Responsibility

Dan Coryell, Fleet Manager, will make this purchase. Oversight will be transferred to Shad Rodgers, Streets Manager, after the equipment is received.

Attachments

Specifications

CITY OF CASPER
FLEET MAINTENANCE DIVISION
CITY OF CASPER
(307)235-8410

Notice is hereby given that the City of Casper, Wyoming will receive sealed bids at the Fleet Office, Casper Service Center, 1800 E. "K" Street, Casper, Wyoming, **until 3:00 p.m., September 23, 2021** for the following:

TWO (2) NEW 58,000LBS. TANDEM AXLE TRUCKS, WITH BODY HYDRAULICS, SNOW PLOWS, AND SALT SPREADERS

These Units will be used by the Streets Division of the Public Services Department; unit must have the minimum specifications of:

General

Specifications:

It is the intent of these specifications to specify the minimum requirement for the furnishing and delivery of **two (2) new 58,000lbs. Tandem Axle Trucks, with Body Hydraulics, Snow Plows, and Salt Spreaders**. These units shall be new and have less than fifty (150) hours and be less than twelve months old, with full factory warranty. Units shall be delivered complete and ready for service, as specified, and shall be equipped with all of the manufacturer's standard equipment, as advertised, whether or not specifically mentioned in these specifications, in addition to all other equipment and attachments specified herein.

<u>ITEM</u>	<u>MINIMUM SPECIFICATIONS</u>	<u>BIDDERS SPECIFICATIONS</u>
TRUCK CAB/CHASSIS		
1. GVW	58,000 pound minimum. CERTIFIED GVW. Severe duty application model only.	_____ _____ _____
2. Wheel Base	Shall be compatible with 15' dump body. 200-205" wheel base. Equipment supplied shall provide proper weight distribution when truck is loaded.	_____ _____ _____ _____ _____
3. Cab to Axle	Usable 132" – shall be compatible with a 15' dump body. It shall also provide proper weight	_____ _____ _____

distribution when truck is loaded.

4. Frame

Minimum 110,000 psi double channel rails, 3,200,000 RBM.

Parent frame rail extensions to extend a minimum of 18" in front of grille. (Bolt-on extensions will not be accepted).

5. Diesel Engine

Newest model year production diesel engine equipped with SCR technology. DEF tank located LH side in front or behind the fuel tank.

425 gross horsepower minimum. 1550 lb/ft. torque. 13 liter minimum. Engine brake only, exhaust brake not acceptable.

Air Cleaner - heavy-duty dry type

DPF filter located right hand side under cab with control auto in motion, stationary manual inhibit & auto stationary w/PTO engaged.

Davco, Model 382, fuel/water heater separator.

Oil Filter - spin on full flow oil filter and auxiliary gauge, dash mounted.

Warning System - high water temperature; low water, low air, low oil pressure buzzer in addition to gauges, and lights, automatic shutdown (Kysor or equal). 120v, 1500 watt block heater.

Cold weather starting aid Provision.

Engine equipped with rear engine PTO Adapter. Rear engine PTO setup to accept a pump in the rear of the cab above the frame rails. Should have extra cross-member to allow pump mounting if required.

Pump shall be mounted with driveline not more than a **three-degree angle** on the engine.

6. Cooling System

Coolant hoses - shall be Gates Blue Stripe rubber including heater hoses. Heavy-duty 1500 square inch minimum radiator shall be protected to minus 34 degree F with year round coolant. An integral transmission cooler shall be provided if needed.

7. Transmission

6-speed fully automatic Allison 4500RDS.

8. Axles

Front - 18,000 lbs. capacity (minimum), Meritor FL-941, or approved equal.

Front axle setback 48" minimum.

Notice to bidders: Truck will be operated with a front-mounted snow plow which weighs approximately 2,720 pounds.

Rear - 40,000 lbs. capacity (minimum). Double reduction rear end capacity with interaxle power divider lockout. Power divider lockout with indicator light, buzzer and manual valve in cab. 4.10 minimum gear ratio.

9. Springs

Front - 18,000 lbs ground capacity (minimum) springs.

Rear - 40,000 lbs ground capacity (minimum). Spring suspension equivalent to Mack Camelback or An approved equal.

10. Tires and Rims

Front – 315/80R22.5 20-ply Goodyear G296 on 22.5 x 12.25 10-Hub Pilot aluminum disc wheels.

Rear - 11R 22.5 16-ply Goodyear G622 on 22.5 X 8.25 10-Hub Pilot Aluminum disc wheels.

Spare tires and wheels (each unit).
One (1) front and one (1) rear.

Note: Tires and rims are to meet
the required GVW rating.

11. Brakes

Dual air brakes system, cam brakes
with dust shields automatic slack
adjusters, cast iron brake drums,
compressor and accessories as
required to meet all Federal Motor
Vehicle Safety Standards.

Shall have a low air pressure
buzzer and light in cab. Also a
Meritor Wabco heated air dryer
w/aluminum, or steel tank. Air
tanks shall be DOT approved with
petcock drain valves and will be
steel.

Heated air supply tank with
automatic drain valves.

Air compressor – shall be a
minimum 18.7 CFM.

12. Cab

Two man cab with outer grab
handles for ease of ingress and
egress on both driver and passenger
sides.

Air suspension steel cab.

Driver seat will be a high quality
Bostrom Air – 915 vinyl air
suspension seat or equal. High
back. Air Lumbar. Suspension
cover. Arm rests. Motion
dampening.

Passenger seat will be padded with
air foam and covered with heavy-
duty vinyl. Fixed base. High back.

Lift or tilt snow plow hood with
butterfly or inspection access/hatch
to check fluids.

Stationary grill.

Manufacturer/dealer installed
auxiliary LED plow lights.

Radiator protection screen.

Shall have steps into cab on both
left and right side.

Insulated floor mats.

Insulated cab, roof, panels, doors,
rear panel.

Safety glass in all windows.

Power door locks and windows.

RH visibility window in door or
equal.

Arm rests left and right on doors.

In cab power point.

Driver, passenger seat belts.

Dome light door operated, left and
right doors.

AM/FM/WB radio with cab
mounted antenna (NO MIRROR
MOUNT).

Front mud flaps.

Exterior cab sun visor, painted
same as cab.

13. Steering

Steering shall be heavy-duty power
steering with auxiliary gear (RCH
45 or equal).
Turning radius not to exceed 34
feet.

14. Fuel Tank

90 gallon minimum capacity DOT
approved with shut off valve. DEF
tank to be mounted in front of fuel
tank.

15. Electrical

12 volt negative ground.

160 amp alternator (minimum).

Three, 1000 each, C.C.A. batteries.
(Mount on right side of cab). Total
3,000 CCA.

Five amber marker lights on cab.

Dimmer switch on steering
column.

Type "A" self-canceling turn
signals with four-way emergency
flashers or equal.

Two signal-stat 640 W auxiliary
headlights w/ turn signals mounted
on manufacturer/dealer installed
plow light mounts.

Back-up Alarm to be mounted to
back of truck

Three sets of keys.

16. Mirrors

Dual west coast (7" x 16") RH &
LH heated mirrors with RH & LH
remote control. 6" to 8" convex
mirrors mounted to primary mirror
brackets. 4 way powered moto
mirrors.

17. Exhaust System

To be single vertical pipe with
muffler and proper protection to
prevent burns (exhaust shield).
Mounted on right-hand side of cab
with proper exhaust extension.
Shall provide room for Force
America hydraulics system.

18. Gauges In Cab

Oil pressure in dash.

Amp meter or volt meter in dash.

Air restriction indicator in dash.

Water temperature in dash.

Transmission temperature in dash.

Hour meter in dash. _____
Air pressure (dual) in dash. _____
Tachometer (electric) in dash. _____
Electric speedometer/odometer in dash. _____
Fuel in dash. _____

19. Truck Body Color Painted Clear Coat White _____

20. Accessory Equipment The following equipment, whether or not considered standard, shall be furnished and installed with each unit. _____

Heavy-duty (4-speed minimum) fresh air heater with floor vents and defroster vents that direct air across entire windshield. _____

Air conditioning (in cab). Factory installed. _____

Minimum 2- speed dual automatic electric windshield wipers, with intermittent control and windshield washer. _____

Dual sun visors. _____

Chrome air horn, approved lighting, reflectors, and all other standard equipment as advertised or as required to operate on Wyoming highways. _____

Pollution control and safety equipment as required to meet current Federal and State OSHA regulations. _____

ALL gauges or instruments will be mounted in the dash. _____

Engine air intake open/close _____

delivered completed including checklists and the truck is placed into service.

BODY SPECIFICATIONS

15' stainless steel dump body, Model Henderson Mark E, or approved equal.

Front height and cab protector must be sufficient to provide adequate protection to cab and 6" above cab in lowered position.

1. Body

8" I Beam Longsills with skip weld.

86" inside width (minimum).

AR400 3/16" floor.

201 SS 10 GA Sides/Headsheet.

Front height: 10' 10" to highest point including exhaust and strobe guard, to clear McKinley Underpass at Burlington, will be adjusted by winning bid of truck manufacturer.

44" side height.

One weld one horizontal side bracing 201 SS.

5" front to floor and side to floor radius.

Side fenders will be provided or a lower additional horizontal brace will be installed at the floor radius to serve as a side fender.

Body overhang will be from hinge centerline to end of floor to within 15" to 16" range.

Body hinge centerline location 1"

to 2” behind the rear tire mark.

No less than three sides of body hinge will be welded at each frame rail.

Truck frame will end 1” to 2” behind a line perpendicular to ground at back of rear tires.

3. Body Hoist

25.73 NTEA ton lift capacity, head lift double action (power up/power down) type Double nitrate cylinder. Hoist to be of same manufacture as dump body, with raise cushion valve. Greasable bearings at pivot points. Hinge pin grease zerks.

4. Tailgate

7 GA 201 SS Tailgate with High lift tailgate option. Tailgate with T-bolt power latches. Two horizontal ribs.

Lifting eye and spreading chains.

5. Lighting

Two-LED (tail/ directional/stop) lights per side recessed and mounted in dump box.

One LED backup light per side recessed and mounted in dump box.

DOT markers.

All wiring shall be contained in conduit or body frame to prevent snow and ice damage.

All wiring splices shall be soldered, shrink wrapped and

weatherproofed.

6. Ladder

Rigid side ladder mounted to box at driver's side within stepping reach of fuel tank step.

7. Strobe Light

Whelen, R2LPPCA, strobe light mounted with brush guard centered on the dump body cab guard.

9. Vibrator

Factory installed box vibrator with in cab control and circuit breaker.

10. Mud Flaps

Behind rear tire, hinged and removable.

11. Side Spill Shield

Factory installed 6" plastic/rubber.

12. Dump Body and Mechanism Color

Rust inhibited paint for underbody and unpainted dump body.

13. Shovel holder

Shovel holder will be mounted in location similar to unit #070986.

HYDRAULIC SYSTEM SPECIFICATIONS

These are MINIMUM SPECIFICATIONS for a central hydraulic system designed for heavy-duty ice and snow control removal equipment. The system shall conform to all of the specifications set forth.

Bidder will be responsible for all costs associated with the installation and testing of all equipment. A HYDRAULIC CHECKLIST will be used to inspect and test all equipment, functions and installation upon delivery to the City of Casper. The exact mounting location of all hydraulic system components will be determined by a representative of the user agency, when the chassis is delivered for installation of components.

1. Hydraulic Pump: (FASD45L)

The hydraulic pump shall be a U.S. manufactured axial piston pressure

and flow compensated load-sensing type. The pump shall be cast iron construction and rated to 6.00 cubic inches per revolution at maximum stroke which will deliver 24.7 gpm @ 1000 engine rpm. The pump shall have a 2" inch suction line and 3/4" case drain line plumbed directly back to the reservoir. The pump shall be rated for 3000 PSI maximum and 2500 PSI continuous. The pump shall have a severe duty, high pressure outboard Teflon shaft seal that protects the pump shaft bearing and seal from external contamination and salt spray. The pump shall have a 1 1/4" keyed drive shaft and SAE type C mounting flange. The pump shall be Force America FASD45 or prior approved equal. A single normally open, two position, two way, poppet style solenoid valve capable of stopping oil flow to the hydraulic system when actuated, shall be installed at the discharge port of the pump. The valve assembly must also incorporate a high pressure relief valve to protect the system from over pressurizing during system shut down. This solenoid valve shall be wired to a float type level sensor that is mounted through the top of the reservoir. The system shall be designed so that when the float contacts close, the solenoid valve stops the flow of oil to the system. At the same time, a signal will be sent to an indicator light on the control panel that alerts the operator of system shutdown. The control panel will also incorporate a momentary override switch wired to de-energize the shutdown system to facilitate diagnostics and equipment storage.

2. Mounting:

The hydraulic pump shall be rear engine/transmission mounted PTO

setup to accept a pump in the rear of the cab above the frame rails. Should have extra cross-member to allow pump mounting if required. Pump shall be mounted with driveline not more than a **three-degree angle** on the engine.

3. Reservoir/Filter/Valve Enclosure:

The hydraulic reservoir shall be of 35 gallons nominal capacity, constructed of 10-gauge steel, and be internally baffled. The mounting bracket is to be designed and supplied by the reservoir supplier. The mounting bracket shall allow for a 1" clearance from frame obstructions. To prevent any truck torsional loads from transmitting through the reservoir, the reservoir shall be mounted by three points to the tank mounting bracket. The enclosure shall use gasket-less passive technology. Rubber seals, gaskets, or weather stripping of any kind are not acceptable. The enclosure cover shall be removable within seconds by one person without the use of any tools and shall protect from both road and pressure washer spray. The hydraulic oil filter shall be mounted in the reservoir. Hydraulic filter shall be a 16-micron absolute and rated for no less than 60 GPM. Filter shall be an Internormen, Model TEF31016VG16SP-UG60E115. The filter will come with both a visual and an electrical bypass indicator. There shall be a high-pressure filter plumbed between the hydraulic pump and the control valve assembly. The hydraulic filter shall be a 25-micron absolute and rated for 6000 psi. The filter shall be an Internormen, Model HP17125VG30EPUG5S2AE7050 P, or prior approved equal and be equipped with visual and electrical bypass indicators. All valve fittings, hoses, filter, filler breather,

oil level/temp sensor units, electrical connections, and valve assembly must be protected by the enclosure cover. Bulkhead fitting connections through the top of the enclosure as well as any other exposed valve fittings are not acceptable. The control valve assembly must be easily accessible from all six sides without the use of any tools. The valve plate shall be mounted to two hinged, swing down arms to allow for easy service of hoses. A 2" full flow brass ball valve shall be installed at the suction port of the tank. The reservoir and valve enclosure shall be a Force America, VT35, or approved equal. Hose exit and entrance must allow for components to be mounted adjacent to the enclosure

All auxiliary functions shall be controlled from the main cab console, panel type, operated metering controls (joy stick) for the following functions:

- Dump body raise/ lower.
- Front plow raise, lower.
- Left, right, sander on off and blast.

