

July 11, 2016



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IN ASSOCIATION WITH:



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Furthermore, it should be understood that the files and information contained in this document were developed by AVI, p.c. to support planning level efforts for the corridor study. Additional data, calibration, and validation may be required prior to use for design purposes.

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Town of Wheatland

Town of Wheatland City Council



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2.0 GLIMPSE

The Glimpse section of the plan provides a brief summary of existing roadway and planning area.

History

The likely beginning of 16th Street was similar to many other roadways. A jurisdiction would establish roads along section lines, giving access to previously remote areas and creating firebreaks.

Development residencies, businesses, and public facilities then began to propagate along the corridor.

Based on research conducted by Steil Surveying Services, LLC, the first recorded plat of the area was the North Addition to the Town in February of 1915 (Figure 2.1 Plat North Addition to the Town Wheatland circa 1915) which established the east edge of the right-of-way. Other platting continued with the Map of the Second North Addition to the Town in September 1920, Lock Addition in 1974, Squaw Mountain Tracts in 1976, Timbers Subdivision in 1997, Progress Subdivision in 2007.

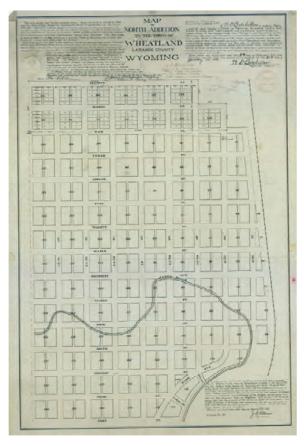


Figure 2.1 Plat North Addition to the Town Wheatland circa 1915

For the most part, the early plats divided the land within the Town and surrounding east side of 16th Street into

approximately 350' x 140' (1.125 acre±) tracts with 20' alleys and 80' right-of-way streets. This established the east boundary of the roadway from South Street to Rowley Street. The portion north of Rowley Street was confirmed with the Squaw Mountain Tracts in 1976 on the west side of 16th Street **Figure 2.2 Squaw Mountain Tracts circa 1976**. The plat created 3.4 Acre to 5.0 Acre tracts from south of Rowley Street to 3,600' north to on underground irrigation crossing. From the irrigation crossing, the Nineteenth Extension Tracts complete the defined west right-of-way line to Swanson Road. The known plats are contained in **Appendix D**.

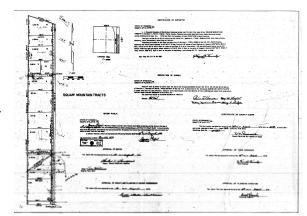


Figure 2.2 Squaw Mountain Tracts circa 1976



Figure 2.3 16th Street at South Street (Typical Section 1 Looking North)



Figure 2.4 16th Street at WID Canal (Typical Section 1 Looking North)



Figure 2.5 16th Street at Latchstring Mobile Home Subdivision (Typical Section 2 Looking North)

Existing Corridor

The roadway today is comprised from south to north of five (5) distinct typical sections.

First, from South Street to the Wheatland Irrigation District (WID) canal is comprised of a 42' asphalt roadway containing (3)-12.5' drive lanes and (2)-2' curb and gutters, and sidewalk see Figure 2.3 16th Street at South Street (Typical Section 1 Looking North). The WID canal crossing under 16th Street at this location and contains 72" CMP and a 24" CMP see Figure 2.4 16th Street at WID Canal (Typical Section 1 Looking North).

Second, the roadway width widens beyond the WID canal to 51' top back of curb to top back of curb with only a center double yellow stripe delineating the roadway. A short section of sidewalk extends to Water Street on the west side of 16th Street adjacent to the Latchstring Mobile Home Subdivision see (**Figure 2.5 16th Street at Latchstring Mobile Home Subdivision (Typical Section 2 Looking North)**.

The roadway width and composition remain fairly consistent from Water Street to Rowley Street with intermittent sections of sidewalk located on the east and west sides of the street. Additionally, concrete pavement areas have also been constructed on 16th Street at Oak Street, Walnut Street, and Rowley Street.

Third, 16th Street narrows on the north side of Rowley Street to a 48' top back of curb to top back of curb asphalt pavement section to Progress Court. Sidewalk is only present on the east side of the roadway adjacent to Dearinger Park see (**Figure 2.6 16th Street at Rowley Street (Typical Section 3 Looking North).**

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The fourth type of section on 16th Street begins on the north side of Dearinger Park and extends to the private irrigation crossing north of Laramie Peak Motors. 16th Street is approximately 38' wide top back of curb to edge of asphalt section without sidewalk. The 2' curb and gutter is on the west side of the roadway see Figure 2.7 16th Street south of Bob Ruwart Motors (Typical Section 4 Looking South).

This type of section continues from north side of Laramie Peak Motors to Swanson Road with the exception of a small section of rural two lane roadway described below. However, the curb switches from the west to east side of the road near Sherard Road and then moves back to the west side at the Wheatland Travel Place and Super 8 Motel. Additionally, a small area of curb and gutter overlaps on both sides of the roadway in area see Figure 2.9 16th Street at Swanson Road (Section 5 Looking South).

The **fifth** and final section of the 16th Street is from Laramie Peak Motors to the North Park Subdivision. This typical section is a 28' rural two-lane asphalt roadway without shoulders or curb and gutter see **Figure 2.8 16th Street Rural (Section 5) and Figure 2.9 16th Street at Swanson Road (Section 5 Looking South).**

Historical Overview

The roadway the 16th Street Corridor plan area is not known to be a part of any historic districts at the present time.

Additionally, the Wyoming State Historic Preservation Office (SHPO) website was reviewed for all the National Register listings in the area of the study and none were found (Office, Wyoming State Historic Preseravation, 2016).



Figure 2.6 16th Street at Rowley Street (Typical Section 3 Looking North)



Figure 2.7 16th Street south of Bob Ruwart Motors (Typical Section 4 Looking South)



Figure 2.8 16th Street Rural (Section 5)

Please note that if federal funds are used on any future projects or if a federal agency is part of the planning and implementation, a Section 106 Study will be required to determine potential impacts to any historic properties. Properties in the area of any construction impacts will be identified and evaluated based on the Secretary of Interior's Standards and Guidelines for identification. Several determinations can be made in the evaluation including the following:

- No historic properties affected
- Historic property adversely affected
- Historic property not adversely affected



Figure 2.9 16th Street at Swanson Road (Section 5 Looking South)

Transit

No public transit systems are present in the Town with the exception of the school district. No School District bus stops are known to be on the corridor's.

Bicycle Transportation

No formal bicycle facilities are delineated on the 16th Street Roadway. Bicycle traffic shares the roadway with motor vehicles.

Freight/Truck Routes

Based on observation, public comment, and the steering committee the primary truck route used for multiple industrial businesses and the farm to market route is State Highway 310 / Oak Street to 16th Street northbound and southbound. It is understanding the primary routes utilized for 16th Street are State Highway 310 eastbound to Oak Street then either north on 16th Street to Swanson Road/ Rompoon Road or south to I-25 and return. Please see Figure 2.10 Farm to Market/ Truck Routes for illustration.

Rompoon Rd 16th St 10th St

Figure 2.10 Farm to Market/Truck Routes

Environmental

Potential environmental considerations were reviewed for possible impacts to future improvement within the corridor. A cursory review and consultation with staff of the

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Wyoming Department of Environmental Quality (DEQ) and available documentation did not reveal any potential areas of concern within the study area. Refer to Profile Chapter for additional information.

A field investigation by the AVI Team revealed the probability of wetlands located in the study area at both the WID and private irrigation canal crossing. These may need to be mitigated when improvements are constructed but further investigations will required by an environmental specialist.

Park Funds

Further investigation will be required to ensure that Land and Water Conservation Act funds were not used in Dearinger Park. Section 6(f) of the Land and Water Conservation Act requires that the conversion of lands or facilities acquired with Land and Water Conservation Act funds will need to be coordinated with the U.S. Department of Interior. Usually a replacement in kind is required (See Error! Reference source not found.).

Utilities

Based on observed surface locates, the following utilities have been identified within the corridor:

- Rocky Mountain Power Electric, Underground Gas;
- Wheatland Rural Electric Association, Overhead Power;
- Charter Communications: Overhead Cable/ Phone;
- Century Link: Underground Phone, Cable;
- Town of Wheatland: Underground Water and Sewer.

The ability of the area to expand will inherently be dependent on the capacity, age, availability and service connection convenience of the existing dry and wet utility infrastructure. Further evaluation beyond the scope of this study will be required to determine the exact existing infrastructure and what will be required to support future development along the corridor.

Traffic Safety

Crash data was obtained at the intersections along the corridors for the most recent six-year period from the Wyoming Department of Transportation (WYDOT) Highway Safety Department. The data and crash rates are summarized in Table 1 (6) Six Year Crash Summary for Key Intersections from 2010 - 2015. The highest number of crashes over that period occurred at Oak Street.

Table 1 Six-Year Crash Summary 2010 to 2015

	16 th Street							
Туре	South Street	Oak Street	Spruce Street	Water Street	Gilchrist Street	Mason Street	Rowley Street	Other
				Nun	nber of Cras	shes		
Approach Turn	4	5	2	2	1	1	1	
Angle								
Rear End		1						
Pedestrian								
Head-on								
Parked Vehicles								3
Business/								9
Driveways								9
Other								12
Total	4	6	2	2	1	1	1	24
Total Corridor					41			
Intersection Rate	0.65	0.86	0.42	0.42	0.21	0.21	1.34	
Road Segment Rate	217.02							

Six (6) crashes at Oak Street involved eastbound vehicles with a southbound vehicle, and one (1) with an eastbound vehicle and a northbound vehicle. The other crash was a rear end crash between two (2) northbound vehicles (one (1) turning right). Five (5) of the six (6) crashes at that location involved eastbound vehicles which currently do not have to stop at the three-way stop intersection.

The Intersection Rate shown above is expressed as accidents per million entering vehicles (i.e. MEV). For example, at Oak Street has a crash rate of 0.86 crashes per million entering vehicles. The Road Segment Rate is calculated based on one hundred million vehicle-miles of travel (i.e. VMT).

Drainage

A Portion of the 16th Street Corridor study area is within the Federal Emergency Management Agency ((FEMA) regulated Spring Creek floodplain as shown on Flood Insurance Rate Map (FIRM), Panel 560043 0005 B, Effective April 16, 1979 (https://msc.fema.gov/portal).

Areas near the Old Wheatland Creek Channel and Wheatland Creek appear to be within a Zone A-1 while a majority of the corridor area is within the shaded Zone B. Zone A-1 is older designation by FEMA. It is an area with a 1% annual chance of flooding where Base Flood Elevations (BFE) have been determined by a detailed study. Shaded Zone B is an area of moderate flood hazard, usually between the limits of the 100-year and 500 year floods. Consequently, the area subject to inundation by the 1% annual chance flood (100-year) and 0.2% annual chance flood (500-year) floodplain.

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Future projects depicting the development of the roadway will likely require a detailed hydraulic and hydrologic modeling effort along with sound engineering judgment will be critical to overall success of the future final plan development. A FEMA FIRM excerpt showing the area of the study is shown in **Figure 2.11 FIRM Panel 560043 0005 B Excerpt**. A larger exhibit of the panel is enclosed in Appendix E.

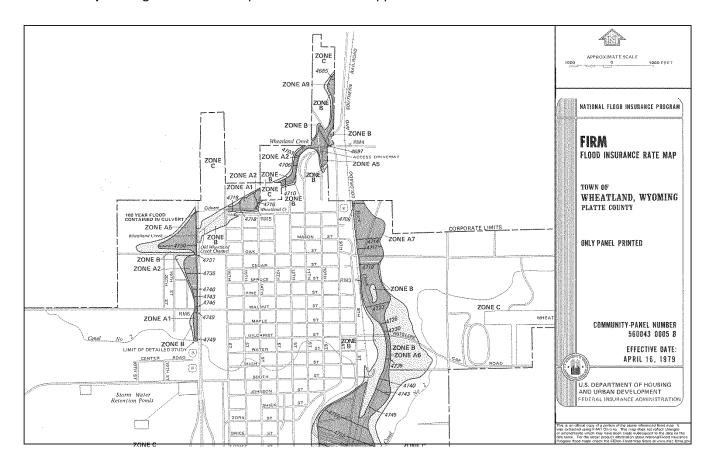


Figure 2.11 FIRM Panel 560043 0005 B Excerpt

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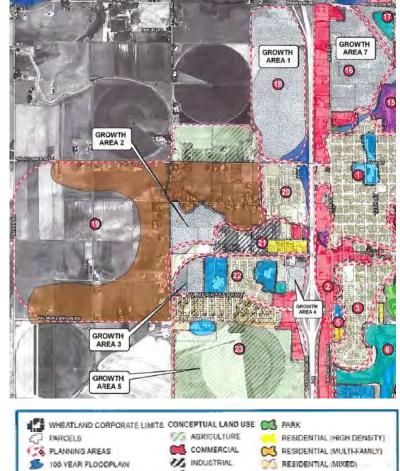
Existing Land Use and Zoning

The corridor study area has a variety of adjacent property uses, form, function, and look. The Current land use in

Wheatland and areas specific to the corridor are depicted in the Existing Land Use Map compiled by WLC See Figure 2.12 Existing Land Use. Land uses in the Town are classified as high density residential, multifamily, residential, mixed residential, suburban residential, mobile home, commercial, industrial, agricultural, open (undeveloped), public, park, and semi-public. The current Zoning Map developed by WLC is shown in Figure 2.13 Zoning Map.