4. Hydraulic Valves

The hydraulic valve shall be of modular manifold design. Each hydraulic function requires an individual manifold stacked together to form the manifold base. The manifold base shall consist of an inlet section with SAE #16 inlet porting, SAE #20 outlet porting, and SAE #4 load sense porting. There shall be a main system relief in the inlet section to protect the system from high pressure in case the pump compensators fail. The dump body manifold shall be stacked next to the inlet section, and capable of 40 GPM with SAE #12 porting. The hydraulic control valves shall be pulse-width

modulated, proportionally controlled. Each hydraulic valve segment shall be individually mounted to the manifold base assembly and be serviceable without removing any hydraulic hoses or any other hydraulic valve segments. Each hydraulic valve segment shall have individual pressure compensation to achieve independent simultaneous operations. All segments shall have heavy-duty continuous duty coils and connections shall be with Din connectors. All coils shall operate at 12 VDC and require a maximum of 1400 mille-amps. Each segment shall be equipped with manual overrides. The dump body segment shall be rated to 40 GPM, with all other segments rated to 20 GPM. If a double acting hoist is utilized, the dump body segment shall be equipped with a down side relief to protect the body down function. This relief shall be set to the hoist manufacturer's specifications. Valve segments shall be Add-A-Fold® model. The valve is to be arranged as follows:

- Hoist, 4-way with down side work port relief valve.
- Plow lift, 3-way with integrated power float valve.
- The hydraulic system's plow raise and lower circuit shall be supplied with a power float valve. This valve must be used with a load sense piston pump to prevent overheating. The hydraulic directional control valve for the plow raise and lower circuit must have closed cylinder ports in the neutral position in order to hold the plow up. The power float valve must be automatically turned off when the plow is raised. The same valve shall work for both single acting and double acting plow lift cylinders. The valve is to be

activated by two solenoids.

- The float control valve must not alter the operation of any other hydraulic function on the vehicle or have an adverse effect on the performance of other hydraulically operated equipment including, if applicable, wing plow, body hoist, plow angle, or spreader functions.
- The power float valve manifold shall be constructed of aluminum and the valving shall be cartridge style. The manifold must be integrated into the main valve assembly and be protected by the main valve enclosure. The only required plumbing shall be from the manifold section for the plow raise and lower circuit. The manifold section must include a pressure gage for checking the float lift pressure.
- Plow angle, 4-way.

Spin-A-Veyer section, consisting of two pressure compensated cartridges that are a single piece design with hardened cartridge bores and spools. These shall be operated independently via a 12 VDC pulse width modulated signal. Each valve shall have heavy duty 7/16-20 UNF screw style manual overrides that are adjustable from no flow to full flow. These valves shall be mounted in a housing that is made of aluminum with gray anodizing for corrosion resistance and durability. The auger/conveyor shall be a 14 GPM spool and the spinner shall be a 7 GPM spool. The electrical connections shall be Din connectors.

Mixing of the valves make and model will not be acceptable.

5. Pump Driveline

The hydraulic pump shall be driven directly off of the engine via a splined driveline to allow for movement. The driveline shall

include grease fittings on both u-joints. Driveline shall be a Spicer, Model 1310 series. Drive shall be mounted at no more than a **three-degree angle**.

6. Cab Control Center

FORCE AMERICA SPREADER CONTROL CONSOLE: (SSC 6100)

Controls for all valve functions and electronic spreader control will be integrated into a single, self-contained control center. The control center shall be a padded armrest style that is ergonomically designed. Control center shall be modular in design for ease of installation and service, and wiring and connectors shall be keyed and color-coded throughout. All components must be durable for long life and trouble free operation.

The electronic controller shall be a fully proportional multi-stick controller to operate all cylinder functions. Multi-stick PWM driver electronics shall include as standard the capability to control at least 9 proportional outputs simultaneously. The control is available in a 3-stick or 4-stick configuration. Controls for spreader must be located on armrest at the operator's fingertips.

There shall also be four auxiliary rocker switches available with an additional fifth switch being the main power switch for the spreader control. The switches shall be located between the joysticks and spreader control interface and each shall be rated for 15 amps continuous current minimum.

Console options shall be capable of supplying full-rated power to switch outputs when all four auxiliary switches are at full 15 amp load.

For ease of operation the multi-stick control shall include the following features: LED-backlit nomenclature for all joystick functions and a momentary push-button at the top of the hoist stick to provide hoist-interlock. The hoist decal shall be illuminated amber while disabled, and change to green backlighting when the driver engages the hoist interlock button. The green hoist LEDs shall remain illuminated while the hoist is under operation and shall time-out after a period of hoist inactivity that is selectable from 0 to 15 seconds.

The plow, wing, scraper, or other joysticks shall have the option to include a momentary pushbutton for activation of remote spreader standby, remote spreader blast, or electric joystick interlock. The multi-stick communication hardware/software shall include four integral float options. The use of add-on float modules is unacceptable. For flexibility of use the integral float programming shall have the following standard features:

- 4-axis functional float on any or all of the outputs with selectable forward/back, right/left functionality.
- 3-way or 4-way functionality.
- Selectable three second float delay timer.
- Optional float enable switch inputs.
- When float output for a given joystick function is active, the LED-backlit nomenclature shall blink ON/OFF to provide visual feedback to the operator that the float function is engaged.

To ensure longevity of

performance all lighting to be solid-state LED technology. The use of incandescent lamps or EL backlighting is unacceptable.

All function joysticks shall be of contact-less Hall-effect design and offer up to a 5-million cycle life. The use of potentiometers is unacceptable. To increase safety of operation, joystick communication hardware/software shall include the following standard features:

- Input power monitor circuitry with power quality diagnostics.
- Redundant dual-reference joystick signals for each joystick axis.
- Joystick input off-center checking on all axes and output shutdown on system power-up.
- Joystick out-of-range fault condition checking and output shutdown.
- True outputs off with joystick centered.
- LED-backlit nomenclature shall illuminate and flash RED when any error condition exists and an audible alarm shall sound.
- LED-backlit nomenclature shall blink ON/OFF with increasing frequency as the corresponding function is increased in speed to give the operator visual feedback of each joystick output.

Multi-stick control shall communicate all joystick data over the spreader control CAN bus. For ease of service and diagnostics the multi-stick control shall have the following easily accessible through the spreader control calibration menus:

- Unique MIN/MAX adjustments for each joystick function (forward, back, left and right).

- On-screen output status indicators for each PWM output.
- Audible and visible output error status indicators with flashing error codes for each joystick function.

The multi-stick control joystick outputs shall be communicated over the spreader control CAN bus to the valve module. Spreader control outputs and joystick control outputs shall be operated on the same valve module, or multiple modules as necessary.

The electronic spreader control shall be designed for precise, closed-loop control of granular and prewet liquid applications and operate on a CAN Bus protocol. The Central Processing Unit (CPU) shall have keyed and color coded connections to prevent incorrect installation. The CPU shall be mounted in the cab with visual access to diagnostic LEDs.

Mounting of the CPU unit outside of the cab is unacceptable. The unit shall have USB connectivity for file and data transfer, Ethernet connection, a J1939 communication port for connection to the vehicle bus, a second CAN bus communication port for spreader-only data use, a J1708 connection for a road and air temperature sensor, and a RS-232 connection for AVL communication. The CPU shall have on-board diagnostics, which provide real-time status of CAN bus communication, processor activity, and power status. The CPU shall have a built-in audible alarm for diagnostic purposes. The CPU operating system shall NOT be Windows-based.

The spreader control interface shall have two, color-coded, continuous

rotation encoders for granular and spinner control. These encoders shall have integrated push buttons for blast mode and stand-by. The controller shall have a third multifunction 4-way joystick that has an integrated rotary encoder and push button, that can be used for menu navigation, prewet liquid control, or an additional conveyor function. There shall be four, two-way soft keys included in the interface that are generically-labeled and user-configurable for different functions depending on the equipment needs. The controller shall also utilize iButton technology that is capable of using a supervisor key to provide access to the calibration parameters without the access code. The entire operator interface shall be backlit and encased in flexible silicone material with wear-limiting coating applied to the base silicone material. The operator interface shall communicate on the spreader control system CAN bus.

The spreader control display shall be a remotely-mounted, 7" diagonal color TFT LCD, with a low-profile 16:9 widescreen format and minimum of 800x480 pixel resolution. LCD shall have variable LED backlighting. CCFL backlighting is unacceptable. The display shall include a scratch-resistant polycarbonate lens with anti-glare coating. A power status LED shall be immediately visible on the front of the display and shall report display diagnostics including loss of CAN communication. Display unit shall have a built-in audible alarm. To avoid driver distraction, the display shall have no integrated dials or pushbuttons and shall not be touch screen. LCD shall communicate on the spreader control system CAN bus.

The operator menus shall be color-coded to match the encoder knobs on the operator interface. The display shall be capable of displaying the following on-screen simultaneously: Granular material name, granular material set point and actual application rate including units of measure, prewet liquid name, prewet liquid set point and actual application rate including units of measure, spread width, road temperature, air temperature, material usage total, liquid usage total, vehicle speed, and current date and time. The operator shall have the option of selecting five data items to be displayed onscreen during operation. The display will also provide four warning light indicators for low oil level, body up, oil temp, and filter bypass. These warning lights are to be functional regardless of spreader operation or status.

The display must provide visual indication that the spreader control is connected to a compatible AVL device, if equipped. The spreader control shall warn operator if communication with the AVL device fails at power-up.

A proportional PWM driver and input module (valve module) shall be remotely-mounted inside the hydraulic valve enclosure for control of both spreader control and joystick control outputs. The entire valve module shall be of rugged design for the mobile environment, and must meet IP68 requirements for dust and water ingress. The valve module shall include a minimum of eight proportional PWM outputs with potted valve output connections. All outputs shall be protected

against short-circuits. Outputs shall be current-compensated and have adjustable PWM frequency. There shall be a minimum of five switch-to-ground type inputs for monitoring hydraulic system inputs such as oil level, body up, high and low filter bypass, and oil temperature warnings. A minimum of two switch-to-ground type pulse train inputs shall be included in the valve module for connection of feedback sensors such as auger feedback and pre-wet liquid flowmeter feedback. A keyed and color-coded connection shall be provided for CAN bus connection to the CPU module inside the cab. A second CAN bus connection must be provided for daisy-chaining of multiple valve modules within the valve enclosure. Diagnostic LEDs shall be included for every input and output on the valve module, as well as a power status LED and CAN bus activity LEDs. The valve module shall be potted. The valve module shall include a stainless steel legend plate with engraved text for easy cleaning and identification of valve module connections.

The integrated spreader control and joystick control system shall be equipped with a qualified ESTOP device that immediately disconnects battery power from all outputs. All spreader control and joystick-operated outputs shall immediately cease to function and the system display shall inform the operator that the ESTOP device has been activated. The ESTOP device must remove power from all output devices, while maintaining power to the display and CPU for diagnostic purposes. Resetting of the ESTOP device shall not result in spreader control and joystick-

operated outputs returning to an ON state without operator acknowledgement.

The control center shall be a FORCE America Patrol Commander MPJC Ultra series with a 6100 model spreader control.

All toggles/rocker switches to have indicator lights and labels indicating function and action.

All accessory toggle/rocker switches will be mounted on the Force America console.

The control center will be powder coated inside and out.

The console will be attached securely to the floor of the cab with an adequate base and braces to compensate for any floor flexing.

7. Hoses & Fittings & Connectors

All hydraulic lines and plumbing shall be of sufficient capacity so as not to create heat or turbulence within hydraulic system. Suction line between reservoir and pump shall be a minimum of 2 in. I.D. with a minimum SAE 100-R4 rating and shall be secured on both ends via heavy duty banding straps, radiator hose clamps unacceptable. All pressure hoses, including signal sense to pump shall have swivel fittings on both ends and have a minimum SAE 100-R2 rating. Return lines and case drain shall have minimum SAE 100-R1 rating.

Hydraulic lines shall be routed to minimize interference with equipment and chassis components requiring periodic servicing. Support brackets, grommets, and tie wraps shall be provided where appropriate to protect lines from damage by abrasion, cutting or impact.

Hoses shall not be routed near

exhaust manifolds pipes, bolts, sharp edges, and exhaust system to prevent wear, fatigue, or fire. Pipe fittings shall not be used in any high-pressure line. Maximum distance between support clamps on all hydraulic lines shall be 24inches.