The following zoning uses are currently within the corridor:

Wheatland Zoning: Description: HB Highway Business G General Business MHP Mobile Home Park LI Light Industrial RH Residential High Density R Residential



WHEATLAND CORPORATE LIMITE CONCEPTUAL LAND USE AND WE FARK

FARCELS ARGUSTULTURE RESIDENTIAL (HIGH DENSITY)

PLANNING AREAS COMMERCIAL RESIDENTIAL (MULTI-FAMILY)

MOBILE HOME RESIDENTIAL (SINGLE FAMILY)

OPEN RESIDENTIAL (SUBURBAN)

PUBLIC SEMI-PUBLIC

Figure 2.12 Existing Land Use

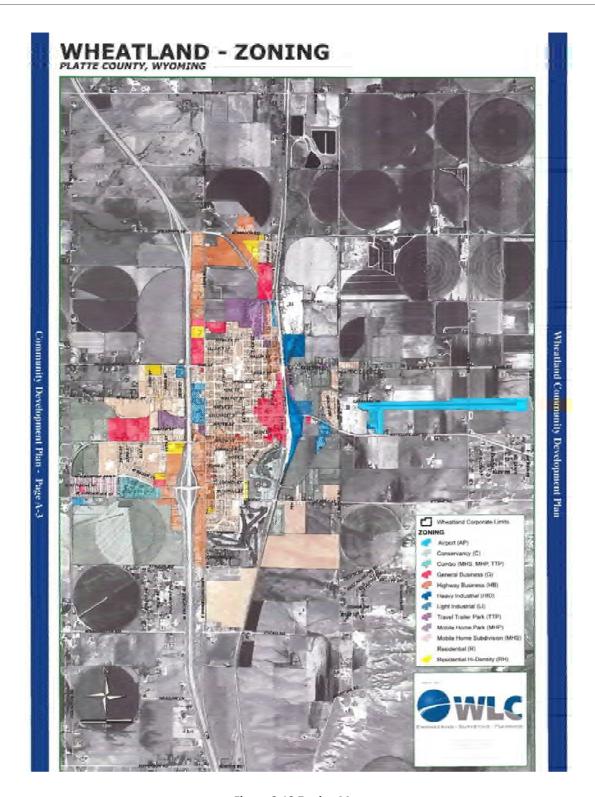


Figure 2.13 Zoning Map

Jurisdictional Roadway Maintenance

Three jurisdictional agencies appear to be the primary stakeholders on the 16th Street Corridor including: Platte County, Town of Wheatland, and the Wyoming Department of Transportation. Based on Wyoming State Parcel Viewer website (Wyoming, 2016), the intersection of 16th Street at Swanson Road appears to be outside the corporate limits of the Town of Wheatland and under Platte County jurisdictional control see **Figure 2.14 Corporate Limits of the Town of Wheatland** Although the remainder of the corridor is within the corporate limits of the Town of Wheatland, the WYDOT system map illustrates that a section of 16th from the interchange of I-25 to Oak Street is under WYDOT jurisdictional control and maintenance. This is clearly illustrated in the excerpt map from the *2012 Maintenance Section Reference Book* by WYDOT (Staff, 2012)shown in **Figure 2.15 WYDOT System Route and Maintenance Levels.** 16th Street is also identified by designation PL19A, ML57B as shown in **Figure 2.15**. It should be noted for reference that although a portion of this corridor is under the jurisdictional and maintenance control of WYDOT, the maintenance is limited and shown on the map legend "As *Available.*".

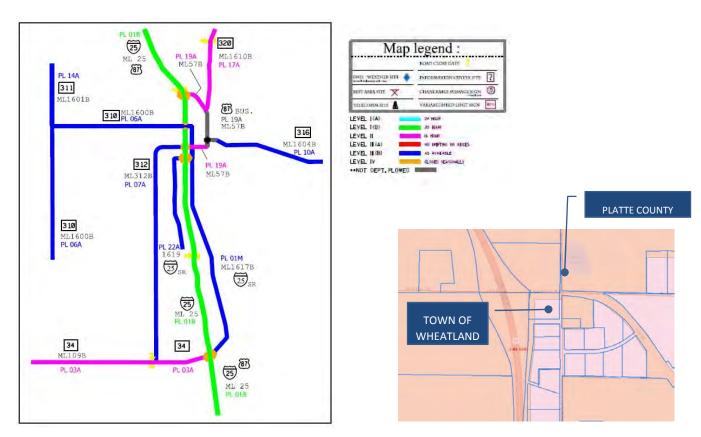


Figure 2.15 WYDOT System Route and Maintenance Levels

Figure 2.14 Corporate Limits of the Town of Wheatland

COLLABORATION

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3.0 COLLABORATION

The collaboration is the process and planning context phase of the project. It provided an avenue for a collaborative effort to define the opportunities and constraints of the corridor, as well as frame the key planning considerations, which shaped the plan.

The 16th Street Corridor Study relied heavily upon extensive public and stakeholder participation. The process involved stakeholder one-on-one meetings, open house format meeting with residents, business owners, developers, landowners, project steering committee meetings, and a Town Council workshop. **Table 3.1 Public Outreach Matrix** shows all the avenues used and dates in the collaboration process of the project.

Table 3.1 Public Outreach Matrix

Activity	Date(s)
Public Open House and Presentation (#1):	August 13, 2015
(First State Bank Conference Center, 1405 16th Street)	4:45 p.m. to 7:00 p.m.
Public Open House and Presentation (#2):	December 8, 2015
(First State Bank Conference Center, 1405 16th Street)	5:00 p.m. to 7:00 p.m.
One-on-one meeting(s)	January 20, 2016
One on one meeting(s)	9:00 a.m., 11:00 a.m., 5:00 p.m.
Steering Committee (5)	July 15, 2015; September 23, 2015; November 3, 2015; December 3, 2015; January 7, 2016.
	7 - 20 - 20 - 20 - 20 - 20 - 20 - 20 - 2
Platte County Economic Development Corporation Board of Directors Meeting	January 20, 2016
Town of Wheatland Council Work Session	June 29, 2016

One-on-one Meetings

The first type of collaboration component involved stakeholder one-on-one individual meetings with several adjacent property owners and interested parties. The purpose of the meetings was to solicit input. Three (3)

individual meetings were schedule and attended. The meetings were conducted on January 20, 2016 to accommodate stakeholder schedules.

The following are a list of the stakeholders who provided input to date:

- Jeff McGuire, Wheatland Automotive
 Mr. Rex E. Johnson, Attorney, Sherard, Artery & Johnson
 Attorneys and Counselors of Law
- Robert Hilti, Western Building Supply, LLC
- Jarvis Windom, Adjacent Property Owner

16th Street Corridor Study 2-3772.1

Continuous

Comprehensive

"3C"

Planning

Process

Cooperative

COLLABORATION

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The agenda of the meetings were as follows:

- Introduction
- Planning process and collaboration
- Specific issues, challenges or opportunities?
- Oher comments, questions or concerns?

Summary of One-one-one Stakeholder Meetings

- They appreciated the team coming to them in a small setting and listening to their input.
- Agree with the Primary goals identified.
- Concerns:
 - Solution should not remove traffic from businesses,
 - Direct costs to property or business owners,
 - o Perceived property acquisition,
 - Maintenance costs to property owners,
 - Access control.

It was conveyed to the groups that no additional costs shall be imposed on the property owners besides the normal taxes (i.e. sales tax and property tax) paid by all county/ and Town residents at this time. Full funding for the project has not been established. This is a preliminary plan to help secure funding and guide future development only. Additional design work will need to be completed.

Steering Committee

The second collaboration component of the project involved enlisting the use of the Steering Committee. The committee was comprised of the following staff and key stakeholders from the Town and other agencies during the plan development:

- Mayor Joe Fabian, Town of Wheatland,
- Pete Delgado, Town of Wheatland,
- Eric Jones, Town of Wheatland,
- Dennis Fisher, Platte County School District No. 1,
- Steve Shockley, Platte County,
- Daphanie Taylor, Platte County Economic Development

- Bob Ruwart, Bob Ruwart Motors
- Chuck Ruwart, Laramie Peak Motors
- Jeff Brown, First Interstate Bank
- Brad Emmons, AVI, P.C.
- Scott Cowley, AVI, P.C.
- Tom Cobb, AVI, P.C.

The Steering Committee met five (5) times throughout the course of the project to guide the consultant team, review project information, provide insight, discuss public and stakeholder involvement, and collaborate to make decisions about the plan direction and recommendations. Meeting minutes, as well as, the agenda can be found in Appendix B.

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Public Open Houses and Presentations

The third collaboration component involved (2) two open house style forum for stakeholder and public comment. A presentation and open house style public meeting was conducted during the project. AVI led the public involvement process with assistance and contributions from all the team members. The meetings were advertised through various media including radio, newspaper, web, flyers, and post card note in water bills from the Town.



First Open House and Presentation

A brief presentation combined with an Open House was conducted on August 13, 2015 4:45 p.m. to 7:00 p.m. at the First State Bank Conference Center, 1405 16th Street. The site was selected due to its proximity to the corridor study. Twenty-nine (29) people were listed on the Sign-In-Sheet as attending the meeting. The objectives of the open house were as follows:

- Obtain and listen to initial feedback from the public on problems, concerns, and desires for the future development and transportation components of the area.
- Identify and begin involvement of interested stakeholders.
- Provide a platform to begin work with the Steering Committee.

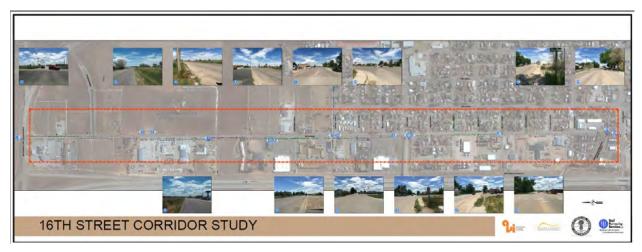


Figure 3.1 Existing Conditions Exhibit for 16th Street

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The open house was organized into two (2) different phases. The first was as brief twenty (20) minute presentation to focus on providing background, purpose, and identified potential issues. The second was two identical workshop areas comprised of exhibits shown in the presentation and a detailed aerial overview of the plan. Breaking the public into smaller groups allowed more one on one conversations and interactions with people. This was an attempt to ensure that the public in attendance was allowed to speak freely and get to know the people working on the corridor plan. A separate place was provided for the public to write comments and to answer a written survey.

Planning and Engineering consultants from AVI, Town of Wheatland, Platte County Economic Development, and

some Steering Committee members were present to receive public comment.

Information and input was collected using three different avenues; direct communication with a team member (i.e. consultant, steering committee member), having the public write comments on Post-it® notes

Figure 3.2 Post-It Note Comments and placing them on large planning area maps, and filling out a written survey. The primary purpose of the three different communication avenues was to create the most comfortable environment for individuals to convey information to the team.



Figure 3.2 Post-It Note Comments

Overview

Results for the written survey information were entered into the computer system by the consultants after the

open house and the public had the option of entering the survey electronically through the Survey Monkey® web link. The link was provided on the PCED website. Thirteen (13) individuals provided written comments, and comment cards. Refer to Appendix B for complete summary of comments, exhibits, sign in and comment cards.

The predominant demographic of those who attended public the First Open House were home and business owners as seen on the illustration **Figure 3.3 Who Attended Open House Meeting #1**.

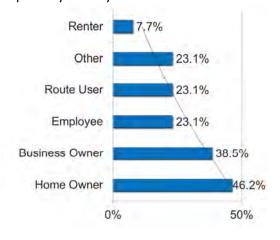


Figure 3.3 Who Attended Open House Meeting #1

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Five basic questions were asked by the comment card. They included the following:

- What type of development would you like to see?
- Please rate the importance of the following issues that guide the design of improvements on 16th Street (Drainage, Roadway Safety, Improved Sidewalks, Traffic Flow, Bicycle Facilities, Roadway Lighting, or your ideas)?
- Please rate the importance of the following transportation modes based on what you consider to the most important design consideration on 16th Street (Volume of Traffic, Speed of Traffic, Bicycles, Pedestrians, or your ideas)?
- If you could make one change to 16th Street or the area surrounding the corridor, what change would you make?
- Do you have additional ideas, information, or other comments that you would like to provide at this time?

Some of the most important elements from the solicited input where the following:

- Prefer retail and office development on 16th Street
- All design elements listed were important to the group.
 Drainage was the most important constraint to consider in future designs.
- The most important transportation modes were pedestrians, speed of traffic, volume of traffic, and accounting for industrial, commercial, and larger truck usage.

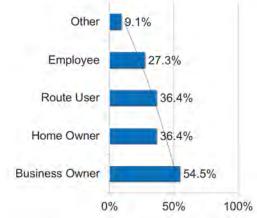


Figure 3.4 Who Attended Open House Meeting #2

 Changes suggested to the corridor included improving beautification of the areas adjacent to the corridor, installation of a center turn lane, and provide proper access widths for businesses and approaches.

Second Open House and Presentation

A brief presentation combined with an Open House was conducted on December 8, 2015 5:00 p.m. to 7:00 p.m. at the First State Bank Conference Center, 1405 16th Street, Wheatland, WY. The site was selected due to its proximity to the corridor study. Twenty (20) people were listed on the Sign-In-Sheet as attending the meeting. The objectives of the open house were as follows:

- Conduct a Presentation to provide background, purpose, and goals of project.
- Convey what we heard from the previous meeting/alternatives.
- The consultants presented different road options based on the direction of public comment and landowner meetings and provided visual diagrams of what could be done along the corridor.

The second meeting was conducted and information was collected in the same format as with meeting one.

COLLABORATION

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Overview

As previously noted results for the written survey information were entered into the computer system by the consultants after the open house and the public had the option of entering the survey electronically through the Survey Monkey® web link. The link was provided on the PCED website. Ten (10) individuals provided written comments, and comment cards. Refer to Appendix B for complete summary of comments, exhibits, sign in sheet and comment cards.

The group in attendance was predominantly business owners, route users, homeowners, and employees. Shown in **Figure 3.4 Who Attended Open House Meeting #2**.

Specific questions related to the type of typical section with or without parking, pedestrian crossing alternatives, Four-way stop control intersection at Oak Street, roadway lighting, and safety medians were asked to be commented and reviewed. Based on the responses, the most important elements from the solicited input where the following:

- 80% prefer a roadway section without parking on 16th Street while only 60% prefer a roadway section with parking
- 80% prefer the Walnut Street Pedestrian Crossing to be striped and utilize a Rapid Rectangular Flashing Beacon compared to 50% using a physical safety median
- 91% believe roadway lighting should be recommended on 16th Street
- 54.5% believe a safety median on 16th Street at South would improve the safety access for business approaches and the traveling public.

Platte County Economic Development Corporation Board of Directors Meeting

The fourth collaboration component of the project involved presenting to the Platte County Economic Development Corporation Board of Directors Meeting. The primary purpose of the meeting was to help convey what we heard from the community at the public meetings and present the corridor plan for review, comment, and questions.

Town of Wheatland Council Work Session

The fifth collaboration component of the project involved utilizing a presentation to the Town of Wheatland Council during a scheduled work session and a joint public forum meeting.

The primary purpose of the working session was to present the draft plan and collaborate on the development of the final corridor plan

Reference

The collaboration or public involvement phase of the project provided one of the components of the collaboration for development of the Design portion of the plan. Please see the Shape section of the plan, which encompasses the culmination of the foundation components and rationale behind the particular recommendations set forth in the plan.

4.0 PROFILE

The Profile section contains a set of foundations which help frame the boundary of the plan. The four (4) foundations are listed below and detailed in the following chapter:

- Foundation 1: Future Land Use Plan
- Foundation 2: Key Planning Considerations
- Foundation 3: Potential Funding Mechanisms
- Foundation 4: Environmental Constraints

Foundation 1: Future Land Use Plan

The Future Land Use Plan is a long-range growth-focused map that provides the basis to guide future development in the Town of Wheatland and Platte County urban areas. The map focuses on areas where new development will likely occur in the future and some redevelopment areas. The Land Use for this area was not revised and was used as the basis for future traffic volumes. Please see **Figure 4.1 Future Land Use Map** excerpt from the *Wheatland Community Development Plan* completed by WLC, Engineering, Surveying, and Planning (WLC Engineering, Surveying, and Planning, 2007).

Foundation 2: Key-Planning Considerations

The Glimpse, Foundation, and Profile phase of the project provide a framework for the future land development and corridor vision of the various stakeholders. The 16th Street Corridor area has the potential to grow and develop as additional utility and roadway infrastructure become connected and are appropriately sized for future capacity needs. The following structure considerations shape the corridor:

- Provide a safe, accessible and continuous pedestrian connection along the entire corridor
- Provide street lighting at intersections and non-motorized crossings where appropriate
- Provide multi-use path as recommended by the revised Trails Plan Town of Wheatland, Wyoming from the Wheatland Community Development Plan (WLC Engineering, Surveying, and Planning, 2007)
- Minimize impacts to nearby residential properties and businesses
- Provide a provision for future non-motorized transportation.