The hoist pressure hose will be exceed hydraulic and hoist manufacturer's specifications. The pressure hose between the sander section and the sander flow control valve will be 3/4". The pressure hoses for sander conveyor/auger and spinner motors will be #12 and include #12 quick disconnects, of the Aeroquip #55601-12-12S, 5601-16-16S, and 5602-12-12S or equal with double shutoff, shall also have plugs and caps attached to body. Sander motors will utilize a common 3/4" return hose and two #12 quick disconnects. Hoses run to the front of the chassis for snow plow lift and angle function will be #8 with #12 quick disconnects, of the Aeroquip (2) #5601-12-12S and (1) #5602-12-12S or equal and shall have storage plugs and caps attached to body. The exact mounting location of the quick disconnects will be determined by the user agency or their representative when the chassis is delivered for installation of components. All hydraulic hoses to be flushed inside with solvent prior to installation. Vendor (installer) will be held responsible for any malfunctions in the hydraulic system due to pressure drops or back pressures. The manufacturer's pressure rating for fittings/ hoses must be exceeded by 50% their intended use in the hydraulic system. The fittings for the pump inlet and outlet ports must be flanged, 90 degree, bent stem. The fittings for the valve

assembly work ports must be straight O-ring thread, bent stem 90 degree. All pressure lines throughout the hydraulic system will utilize JIC fittings. Air lines installed to operate hydraulic valves, hoist cylinder, plow and salter valves are to be a minimum 1/4 " OD polyethylene. The airlines must be DOT approved for brake systems. Each airline must be permanently labeled with individual numbers, for function identification. All airline fittings will be brass push-in type. An 85 pound air protection valve must be installed at the chassis air reservoir where the feedline for air controls will be connected. Hydraulic and airline must be installed in a secure and orderly manner with adequate support throughout the system. All hoses must be installed to conform to industry standards relating to bending radius. No hoses will be attached to or bundled with, electrical cables or wires. The use of common support bolts to attach clamps is acceptable as long as the electrical and hydraulic hose clamps are 180 degrees from each other.

Hydraulic lines for connection of material spreader spinner, and conveyor, shall be mounted behind left rear of the truck's cab. (See City of Casper unit # 070992).

Shall also provide and install one WOODHEAD, # 27W81 connector with weatherproof cap that will allow for the mating of current City-owned material spreader auger sensors and material spreader lighting/wiring to truck and the Command All. This connector will need to be positioned at or near the left rear of the truck's cab as well.

To include hoses, connectors and cable for operation of sander/salter. All lines connected, conveyor sensor and electrical.

Ground speed for sander shall be orientated to maintain a pre-determined application rate regardless of vehicle speed, control shall be by microprocessor for high control accuracy, automatic calibration and flexibility of programming.

8. Plow and Hitch

Wausau 5.4 multi-section snow plow. Wausau/Schmidt Din Plate Quick Hitch for Wausau/Schmidt 5.4 snow plow. Install to manufacturer's specifications. Clearance from Front of Hood to Front of Din shall be 16" **NO EXCEPTIONS** (Height off ground, etc.). See City of Casper #070986 for hose mounting location.

9. Salt Spreader

HENDERSON FSH - I
(FORMED CHAIN SHIELD)
Spreader to have LED flashing light kit installed
409 STAINLESS STEEL construction
84" WIDE STANDARD BODY
13' HOPPER LENGTH
48" HOPPER HEIGHT
PINTLE CHAIN, .25" X 1.5"
1.25" STANDARD IDLER
1.5" DRIVE w/ 50:1 GEARCASE
CONVEYOR MOTOR w/
SENSOR EATON
DUMP OVER STYLE SPINNER CHUTE
STAINLESS STEEL
HARDWARE
NON-PAINTED
INSIDE LIFT BARS
HOSES, REAR & SIDE TUBES
Side tubes stainless ILO Std & on Driver side
BODY GUIDES

city.

If the temporary permit expires before the vehicle is complete and operable, the dealer shall provide another temporary permit or legal temporary plates until the vehicle is permanently licensed.

NOTE: These forms may be duplicated.

Piggy back option to be included to purchase more units at the bid price for up to 120 days after the delivery of the final unit from the first order.

Exceptions to any of the provisions of these specifications may be waived provided they are clearly stated in the quote, and if in the opinion of the City of Casper, the quote complied with the intent of the specification.

Should funding be inadequate to cover the items quoted, all quotes may be rejected or quantities adjusted to fit budget amount.

All contacts should be made through Dan Coryell Fleet Manager, Casper Service Center, Casper, Wyoming, 82601. Phone 307-235-8410

PROPOSAL FOR FURNISHING
One (1) 58,000 LB. GVW RATED
TANDEM-AXLE TRUCK WITH BODY,
HYDRAULICS, SNOW PLOW, AND SALT SPREADER
FOR THE
STREETS DIVISION OF THE PUBLIC SERVICES DEPARTMENT

Proposal of (Name) _____
(Address) _____

to furnish equipment as specified to the City of Casper, Wyoming, in accordance with specifications dated August 25, 2021

BID ITEM: _____
Description: _____

Make and Model: _____
Federal Certified GVW: _____

I. Price bid for two (2) new Tandem Axle Trucks as fully specified \$ _____

II. Trade in allowance for unit # 070979, a 2009 Sterling LT9500 \$ _____
VIN# 2FZHACV69AAM7942

III. Trade in allowance for unit # 070980, a 2009 Sterling LT9500 \$ _____
VIN# 2FZHACV89AAM7943

IV. NET COST TO THE CITY: (Total Price) \$ _____

V. Delivery: F.O.B. manufacturer of the City of Casper's choice within ____ calendar days after award of contract by City Council.

VI. Trade in unit will be considered optional if, in the opinion of the City of Casper authorized staff, it is found to be in the best interest of the City of Casper to do so.

In addition to this proposal, the undersigned herewith submits complete information, including specifications and descriptive literature to fully describe and illustrate the equipment and accessories offered. Incomplete bid specification will be considered non-compliant and rejected.

Bidder proposes to deliver equipment in accordance with the schedule above and agrees that liquidated damages will be charged to him in accordance with specifications if delivery is not made in accordance with said schedule.

A bid bond, certified check, or cashier's check made payable to the City of Casper, Wyoming, in an amount of five percent (5%) of the total amount of this bid is enclosed. The undersigned certifies that he understands the specifications relating to said bid security and agrees to the conditions set forth in said specifications.

Discounts will be allowed for prompt payment as follows:

10 Day _____%; 20 Days _____%; 30 Days _____%.

Submitted By: _____ Title: _____ Date: _____

Signature: _____ Phone: _____

CITY OF CASPER, WYOMING
SPECIFICATIONS FOR
Two (2) 58,000 LB. GVW RATED
TANDEM-AXLE TRUCKS WITH BODY,
HYDRAULICS, SNOW PLOW, AND SALT SPREADER
FOR THE
STREETS DIVISION OF THE PUBLIC SERVICES DEPARTMENT
(Approved by the City Attorney)

I. GENERAL:

The following specifications, including exhibits, attached hereto, shall constitute the minimum acceptable specifications for the goods and/or services for which bids are requested. Bidders shall include all items standard to article bid, whether or not specifically mentioned in these specifications.

All goods shall be new and the latest current production models meeting the terms of the specifications.

No bids may be withdrawn within thirty (30) days after the scheduled closing time for receipt of bids without the consent of the City of Casper, Wyoming.

II. BID GUARANTY:

The City of Casper is required by Wyoming Statutes, 15-1-113, to receive a certified check, cashier's check, bank draft upon a reputable bank, or a bid bond in the amount of five percent (5%) of the total bid. If the bid is for more than one hundred and fifty thousand dollars (\$150,000), only a bid bond with sufficient surety in the amount of five percent (5%) of the total bid amount will be accepted to consider any bid. Bid with deposit shall be filed with the FINANCE OFFICE, City Hall, 200 N. David, Casper, WY 82601, securely sealed, and endorsed upon the outside of the wrapper, with a brief statement as to the nature for which the bid is provided. Upon bid award, such surety shall be returned to the unsuccessful bidder(s). In the case of the successful bidder, five percent (5%) surety will be retained by the City until a proper bond or other proper bid guarantee to secure performance has been filed and approved if required by the specifications of the bid.

III. SCHEDULE FOR DELIVERY AND LIQUIDATED DAMAGES:

Unless a schedule has been specified in the bidding documents, each bidder shall specify, in its proposal, the time required for delivery of his goods to the place designated.

The provisions of Section II BID GUARANTY, shall apply to all bids, contracts and delivery times as specified. Failure to enter into a contract for said bid with the city within 30 days of the award or failure to proceed and/or deliver upon said bid or contract will result in forfeiture of bid guarantee.

IV. PLACE OF DELIVERY:

The successful bidder shall deliver the goods to the City of Casper, Casper Service Center, 1800 East "K" Street, Casper, Wyoming, unless otherwise specified.

V. CONDITIONS OF DELIVERY; RIGHT OF INSPECTION:

Goods, when delivered, shall be accompanied by a Statement Dealer's Certificate of Servicing and Inspection signed by the bidder certifying that the goods have been inspected and complies in all respects to the contract. Bidder shall attach to said statement a certificate by the manufacturer of the goods certifying that said goods have been inspected and serviced in the event the goods are not manufactured by the bidder. The City may, in its discretion, waive this requirement.

The City further reserves the right to make an inspection of the goods within a reasonable time after delivery to ensure compliance with the contract. Failure by City to make such inspection or upon inspection, failure to discover defects which cannot reasonably be discovered upon inspection, shall not constitute a waiver or be a limitation upon any remedy which the City may have at law or in equity.

VI. WARRANTY:

Each bidder shall enclose, with their bid, a copy of the warranty which applies to the goods proposed to be furnished. The warranty supplied will be considered by the City in determining the responsibility of the bidders.

VII. SERVICE FACILITIES:

It is essential that repair parts and service be adequate and readily available so that the goods can be maintained in good operating condition without protracted time loss for repairs.

The BIDDER SHALL CLEARLY STATE in his proposal the extent to which he carries a complete inventory of repair parts and service facilities. The City reserves the right to evaluate past performance of each bidder in analyzing the bid received and to consider such evaluation, in addition to other factors, in awarding the contracts for equipment.

VIII. DETAILED SPECIFICATIONS:

Goods bid shall conform to the detailed specifications outlined for the various bid items, attached hereto. No deviations from the terms of the specifications will be allowed, and such deviations shall be grounds for rejection of any bid, provided, however, that the City may allow any deviation if it finds, in its sole discretion, that the deviation is not a material deviation.

If bidder submits a bid using differing materials from those specified, he shall submit complete specifications for those items, including proposed manufacturer and catalog numbers with appropriate literature. The City may consider such specifications if it finds, in its sole discretion, that said specifications meet the intent of its specifications set forth herein and do not differ materially from its specifications.

IX. STATEMENT OF COMPLIANCE:

Should any requirement in these specifications not be included in manufacture's specifications sheets, bidder shall include with his bid, a statement of compliance. Failure to do so may be held as grounds for disqualification of bid.

X. CONSIDERATION OF BIDS:

The City of Casper, Wyoming, reserves the right to evaluate all bids received on the basis of the conformance with these specifications, the availability of repair parts, and the adequacy of service facilities, the delivery schedules, and other criteria as well as (net) cost, and to consider such evaluation in awarding contracts for the furnishing of the bid items specified. The City will award the contract to the lowest responsible bidder.

XI. PAYMENT

The City shall make a lump sum payment upon delivery and acceptance of all goods bid. A complete City of Casper voucher shall be processed for payment after an invoice is received from the vendor. Payment will be made within forty-five (45) days pursuant to Wyoming State Statute 16-6-601.

Statute W.S. 16-6-602:

16-6-601. Definitions.

(a) As used in this article:

(i) "Agency" means any department, agency or other instrumentality of the state or of a political subdivision of the state;

W.S. 16-6-602. Payment of agency accounts; interest.

Except as provided by contract, any agency which purchases or procures goods and services from a nongovernmental entity shall pay the amount due within forty-five (45) days after receipt of a correct notice of amount due for the goods or services provided or shall pay interest from the forty-fifth day at the rate of one and one-half percent (1 1/2%) per month on the unpaid balance until the account is paid in full, unless a good faith dispute exists as to the agency's obligation to pay all or a portion of the account.

XII. SALES TAX EXEMPTION CERTIFICATE:

The City of Casper, Wyoming, is exempted for paying the sales tax specified by Wyoming Statutes, and from paying Federal Excise taxes. Upon request, an exemption certificate will be furnished to the successful bidder.

XIII. GOVERNING LAW:

In the event of any claim, suit, or demand which may result from a bid or bids submitted thereunder, or the award of any contract as a result of submission of a bid, the bidder or bidders agree that Wyoming law shall govern any such claim, suit, or demand the rights and duties of the parties thereunder.

XIV. ADDITIONAL INFORMATION:

If additional information is required, written instructions shall be issued. No oral instructions or interpretations will be considered binding unless confirmed in the form of addenda and shall be furnished to all bidders who shall submit a signed copy of all addenda with their bid. Please refer all questions to Dan Coryell Fleet Manager, 1800 East "K" Street, Casper, Wyoming, 82601, (307) 235-8410.

September 30, 2021

MEMO TO: J. Carter Napier, City Manager *JCN*

FROM: Tracey L. Belser, Support Services Director *TLB*
Dan Coryell, Fleet Manager

SUBJECT: Authorize the Purchase of One (1) New Compact (Mini) Excavator, in the Total Amount of \$44,407.00, for Use by the Parks Division of the Parks and Recreation Department.

Meeting Type & Date

Regular Council Meeting
October 19, 2021

Action type

Minute Action

Recommendation

That Council, by minute action, authorize the purchase of one (1) new compact (mini) excavator, from Bobcat of Casper, Casper, Wyoming, for use in the Parks Division of the Parks, Recreation, and Public Facilities Department, in the total amount of \$44,407.00.

Summary

On September 24, 2021, bids were publicly open for one (1) new compact (mini) excavator. Six (6) bids were received from six (6) Wyoming vendors. The compact excavator will be utilized by many different Parks locations including irrigation, forestry, park maintenance, athletics, Hogadon Ski Area, and the Highland Cemetery. The compact excavator can fit into tight spaces or through small openings to dig trenches, remove debris, extract tree stumps, and level surfaces with its front blade.

The approved budget for this purchase was \$75,000.00.

There is no trade for this purchase as it will be an addition to the Fleet.

As required by Wyoming State Statute 15-1-113(b), a bid notice was published in a local newspaper once a week for a minimum of two (2) consecutive weeks. The bids were as follows:

<u>Bid Item</u>	<u>Vendor</u>	<u>Bid Amount</u>	<u>Trade</u>	<u>Net Cost</u>
(1) Bobcat E35I	Bobcat of Casper Casper, WY	\$44,407.00	NA	\$44,407.00

<u>Bid Item</u>	<u>Vendor</u>	<u>Bid Amount</u>	<u>Trade</u>	<u>Net Cost</u>
(1) CASE CX37C	Titan Machinery Casper, Wy	\$51,728.00	NA	\$51,728.00
(1) Takeuchi TB240	United Rentals Casper, Wy	\$56,109.00	NA	\$56,109.00
(1) Takeuchi CX37C	Power Equipment Casper, Wy	\$57,920.00	NA	\$57,920.00
(1) CAT 303.5	WY Machinery Casper, Wy	\$58,312.00	NA	\$58,312.00
(1) Volvo ECR40D	Tri State Casper, Wy	\$58,400.00	NA	\$58,400.00

Staff was unable to locate a similar option off the Wyoming State bid for a “piggyback” type bid.

The recommended purchase of the new compact (mini) excavator from Bobcat of Casper, Casper, WY complies with the intent of all specifications.

Financial Considerations

This purchase was approved in the FY22 adopted budget and is funded by one cent capital.

Oversight/Project Responsibility

This purchase will be made by Dan Coryell, Fleet Manager, with oversight being transferred to Randy Norvelle, Parks Manager in the Parks, Recreation, and Public Facilities Department, after the equipment is received.

Attachments

Bid Specification

SYSTEM: and a secondary auxiliary hydraulic circuits for work tool operations. Unit must have a minimum flow of 16.9 gpm; and produce a minimum of 2,987 psi.

PERFORMANCE: Unit must have selectable pattern control changer. Unit shall have a minimum dig depth of 10 feet with a minimum reach at ground level of 17 feet. A minimum dump height of 10.5 feet. Unit must be equipped with selectable two speed travel. Unit must be equipped with largest counter weight package available from manufacturer.

OPTIONS: Unit to be equipped with hydraulic thumb. Unit must have 18" heavy duty excavation bucket. Unit must be equipped with cold weather block heater. Unit must be equipped with AM/FM Bluetooth radio.

WARRANTY: Minimum of a two year/2000 hour parts and labor warranty.

NOTE: This form may be duplicated.

Exceptions to any of the provisions of these specifications may be waived provided they are clearly stated in the bid, and if in the opinion of the City of Casper, the bid complied with the intent of the specification.

Should funding be inadequate to cover the items bid, all bids may be rejected or quantities adjusted to fit budget amount.

All contacts should be made through Dan Coryell, Casper Service Center, 1800 East "K" Street, Casper, Wyoming, 82601. Phone 307-235-8410.

**PROPOSAL FOR FURNISHING
ONE (1) MINI EXCAVATOR FOR THE
PARKS DIVISION OF THE
PARKS & RECREATION DEPARTMENT**

Proposal of (Name) _____
(Address) _____

to furnish equipment as specified to the City of Casper, Wyoming, in accordance with specifications dated August 26, 2021

BID ITEM: _____
Description: _____

Make and Model: _____
Federal Certified GVW: _____

I. Price bid for one (1) Mini Excavator as specified \$ _____

III. NET COST TO CITY (Total Price) \$ _____

IV. Delivery: F.O.B. City of Casper within ____ calendar days after award of contract by City Council.

In addition to this proposal, the undersigned herewith submits complete information, including specifications and descriptive literature to fully describe and illustrate the equipment and accessories offered. Incomplete bid specification will be considered non-compliant and rejected.

Bidder proposes to deliver equipment in accordance with the schedule above and agrees that liquidated damages will be charged to him in accordance with specifications if delivery is not made in accordance with said schedule.

A bid bond, certified check, or cashier's check made payable to the City of Casper, Wyoming, in an amount of five percent (5%) of the total amount of this bid is enclosed as per requirements of section II. The undersigned certifies that he understands the specifications relating to said bid security and agrees to the conditions set forth in said specifications.

Discounts will be allowed for prompt payment as follows:

10 Day _____%; 20 Days _____%; 30 Days _____%.

Submitted By: _____ Title: _____ Date: _____

Signature: _____ Phone: _____

**CITY OF CASPER, WYOMING
SPECIFICATIONS FOR
ONE (1) MINI EXCAVATOR
FOR THE PARKS DIVISION
(Approved by the City Attorney, 2014)
Dated the 26th day of August, 2021**

I. GENERAL:

The following specifications, including exhibits, attached hereto, shall constitute the minimum acceptable specifications for the goods and/or services for which bids are requested. Bidders shall include all items standard to article bid, whether or not specifically mentioned in these specifications.

All goods shall be new and the latest current production models meeting the terms of the specifications.

No bids may be withdrawn within thirty (30) days after the scheduled closing time for receipt of bids without the consent of the City of Casper, Wyoming.

II. BID GUARANTY:

The City of Casper is required by Wyoming Statutes, 15-1-113, to receive a certified check, cashier's check, bank draft upon a reputable bank, or a bid bond in the amount of five percent (5%) of the total bid shall be provided for each bid submitted. If the bid is for more than one hundred and fifty thousand dollars (\$150,000), only a bid bond with sufficient surety in the amount of five percent (5%) of the total bid amount will be accepted to consider any bid. Bid with deposit shall be filed with the FLEET MAINTENANCE DIVISION, Casper Service Center, 1800 E. "K" Street, Casper, WY 82601, securely sealed, and endorsed upon the outside of the wrapper, with a brief statement as to the nature for which the bid is provided. Upon bid award, such surety shall be returned to the unsuccessful bidder(s). In the case of the successful bidder, five percent (5%) surety will be retained by the City until a proper bond or other proper bid guarantee to secure performance has been filed and approved if required by the specifications of the bid.

III. SCHEDULE FOR DELIVERY AND LIQUIDATED DAMAGES:

Unless a schedule has been specified in the bidding documents, each bidder shall specify, in its proposal, the time required for delivery of his goods to the place designated.

The provisions of Section II BID GUARANTY, shall apply to all bids, contracts and delivery times as specified. Failure to enter into a contract for said bid with the city within 30 days of the award or failure to proceed and/or deliver upon said bid or contract will result in forfeiture of bid guarantee.

IV. PLACE OF DELIVERY:

The successful bidder shall deliver the goods to the City of Casper, Casper Service Center, 1800 East "K" Street, Casper, Wyoming, unless otherwise specified.

V. CONDITIONS OF DELIVERY; RIGHT OF INSPECTION:

Goods, when delivered, shall be accompanied by a Statement Dealer's Certificate of Servicing and Inspection signed by the bidder certifying that the goods have been inspected and complies in all respects to the contract. Bidder shall attach to said statement a certificate by the manufacturer of the goods certifying that said goods have been inspected and serviced in the event the goods are not manufactured by the bidder. The City may, in its discretion, waive this requirement.

The City further reserves the right to make an inspection of the goods within a reasonable time after delivery to ensure compliance with the contract. Failure by City to make such inspection or upon inspection, failure to discover defects which cannot reasonably be discovered upon inspection, shall not constitute a waiver or be a limitation upon any remedy which the City may have at law or in equity.

VI. WARRANTY:

Each bidder shall enclose, with their bid, a copy of the warranty which applies to the goods proposed to be furnished. The warranty supplied will be considered by the City in determining the responsibility of the bidders.

VII. SERVICE FACILITIES:

It is essential that repair parts and service be adequate and readily available so that the goods can be maintained in good operating condition without protracted time loss for repairs.

The BIDDER SHALL CLEARLY STATE in his proposal the extent to which he carries a complete inventory of repair parts and service facilities. The City reserves the right to evaluate past performance of each bidder in analyzing the bid received and to consider such evaluation, in addition to other factors, in awarding the contracts for equipment.

VIII. DETAILED SPECIFICATIONS:

Goods bid shall conform to the detailed specifications outlined for the various bid items, attached hereto. No deviations from the terms of the specifications will be allowed, and such deviations shall be grounds for rejection of any bid, provided, however, that the City may allow any deviation if it finds, in its sole discretion, that the deviation is not a material deviation.

If bidder submits a bid using differing materials from those specified, he shall submit complete specifications for those items, including proposed manufacturer and catalog numbers with

appropriate literature. The City may consider such specifications if it finds, in its sole discretion, that said specifications meet the intent of its specifications set forth herein and do not differ materially from its specifications.

IX. STATEMENT OF COMPLIANCE:

Should any requirement in these specifications not be included in manufacture's specifications sheets, bidder shall include with his bid, a statement of compliance. Failure to do so may be held as grounds for disqualification of bid.

X. CONSIDERATION OF BIDS:

The City of Casper, Wyoming, reserves the right to evaluate all bids received on the basis of the conformance with these specifications, the availability of repair parts, and the adequacy of service facilities, the delivery schedules, and other criteria as well as (net) cost, and to consider such evaluation in awarding contracts for the furnishing of the bid items specified. The City will award the contract to the lowest responsible bidder.

XI. PAYMENT

The City shall make a lump sum payment upon delivery and acceptance of all goods bid. A complete City of Casper voucher shall be processed for payment after an invoice is received from the vendor. Payment will be made within forty-five (45) days pursuant to Wyoming State Statute 16-6-601.

Statute W.S. 16-6-602:

16-6-601. Definitions.

(a) As used in this article:

(i) "Agency" means any department, agency or other instrumentality of the state or of a political subdivision of the state;

W.S. 16-6-602. Payment of agency accounts; interest.

Except as provided by contract, any agency which purchases or procures goods and services from a nongovernmental entity shall pay the amount due within forty-five (45) days after receipt of a correct notice of amount due for the goods or services provided or shall pay interest from the forty-fifth day at the rate of one and one-half percent (1 1/2%) per month on the unpaid balance until the account is paid in full, unless a good faith dispute exists as to the agency's obligation to pay all or a portion of the account.

XII. SALES TAX EXEMPTION CERTIFICATE:

The City of Casper, Wyoming, is exempted for paying the sales tax specified by Wyoming Statutes, and from paying Federal Excise taxes. Upon request, an exemption certificate will be furnished to

the successful bidder.

XIII. GOVERNING LAW:

In the event of any claim, suit, or demand which may result from a bid or bids submitted thereunder, or the award of any contract as a result of submission of a bid, the bidder or bidders agree that Wyoming law shall govern any such claim, suit, or demand the rights and duties of the parties thereunder.

XIV. ADDITIONAL INFORMATION:

If additional information is required, written instructions shall be issued. No oral instructions or interpretations will be considered binding unless confirmed in the form of addenda and shall be furnished to all bidders who shall submit a signed copy of all addenda with their bid. Please refer all questions to Dan Coryell, 1800 East "K" Street, Casper, Wyoming, 82601, (307) 235-8410.

September 29, 2021

MEMO TO: J. Carter Napier, City Manager *JCN*

FROM: Tracey L. Belser, Support Services Director *TLB*
Dan Coryell, Fleet Manager

SUBJECT: Authorize the Purchase of Three (3) New Pickup Trucks, in the Total Amount of \$111,250.00, Before Trades, for Use by the Parks Division and Weed and Pest Division of the Parks, Recreation, and Public Facilities Department, as well as the Streets Division of the Public Services Department.

Meeting Type & Date

Regular Council Meeting

October 19, 2021

Action type

Minute Action

Recommendation

That Council, by minute action, authorize the purchase of three (3) new pickup trucks, from Greiner Motors, Casper, Wyoming, for use in the Parks Division and Weed and Pest Division of the Parks, Recreation, and Public Facilities Department, as well as the Streets Division of the Public Services Department, in the total amount of \$111,250.00, before trades.

Summary

On September 16, 2021, bids were publicly open for one (1) new one-ton pickup, regular cab with utility bed. Two (2) bids were received. The approved budget for this purchase is \$47,000.00.

<u>Bid Item</u>	<u>Vendor</u>	<u>Bid Amount</u>	<u>Trade</u>	<u>Net Cost</u>
(1) One-Ton utility 2022 F350	Greiner Motors Casper, WY W/Able Install of Redding Utility Body	\$40,971.00	\$1,000.00	\$39,971.00
(1) One-Ton utility 2022 F350	Greiner Motors Casper, WY W/ATEC Install of Knapheide Utility Body	\$44,179.00	\$1,000.00	\$43,179.00

Recommendation from staff is to move forward with the purchase of the One-Ton with Atec completing the install of the Knapheide utility body. The Knapheide utility body meets all specifications requested in the bid, as the Redding utility body from Abel did not. This truck with the Knapheide utility bed will be utilized by the irrigation section of the Parks Division. The trade in for this truck is unit #84025, a 2003 Ford F150 that has met all criteria needed for replacement.

At first, a ¾ ton pickup truck was specified for this bid, however, both installers of utility bodies expressed concerns with weight limits being exceeded after installation. Legally, a utility body can be installed on a ¾ ton truck, but approximately 600 lbs. remains before it exceeds legal weight limits. There are additional items to account for, such as an operator, all fluids in the vehicle, and tools inside of the utility body. After all aforementioned items are added to the vehicle, the ¾ ton truck would have far exceeded the certified legal weight limits.

Staff was unable to locate a similar option off the Wyoming State bid for a “piggyback” type bid.

Financial Considerations

This purchase was approved in the FY22 adopted budget and is funded by the One-Cent capital.

Oversight/Project Responsibility

This purchase will be made by Dan Coryell, Fleet Manager, with oversight being transferred to Randy Norvelle, Parks Manager in the Parks, Recreation, and Public Facilities Department, after the equipment is received.

The next bid to be opened publicly on September 16, 2021, was for one (1) new half-ton extended cab, short bed, 4x4 pickup truck with accessories. Two (2) bids were received. The approved budget for this purchase is \$35,500.00.

<u>Bid Item</u>	<u>Vendor</u>	<u>Bid Amount</u>	<u>Trade</u>	<u>Net Cost</u>
(1) Half-Ton 2022 F150	Greiner Motors Casper, WY W/Able install of tool boxes	\$32,064.00	\$1,000.00	\$31,064.00
(1) Half-Ton 2022 F150	Greiner Motors Casper, WY W/Atec install of tool boxes	\$32,615.00	\$1,000.00	\$31,615.00

Recommendation from staff is to move forward with the purchase of the half-ton with Able installing the tool boxes. This truck will be utilized by the Weed and Pest Division. The trade-in for this truck is unit #83232, a 2001 Ford F150 that has met all criteria needed for replacement.