Traffic Safety and Operation

- Build a roadway cross section that enhances travel efficiency and accommodates all modes of transportation.
- Provide peak hour intersection operations with a minimum Level of Service (LOS) C as minimum through horizon year 2040.
- Attempt to maintain commercial and residential access approaches.
- Where appropriate, provide for proper turning widths at intersection to accommodate a conventional single unit truck (SU-40 (design vehicle), conventional school bus (S-Bus 36), and interstate semi-trailer combination (WB-67).

PROFILE

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Roadway Connectivity

- Review options to promote development in undeveloped open space.
- Review existing roadways and provide additional or enhanced street connectivity.

Dry and Wet Utilities

 Consult with wet and dry utility companies to provide enhanced or improved facilities to facilitate redevelopment.

Cooperation

Public agencies including Platte County, Town of Wheatland, and WYDOT.

Foundation 3: Potential Funding Mechanisms

Keys to successful development and revitalizing in the corridor will be predicated on the following:

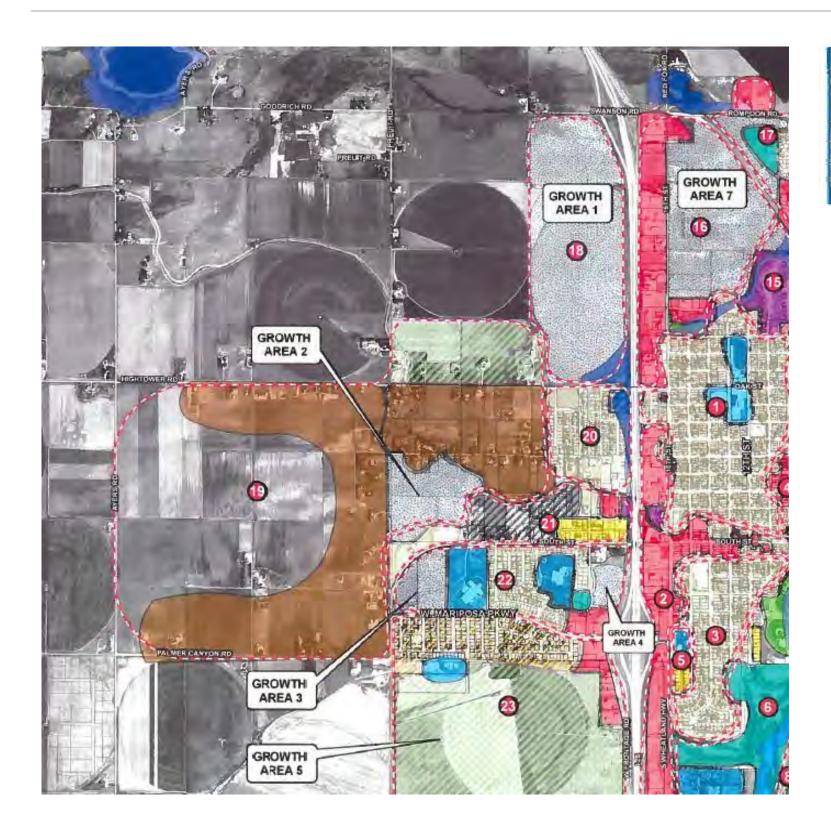
- A clear vision, taking into account the market and economic reality;
- A proactive strategy for reinvestment (public and private);
- Educated citizenry and implementers;
- Calculated strategy to attract investment and remove barriers;
- Quantifiable leveraged public investment;
- Fiscally and economically responsible phasing plan;
- On-going project support (political).

The public sector (Town of Wheatland, Platte County, etc.) will play an important role in "readying the area for private investment" through infrastructure improvements, public planning and policy initiatives. From these initiatives and/or investments, private sector development and redevelopment can be leveraged.

Funding mechanisms for public infrastructure could include loans and grants (e.g., Wyoming Business Council's Business Ready Community Program and Community Facilities Grant and Loan Program); Community Development Block Grant (CDBG) funds; 5th and 6th Penny Sales Tax projects revenue bonds; and general obligation bonds. One of the "truths" in corridor development and revitalization is that private investment will typically follow public investment. The types of public infrastructure recommended in the Corridor Plan will not only encourage new development on vacant and/or underutilized parcels, but redevelopment of existing sites and buildings. This new private investment represents the "leveraged" return to the public sector from their initial investments.

Foundation 4: Environmental Constraints

The following environmental checklist **Table 4.1 Environmental Review Corridor Checklist** was reviewed for the corridor in order to identify any areas of environmental concern that may need to be addressed in future development of the corridor plan, roadway design, and construction. A formal environmental report will likely be required to secure funding and/ or during final design phases of the project.





Flamning Area	Predominant Land Use	Consultant's Development Sugmitions	Planning Commission's Comments
1	Residential	Maintain existing uses.	Modify zaning code for development of small commercial lots and appearance/landscaping recuirements.
2	Highway Commercial	Encourage transition of residential to commercial along 10° Street.	Enforce nuisance codes and clean area up to provide better aeathetics for travelers.
3	Residential	Maiotain residential uses.	No comments received.
4	Commercial/Downtown	Preserve and enhance downtown. Utilize second story above businesses for residential live/work/play.	Develop a mixed use zoning district to support redevelopment. Add locade requirements. Preserve historic district.
. 5	Public/Hespital	Maintain uses. Expend zoning to permit ancillary medical uses compatible with residential uses.	Support the nursing home facility.
6	Public/Semi-Public	Maintain current land uses. Avoid construction in flood plain areas.	Plant trees, install screening at town utility facilities.
b	Open /Undeveloped	Large let residential to north, open space and ag uses to couth, truck by pass route.	Preserve madway corridor south of cemetery.
15	Mobile Home	Preserve for affordable housing. Enforce noisance codes. Business along Highway.	Ok
16	Open/Undeveloped Pave 12" to Swanson, Annex property, locate business along 16" and Swanson, residential in interior.		Annex right-of-way or whole island. Preserve roadway corridors.
17	Morad	Highway business along Swenson and Rom poon Roads.	Ól
7.8	Undeveloped / Agriculture	Highway business and support husinesses for ancher business, recreation facility. Annes prior to development.	Addressed by E-H (1-25 Business Park Feasibility) Study.
16	Rural Residential Precerve agricultural uses, large jut residential, ocquire additional right-of-way.		Modify zoning to allow narrower street standards.
20	Residential	Maintain residential uses, eliminate blighted areas, encours ye home rehabilitation.	Ok.
21	Hibred	Relocate or auteen salvage yard.	Planning approvals recently given to expand commercia and light industrial uses in the area.
22	Residential/School	Preserve current uses, Require public vilitim to protect hown drinking water supply.	Olk

Figure 4.1 Future Land Use Map

Table 4.1 Environmental Review Corridor Checklist

Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.				
Natural Environ	Natural Environment							
Threatened or Endangered Species	☐ Yes ☐ No ✓ Unknown ☐ Not applicable	✓Yes □ No □Unknown □ Not applicable	☐ Yes ☐ No ✓ Unknown ☐ Not applicable	Further investigation will be required during final design but not anticipated to be a factor. Review of area and U.S. Fish & Wildlife website. Unofficial US fish and Wildlife Service online database suggests that two mammal, one bird, and two flowering plant species and have potential habit in Platte County; Preble's meadow jumping mouse, Gray wolf, Bald eagle, Ute ladies'-tresses, and Colorado Butterfly plant. While these species have some potential, it is unlikely they are present. However, specific species/habitat surveys may be required.				
Wildlife Corridors	☐ Yes ☐ No ✓ Unknown ☐ Not applicable	☐ Yes ☐ No ✓ Unknown ☐ Not applicable	☐ Yes ☐ No ☐Unknown ✓Not applicable	Further investigation will be required during final design but not anticipated to be a factor. Based on WGFD GIS data, no wildlife corridors cross or are in the area.				
Invasive Species	☐ Yes ☐ No ✓ Unknown ☐ Not applicable	☐ Yes ☐ No ✓ Unknown ☐ Not applicable	☐ Yes ☐ No ✓ Unknown ☐ Not applicable	Further investigation will be required during final design but not anticipated to be a factor.				
Wetland Areas	✓ Yes □ No □ Unknown □ Not applicable	✓ Yes □ No □ Unknown □ Not applicable	✓ Yes ☐ No ☐ Unknown ☐ Not applicable	Further investigation will be required during final design but not anticipated to be a factor.				

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Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.
Natural Environr	nent (Continued)			
Riparian Areas	☐ Yes ✓ No ☐ Unknown ☐ Not applicable	☐ Yes ✓ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☐ Unknown ✓ Not applicable	Observation
100-Year Floodplain	✓ Yes □ No □ Unknown □ Not applicable	✓ Yes □ No □ Unknown □ Not applicable	✓ Yes □ No □ Unknown □ Not applicable	FEMA website and County GIS review. (see Glimpse: Drainage and Figure 4.2 Detailed FEMA Floodplain Map)
Clean Water Act Sections 404/401 Waters Of The United States	☐ Yes ✓ No ☐ Unknown ☐ Not applicable	☐ Yes ✓ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☐ Unknown ✓ Not applicable	WDEQ identified no Class I waters, but further detailed design/layouts will be needed to determine what if any permits will be required from the Army Corps of Engineers and WDEQ-WQD.
Prime Or Unique Farmland	☐ Yes ✓ No ☐ Unknown ☐ Not applicable	☐ Yes ✓ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☐ Unknown ✓ Not applicable	The Platte County Area Soil Survey confirmed no Prime or Unique Farmlands in the area.

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Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.		
Natural Environment (Continued)						
	☐ Yes	☐ Yes	☐ Yes	The National Wild and Scenic River System		
	✓ No	✓ No	✓ No	database confirmed no Wild and Scenic Rivers are on site or within visual range of the Bill Nye		
Wild and Scenic Rivers	☐ Unknown	☐ Unknown	☐ Unknown	Corridor Study.		
livers	□ Not applicable	□ Not applicable	□ Not applicable			
	☐ Yes	✓ Yes	✓ Yes	Observation and public process. Visual leisure in		
	✓ No	□ No	□ No	the case is "open space/aerial". Although this is subjective it may have impacts throughout the		
Visual Resources	☐ Unknown	☐ Unknown	☐ Unknown	corridor.		
	□ Not applicable	□ Not applicable	□ Not applicable			
	☐ Yes	☐ Yes	☐ Yes	Observation		
	✓ No	✓ No	✓ No			
Designated Scenic Road/Byway	☐ Unknown	☐ Unknown	☐ Unknown			
Noda, Byway	□ Not applicable	□ Not applicable	□ Not applicable			
Cultural Resources						
	☐ Yes	☐ Yes	☐ Yes	Formal survey was not completed; however, the		
	□No	□ No	□ No	Disturbed nature of the area would suggest that it is unlikely to find surface deposits. Buried		
Archaeological Resources	✓ Unknown	✓ Unknown	✓ Unknown	artifacts may be possible. Formal surveys are		
Resources	□ Not applicable	□ Not applicable	□ Not applicable	likely once an alternative is selected.		

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Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.			
Cultural Resources (Continued)							
	□ Yes	□ Yes	□ Yes	Observation			
Historical	✓ Unknown	✓ Unknown	✓ Unknown				
Resources	□ Not applicable	□ Not applicable	□ Not applicable				
Section 4(f) and Sec	tion 6(f) Resource	es					
Section 4(f)1 Wildlife and / or Waterfowl Refuge	☐ Yes ☐ No ✓ Unknown ☐ Not applicable	☐ Yes ☐ No ✓ Unknown ☐ Not applicable	☐ Yes ☐ No ✓ Unknown ☐ Not applicable	No impacts are anticipated based on observation.			
Section 4(f) Historic Site	☐ Yes ☐ No ✓ Unknown ☐ Not applicable	☐ Yes ☐ No ✓ Unknown ☐ Not applicable	☐ Yes ☐ No ✓ Unknown ☐ Not applicable	A section 106 Study will be required to determine potential impacts however, the area was not listed on the SHPO website.			
Wild and Scenic Rivers	☐ Yes ✓ No ☐ Unknown ☐ Not applicable	☐ Yes ✓ No ☐ Unknown ☐ Not applicable	☐ Yes ✓ No ☐ Unknown ☐ Not applicable	Observation			

¹ Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S. Code § 303, as amended); see <Section 4(f)>.

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Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.	
Section 4(F) And Section 6(F) Resources (Continued)					
	☐ Yes	☐ Yes	☐ Yes	Observation	
	□No	□No	□No		
Section 4(f) Park	✓ Unknown	✓ Unknown	✓ Unknown		
	□ Not applicable	□ Not applicable	□ Not applicable		
	☐ Yes	☐ Yes	☐ Yes		
	□No	□No	□No		
Section 6(f)2 Resource	✓ Unknown	✓ Unknown	✓ Unknown		
inesource	□ Not applicable	□ Not applicable	□ Not applicable		
Human Environment					
	✓ Yes	✓ Yes	✓ Yes	Existing approaches, fences and right-of-way will	
	□No	□No	□No	be necessary to complete the project based on the preliminary plan.	
Existing Development	☐ Unknown	☐ Unknown	□ Unknown		
	□ Not applicable	□ Not applicable	□ Not applicable		
Planned Development	✓ Yes	☐ Yes	☐ Yes	Potential development is anticipated on underdeveloped properties based on discussions with adjacent boundaries.	
	□No	□No	□No		
	□ Unknown	✓ Unknown	✓ Unknown		
	□ Not applicable	□ Not applicable	□ Not applicable		

 $^{^{\}rm 2}$ Section 6(f) of the Land and Water Conservation Fund Act

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Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.	
Human Environment (Continued)					
Displacements	☐ Yes ✓ No ☐ Unknown ☐ Not applicable	✓ Yes □ No □ Unknown □ Not applicable	✓ Yes □ No □ Unknown □ Not applicable	Possible impacts to adjacent landowners and business adjacent to the existing 16 th Street Corridor.	
Access Restriction	✓ Yes □ No □ Unknown □ Not applicable	✓ Yes □ No □ Unknown □ Not applicable	✓ Yes □ No □ Unknown □ Not applicable	Observation	
Neighborhood Continuity	☐ Yes ✓ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ✓ Unknown ☐ Not applicable	✓ Yes □ No □ Unknown □ Not applicable	Observation	
Community Cohesion	✓ Yes □ No □ Unknown □ Not applicable	✓ Yes □ No □ Unknown □ Not applicable	✓ Yes ☐ No ☐ Unknown ☐ Not applicable	Public Involvement process.	