Staff was unable to locate a similar option off the Wyoming State bid for a “piggyback” type bid.

Financial Considerations

This purchase was approved in the FY22 adopted budget and is funded by the One-Cent capital.

Oversight/Project Responsibility

This purchase will be made by Dan Coryell, Fleet Manager, with oversight being transferred to Randy Norvelle, Parks Manager in the Parks and Recreation Department, after the equipment is received.

The last bid to be publicly opened on September 16, 2021, was for one (1) new half-ton crew cab 4x4 pickup truck with short bed. Two (2) bids were received. Approved budget for this purchase is \$30,000.00.

<u>Bid Item</u>	<u>Vendor</u>	<u>Bid Amount</u>	<u>Trade</u>	<u>Net Cost</u>
(1) Half Ton 2022 F150	Greiner Motors Casper, WY W/Atec install of warning lights	\$34,452.00	\$5,000.00	\$29,452.00
(1) Half Ton 2022 F150	Greiner Motors Casper, WY W/Abel install of warning lights	\$34,549.00	\$5,000.00	\$29,549.00

Recommendation from staff is to move forward with the purchase of the half-ton with Atec installing the warning lights. This truck will be utilized by the Streets Division. The trade-in for this truck is unit #40425, a 2009 Ford F150 that has met all criteria needed for replacement.

Staff was unable to locate a similar option off the Wyoming State bid for a “piggyback” type bid.

As required by Wyoming State Statute 15-1-113(b), a bid notice was published in a local newspaper once each week, for a minimum of two (2) consecutive weeks on all bids listed.

Financial Considerations

This purchase was approved in the FY22 adopted budget and is funded by the One-Cent capital.

Oversight/Project Responsibility

This purchase will be made by Dan Coryell, Fleet Manager, with oversight being transferred to Shad Rodgers, Streets Manager Public Services Department, after the equipment is received.

Attachments

Bid Specifications

CITY OF CASPER
FLEET MAINTENANCE DIVISION
CITY OF CASPER

August 24, 2021

Notice is hereby given that the City of Casper, Wyoming will receive sealed bids at the Casper Service Center, 1800 E. K Street, Casper, Wyoming, **until 3:30 p.m., September 10, 2021** for the following:

One (1) New **Half Ton Crew Cab 4x4 Pickup Truck with Short Bed**, to be used by the Streets Division of the Public Services Department.

General Specifications:

It is the intent of these specifications to specify the minimum requirement for the furnishing and delivery of One (1) new **Half Ton Crew Cab 4x4 Pickup Truck with Short Bed**, to be used by the Streets Division of the Public Services Department. This unit shall be new with less than two hundred (500) miles and be less than six months old. Unit shall be delivered complete and ready for service, as specified, and shall be equipped with all of the manufacturer's standard equipment, as advertised, whether or not specifically mentioned in these specifications, in addition to all other equipment and attachments specified herein.

MINIMUM SPECIFICATIONS

Half Ton Pickup Truck

- American Manufacturer _____
- Two sets of keys _____
- Mileage: 500 miles or less _____
- Automatic Transmission _____
- Power Steering _____
- Tilt Steering Wheel _____
- Power Brakes _____
- Power Windows _____
- Power Door Locks _____
- Four Door Crew Cab _____
- Short bed with factory spray liner (optional). Provide cost for this option _____

Four Wheel Drive	_____
Electronic shift on the fly	_____
Tires/wheels – Radial ply tires as required for GVWR, 5 Tires and wheels (including spare), all season, all terrain tread	_____ _____ _____
Spare Tire & Wheel to include Jack & Lug Wrench	_____
AM/FM Radio with Bluetooth Factory Installed	_____
Heater/Defroster	_____
Current Model Year Emissions Compliant Gas Engine	_____
Factory Air Conditioning	_____
Intermittent Wipers	_____
Engine Block Heater	_____
Permanent anti-freeze protection to minus 30 degrees F.	_____
Factory installed back up camera and sensors	_____
Manufacturer’s standard single color, white	_____
Four-wheel anti-lock braking system	_____
Cloth seats, matching trim throughout in Standard color, Steel or equivalent	_____
Heavy Duty Vinyl Flooring throughout	_____
OEM heavy duty rubber floor mats	_____
<u>Miscellaneous</u>	
Four (4) Maxxima 6 LED Surface Mount Emergency Warning Lights, white/amber clear lens or approved equal. Two (2) mounted in the front grill and Two (2) mounted on tailgate. All four (4) attached to lighted switch in cab	_____ _____
5 Year 60,000 Mile Power Train Warranty minimum	_____
All warranties to begin upon delivery of vehicle	_____

Selling Dealer Must be able to pick up and warranty repairs within 48 hrs. NO EXCEPTIONS

Copy of Order Confirmation to be provided upon Completion of the order.

City of Casper shall be granted five (5) business days Notice of delivery of the units in order to schedule Vehicle intake appointment.

City of Casper shall be granted five (5) business days From scheduled drop off to inspect/verify specification compliance prior to full acceptance.

Vehicle shall be delivered with a full tank of fuel - Minimum of 85 Octane or required octane for engine as stated by manufacturer.

Original titles to be delivered to 1800 E. "K" Street, Casper, WY 82601, within 30 days of Vehicle Delivery
Title to be made out as: City of Casper,
200 N. David, Casper, WY 82601

NOTE: This form may be duplicated.

Exceptions to any of the provisions of these specifications may be waived provided they are clearly stated in the Bid, and if in the opinion of the City of Casper, the Bid complied with the intent of the specification.

Should funding be inadequate to cover the items bid, all bids may be rejected or quantities adjusted to fit budget amount.

All contacts should be made through Dan Coryell, Casper Service Center, Casper, Wyoming, 82601. Phone 307-235-8410.

**PROPOSAL FOR FURNISHING
ONE (1) NEW HALF TON CREW CAB 4x4 WITH 5.5 FT BED
FOR THE STREETS DIVISION OF THE PUBLIC SERVICES DEPARTMENT**

Proposal of (Name) _____
(Address) _____

to furnish equipment as specified to the City of Casper, Wyoming, in accordance with specifications dated August 20, 2021.

BID ITEM: _____
Description: _____

Make and Model: _____
Federal Certified GVW: _____

- I. Price bid for One (1) new half ton Crew Cab Pickup with 5.5' ft. bed, as specified \$ _____
- II. Trade-in allowance for Unit # 40425 2009 Ford F150 4x4 VIN 1FTRX14W29FA88535 approximately 80,000 miles \$ _____
- III. NET COST TO THE CITY (Total Price): \$ _____
- IV. Delivery: F.O.B. City of Casper within ____ calendar days after award of contract by City Council.
- V. Trade in unit will be considered optional if, in the opinion of the City of Casper authorized staff, it is found to be in the best interest of the City of Casper to do so.

In addition to this proposal, the undersigned herewith submits complete information including specifications and descriptive literature to fully describe and illustrate the equipment and accessories offered. Incomplete bid specification will be considered non-compliant and rejected.

Bidder proposes to deliver equipment in accordance with the schedule above and agrees that liquidated damages will be charged to him in accordance with specifications if delivery is not made in accordance with said schedule.

A bid bond, certified check, or cashier's check made payable to the City of Casper, Wyoming, in an amount of five percent (5%) of the total amount of this bid is enclosed. The undersigned certifies that he understands the specifications relating to said bid security and agrees to the conditions set forth in said specifications.

Discounts will be allowed for prompt payment as follows:

10 Day _____%; 20 Days _____%; 30 Days _____%.

Submitted By: _____ Title: _____ Date: _____

Signature: _____ Phone: _____

**CITY OF CASPER, WYOMING
SPECIFICATIONS FOR
ONE (1) NEW HALF TON CREW CAB 4x4 WITH 5.5 FT BED
AND ACCESSORIES**

**(Approved by the City Attorney, 2014)
Dated the 20th Day of August, 2021**

I. GENERAL:

The following specifications, including exhibits, attached hereto, shall constitute the minimum acceptable specifications for the goods and/or services for which bids are requested. Bidders shall include all items standard to article bid, whether or not specifically mentioned in these specifications.

All goods shall be new and the latest current production models meeting the terms of the specifications.

No bids may be withdrawn within thirty (30) days after the scheduled closing time for receipt of bids without the consent of the City of Casper, Wyoming.

II. BID GUARANTY:

The City of Casper is required by Wyoming Statutes 15-1-113, to receive a certified check, cashier's check, bank draft upon a reputable bank, or a bid bond. If the bid is for more than one hundred and fifty thousand dollars (\$150,000) with sufficient surety in the amount of five percent (5%) of the total bid amount before it can accept and consider any bid. Bid with deposit shall be filed with the FLEET MAINTENANCE DIVISION, Casper Service Center, 1800 East "K" Street, Casper, WY 82601, securely sealed, and endorsed upon the outside of the wrapper, with a brief statement as to the nature for which the bid is provided. Upon bid award, such surety shall be returned to the unsuccessful bidder(s). In the case of the successful bidder, five percent (5%) surety will be retained by the City until a proper bond or other proper bid guarantee to secure performance has been filed and approved if required by the specifications of the bid.

III. SCHEDULE FOR DELIVERY AND LIQUIDATED DAMAGES:

Unless a schedule has been specified in the bidding documents, each bidder shall specify, in its proposal, the time required for delivery of his goods to the place designated.

The provisions of Section II BID GUARANTY, shall apply to all bids, contracts and delivery times as specified. Failure to enter into a contract for said bid with the city within 30 days of the award or failure to proceed and/or deliver upon said bid or contract will result in forfeiture of bid guarantee.

IV. PLACE OF DELIVERY:

The successful bidder shall deliver the goods to the City of Casper, Casper Service Center, 1800 East "K" Street, Casper, Wyoming, unless otherwise specified.

V. CONDITIONS OF DELIVERY; RIGHT OF INSPECTION:

Goods, when delivered, shall be accompanied by a Statement Dealer's Certificate of Servicing and Inspection signed by the bidder certifying that the goods have been inspected and complies in all respects to the contract. Bidder shall attach to said statement a certificate by the manufacturer of the goods certifying that said goods have been inspected and serviced in the event the goods are not manufactured by the bidder. The City may, in its discretion, waive this requirement.

The City further reserves the right to make an inspection of the goods within a reasonable time after delivery to ensure compliance with the contract. Failure by City to make such inspection or upon inspection, failure to discover defects which cannot reasonably be discovered upon inspection, shall not constitute a waiver or be a limitation upon any remedy which the City may have at law or in equity.

VI. WARRANTY:

Each bidder shall enclose, with their bid, a copy of the warranty which applies to the goods proposed to be furnished. The warranty supplied will be considered by the City in determining the responsibility of the bidders.

VII. SERVICE FACILITIES:

It is essential that repair parts and service be adequate and readily available so that the goods can be maintained in good operating condition without protracted time loss for repairs.

The BIDDER SHALL CLEARLY STATE in his proposal the extent to which he carries a complete inventory of repair parts and service facilities. The City reserves the right to evaluate past performance of each bidder in analyzing the bid received and to consider such evaluation, in addition to other factors, in awarding the contracts for equipment.

VIII. DETAILED SPECIFICATIONS:

Goods bid shall conform to the detailed specifications outlined for the various bid items, attached hereto. No deviations from the terms of the specifications will be allowed, and such deviations shall be grounds for rejection of any bid, provided, however, that the City may allow any deviation if it finds, in its sole discretion, that the deviation is not a material deviation.

If bidder submits a bid using differing materials from those specified, he shall submit complete

specifications for those items, including proposed manufacturer and catalog numbers with appropriate literature. The City may consider such specifications if it finds, in its sole discretion, that said specifications meet the intent of its specifications set forth herein and do not differ materially from its specifications.

IX. STATEMENT OF COMPLIANCE:

Should any requirement in these specifications not be included in manufacture's specifications sheets, bidder shall include with his bid, a statement of compliance. Failure to do so may be held as grounds for disqualification of bid.

X. CONSIDERATION OF BIDS:

The City of Casper, Wyoming, reserves the right to evaluate all bids received on the basis of the conformance with these specifications, the availability of repair parts, and the adequacy of service facilities, the delivery schedules, and other criteria as well as (net) cost, and to consider such evaluation in awarding contracts for the furnishing of the bid items specified. The City will award the contract to the lowest responsible bidder.

XI. PAYMENT:

The City shall make a lump sum payment upon delivery and acceptance of all goods bid. A complete City of Casper voucher shall be processed for payment after an invoice is received from the vendor. Payment will be made within forty-five (45) days pursuant to Wyoming State Statute 16-6-602.

Statute W.S. 16-6-602:

16-6-601. Definitions.

(a) As used in this article:

(i) "Agency" means any department, agency or other instrumentality of the state or of a political subdivision of the state;

W.S. 16-6-602. Payment of agency accounts; interest.

Except as provided by contract, any agency which purchases or procures goods and services from a nongovernmental entity shall pay the amount due within forty-five (45) days after receipt of a correct notice of amount due for the goods or services provided or shall pay interest from the forty-fifth day at the rate of one and one-half percent (1 1/2%) per month on the unpaid balance until the account is paid in full, unless a good faith dispute exists as to the agency's obligation to pay all or a portion of the account.

XII. SALES TAX EXEMPTION CERTIFICATE:

The City of Casper, Wyoming, is exempted for paying the sales tax specified by Wyoming Statutes, and from paying Federal Excise taxes. Upon request, a copy of an exemption certificate will be furnished to the successful bidder.

XIII. GOVERNING LAW:

In the event of any claim, suit, or demand which may result from a bid or bids submitted thereunder, or the award of any contract as a result of submission of a bid, the bidder or bidders agree that Wyoming law shall govern any such claim, suit, or demand the rights and duties of the parties thereunder.