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Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.		
Physical Environment						
Title VI/Environmental Justice Populations ₃	□Yes	✓ Yes	✓ Yes			
	□No	□No	□No			
	✓ Unknown	□ Unknown	☐ Unknown			
	☐ Not applicable	☐ Not applicable	□ Not applicable			
	✓ Yes	✓ Yes	✓ Yes	Observation		
	□No	□No	□No	See Section Glimpse; Utilities.		
Utilities	□ Unknown	□ Unknown	☐ Unknown			
	☐ Not applicable	☐ Not applicable	□ Not applicable			
	□Yes	□ Yes	☐ Yes	Observation		
	□No	□No	□No			
Hazardous Materials	✓ Unknown	✓ Unknown	✓ Unknown			
	□ Not applicable	□ Not applicable	□ Not applicable			
Sensitive Noise Receivers ₄	□Yes	□ Yes	□ Yes	Adjacent Neighborhoods and Park.		
	□No	□No	□No			
	✓ Unknown	✓ Unknown	✓ Unknown			
	□ Not applicable	□ Not applicable	□ Not applicable			

 $^{^{3}}$ refers to Title VI of the 1964 Civil Rights Act and 1994 Executive Order 12898 on environmental justice

⁴ under FHWA's Noise Abatement Criterion B: picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals

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Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.	
Physical Environment (Continued)					
Air Quality	□ Yes	□ Yes	□ Yes		
	□No	□No	□No		
	□ Unknown	✓ Unknown	✓ Unknown		
	✓ Not applicable	□ Not applicable	□ Not applicable		
Energy	□Yes	□ Yes	□ Yes		
	□No	□No	□No		
	✓ Unknown	✓ Unknown	✓ Unknown		
	□ Not applicable	□ Not applicable	□ Not applicable		

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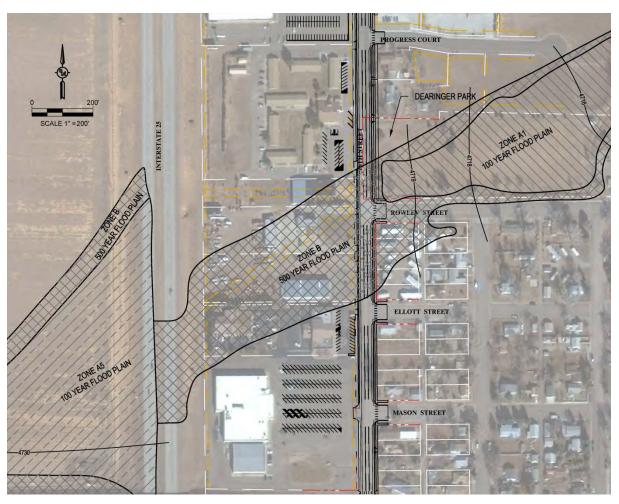


Figure 4.2 Detailed FEMA Floodplain Map

5.0 DESIGN

The Glimpse, Foundation, and Profile phase of the project provided a solid foundation for development of the Design portion of the plan. The design section of the plan encompasses the culmination of the foundation components and rationale behind the particular recommendations set forth in the plan.

The overall recommendations are specifically designed to address the modes of transportation and safety needs of the present and future users of the 16th Street Corridor. All recommendations have been examined carefully to ensure the wishes of the stakeholders have been considered as well as their practicality, functionality, aesthetic appeal, sustainability, and successful implementation. The physical layouts of the improvements are detailed in the following pages and can be found on the corridor plan in Appendix A. Detailed cost estimates are shown in Appendix E.

Roadway Concept Alternatives

The methodology employed to develop the conceptual roadway "typical" alternatives were evaluated using a multi-modal evaluation framework as a base. At intersections and other locations with unique design challenges (e.g. driveways, areas with limited sightline, etc.), special designs and modifications may be needed to address issues of road geometry, adjacent land uses, traffic volumes and other characteristics. The 16th Street Corridor Study evaluated conceptual improvement alternatives for the roadway segments and streetscape with the following governing parameters:

- What are the existing and future adjacent conditions and uses?
- What variations can be made to create a more user-friendly corridor?
- What movements and interactions will take place on the corridor?
- What is the corridor vision of the stakeholders?
- What can we do to add low maintenance streetscape to "soften" the corridor for non-motorized modes of transportation?
- What can we do to minimize impacts to adjacent businesses, properties, residents, etc.?

Design Guide Criteria

Roadway Classification: CollectorMinimum Design Speed: 35 mph

Clear Zone Width (Lc): 14 feet, (1500<ADT< 6,000), Foreslopes, 1V:6H to 1V:4H

14 feet (1500<ADT< 6,000), Backslopes, 1V:3H; 1V:6H

AASHTO Roadside Design Guide (Officials A. A., 2011))

Stopping Sight Distance: 250 feetPassing Sight Distance: 550 feet

Crest Vertical Curve: K = 108 (Passing Sight Distance)

K = 29 (Stopping Sight Distance)

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Design Guide Criteria (Continued)

Sag Vertical Curve:
K = 49 (Stopping Sight Distance)

■ Grade (Max./ Min.): 6%/ 0.5%

Design Vehicle: WB-67 (WB-40 minimum)
 Horizontal Curve: R = 510' (Adverse Crown),
 Transitions: L = WS²/60 = W(35)²/60

Table 5.1 Ultimate Typical Section Jurisdictional Comparison

Description	Laramie County (Collector) (1)	City of Cheyenne (Collector) (2)	2011 AASHTO (3)
Travel Lane**	2 – 12′	2 – 12′	10'-12'
Turn Lanes	12' (3)	-	10'-12'
Roadway Width	36′	32'	Volume
Sidewalk/ Pedestrian Area	6′	6'	5′
Parkway/ Tree Lawn	8′	8'	-
Bike Lane/ Shoulder**	2-6′	n/a	2-8'
Volume Capacity (ADT)	3,500 – 5,000	2,000 – 5,000	Over 2,000

Footnotes:

- # ##' indicates total number of element within corridor cross section
- (1) Laramie County Land Use Regulations (County, 2011)
- (2) City of Cheyenne Unified Development Code (Cheyenne, 2013)
- (3) A Policy on Geometric Design of Highways and Streets (AASHTO, 2011)

Cross Sectional Elements

Lane Widths

As shown in **Table 5.1 Ultimate Typical Section Jurisdictional Comparison**, lane width requirements vary between the jurisdictional entities from ten to twelve (10 to 12) feet. According to AASHTO (AASHTO, 2011) and our experience, smaller lane widths may be used in more constrained areas where truck and bus volumes are relatively low and where speeds are less than 45 mph. Lane widths of eleven (11) feet are extensively used in urban arterial street designs while twelve (12) foot lanes are desirable on high speed, free flowing principal arterials.

After extensive discussion between the design team and Steering Committee, we recommend the use of eleven (11) foot wide travel lanes on the 16th Street Corridor. This width still accommodates larger design vehicles and increases the available tree lawn width which can be used for snow storage and pedestrian separation.

Curbs

The type and location of curbs affect driver behavior and safety. Curbs serve many purposes including drainage control, roadway edge delineation, delineation of pedestrian walkways, and access control. Although curbs are not considered fixed objects in the context of a clear zone obviously, they will have an effect on impacting or overriding car movements

After discussion within the public, design team and Steering Committee, we recommend the use of curb and gutter on 16th Street. Curb and gutter will provide better drainage conveyance, access control, and pedestrian delineation for use by pedestrians and young schoolchildren.

Bicycle/Shoulder

Bicycling is becoming increasingly popular in Wyoming as a means of transportation and recreation. Although separated multi-use pathways provide the broadest opportunity for a variety of non-motorized transportation modes, advanced commuter cyclists prefer riding within the roadway.

The Urban Bikeway Design Guide by the National Association of City Transportation Officials (Officials N. A., 2014) recommends the following conventional bike lane standard.

- Bike Lanes Without On-street Parking. A minimum width of four (4) feet when no curb and gutter is present, five (5) feet when adjacent to curb and gutter, and six (6) feet where right-of-way allows.
- Bike Lanes With On-street Parking. When placed adjacent to a
 parking lane, the desirable reach from the curb face to the edge of
 the bike lane (including the parking lane, bike lane, and optional

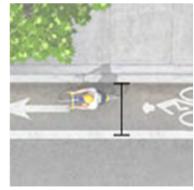


Figure 5.1 Bike Lane Typical

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buffer between them) is 14.5 feet; the absolute minimum reach is 12 feet. A bike lane next to a parking lane shall be at least 5 feet wide, unless there is a marked buffer between them. Wherever possible, minimize parking lane width in favor of increased bike lane width.

- Markings. The following pavement markings are recommended for bike lanes:
 - A solid white lane line marking shall be used to separate motor vehicle travel lanes from the bike lane. Most jurisdictions use a 6 to 8 inch line.
 - When placed adjacent to parking, a solid white line marking of 4 inch width should be used between the parking lane and the bike lane to minimize encroachment of parked cars into the bike lane.

Based on stakeholder input it appears that a growing number of people expressed the importance in providing bike lanes on the corridor however, at the same time a number of people expressed that bike lanes were not necessary or important for the corridor. After discussion within the public, design team and Steering Committee, we recommend the use of additional 7' on-street shoulder from top back of curb to edge of travel lane be incorporated into the cross section of the street. This additional shoulder can be used for snow storage and buffering for pedestrian traffic. In the future, this area could then become converted to a designated bike lane when Wheatland residents need those facilities. In the meantime, advanced cyclists that generally use their bike as a motor vehicle can share the roadway.

Pedestrian Facilities

The need for continuous and updated pedestrian and accessible facilities to connect the area and Town received overwhelming consensus during the public process. Discussions centered on utilizing two types of facilities:

- **Shared Use Path.** A multi-use path designed primarily for use by bicyclists and pedestrians, including pedestrians with disabilities, for transportation and recreation purposes. Shared use paths are physically separated from motor vehicle traffic by an open space or barrier, and are either within the highway right-of-way or within an independent right-of-way.
- **Sidewalks**. A well maintained sidewalk provides a safe and accessible conduit for pedestrian movement and access which enhances connectivity and promotes walking. The *Urban Street Design Guide* by the National Association of City Transportation Officials (NACTO, 2013) recommends that **s**idewalks have a desired minimum through zone of 6 feet and an absolute minimum of 5 feet. Where a sidewalk is directly adjacent to moving traffic, the desired minimum is 8 feet, providing a minimum 2-foot buffer for street furniture and utilities.

After discussion with the stakeholders, Steering Committee, and design team, we recommend that a 6' sidewalk be placed along the east side of the corridor and an 8' shared multi-use path be placed along the west side of the corridor. Additionally, we recommend where right-of-way is currently available or future development allows a 4' and 6' pedestrian separation buffer be placed between the sidewalk and top back of the curb on the west and east sides of the corridor, respectfully. This buffer will provide snow removal storage and safety buffer between the traveling public and the pedestrian.

Parking

Providing parking is very important to accommodate in adjacent land use areas where adequate off-street parking facilities are not available or practical. A majority of the stakeholders in the area did not provide input to the design team that parking was a concern on the corridor and the current industrial/ commercial businesses for the most part appear to have adequate parking at the present time. However, we recommend that existing developments which require parking be provided with an on-street parking lane.

Access/Driveways

It is important to standardize the placement, width, and type of new driveways and accesses on the 16th Street Corridor. The function of an access is similar to that of a public intersection. They should be designed for the intended and located to meet criteria established for the sight distance corresponding to the design / regulatory speed limit of the corridor. We recommend the following criteria be established for new driveway accesses on the corridor:

Table 5.2 Driveway Access Criteria

Criteria	Residential	Commercial	Industrial				
Width	12'-36'	30′–36′	40'-50'				
	Minimum Spacing						
From Property Line	10'	25′	50′				
From Street Corner	15′	35′	60′				
Between Driveways	25′	50' (Min.) / 75' (Preferred)	130′				
Туре:	Flared	Flared	Flared/Curved				

Footnotes:

- (1) Spacing measured from nearest bottom edge of the width of opening to identified reference.
- (2) Does not apply to shared access points.

Safety Medians

The primary function of medians is safety. They separate traffic streams, guide turning movements at intersections, and provide access control to/ from minor access drives and intersections. It is very important that medians be delineated in a way that makes them visible and distinguishes them from the adjacent driving lanes. Curbed medians and traffic islands provide an added benefit by "softening" the urban roadway edge and subjectively enhance the aesthetic quality when utilizing a combination of the material types. Three (3) types of medians are most common in the urban roadway environment: raised, flush, and two-way left-turn lanes.

- Raised Medians. A raised median is used in urban streets where it is desirable to control or restrict midblock left turns and cross maneuvers. Installing a raised median can result in the following benefits:
 - Improve traffic safety
 - Restrict left-turn and crossing maneuvers to specific locations or certain movements
 - Increase capacity and reduce delays
 - Provide a pedestrian refuge area (minimum of six (6) feet wide).
 - AASHTO (AASHTO, 2011) recommends that intersection median turn lanes have a minimum medial separator of four (4) feet between turning lane and opposing traffic. Additionally, they recommend that with wider medians, consideration should be given to offsetting the left-turn lanes to provide maximum visibility between opposing traffic volumes.
- Flush Medians. Flush medians are surface painted medians that can be traversed. (Although they discourage left-turn and crossing maneuvers by their striping configuration, they do not prevent left turns because the median can be easily crossed).
- Two-way Left-turn Lanes. Two-way left-turn lanes (TWLTL) are flush medians that may be used for left turns by traffic from opposing directions on the street. AASHTO (AASHTO, 2011) recommends the use of a TWLTL on arterials with numerous cross streets, commercial, residential drives, or where it is impractical to limit left turn movements.

The 16th Street Corridor plan recommends the use of all three types of medians however, the only cross sectional element shown on the typical section is a continuous two-way left-turn lane or no median.

Intersection Auxiliary Lanes (Speed-Change Lanes)

No criteria were found within the Town of Wheatland code related to auxiliary lanes. Therefore, AASHTO was utilized for the development within the corridor.

Table 5.3 Jurisdictional Requirements for Auxiliary Lanes

Design Speed Decel		15 MPH Turns Decel	Minimum Decel Lane Taper Ratio	
AASHTO				
30	160	-	8:1 to 15:1	
40	275	-	8:1 to 15:1	
50	435	405	15:1	

Careful consideration was given to the proposed conceptual alternatives to use the safest and most practical deceleration length on the corridor. Therefore, due to the proximity of access approaches, and expected relatively lower speeds approaching intersections, a one-hundred sixty (160) foot deceleration length was applied to the auxiliary lane development. If specific site conditions did not allow development of full deceleration lane, it was omitted and so noted. Additionally, for the identical reasons as previously noted, a 100' minimum taper was utilized for all the auxiliary lanes with the corridor. For a twelve (12) foot lane, this equates to approximately an 8.33:1 and for an eleven (11) foot lane, it equates to approximately a 9.1:1.

Left Turn Lane

We recommend that a left-turn deceleration lane and taper are required for any access with a projected peak-hour ingress turning volume greater than 10 vehicles per hour (vph). The taper length shall be included with the required deceleration length.

Right Turn Lane

We further recommend that a right-turn deceleration lane and taper be required for any access with a projected peak hour ingress turning volume greater than 25. The taper length should be included within the deceleration length.

Provision for Dry Utilities

As previously described in the study, some utilities are interlaced in the corridor area and are both underground and overhead. Obviously, utilities should desirably be located underground or at the edge of the right-of-way, when practical. Based on recommended right-of-way width of 80 feet, we would recommend that new developments have dry utility facilities relocate underground within the corridor.

Recommended Typical Sections

The recommended Conceptual Typical Sections for the 16th Street corridor are illustrated in **Figure 5.2** though **Figure 5.5** and are summarized below:

Figure 5.2 Recommended Ultimate Typical Section Re-development and Un-platted Areas (Looking South). This Typical Section is recommended for use in areas of the corridor where future re-development or new development could occur. For example, rural areas north of Rowley Street that are undeveloped and have the

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potential to become commercial through a development process. The additional right-of-way could be dedicated through the site plan development or platting process.

Figure 5.3 Recommended Conceptual Typical Section in Areas Requiring On-street Parking Limited 70' Right-of-way (Looking South). This Typical Section is recommended for use in areas of the corridor south of Rowley Street where the existing right-of-way width is 70' and requires on-street parking due to a lack of available off-street parking. For example, on the west side of 16th Street adjacent to Noyce's Friendly Shop between Pine Street and Walnut Street has no off-street parking available.

Figure 5.4 Recommended Conceptual Typical Section Established/ Developed Areas Limited 70' Right-of-way (Looking South). This Typical Section is recommended for use in areas of the corridor south of Rowley Street where the existing right-of-way width is 70' and does not requires on-street parking due to availability of off-street parking. For example, the area on the west side of 16th Street between Water Street and Walnut Street has off street parking available and would not require on-street parking.

Figure 5.5 Recommended Conceptual Typical Section Established/ Developed Areas Limited 60' Right-of-way (Looking South). This Typical Section is recommended for use in areas of the corridor north of Rowley Street where the existing right-of-way width is 60' and has not begun to develop or redevelop.

We would recommend a uniform section be implemented and provided throughout the entire corridor however, we recognize that is not practical at the present time and may require implementation over a period of years. Therefore, we have recommended the same roadway width (top back of curb to top back of curb) in all typical sections throughout the corridor by varying striping and corridor amenity widths (i.e. sidewalk, pedestrian buffer) to accommodate the existing right-of-way corridor width constraints.

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RECOMMENDED ULTIMATE TYPICAL RE-DEVELOPMENT & UN-PLATTED AREAS

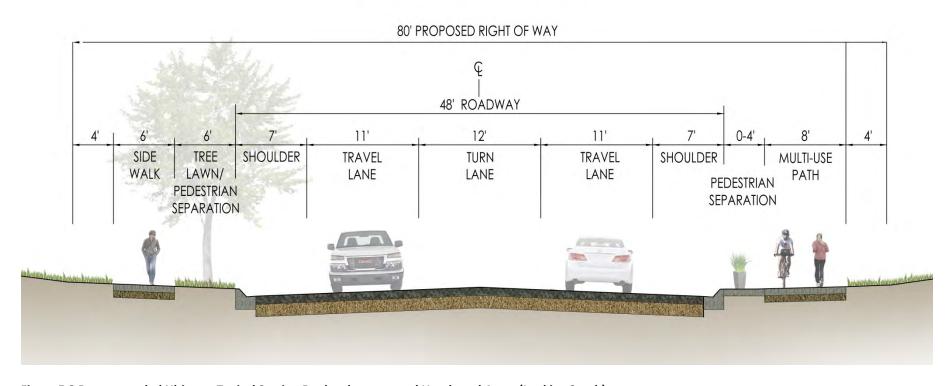


Figure 5.2 Recommended Ultimate Typical Section Re-development and Un-platted Areas (Looking South)

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EXISTING RESIDENTIAL/BUSINESS AREAS REQUIRING ON-STREET PARKING

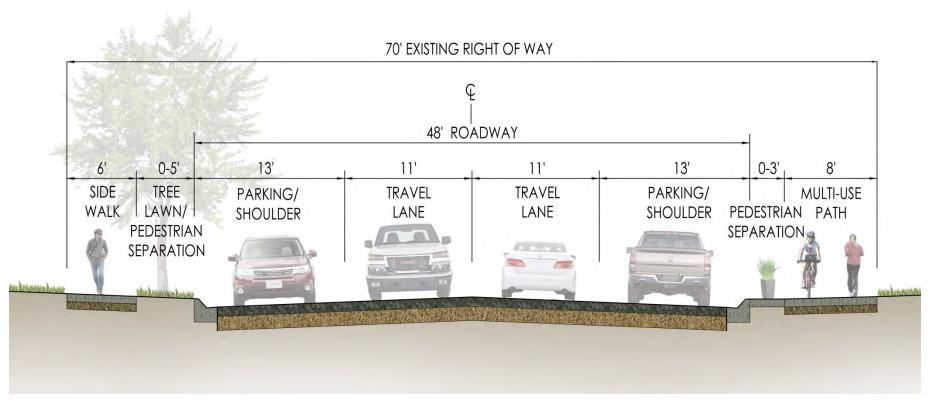


Figure 5.3 Recommended Conceptual Typical Section in Areas Requiring On-street Parking Limited 70' Right-of-way (Looking South)

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RECOMMENDED TYPCIAL FOR ESTABLISHED/DEVELOPED AREAS

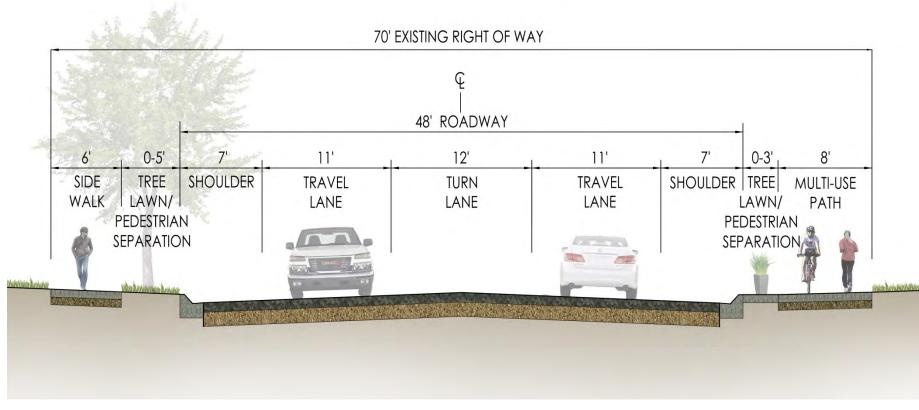


Figure 5.4 Recommended Conceptual Typical Section Established/ Developed Areas Limited 70' Right-of-way (Looking South)

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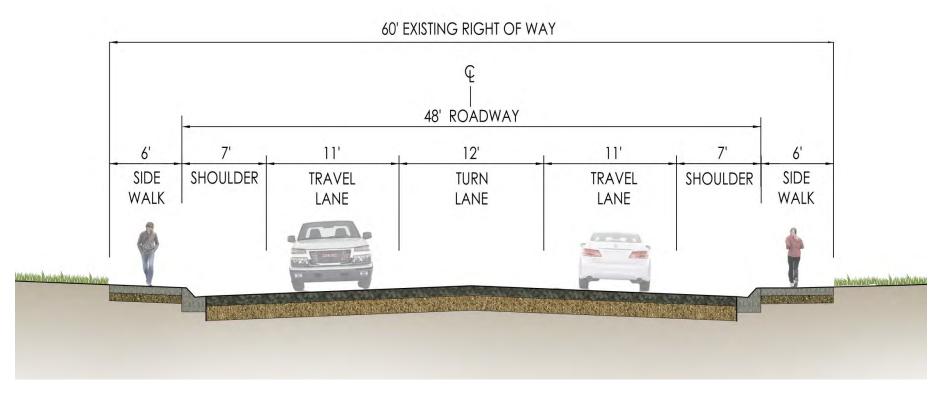


Figure 5.5 Recommended Conceptual Typical Section Established/ Developed Areas Limited 60' Right-of-way (Looking South)

Future Traffic Volume Conditions

Traffic volume projections were developed for Year 2036 to estimate the impacts of the traffic growth on the corridor. The future annual accumulative traffic volume is projected to increase at 0.05%/yr and utilize a two travel lane typical section and a two-way left turn lane for traffic patterns on the corridor. The future annual traffic volume increase was based on population estimates from the State of Wyoming Department of Administration and Information Economic Analysis Division *Population Forecasts for Wyoming, Counties, Cities, and Towns 2015 – 2040* (Wyoming, Department of Administration and Information Economic Analysis Division, 2016).

The capacity and level-of-service (LOS) of a corridor is generally determined by its traffic control at intersections. LOS categories ranging from A to F are assigned based on the predicted delay in seconds per vehicle for the intersection as a whole, as well as, for individual turning movements. LOS A indicates very good operations, and LOS F indicates poor, congested operations. Acceptable intersection operation in urban areas is typically considered LOS D or better. Therefore, the existing 2016 and 2036 capacity and LOS analysis were conducted for the main intersections on the corridor (i.e. South Street, Swanson Road, and Oak Street) and are summarized in **Table 5.4 Level of Service (LOS) 2016/ 2037**. An annual 0.05% annual increase for 20 years results in a 10.5% increase in traffic volume. It should be noted this is a very modest increase to an already low existing volumes. Consequently, as anticipated, only a minor reduction in capacity and LOS resulted with the future traffic projections. Please see **Appendix E** for additional information and reference.

Table 5.4 Level of Service (LOS) 2016/2037

INTERSECTION OF 16 [™] STREET	LEVEL OF SERVICE (AM/PM)		
	2016	2037	
South Street	В/В	В/В	
Oak Street (Two-way Stop)	B/C	B/B	
16 th Street (Two-way Stop on Oak)	А	А	
Oak Street (All-way Stop)	В/В	B/B	
Swanson Road	Α	А	
Swanson (Two-way Stop on 16 th Street)	В	В	

Drainage and Detention

We understand that the Town of Wheatland does not have criteria regarding drainage planning and design at the present time. Until such time that final regulations and a code are adopted, we recommend that at a minimum the proposed roadway corridor shall provide for the following:

- Stormwater detention based on a design storm up to a one-hundred (100) year frequency.
- Post development design requirements shall be for a system to maintain total contributory site discharge at no greater than a pre-development (i.e. historic) fifty (50) year release rate for a 100-year storm event.
- Additionally, at a minimum drainage conveyance system elements shall be based on the following criteria for a collector street:
 - Major Storm (100-year)
 - Maximum depth in gutter flowline 6 inches, 6 inches flow across street intersections.
 - Maximum allowable Spread 18 feet each side allowing middle lane passage.

The design team developed conceptual potential drainage plan opportunities for the 16th Street corridor. The layout outlines planning level opportunities for improving the post developed drainage along the corridor. **Figure 5.6 Conceptual Drainage Opportunities** outlines three (3) independent drainage conveyance storm system paths. A brief summary of the systems and critical constraints are outlined below.

System N-1. This basin roughly encompasses 16th Street from a high point north of Laramie Peak Motors where a current underground irrigation crossing exists to the north. The proposed profile essential mimics the existing topography which creates a low point for the basin near Swanson Road. The conveyance system would require a series of inlets along grade with localized low points at inlet locations to capture runoff to meet the minor and major conveyance criteria outlined above. A storm sewer trunk line would need to flow in the direction of the profile (i.e. south to north) near the intersection of Swanson Road with 16th Street. One (1) option was explored for the system discharge/ detention and is outlined below. See **Figure 5.6 Conceptual Drainage Opportunities** for additional information.

Detention Option 1 (Recommended). The recommended conceptual option shows stormwater runoff being conveyed by the N-1 Storm System into a detention pond on the on the vacant lot on the southeast corner of 16th Street and Swanson Road. The detention pond would then release and proceed underground to the north into the natural drainage of Jones Lake. If this option is implemented, we would recommend the Town of Wheatland purchase the actual required area from the current owner (Granite Peak Development, LLC) and negotiate with the owner (Roy Hitt).

System N-2. This basin roughly encompasses 16th Street from a high point north of Laramie Peak Motors where a current underground irrigation crossing exists to the south. The proposed profile essential mimics the existing topography which creates a low point near Dearinger Park at Rowley Street. The conveyance system would require a series of inlets along grade with localized low points at inlet locations to capture runoff to meet the

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minor and major conveyance criteria outlined above. A storm sewer trunk line would need to flow in the direction of the profile (i.e. north to south) near the intersection of Rowley Street with 16th Street. Two (2) options were explored for the system discharge/ detention and are outlined below. **Figure 5.6 Conceptual Drainage Opportunities** for additional information.

Detention Option 1 (Recommended). The recommended conceptual option shows stormwater runoff being conveyed by the N-2 Storm System into a detention pond on the within Rowley Park. The detention pond would then release and proceed northeast into the natural drainage of Wheatland Creek.

Detention Option 2. This conceptual option shows stormwater runoff being conveyed by the N-2 Storm System into a detention pond on the on one of the vacant lots east of 16th Street prior to Progress Circle. The detention pond would then release and proceed east into the natural drainage of Wheatland Creek. If this option is implemented, we would recommend the Town of Wheatland purchase the actual required area from the current owner (Little Jewel, LLC or Ernest J. Keiffer).

System S-1. This basin roughly encompasses 16th Street from South Street to Rowley Street. The proposed profile essential mimics the existing topography which creates a low point near Dearinger Park at Rowley Street. The conveyance system would require a series of inlets along grade with localized low points at inlet locations to capture runoff to meet the minor and major conveyance criteria outlined above. A storm sewer trunk line would need to flow in the direction of the profile (i.e. north to south) near the intersection of Rowley Street with 16th Street. Two (2) options were explored for the system discharge/ detention and are outlined below. **Figure 5.6 Conceptual Drainage Opportunities** for additional information.

Detention Option 1 (Recommended). The recommended conceptual option shows stormwater runoff being conveyed by the N-2 Storm System into a detention pond on the within Rowley Park. The detention pond would then release and proceed northeast into the natural drainage of Wheatland Creek.

Detention Option 2. This conceptual option shows stormwater runoff being conveyed by the N-2 Storm System into a detention pond on the on one of the vacant lots east of 16th Street prior to Progress Circle. The detention pond would then release and proceed east into the natural drainage of Wheatland Creek. If this option is implemented, we would recommend the Town of Wheatland purchase the actual required area from the current owner (Little Jewel, LLC or Ernest J. Keiffer).