XIV. ADDITIONAL INFORMATION:

If additional information is required, written instructions shall be issued. No oral instructions or interpretations will be considered binding unless confirmed in the form of addenda and shall be furnished to all bidders who shall submit a signed copy of all addenda with their bid. Please refer all questions to Dan Coryell, 1800 East "K" Street, Casper, Wyoming, 82601, (307) 235-8410.

CITY OF CASPER
FLEET MAINTENANCE DIVISION
CITY OF CASPER

August 24, 2021

Notice is hereby given that the City of Casper, Wyoming will receive sealed bids at the Casper Service Center, 1800 E. K Street, Casper, Wyoming, **until 3:30 p.m., September 10, 2021** for the following:

One (1) New **Half Ton Extended Cab Short Bed 4x4 Pickup Truck and accessories**, to be used by the Parks Division of the Parks and Recreation Department.

General Specifications:

It is the intent of these specifications to specify the minimum requirement for the furnishing and delivery of One (1) new **Half Ton Extended Cab Short Bed 4x4 Pickup Truck and accessories**, to be used by the Parks Division. This unit shall be new with less than fifteen hundred (1500) miles and be less than six months old. Unit shall be delivered complete and ready for service, as specified, and shall be equipped with all of the manufacturer's standard equipment, as advertised, whether or not specifically mentioned in these specifications, in addition to all other equipment and attachments specified herein.

MINIMUM SPECIFICATIONS

Half Ton Pickup Truck

- American Manufacturer _____
- Two sets of keys _____
- Mileage: 1500 miles or less _____
- Automatic Transmission _____
- Power Steering _____
- Tilt Steering Wheel _____
- Power Brakes _____
- Power Windows _____
- Power Door Locks _____
- Extended Cab _____
- Short Bed with factory spray liner (optional). Provide cost for this option _____

Four Wheel Drive _____

Electronic shift on the fly _____

Tires/wheels – Radial ply tires as required for
GVWR, 5 Tires and wheels (including spare),
all season, all terrain tread _____

Spare Tire & Wheel to include Jack & Lug Wrench _____

AM/FM Radio with Bluetooth Factory Installed _____

Heater/Defroster _____

Current Model Year Emissions Compliant Gas Engine _____

Factory Air Conditioning _____

Intermittent Wipers _____

Engine Block Heater _____

Permanent anti-freeze protection to minus 30 degrees F. _____

Factory installed back up camera and sensors _____

Manufacturer's standard single color, white _____

Four-wheel anti-lock braking system _____

Cloth seats, matching trim throughout in
Standard color, Steel or equivalent _____

Heavy Duty Vinyl Flooring throughout _____

OEM heavy duty rubber floor mats _____

Miscellaneous

Factory side steps or running boards installed _____

Headache Rack installed for protection of back window and
low profile beacon light, Federal Signal part number
454201HL-25, mounted on the headache rack
of bed wired to a spare upfitter switch _____

Aluminum side mount truck tool boxes on both driver
and passenger sides and also behind rear window
across the bed aluminum tool box. Sizes to fit accordingly
to truck bed and in accordance to weight. _____

5 Year 60,000 Mile Power Train Warranty minimum

All warranties to begin upon delivery of vehicle

Selling Dealer Must be able to pick up and warranty repairs within 48 hrs. NO EXCEPTIONS

Bid to be valid for "Piggyback" option up to 120 Days after delivery of the last unit from the initial order.

Copy of Order Confirmation to be provided upon Completion of the order.

Vehicle shall be delivered with a full tank of fuel - Minimum of 85 Octane or required octane for engine as stated by manufacturer.

Original titles to be delivered to 1800 E. "K" Street, Casper, WY 82601, within 30 days of Vehicle Delivery

Title to be made out as: City of Casper, 200 N. David, Casper, WY 82601

NOTE: This form may be duplicated.

Exceptions to any of the provisions of these specifications may be waived provided they are clearly stated in the Bid, and if in the opinion of the City of Casper, the Bid complied with the intent of the specification.

Should funding be inadequate to cover the items bid, all bids may be rejected or quantities adjusted to fit budget amount.

All contacts should be made through Dan Coryell, Casper Service Center, Casper, Wyoming, 82601. Phone 307-235-8410.

**PROPOSAL FOR FURNISHING
ONE (1) NEW HALF TON CREW CAB 4x4 WITH 8 FT BED
FOR THE PARKS DIVISION OF THE PARKS AND RECREATION DEPARTMENT**

Proposal of (Name) _____
(Address) _____

to furnish equipment as specified to the City of Casper, Wyoming, in accordance with specifications dated August 20, 2021.

BID ITEM: _____
Description: _____

Make and Model: _____
Federal Certified GVW: _____

- I. Price bid for One (1) new half ton Extended Cab Pickup with short bed and accessories, as specified \$ _____
- II. Trade-in allowance for Unit 83232, 2001 Ford F150 2x4 VIN # 1FTPF17L72NA46644 \$ _____
- III. NET COST TO THE CITY (Total Price): \$ _____
- IV. Delivery: F.O.B. City of Casper within ____ calendar days after award of contract by City Council.
- V. Trade in unit will be considered optional if, in the opinion of the City of Casper authorized staff, it is found to be in the best interest of the City of Casper to do so.

In addition to this proposal, the undersigned herewith submits complete information including specifications and descriptive literature to fully describe and illustrate the equipment and accessories offered. Incomplete bid specification will be considered non-compliant and rejected.

Bidder proposes to deliver equipment in accordance with the schedule above and agrees that liquidated damages will be charged to him in accordance with specifications if delivery is not made in accordance with said schedule.

A bid bond, certified check, or cashier's check made payable to the City of Casper, Wyoming, in an amount of five percent (5%) of the total amount of this bid is enclosed. The undersigned certifies that he understands the specifications relating to said bid security and agrees to the conditions set forth in said specifications.

Discounts will be allowed for prompt payment as follows:

10 Day _____%; 20 Days _____%; 30 Days _____%.

Submitted By: _____ Title: _____ Date: _____

Signature: _____ Phone: _____

**CITY OF CASPER, WYOMING
SPECIFICATIONS FOR
ONE (1) NEW HALF TON CREW CAB 4x4 WITH 8 FT BED
AND ACCESSORIES**

**(Approved by the City Attorney, 2014)
Dated the 20th Day of August, 2021**

I. GENERAL:

The following specifications, including exhibits, attached hereto, shall constitute the minimum acceptable specifications for the goods and/or services for which bids are requested. Bidders shall include all items standard to article bid, whether or not specifically mentioned in these specifications.

All goods shall be new and the latest current production models meeting the terms of the specifications.

No bids may be withdrawn within thirty (30) days after the scheduled closing time for receipt of bids without the consent of the City of Casper, Wyoming.

II. BID GUARANTY:

The City of Casper is required by Wyoming Statutes 15-1-113, to receive a certified check, cashier's check, bank draft upon a reputable bank, or a bid bond. If the bid is for more than one hundred and fifty thousand dollars (\$150,000) with sufficient surety in the amount of five percent (5%) of the total bid amount before it can accept and consider any bid. Bid with deposit shall be filed with the FLEET MAINTENANCE DIVISION, Casper Service Center, 1800 East "K" Street, Casper, WY 82601, securely sealed, and endorsed upon the outside of the wrapper, with a brief statement as to the nature for which the bid is provided. Upon bid award, such surety shall be returned to the unsuccessful bidder(s). In the case of the successful bidder, five percent (5%) surety will be retained by the City until a proper bond or other proper bid guarantee to secure performance has been filed and approved if required by the specifications of the bid.

III. SCHEDULE FOR DELIVERY AND LIQUIDATED DAMAGES:

Unless a schedule has been specified in the bidding documents, each bidder shall specify, in its proposal, the time required for delivery of his goods to the place designated.

The provisions of Section II BID GUARANTY, shall apply to all bids, contracts and delivery times as specified. Failure to enter into a contract for said bid with the city within 30 days of the award or failure to proceed and/or deliver upon said bid or contract will result in forfeiture of bid guarantee.

IV. PLACE OF DELIVERY:

The successful bidder shall deliver the goods to the City of Casper, Casper Service Center, 1800 East "K" Street, Casper, Wyoming, unless otherwise specified.

V. CONDITIONS OF DELIVERY; RIGHT OF INSPECTION:

Goods, when delivered, shall be accompanied by a Statement Dealer's Certificate of Servicing and Inspection signed by the bidder certifying that the goods have been inspected and complies in all respects to the contract. Bidder shall attach to said statement a certificate by the manufacturer of the goods certifying that said goods have been inspected and serviced in the event the goods are not manufactured by the bidder. The City may, in its discretion, waive this requirement.

The City further reserves the right to make an inspection of the goods within a reasonable time after delivery to ensure compliance with the contract. Failure by City to make such inspection or upon inspection, failure to discover defects which cannot reasonably be discovered upon inspection, shall not constitute a waiver or be a limitation upon any remedy which the City may have at law or in equity.

VI. WARRANTY:

Each bidder shall enclose, with their bid, a copy of the warranty which applies to the goods proposed to be furnished. The warranty supplied will be considered by the City in determining the responsibility of the bidders.

VII. SERVICE FACILITIES:

It is essential that repair parts and service be adequate and readily available so that the goods can be maintained in good operating condition without protracted time loss for repairs.

The BIDDER SHALL CLEARLY STATE in his proposal the extent to which he carries a complete inventory of repair parts and service facilities. The City reserves the right to evaluate past performance of each bidder in analyzing the bid received and to consider such evaluation, in addition to other factors, in awarding the contracts for equipment.

VIII. DETAILED SPECIFICATIONS:

Goods bid shall conform to the detailed specifications outlined for the various bid items, attached hereto. No deviations from the terms of the specifications will be allowed, and such deviations shall be grounds for rejection of any bid, provided, however, that the City may allow any deviation if it finds, in its sole discretion, that the deviation is not a material deviation.

If bidder submits a bid using differing materials from those specified, he shall submit complete

specifications for those items, including proposed manufacturer and catalog numbers with appropriate literature. The City may consider such specifications if it finds, in its sole discretion, that said specifications meet the intent of its specifications set forth herein and do not differ materially from its specifications.

IX. STATEMENT OF COMPLIANCE:

Should any requirement in these specifications not be included in manufacture's specifications sheets, bidder shall include with his bid, a statement of compliance. Failure to do so may be held as grounds for disqualification of bid.

X. CONSIDERATION OF BIDS:

The City of Casper, Wyoming, reserves the right to evaluate all bids received on the basis of the conformance with these specifications, the availability of repair parts, and the adequacy of service facilities, the delivery schedules, and other criteria as well as (net) cost, and to consider such evaluation in awarding contracts for the furnishing of the bid items specified. The City will award the contract to the lowest responsible bidder.

XI. PAYMENT:

The City shall make a lump sum payment upon delivery and acceptance of all goods bid. A complete City of Casper voucher shall be processed for payment after an invoice is received from the vendor. Payment will be made within forty-five (45) days pursuant to Wyoming State Statute 16-6-602.

Statute W.S. 16-6-602:

16-6-601. Definitions.

(a) As used in this article:

(i) "Agency" means any department, agency or other instrumentality of the state or of a political subdivision of the state;

W.S. 16-6-602. Payment of agency accounts; interest.

Except as provided by contract, any agency which purchases or procures goods and services from a nongovernmental entity shall pay the amount due within forty-five (45) days after receipt of a correct notice of amount due for the goods or services provided or shall pay interest from the forty-fifth day at the rate of one and one-half percent (1 1/2%) per month on the unpaid balance until the account is paid in full, unless a good faith dispute exists as to the agency's obligation to pay all or a portion of the account.

XII. SALES TAX EXEMPTION CERTIFICATE:

The City of Casper, Wyoming, is exempted for paying the sales tax specified by Wyoming Statutes, and from paying Federal Excise taxes. Upon request, a copy of an exemption certificate will be furnished to the successful bidder.

XIII. GOVERNING LAW:

In the event of any claim, suit, or demand which may result from a bid or bids submitted thereunder, or the award of any contract as a result of submission of a bid, the bidder or bidders agree that Wyoming law shall govern any such claim, suit, or demand the rights and duties of the parties thereunder.

XIV. ADDITIONAL INFORMATION:

If additional information is required, written instructions shall be issued. No oral instructions or interpretations will be considered binding unless confirmed in the form of addenda and shall be furnished to all bidders who shall submit a signed copy of all addenda with their bid. Please refer all questions to Dan Coryell, 1800 East "K" Street, Casper, Wyoming, 82601, (307) 235-8410.

CITY OF CASPER
FLEET MAINTENANCE DIVISION
CITY OF CASPER
August 20, 2021

Notice is hereby given that the City of Casper, Wyoming will receive sealed bids at the Casper Service Center, 1800 E. K Street, Casper, Wyoming, **until 3:30 p.m., September 10, 2021** for the following:

One (1) new **One-Ton Pickup, Regular Cab With Utility Body** Truck to be used in the Parks Division of the Parks and Recreation Department.

General Specifications:

It is the intent of these specifications to specify the minimum requirement for the furnishing and delivery of One (1) new **One-Ton Regular Cab With Utility Truck** to be used in the Parks Division of the Parks and Recreation Department. This unit shall be new with less than One Thousand Five Hundred (1500) miles and be less than six months old. Unit shall be delivered complete and ready for service, as specified, and shall be equipped with all of the manufacturer's standard equipment, as advertised, whether or not specifically mentioned in these specifications, in addition to all other equipment and attachments specified herein.