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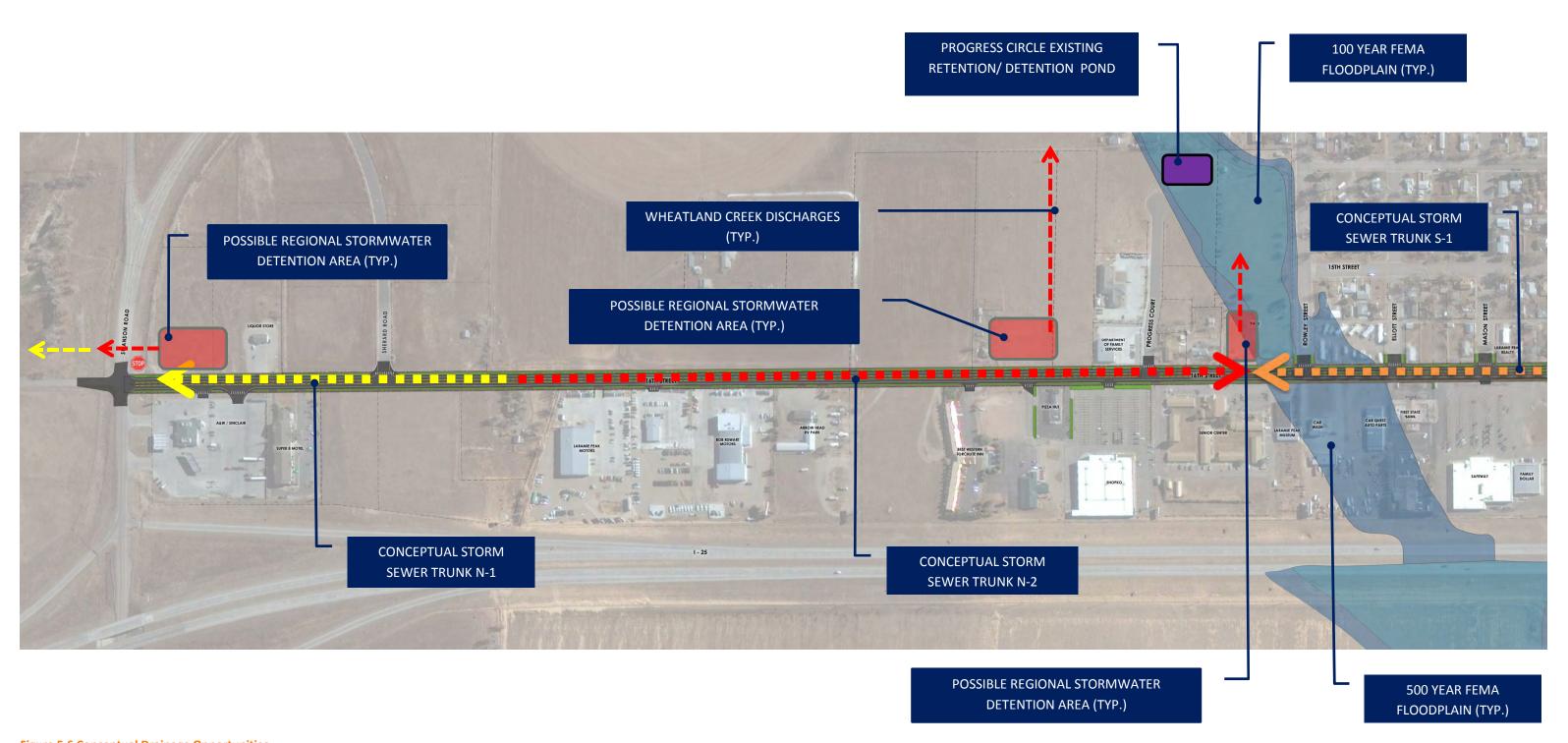


Figure 5.6 Conceptual Drainage Opportunities

Right-of-way Requirements

During this preliminary design phase of the project, the team researched the Platte County recorded documents in the Platte County Clerk's office and the Wyoming Statewide Parcel Viewer website (Wyoming, Wyoming Statewide Parcel Viewer, 2016). The purpose was two-fold; first, to identify the preliminary physical property needs and ownerships and second, to commence open communication with the present landowners.

The planning and design team have made recommendations for right-of-way that we believe were necessary to fulfill the goals of the project and minimize the impact to existing landowners. Please note that a Wyoming Professional Land Surveyor will be required to establish the existing right-of-way along the corridor and determine the acreages required for the project. The following table and figures summarize the parcels and ownerships which have been identified at the conceptual design level for the following three categories:

- Possible Future Development. Possible right-of-way dedication with future development.
- **Connectivity**. Possible right-of-way dedications with future development and acquisition areas required to create connectivity for the existing roadway network.
- Private Access. Possible access easement for safety and mobility of an existing business approach.

Table 5.5 Parcel Identification Table

Parcel	Parcel No.	Property Address	Area (SF)	Owner	Address	Comments/ Reference
1	24681230002600X	UNKNOWN	5,405	CITY OF WHEATLAND	UNKNOWN	Figure 5.11
2	24681232300300X	1604 16TH ST	2,550	MARTIN TERESA Y	1604 16TH ST WHEATLAND WY 82201	Figure 5.10
3	24681232300200X	1606 16TH ST	2,261	HARRIS TERRY E & SUSAN RAE	1606 16TH ST WHEATLAND WY 82201	Figure 5.10
4	24681232300100X	UNKNOWN	1,317	UNKNOWN	UNKNOWN	Figure 5.10
5	24681230000100X	UNKNOWN	2,898	LITTLE JEWEL LLC / CRUZ ROSE	C/O BERLAND CYNTHIA CENTENNIAL CO 80122	Figure 5.10
6	24681230000500X	1808 16TH ST	5,867	KEIFFER ERNEST J	828 E 800 N OREM UT 840974245	Figure 5.10
7	24681220001200X	UNKNOWN	8,901	V.A. RESOURCES LLC	PO BOX 50790 CASPER WY 82605	Figure 5.10
8	24681220001200X	UNKNOWN	26,400	V.A. RESOURCES LLC	PO BOX 50790 CASPER WY 82605	Figure 5.9
9	24681220200100X	UNKNOWN	3,592	UNKNOWN	UNKNOWN	Figure 5.8
10	24681220100100X	UNKNOWN	3,589	LONG WAYNE W & DONNA R	5012 HIGHWAY 34 WHEATLAND WY 82201	Figure 5.8
11	246812200008CM	2334 16TH ST	5,000	QDL LLC	2334 16TH ST WHEATLAND WY 82201	Figure 5.8
12	246812200003CM	UNKNOWN	4,981	GRANITE PEAK DEVELOPMENT LLC	PO BOX 51568 CASPER WY 82605	Figure 5.8
13	24681410001300	1650 WALNUT	2,366	STEPHEN D & MICHELE L MCGUIRE	82 ANTELOPE GAP RD WHEATLAND, WY 82201	Figure 5.12
14	24681410001400	UNKNOWN	1,502	UNKNOWN	UNKNOWN	Figure 5.12
15	UNKNOWN	UNKNOWN	18,320	ROBERT HILTY	21 GOODRICH ROAD WHEATLAND, WY 52201	Figure 5.12
16	UNKNOWN	UNKNOWN	4,118	UNKNOWN	UNKNOWN	Figure 5.13
17	UNKNOWN	UNKNOWN	4,240	UNKNOWN	UNKNOWN	Figure 5.13
18	UNKNOWN	UNKNOWN	7,762	UNKNOWN	UNKNOWN	Figure 5.13
19	UNKNOWN	UNKNOWN	643	UNKNOWN	UNKNOWN	Figure 5.13
20	UNKNOWN	UNKNOWN	3,390	UNKNOWN	UNKNOWN	Figure 5.13

Possible Future Development

The areas identified would be intended to be developed as a future 20' Right-of-way when development or redevelopment occurs along the east side of the 16th Street corridor from Swanson Road to Dearinger Park. The area is illustrated in the following **Figure 5.8** to **Figure 5.11**. Please note the although the area in Dearinger Park is on public land, further investigation will be required to ensure that Land and Water Conservation Act funds were not used in Dearinger Park. Section 6(f) of the Land and Water Conservation Act requires that the conversion of lands or facilities acquired with Land and Water Conservation Act funds be coordinated with the Department of Interior. Usually replacement in kind is required (See **Figure 5.11 Parcel Exhibit Dearinger Park**).

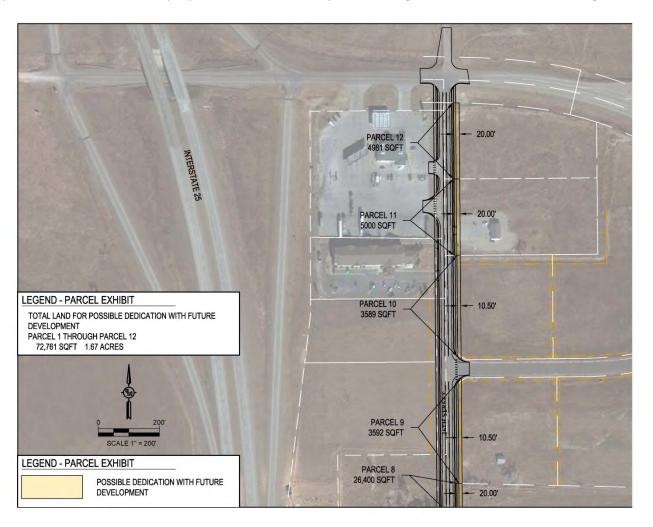


Figure 5.8 Parcel Exhibit (Swanson Road to Sherard Road)

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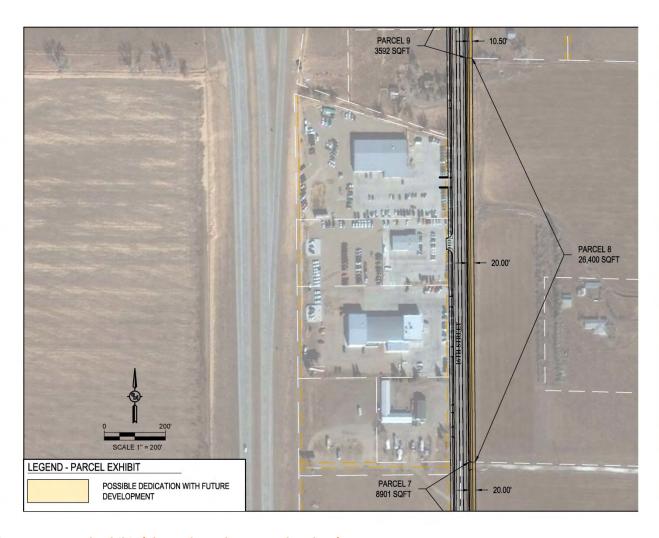


Figure 5.9 Parcel Exhibit (Sherard Road to Arrowhead RV)

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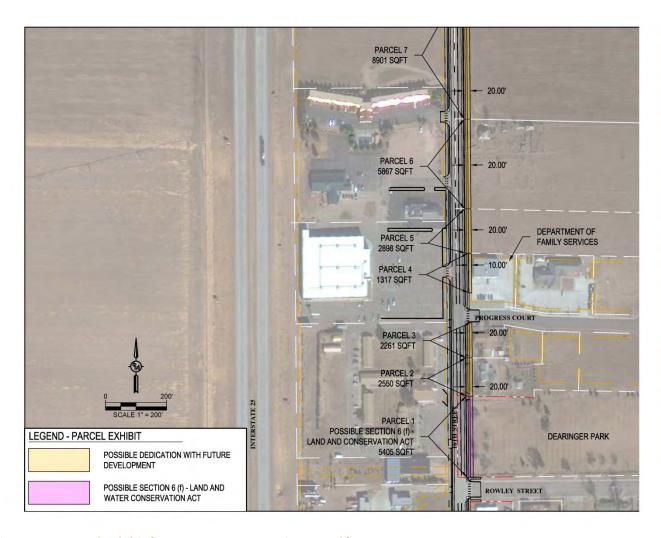


Figure 5.10 Parcel Exhibit (Best Western to Dearinger Park)

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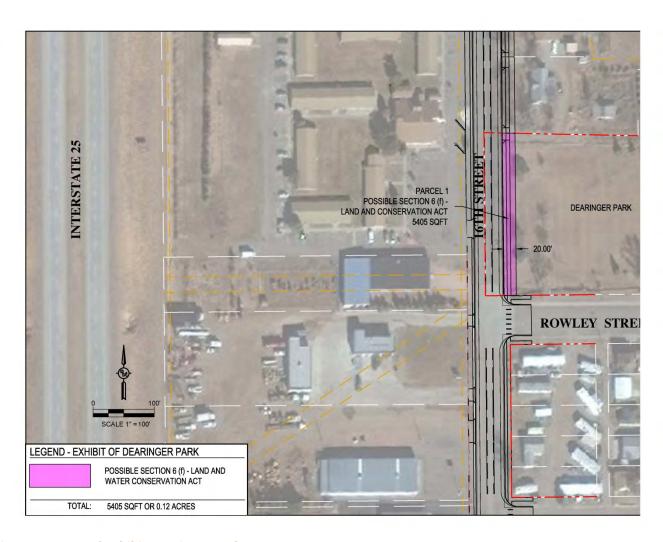


Figure 5.11 Parcel Exhibit Dearinger Park

Connectivity

The following are recommended possible future right-of-way dedications when infill development or redevelopment occurs and /or the Town would choose to acquire right-of-way by purchase. The purpose of the right-of-way is for street and pedestrian connectivity, intersection alignment, and to promote future development. The following areas were identified as possible areas which create connectivity for pedestrians and access for business. See **Figure 5.12** to **Figure 5.13** for additional information and reference. The current known property lines are shown in red and white.

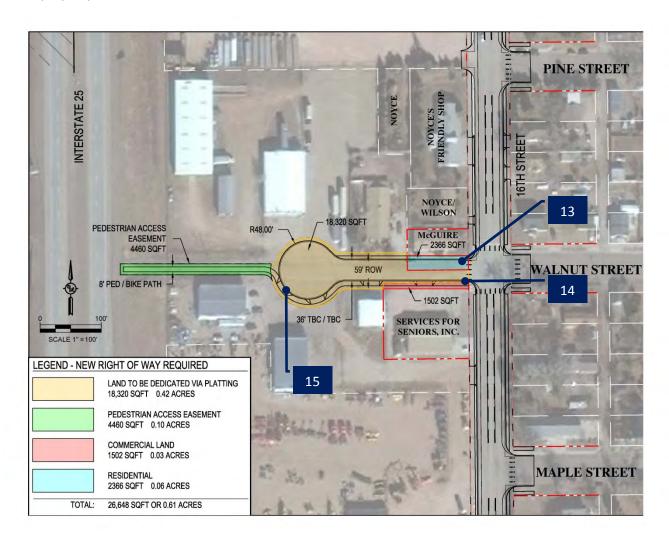


Figure 5.12 Walnut Street Cul-de-sac and Pedestrian Access Easement

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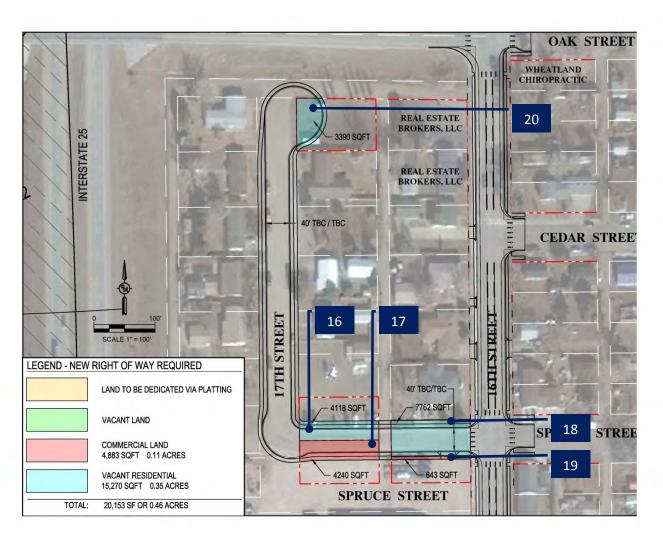


Figure 5.13 Spruce Drive Extension/ 17th Street Cul-de-sac

Private Access

Although only one area was identified during the public participation process the required special access or access points, we anticipate additional areas may be required during final design. This example (i.e. Drube Supply) was included to illustrate special access needs on the corridor. In this example, the landowner with assistance from the Town could negotiate and access point in a private development to create an additional access point outside of the corridor. See Figure 5.14

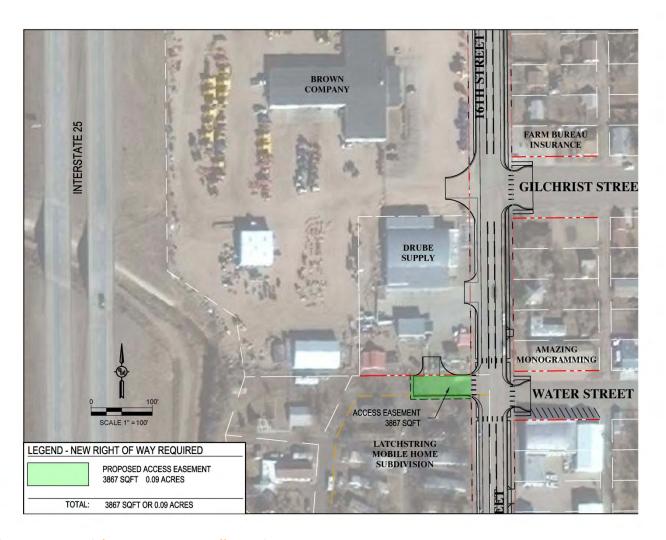


Figure 5.14 Special Access Easement Illustration

Engineer's Opinion of Probable Costs

Cost estimates for the alternatives were developed using the following information and assumptions. Please note that the total costs and unit prices are calculated in Present Worth or Present Value dollars. Adjustments should be made for years beyond the present to better estimate the needed dollars for any future improvement plan(s). See **Appendix C** for detailed cost estimates, additional information, and reference.

Table 5.6 Cost Estimates

Description of Area	Construction Cost	Right-of-way Cost	Engineering (1)	Total	For Estimate
16 th Street	\$7,713,849.50	217,724.00	\$642,821.00	\$8,574,394.50	\$8,580,000
16 th Street North (5)	\$3,608,291.00	-	\$300,691.00	\$3,908,982.00	\$3,910,000
16 th Street South (6)	\$3,962,482.00	\$217,724.00	\$330,207.00	\$4,510,413.00	\$4,520,000
Spruce Street	\$395,957.90	\$180,756.00	\$32,996.00	\$609,709.90	\$610,000
Walnut Street	\$183,867.50	\$41,684.00	\$15,322.00	\$240,873.50	\$250,000
Oak Street	\$317,720.00	-	\$26,477.00	\$344,197.00	\$350,000

Footnotes:

- 1. Engineering estimated at 10% of Total Construction costs.
- Cost Estimates were developed using data from the Colorado Department of Transportation (CDOT) 2014 & 2015 Cost Data Book compiled by the Engineering Estimates and Marketing Analysis Unit; 2014 & 2015 Weighted Average Bid Prices, complied by WYDOT; Typical Costs from historical AVI project experience.
- 3. Right-of-way costs are based on listed values of adjacent similar properties gathered by the City of Laramie Planning Division and historical AVI project experience from projects in the region and projects with similar characteristics.
- 4. Quantities are based on the Conceptual Improvement Plan layouts. Please see Appendix A for additional information.
- 5. 16th Street North (Rowley Street to Swanson Road).
- 6. 16th Street South (Rowley Street to South Street)

Summary of Corridor Recommendations

The overall recommendations are specifically designed to address all modes of transportation, landscaping, and safety needs of the 16th Street Corridor. All recommendations have been examined carefully to ensure practicality, functionality, aesthetic appeal, sustainability, and successful implementation. The physical layout of the improvements are detailed on the following pages and can be found on the corridor plan are shown in **Appendix A**. Detailed cost estimates are shown in **Appendix C**.

General Recommendations

Short Term

- Pedestrian, Accessibility, and Sidewalk Improvements throughout the corridor.
- Explore Opportunities as Area Develops to Provide Roadway Storm water Detention/ Retention
 Features/ Facilities.
- Develop, Implement, and Fund a Drainage Master Plan for Corridor.
- Update/ Install Strategic Street Lighting at Key Intersections (Swanson Road, Oak Street, Walnut, and South Street)
- Relocate, extend, and replace fire hydrants along 16th Street as funding resources become available.
- Implement Priority Projects as funding resources become available or development becomes the catalyst
- Install All-way Stop at Oak Street
- Update pedestrian pavement markings and signage to meet the current Manual on Uniform Traffic Control Devices (Administration, 2009)

Long Term

- Fund, develop, adopt, and implement drainage and design standards for the Town of Wheatland.
- Implement Reconstruction Phased Strategies along Corridor.
- Storm Sewer Installation
- Implement Typical Section(s) along the corridor as development occurs
- Install Uniform Roadway and Pedestrian Street Lighting throughout corridor
- Develop roadway network connection on Spruce Street and Walnut Street.
- Reserve right-of-way as development occurs during the site and platting process

Priority Projects

Traffic Safety Improvement Projects

- Install raised safety median on 16th Street at South Street
- Reconstruct Oak Street.



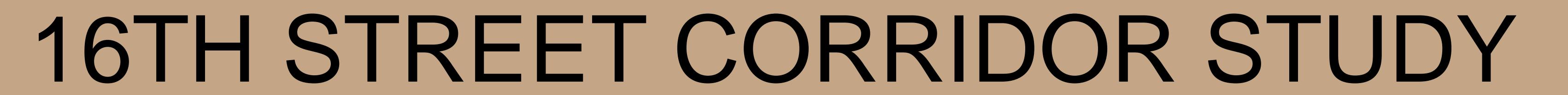
APPENDIX A

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APPENDIX A

Proposed Conceptual Improvements















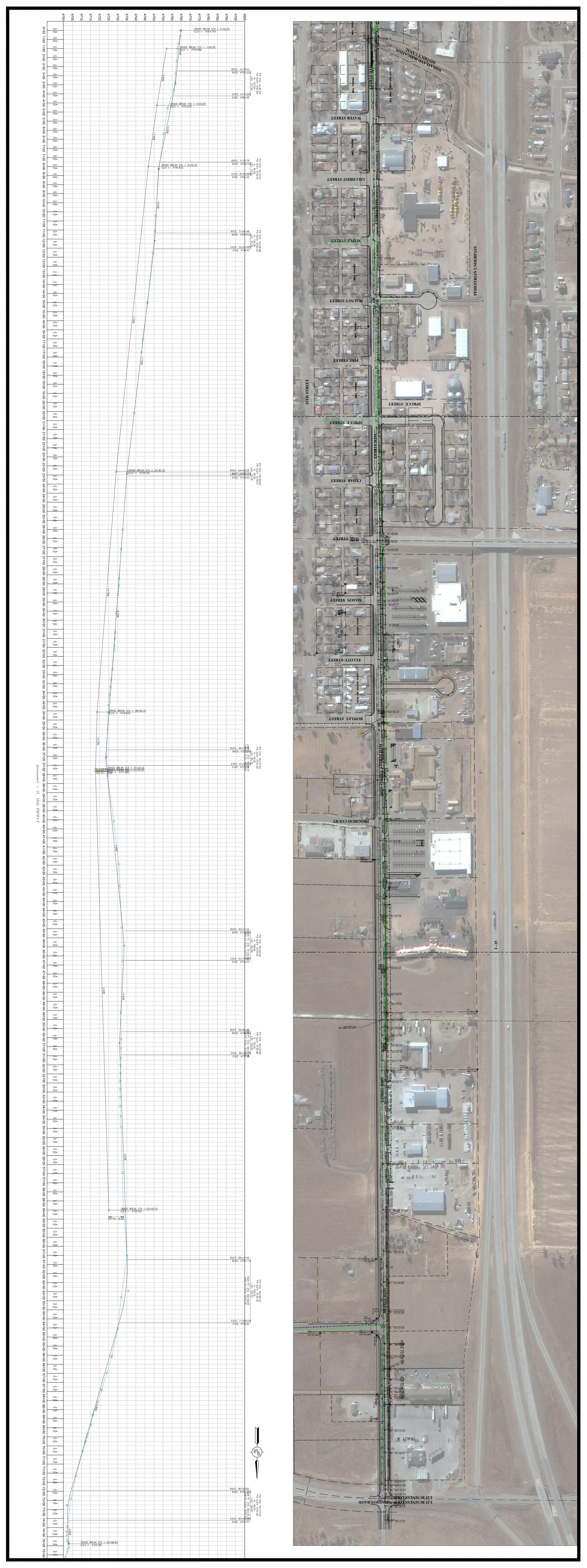














APPENDIX B

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APPENDIX B

Public Involvement





APPENDIX B COUNCIL PRESENTATION

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APPENDIX B

Council Presentation



Agenda

- Why Plan?
- Stages of a Typical Project
- Purpose and Goals
- Project Area
- Identifying the Issues
- Summary of Public Outreach
- Recommendations
- Engineers Opinion of Probable Cost

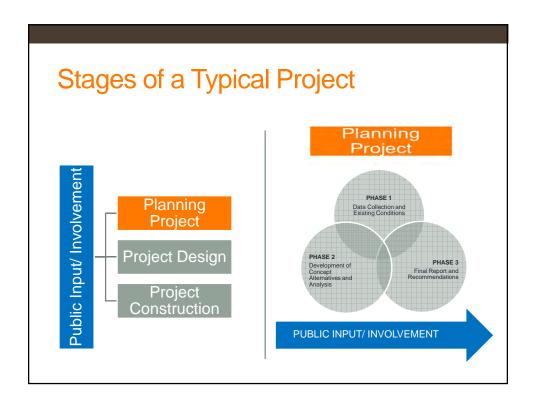


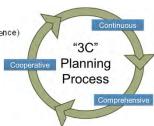
Why Plan?

- Why Implement and Develop a Corridor Plan?
 Help guides future development
 A plan must be in place to pursue funding opportunities (i.e. grants, loans, etc.)
- Objectives of a Plan?
 - Document <u>Wheatland's Vision</u> of the Corridor
 - Finding a balance (all roadway users)
 - Respectful of current use and property owners
 - Low long term maintenance

 - Flexible and adaptive (Available funding, future growth, public preference)
- · Components Transportation plan
 - Evaluate existing infrastructure
 - Develop or utilize a projected future land use plan
 - Forecasting traffic based on the projected land use
 - · Identify major growth and needs of the corridor
- Why 16th Street?

 - Safety concerns (Traffic, Pedestrian, Drainage, etc.)
 Growth Potential (i.e. developable areas, proximity to the Interstate 25: access and visibility)
 Improve and the corridor to Encourage Economic Growth Potential





Purpose and Goals

Purpose:

Create a realistic planning document that guides and promotes future development of the corridor and surrounding area.



• Goals:

- Develop a priority list of future roadway and infrastructure improvement projects.
- Develop intersection alternatives and improvements along 16th Street at Oak Street, South Street, and Swanson Road.
- Review options for bicycle, pedestrian, industrial freight, and passenger vehicle use on 16th Street.
- Assist in securing additional funding for future construction projects.

Project Overview

Planning Study

 Funded by the Wyoming Business Council Grant through the Platte County Economic Development and the Town of Wheatland

· Limits:

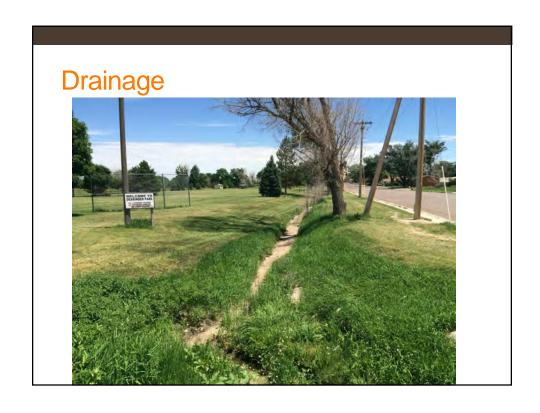
- Northern Swanson Road
- Southern South Road
- East 15th Street
- West I-25

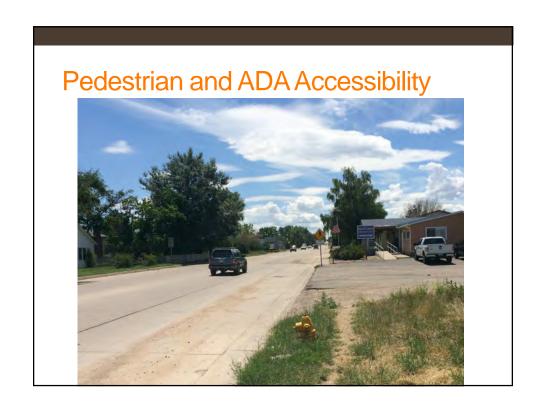


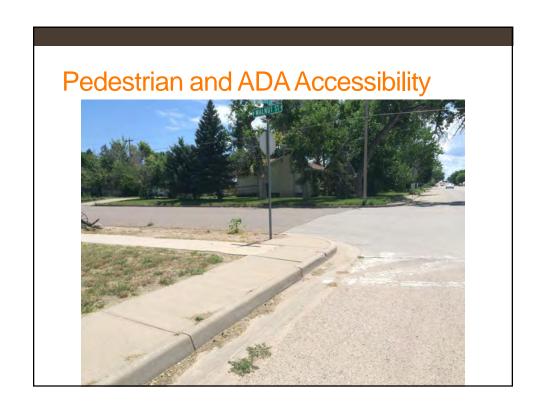
Identifying Issues

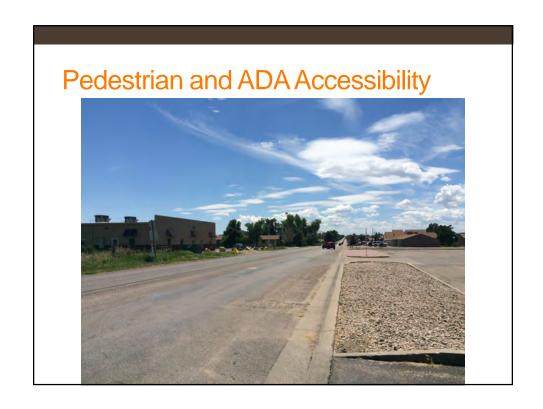
- Drainage
- Pedestrian Safety / ADA Accessibility
- Wet and dry utilities
- Corridor Safety