MINIMUM SPECIFICATIONS

Cab and Chassis:

- American Manufacturer _____
- Box Delete _____
- Three sets of keys _____
- Mileage: 1500 Miles or Less (New) _____
- GVWR minimum 10,400 _____
- Regular Cab _____
- SRW Cab to Axle 56" – 58" _____
- Four Wheel Drive _____
- Automatic Transmission _____
- Electronic shift on the fly _____
- Minimum 6.0 L V-8 Gasoline Engine _____
- Minimum 175 amp alternator _____
- Permanent anti-freeze protection to minus 30 degrees F. _____

Tires/wheels – Radial ply tires as required for	_____
GVWR, 5 Tires and wheels, all season, all terrain tread	_____
Manufacturer’s standard single color, white	_____
Power Steering	_____
Tilt Steering Wheel	_____
Four wheel anti-lock braking system	_____
Power Windows	_____
Power Door Locks	_____
Power Mirrors	_____
Back up camera system installed, camera and lead Provided by truck manufacturer for installation with body	_____ _____
Heavy Duty Vinyl Flooring throughout	_____
OEM heavy duty rubber floor mats	_____
Cloth seats, matching trim throughout in standard Color, Steel or equivalent	_____ _____
Factory Air Conditioning	_____
Heater/Defroster	_____
Upfitter Switches for Accessories	_____
AM/FM Radio with Bluetooth factory installed	_____
Trailer/tow package	_____
Factory installed trailer brake controller	_____
Running boards	_____
Jack and lug wrench	_____

Body and Accessories:

Body is to be comparable to (or an approved equal to) the Knapheide Steel Service Body 600 Series 56” - 58” CA. The utility body shall also have a rear hitch recess bumper and also an overcab material rack.

Body Shell to be constructed of 14-gauge two sided A40 Galvanneal steel. Compartment tops and backs To be a one-piece seamless design. Doors, door openings, drip rails, and other exposed steel edges are to be hemmed for strength, safety, and resistance to corrosion.

Floor plate to be constructed of a minimum of 12-gauge Tread plate with a 1- 3/8 return on each side. The side Compartment back panel should overlap and interlock With the floor flange, providing support for the weight Of the side compartment.

Cross sills are to be constructed from 11-gauge steel With 50,000 –psi minimum yield strength.

The tailgate is to be constructed of 18-gauge two sided A40 galvanneal steel. Tailgate is to be a minimum of 12” high and be a slam-latchable style. In the open Position, the tailgate shall be level with the cargo floor. Tailgate shall not have any cables, chains, or bars to Support it in the open position so it can be used as a Work surface for jobs wider than the tailgate.

Doors are to be constructed of 20 gauge two sided A40 galvanneal steel. Doors are to be double paneled With an internal reinforcement for durability.

Corrosion resistant all stainless steel continuous Hinges are to be installed to provide full length support For the doors and pry-prof security with a built-in Weather shield. Hinges are to be spot welded to The doorframes and must be supported with a Six year warranty.

Corrosion resistant rotary latches shall be secured to The door panels by four threaded studs attached to the Back of the latches. Latches must have zinc die cast Handles with a brushed chrome finish that provides Ample hand clearance surrounded by an injection-molded Glass and mineral infused UV resistant nylon housing. The rotary latches are to be slam-latchable.

Adjustable strikers are to be affixed to the doorframes With screws.

Automotive “bulb type” neoprene door seals are to be Installed by the manufacturer of the body on all doorframes.

Double spring over center door retainers are to be installed On all vertical doors. Door retainers need to hold doors In positive open or closed position. Horizontal doors are To be secured in open position parallel to the ground by

Heavy duty chain retainers.

Shelves are to be constructed of 18 gauge bright spangled Galvanized steel. Shelves are to have divider slots on 4" centers. Shelves need to have a minimum capacity Rating of 250 pounds.

The body is to be completely undercoated by the body Manufacturer using a water base acrylic.

Lighting is to meet all FMVSS standards. Wiring harness Is to be encased in a plastic loom and all wires are to be Colored for ease of troubleshooting. All marker, clearance, And R.I.D. lighting is to be LED type lighting.

General:

Selling Dealer Must be able to pick up and warranty repairs within 48hrs NO EXCEPTIONS

Fuel Tank to be full at delivery with Unleaded at minimum 85% Octane

Copy of Order Confirmation to be provided upon completion of order, full copy of specifications delivered with the completed unit

City of Casper shall be granted 10 business days from delivery to inspect/verify specification compliance prior to full acceptance

All warranties to begin upon delivery of fully assembled vehicle

Original titles to be delivered to 1800 E. "K" Street, Casper, WY 82601, within 30 days of Vehicle Delivery
Title to be made out as: City of Casper, 200 N. David, Casper, WY 82601.

NOTE: This form may be duplicated.

Exceptions to any of the provisions of these specifications may be waived provided they are clearly stated in the Bid, and if in the opinion of the City of Casper, the Bid complied with the intent of the specification.

Should funding be inadequate to cover the items bid, all bids may be rejected or quantities adjusted to fit budget amount.

All contacts should be made through Dan Coryell, Casper Service Center, Casper, Wyoming, 82601. Phone 307-235-8410.

**PROPOSAL FOR FURNISHING
ONE (1) ONE-TON REGULAR CAB WITH UTILITY BODY
FOR THE
PARKS DIVISION OF THE PARKS AND RECREATION DEPARTMENT**

Proposal of (Company Name) _____
(Address) _____

to furnish equipment as specified to the City of Casper, Wyoming, in accordance with specifications dated August 20, 2021.

BID ITEM: _____
Description: _____

Make and Model: _____
Federal Certified GVW: _____

- I. Price bid for one new One-Ton Pickup, including Additional Features and Accessories, as specified \$ _____
- II. Trade-in allowance for Unit #84025, 2003 Ford F150 2x4 Pickup VIN # 2FTPF17L03CA92078. Approximately 77,000 miles. \$ _____
- III. NET COST TO THE CITY:
(Total Price) \$ _____
- IV. Delivery: F.O.B. manufacturer of the City of Casper's choice within ____ calendar days after award of contract by City Council.
- VI. Any trade-in units will be considered optional if, in the opinion of the City of Casper authorized staff, it is found to be in the best interest of the City of Casper to do so.

In addition to this proposal, the undersigned herewith submits complete information including specifications and descriptive literature to fully describe and illustrate the equipment and accessories offered. Incomplete bid specification will be considered non-compliant and rejected.

Bidder proposes to deliver equipment in accordance with the schedule above and agrees that liquidated damages will be charged to him in accordance with specifications if delivery is not made in accordance with said schedule.

A bid bond, certified check, or cashier's check made payable to the City of Casper, Wyoming, in an amount of five percent (5%) of the total amount of this bid is enclosed. The undersigned certifies that he understands the specifications relating to said bid security and agrees to the conditions set forth in said specifications.

Discounts will be allowed for prompt payment as follows:

10 Day _____%; 20 Days _____%; 30 Days _____%.

Submitted By: _____ Title: _____ Date: _____

Signature: _____ Phone: _____

CITY OF CASPER, WYOMING
SPECIFICATIONS FOR
ONE (1) ONE-TON REGULAR CAB WITH UTILITY BODY
(Approved by the City Attorney, 2014)
Dated the 20th day of August, 2021

I. GENERAL:

The following specifications, including exhibits, attached hereto, shall constitute the minimum acceptable specifications for the goods and/or services for which bids are requested. Bidders shall include all items standard to article bid, whether or not specifically mentioned in these specifications.

All goods shall be new and the latest current production models meeting the terms of the specifications.

No bids may be withdrawn within thirty (30) days after the scheduled closing time for receipt of bids without the consent of the City of Casper, Wyoming.

II. BID GUARANTY:

The City of Casper is required by Wyoming Statutes, 15-1-113, to receive a certified check, cashier's check, bank draft upon a reputable bank, or a bid bond in the amount of five percent (5%) of the total bid. If the bid is for more than one hundred and fifty thousand dollars (\$150,000), only a bid bond with sufficient surety in the amount of five percent (5%) of the total bid amount will be accepted to consider any bid. Bid with deposit shall be filed, after the bid opening, with the FINANCE OFFICE, City Hall, 200 N. David, Casper, WY 82601, securely sealed, and endorsed upon the outside of the wrapper, with a brief statement as to the nature for which the bid is provided. Upon bid award, such surety shall be returned to the unsuccessful bidder(s). In the case of the successful bidder, five percent (5%) surety will be retained by the City until a proper bond or other proper bid guarantee to secure performance has been filed and approved if required by the specifications of the bid.

III. SCHEDULE FOR DELIVERY AND LIQUIDATED DAMAGES:

Unless a schedule has been specified in the bidding documents, each bidder shall specify, in its proposal, the time required for delivery of his goods to the place designated.

The provisions of Section II BID GUARANTY, shall apply to all bids, contracts and delivery times as specified. Failure to enter into a contract for said bid with the city within 30 days of the award or failure to proceed and/or deliver upon said bid or contract will result in forfeiture of bid guarantee.

IV. PLACE OF DELIVERY:

The successful bidder shall deliver the goods to the City of Casper, Casper Service Center, 1800 East "K" Street, Casper, Wyoming, unless otherwise specified.

V. CONDITIONS OF DELIVERY; RIGHT OF INSPECTION:

Goods, when delivered, shall be accompanied by a Statement Dealer's Certificate of Servicing and Inspection signed by the bidder certifying that the goods have been inspected and complies in all respects to the contract. Bidder shall attach to said statement a certificate by the manufacturer of the goods certifying that said goods have been inspected and serviced in the event the goods are not manufactured by the bidder. The City may, in its discretion, waive this requirement.

The City further reserves the right to make an inspection of the goods within a reasonable time after delivery to ensure compliance with the contract. Failure by City to make such inspection or upon inspection, failure to discover defects which cannot reasonably be discovered upon inspection, shall not constitute a waiver or be a limitation upon any remedy which the City may have at law or in equity.

VI. WARRANTY:

Each bidder shall enclose, with their bid, a copy of the warranty which applies to the goods proposed to be furnished. The warranty supplied will be considered by the City in determining the responsibility of the bidders.

VII. SERVICE FACILITIES:

It is essential that repair parts and service be adequate and readily available so that the goods can be maintained in good operating condition without protracted time loss for repairs.

The BIDDER SHALL CLEARLY STATE in his proposal the extent to which he carries a complete inventory of repair parts and service facilities. The City reserves the right to evaluate past performance of each bidder in analyzing the bid received and to consider such evaluation, in addition to other factors, in awarding the contracts for equipment.

VIII. DETAILED SPECIFICATIONS:

Goods bid shall conform to the detailed specifications outlined for the various bid items, attached hereto. No deviations from the terms of the specifications will be allowed, and such deviations shall be grounds for rejection of any bid, provided, however, that the City may allow any deviation if it finds, in its sole discretion, that the deviation is not a material deviation.

If bidder submits a bid using differing materials from those specified, he shall submit complete specifications for those items, including proposed manufacturer and catalog numbers with appropriate literature. The City may consider such specifications if it finds, in its sole discretion, that said specifications meet the intent of its specifications set forth herein and do not differ materially from its specifications.

IX. STATEMENT OF COMPLIANCE:

Should any requirement in these specifications not be included in manufacture's specifications sheets, bidder shall include with his bid, a statement of compliance. Failure to do so may be held as grounds for disqualification of bid.

X. CONSIDERATION OF BIDS:

The City of Casper, Wyoming, reserves the right to evaluate all bids received on the basis of the conformance with these specifications, the availability of repair parts, and the adequacy of service facilities, the delivery schedules, and other criteria as well as (net) cost, and to consider such evaluation in awarding contracts for the furnishing of the bid items specified. The City will award the contract to the lowest responsible bidder.

XI. PAYMENT

The City shall make a lump sum payment upon delivery and acceptance of all goods bid. A complete City of Casper voucher shall be processed for payment after an invoice is received from the vendor. Payment will be made within forty-five (45) days pursuant to Wyoming State Statute 16-6-601.

Statute W.S. 16-6-602:

16-6-601. Definitions.

(a) As used in this article:

(i) "Agency" means any department, agency or other instrumentality of the state or of a political subdivision of the state;

W.S. 16-6-602. Payment of agency accounts; interest.

Except as provided by contract, any agency which purchases or procures goods and services from a nongovernmental entity shall pay the amount due within forty-five (45) days after receipt of a correct notice of amount due for the goods or services provided or shall pay interest from the forty-fifth day at the rate of one and one-half percent (1 1/2%) per month on the unpaid balance until the account is paid in full, unless a good faith dispute exists as to the agency's obligation to pay all or a portion of the account.

XII. SALES TAX EXEMPTION CERTIFICATE:

The City of Casper, Wyoming, is exempted for paying the sales tax specified by Wyoming Statutes, and from paying Federal Excise taxes. Upon request, an exemption certificate will be furnished to the successful bidder.

XIII. GOVERNING LAW:

In the event of any claim, suit, or demand which may result from a bid or bids submitted thereunder, or the award of any contract as a result of submission of a bid, the bidder or bidders agree that Wyoming law shall govern any such claim, suit, or demand the rights and duties of the parties thereunder.

XIV. ADDITIONAL INFORMATION:

If additional information is required, written instructions shall be issued. No oral instructions or interpretations will be considered binding unless confirmed in the form of addenda and shall be furnished to all bidders who shall submit a signed copy of all addenda with their bid. Please refer all questions to Dan Coryell, 1800 East "K" Street, Casper, Wyoming, 82601, (307) 235-8410.

October 14, 2021

MEMO TO: J. Carter Napier, City Manager *JCN*

FROM: Tracey L. Belser, Support Services Director *TLB*
Dan Coryell, Fleet Manager

SUBJECT: Authorize the Purchase of One (1) UTV and Accessories, in the Total Amount of \$35,950.00, for Use by Solid Waste Division of the Public Services Department.

Meeting Type & Date

Regular Council Meeting

October 19, 2021

Action type

Minute Action

Recommendation

That Council, by minute action, authorize the purchase of one (1) new UTV and accessories, from Stotz Equipment, Casper, Wyoming, for use by the Solid Waste Division of the Public Services Department, in the total amount of \$35,950.00. The approved budget for this purchase is \$30,000.00. Solid Waste Management will be purchasing the accessories out of other Solid Waste accounts.

Summary

On September 9, bids were publicly open for one (1) new UTV and accessories. One (1) bid was received from Stotz Equipment of Casper. The UTV will be utilized by Solid Waste crews for transportation around the facility, snow and ice removal, and general maintenance duties assigned to Solid Waste staff. The additional accessories were recommended to be added by Cindie Langston, Solid Waste Manager, with the snow plow/mount and the winch on the approved capital purchase and is requesting approval to add salt and sander funded by the Solid Waste operating budget. The Special Waste/transfer station team is responsible for helping plow the special waste area, transfer station & Metro Road and having the salt and sander to apply sand during snow weather is critical for employee and customer safety traveling to and within the solid waste facility.

When the original estimate of \$30,000.00 was given to Solid Waste by Fleet Staff for this purchase, steel prices were more stable. Since that time, steel price increases have reached as high as 45%, having a direct impact on this purchase.

There is no trade-in for this purchase as it will be an addition to the Fleet.

The UTV's accessories that were specified as part of this bid were:

- Salt/Sand Spreader – Stotz price to the City = \$6,120.00
- Snow Plow & Mount – Stotz price to the City = \$1,950.00

- Winch – Stotz price to the City = \$907.00
- AM/FM Radio – Stotz price to the City = \$123.00

TOTAL = \$9,100.00 in accessories added to bid after price of UTV below:

Staff was unable to locate a similar option off the Wyoming State bid for a “piggyback” type bid.

As required by Wyoming State Statute 15-1-113(b), a bid notice was published in a local newspaper once a week for a minimum of two (2) consecutive weeks. The bids were as follows:

<u>Bid Item</u>	<u>Vendor</u>	<u>Bid Amount</u>	<u>Accessories</u>	<u>Net Cost</u>
(1) New UTV 2019 JD 835R	Stotz Equipment Casper, WY	\$26,850.00	\$9,100.00	\$35,950.00

The recommended purchase of the new UTV and its accessories from Stotz Equipment, Casper, WY complies with the intent of all specifications.

Financial Considerations

This purchase was approved in the FY22 adopted budget and is funded by Balefill reserves with additional accessories being funded by the Solid Waste operating budget.

Oversight/Project Responsibility

This purchase will be made by Dan Coryell, Fleet Manager, with oversight being transferred to Sean Orszulak, Solid Waste Superintendent for the Solid Waste Division, after the equipment is received.

Attachments

Bid Specification

CITY OF CASPER
FLEET MAINTENANCE DIVISION
CITY OF CASPER
August 19, 2021

Notice is hereby given that the City of Casper, Wyoming will receive sealed bids at the Fleet Office, Casper Service Center, 1800 E. "K" Street, Casper, Wyoming, **until 3:30 p.m, September, 3 2021** for the following:

ONE (1) NEW UTILITY ALL-TERRAIN VEHICLE (UTV)

These vehicles will be used in the Solid Waste Division of the Public Services Department; unit must have the minimum specifications of:

General

Specifications: It is the intent of these specifications to specify the minimum requirement for the furnishing and delivery of One (1) New Utility All-Terrain Vehicle (UTV). The unit shall be new and have less than fifty (50) Hours and be less than twelve (12) months old, with full factory warranty. Unit shall be delivered complete and ready for service, as specified, and shall be equipped with all of the manufacturer's standard equipment, as advertised, whether or not specifically mentioned in these specifications, in addition to all other equipment and attachments specified herein.

<u>ITEM</u>	<u>MINIMUM SPECIFICATIONS</u>	<u>BIDDERS SPECIFICATIONS</u>
1. Engine/ Exhaust System	Factory designed 800-900 cubic centimeter displacement, liquid cooled, 3 cylinder, electronic fuel injection, electric start, 50 HP minimum and removable intake filtration. Single tuned-pipe exhaust going into a muffler with a variable exhaust system.	_____ _____ _____ _____
2. Fuel System	Minimum gasoline fuel tank capacity of ten (10) U.S. gallons.	_____ _____
3. Drive	Automatic continuously variable transmission w/ full clutch enclosure, H/L/N/R two speed oil bath final drive, 4x4, rear differential lock.	_____ _____ _____
4. Body/ Chassis	Enclosed sealed cab with heat and A/C, doors and door glass, certified roll over protective structure, windshield with wipers and washers, and side mirrors	_____ _____ _____

ITEM

MINIMUM SPECIFICATIONS

**BIDDERS
SPECIFICATIONS**

13. Manuals	Two (2) complete sets of operator's manuals, two (2) sets of service manuals, and two (2) sets of parts manuals shall be supplied or an acceptable electronic version of the above mentioned manuals.	<hr/> <hr/> <hr/> <hr/>
14. Warranty	Specify in writing, to include all parts and labor F.O.B. Casper, for a minimum 12 month period.	<hr/> <hr/>
15. Delivery	Machine shall be delivered with a full tank of fuel, properly blended for the weather conditions if required.	<hr/> <hr/> <hr/>
	Unleaded gasoline to be minimum of 85% octane, diesel fuel to be at least the minimum requirements of blended #2/#1 diesel fuel with proper additives to correspond with climate conditions.	<hr/> <hr/> <hr/> <hr/>
	A copy of the order confirmation to be provided upon completion of order.	<hr/> <hr/>
	Original title shall be provided within 30 days of unit delivery to 1800 E. K St., Casper, WY 82601. Title to be made out as: City of Casper, 200 N. David, Casper, WY 82601.	<hr/> <hr/> <hr/> <hr/>
16. Options	Service software, adapters and/or cables, and any hardware required for diagnostics of the unit shall be provided upon delivery.	<hr/> <hr/> <hr/>

NOTE: These forms may be duplicated.

Exceptions to any of the provisions of these specifications may be waived provided they are clearly stated in the bid, and if in the opinion of the City of Casper, the bid complied with the intent of the specification.

Should funding be inadequate to cover the items bid, all bids may be rejected or quantities adjusted to fit budget amount.

All contacts should be made through Dan Coryell, Casper Service Center, Casper, Wyoming, 82601. Phone 307-235-8410.

**PROPOSAL FOR FURNISHING
ONE (1) NEW UTILITY ALL-TERRAIN VEHICLE (UTV)
FOR THE
PARKS AND RECREATION DEPARTMENT**

Proposal of (Name) _____
(Address) _____

to furnish equipment as specified to the City of Casper, Wyoming, in accordance with specifications dated August 19, 2021.

BID ITEM: _____
Description: _____

Make and Model: _____
Federal Certified GVW: _____

- I. Price bid for One (1) New Utility All-Terrain Vehicle (UTV), as specified \$ _____
- II. OPTION PRICE for Salt/Sand Spreader \$ _____
- III. OPTION PRICE for Front Snow Plow and Mount \$ _____
- IV. OPTION PRICE for Winch \$ _____
- V. OPTION PRICE for AM/FM Radio \$ _____
- VI. NET COST TO THE CITY:
(Total Price) \$ _____
- VII. Delivery: F.O.B. manufacturer of the City of Casper's choice within ____ calendar days after award of contract by City Council.

Any trade in unit will be considered optional if, in the opinion of the City of Casper authorized staff, it is found to be in the best interest of the City of Casper to do so.

In addition to this proposal, the undersigned herewith submits complete information, including specifications and descriptive literature to fully describe and illustrate the equipment and accessories offered. Incomplete bid specification will be considered non-compliant and rejected.

Bidder proposes to deliver equipment in accordance with the schedule above and agrees that liquidated damages will be charged to him in accordance with specifications if delivery is not made in accordance with said schedule.

A bid bond, certified check, or cashier's check made payable to the City of Casper, Wyoming, in an amount of five percent (5%) of the total amount of this bid is enclosed. The undersigned certifies that he understands the specifications relating to said bid security and agrees to the conditions set forth in said specifications.

Discounts will be allowed for prompt payment as follows:

10 Day _____%; 20 Days _____%; 30 Days _____%.

Submitted By: _____ Title: _____ Date: _____

Signature: _____ Phone: _____

CITY OF CASPER, WYOMING
SPECIFICATIONS FOR
One (1) New Utility All-Terrain Vehicle (UTV)
(Approved by the City Attorney, 2014)
Dated the 19th Day of August, 2021

I. GENERAL:

The following specifications, including exhibits, attached hereto, shall constitute the minimum acceptable specifications for the goods and/or services for which bids are requested. Bidders shall include all items standard to article bid, whether or not specifically mentioned in these specifications.

All goods shall be new and the latest current production models meeting the terms of the specifications.

No bids may be withdrawn within thirty (30) days after the scheduled closing time for receipt of bids without the consent of the City of Casper, Wyoming.

II. BID GUARANTY:

The City of Casper is required by Wyoming Statutes, 15-1-113, to receive a certified check, cashier's check, bank draft upon a reputable bank, or a bid bond in the amount of five percent (5%) of the total bid. If the bid is for more than one hundred and fifty thousand dollars (\$150,000), only a bid bond with sufficient surety in the amount of five percent (5%) of the total bid amount will be accepted to consider any bid. Bid with deposit shall be filed with the FINANCE OFFICE, City Hall, 200 N. David, Casper, WY 82601, securely sealed, and endorsed upon the outside of the wrapper, with a brief statement as to the nature for which the bid is provided. Upon bid award, such surety shall be returned to the unsuccessful bidder(s). In the case of the successful bidder, five percent (5%) surety will be retained by the City until a proper bond or other proper bid guarantee to secure performance has been filed and approved if required by the specifications of the bid.

III. SCHEDULE FOR DELIVERY AND LIQUIDATED DAMAGES:

Unless a schedule has been specified in the bidding documents, each bidder shall specify, in its proposal, the time required for delivery of his goods to the place designated.

The provisions of Section II BID GUARANTY, shall apply to all bids, contracts and delivery times as specified. Failure to enter into a contract for said bid with the city within 30 days of the award or failure to proceed and/or deliver upon said bid or contract will result in forfeiture of bid guarantee.

IV. PLACE OF DELIVERY:

The successful bidder shall deliver the goods to the City of Casper, Casper Service Center, 1800 East "K" Street, Casper, Wyoming, unless otherwise specified.

V. CONDITIONS OF DELIVERY; RIGHT OF INSPECTION:

Goods, when delivered, shall be accompanied by a Statement Dealer's Certificate of Servicing and Inspection signed by the bidder certifying that the goods have been inspected and complies in all respects to the contract. Bidder shall attach to said statement a certificate by the manufacturer of the goods certifying that said goods have been inspected and serviced in the event the goods are not manufactured by the bidder. The City may, in its discretion, waive this requirement.

The City further reserves the right to make an inspection of the goods within a reasonable time after delivery to ensure compliance with the contract. Failure by City to make such inspection or upon inspection, failure to discover defects which cannot reasonably be discovered upon inspection, shall not constitute a waiver or be a limitation upon any remedy which the City may have at law or in equity.

VI. WARRANTY:

Each bidder shall enclose, with their bid, a copy of the warranty which applies to the goods proposed to be furnished. The warranty supplied will be considered by the City in determining the responsibility of the bidders.

VII. SERVICE FACILITIES:

It is essential that repair parts and service be adequate and readily available so that the goods can be maintained in good operating condition without protracted time loss for repairs.

The BIDDER SHALL CLEARLY STATE in his proposal the extent to which he carries a complete inventory of repair parts and service facilities. The City reserves the right to evaluate past performance of each bidder in analyzing the bid received and to consider such evaluation, in addition to other factors, in awarding the contracts for equipment.

VIII. DETAILED SPECIFICATIONS:

Goods bid shall conform to the detailed specifications outlined for the various bid items, attached hereto. No deviations from the terms of the specifications will be allowed, and such deviations shall be grounds for rejection of any bid, provided, however, that the City may allow any deviation if it finds, in its sole discretion, that the deviation is not a material deviation.

If bidder submits a bid using differing materials from those specified, he shall submit complete specifications for those items, including proposed manufacturer and catalog numbers with appropriate literature. The City may consider such specifications if it finds, in its sole discretion, that said specifications meet the intent of its specifications set forth herein and do not differ materially from its specifications.

IX. STATEMENT OF COMPLIANCE:

Should any requirement in these specifications not be included in manufacture's specifications sheets, bidder shall include with his bid, a statement of compliance. Failure to do so may be held as grounds for disqualification of bid.

X. CONSIDERATION OF BIDS:

The City of Casper, Wyoming, reserves the right to evaluate all bids received on the basis of the conformance with these specifications, the availability of repair parts, and the adequacy of service facilities, the delivery schedules, and other criteria as well as (net) cost, and to consider such evaluation in awarding contracts for the furnishing of the bid items specified. The City will award the contract to the lowest responsible bidder.

XI. PAYMENT

The City shall make a lump sum payment upon delivery and acceptance of all goods bid. A complete City of Casper voucher shall be processed for payment after an invoice is received from the vendor. Payment will be made within forty-five (45) days pursuant to Wyoming State Statute 16-6-601.

Statute W.S. 16-6-602:

16-6-601. Definitions.

(a) As used in this article:

(i) "Agency" means any department, agency or other instrumentality of the state or of a political subdivision of the state;

W.S. 16-6-602. Payment of agency accounts; interest.

Except as provided by contract, any agency which purchases or procures goods and services from a nongovernmental entity shall pay the amount due within forty-five (45) days after receipt of a correct notice of amount due for the goods or services provided or shall pay interest from the forty-fifth day at the rate of one and one-half percent (1 1/2%) per month on the unpaid balance until the account is paid in full, unless a good faith dispute exists as to the agency's obligation to pay all or a portion of the account.

XII. SALES TAX EXEMPTION CERTIFICATE:

The City of Casper, Wyoming, is exempted for paying the sales tax specified by Wyoming Statutes, and from paying Federal Excise taxes. Upon request, an exemption certificate will be furnished to the successful bidder.

XIII. GOVERNING LAW:

In the event of any claim, suit, or demand which may result from a bid or bids submitted thereunder, or the award of any contract as a result of submission of a bid, the bidder or bidders agree that Wyoming law shall govern any such claim, suit, or demand the rights and duties of the parties thereunder.

XIV. ADDITIONAL INFORMATION:

If additional information is required, written instructions shall be issued. No oral instructions or interpretations will be considered binding unless confirmed in the form of addenda and shall be furnished to all bidders who shall submit a signed copy of all addenda with their bid. Please refer all questions to Dan Coryell, 1800 East "K" Street, Casper, Wyoming, 82601, (307) 235-8410.