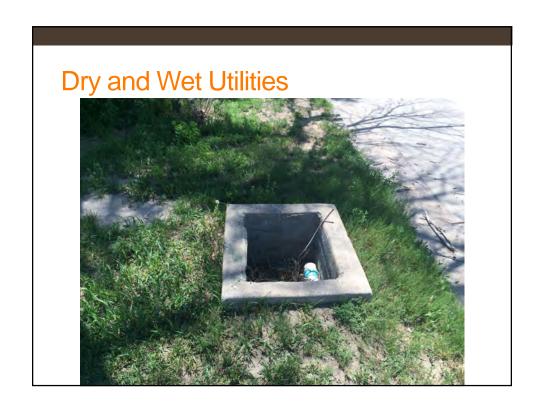


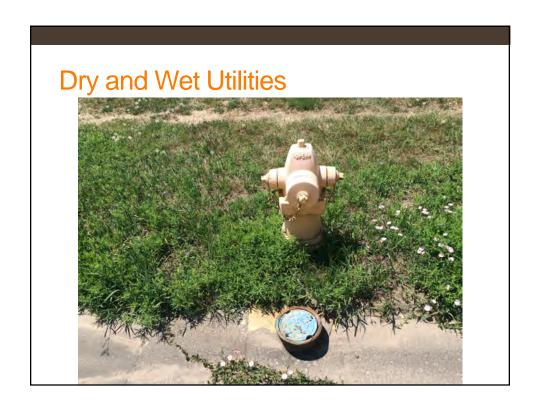




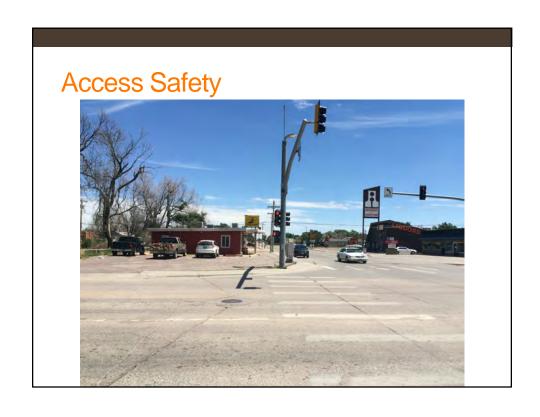














Corridor Safety



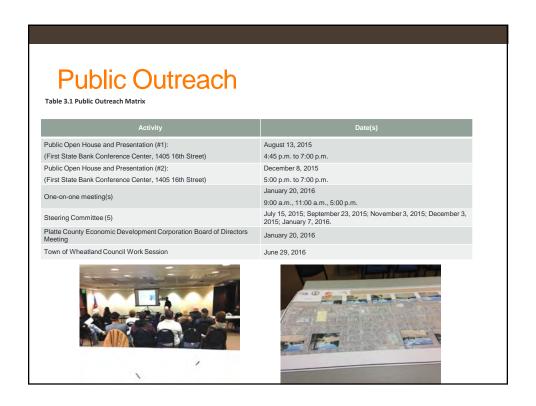
Crash History

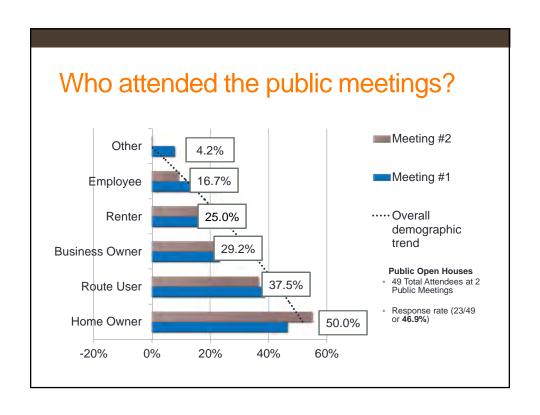
16th Street

- Five Year History (2010 to 2015)
 - ADT = 2,000 to 5,500
 - Total crashes = 41
 - Intersection related = 17
 - Parked Vehicles = 3
 - Non-junction related = 12
 - Oak Street = 6
 - South Street = 4
 - Spruce and Water Street = 2 Each
 - Gilchrist, Mason, and Rowley Streets = 1 Each

How does it compare?

- Five Year History (2005 to 2010)
 - Fox Farm Road at College Drive
 - ADT = 12,000+
 - Total crashes = 51
 - Fox Farm Road
 - ADT = 3,000
 - Total Crashes = 17

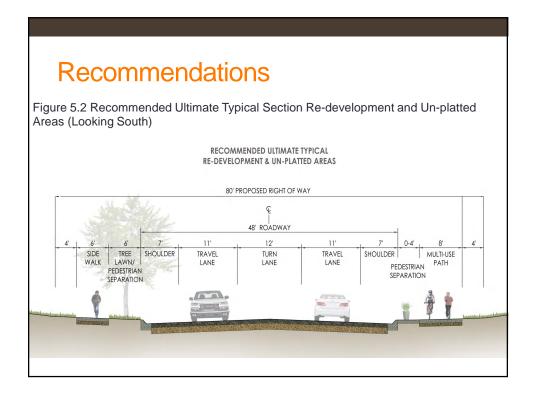


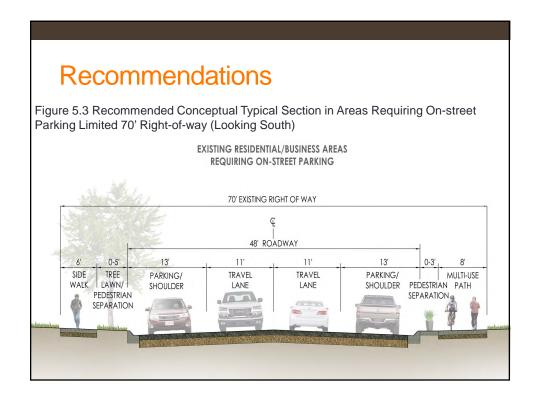


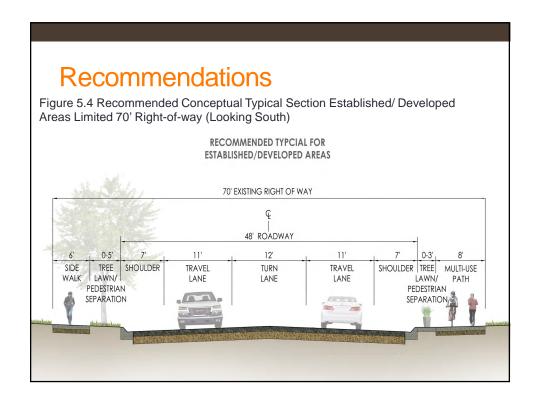
Steering Committee

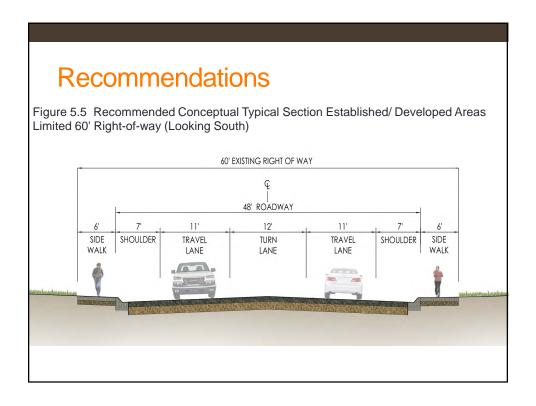
Steering Committee

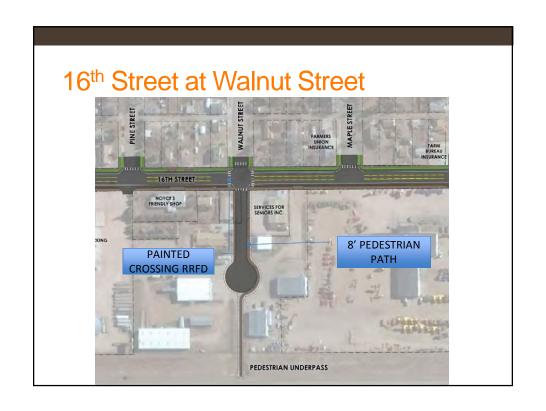
- Comprised of Key Partners and Organizations
 - Platte County School District No. 1
 - Town of Wheatland
 - Platte County Economic Development
 - Local 16th Street Business Owners
 - Project Consultant Team Members
- · Purpose and role
 - Assists in steering a project from inception to completion
 - · Provides advice, input, and guidance during the development of the project
 - Provides Recommendations

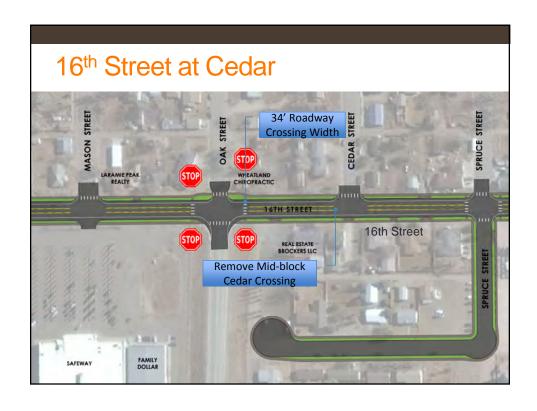




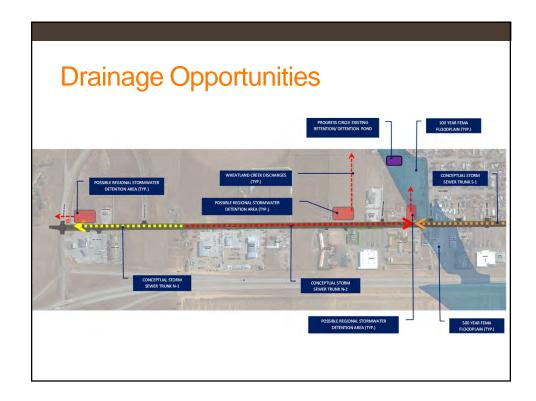












General Corridor Recommendations

Short Term

- Pedestrian, Accessibility, and Sidewalk Improvements throughout the corridor.
- Explore Opportunities as Area Develops to Provide Roadway Storm water Detention/ Retention Features/ Facilities.
- Develop, Implement, and Fund a Drainage Master Plan for Corridor.
- Update/ Install Strategic Street Lighting at Key Intersections (Swanson Road, Oak Street, Walnut, and South Street)
- Relocate, extend, and replace fire hydrants along 16th Street as funding resources become available.
- Install All-way Stop at Oak Street
- Update pedestrian pavement markings and signage to meet the current Manual on Uniform Traffic Control Devices

General Corridor Recommendations

Long Term

- Fund, develop, adopt, and implement drainage and design standards for the Town of Wheatland.
- Implement Reconstruction Phased Strategies along Corridor.
- Storm Sewer Installation
- Implement Typical Section(s) along the corridor as development occurs
- Install Uniform Roadway and Pedestrian Street Lighting throughout corridor
- Develop roadway network connection on Spruce Street and Walnut Street.
- Reserve right-of-way as development occurs during the site and platting process

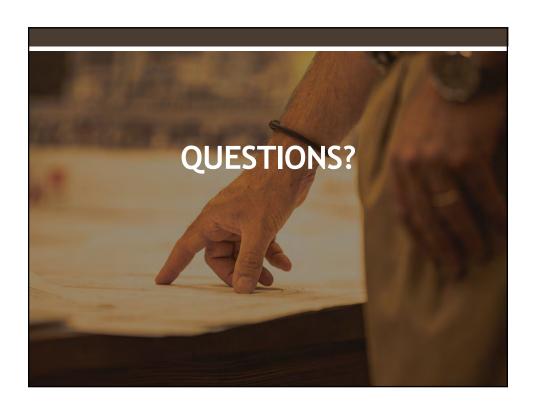
Priority Projects

Traffic Safety Improvement Projects

- Install raised safety median on 16th Street at South Street
- Reconstruct Oak Street Intersection.

Engineers Opinion of Costs: Alternatives (Present Worth)

Description of Area	Construction Cost	Right-of-way Cost	Engineering (1)	Total	For Estimate
16 th Street	\$7,713,849.50	217,724.00	\$642,821.00	\$8,574,394.50	\$8,580,000
16 th Street North (5)	\$3,608,291 .00	-	\$300,69100	\$3,908,982.00	\$3,910,000
16 th Street South (6)	\$3,962,482.00	\$217,724.00	\$330,207.00	\$4,510,413.00	\$4,520,000
Spruce Street	\$395,957.90	\$180,756.00	\$32,996.00	\$609,709.90	\$610,000
Walnut Street	\$183,867.50	\$41,684.00	\$15,322.00	\$240,873.50	\$250,000
Oak Street	\$317,720.00	1	\$26,477.00	\$344,197.00	\$350,000



Engineers Opinion of Costs: Alternatives (Present Worth)

Footnotes:

- 1. Engineering estimated at 10% of Total Construction costs.
- Cost Estimates were developed using data from the Colorado Department of Transportation (CDOT) 2014 & 2015 Cost Data Book compiled by the Engineering Estimates and Marketing Analysis Unit; 2014 & 2015 Weighted Average Bid Prices, complied by WYDOT; Typical Costs from historical AVI project experience.
- 3. Right-of-way costs are based on listed values of adjacent similar properties gathered by the City of Laramie Planning Division and historical AVI project experience from projects in the region and projects with similar characteristics.
- 4. Quantities are based on the Conceptual Improvement Plan layouts. Please see Appendix A for additional information.
- 5. 16th Street North (Rowley Street to Swanson Road).
- 6. 16th Street South (Rowley Street to South Street)

Possible Future Development Parcels

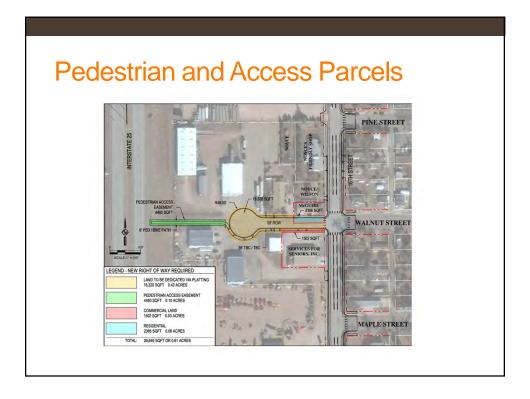


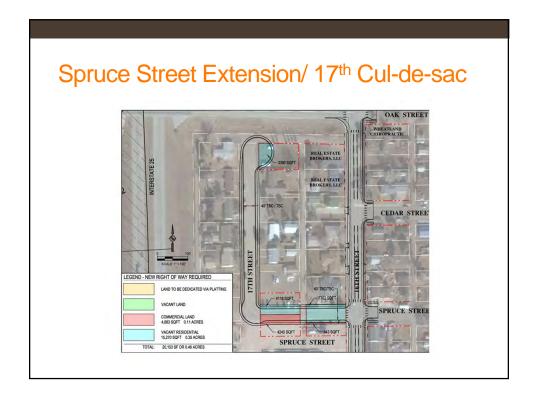
Possible Future Development Parcels



Possible Future Development Parcels







Special Access Easement Illustration Concept



AGENDA

Platte County Economic Development Corporation Board of Directors Meeting Wednesday, January 20, 2016 7:00 a.m. – PVB Community Room

NOTE: The PCED regular board meetings are open meetings; please request an executive session to discuss any confidential or sensitive information.

CALL TO ORDER

Keith Geis, Vice Chair

APPROVAL OF AGENDA

APPROVAL OF MINUTES – Wednesday, November 18, 2015

TREASURERS REPORT

OLD BUSINESS

• 16th Street Project update/AVI Presentation

Tom Cobb

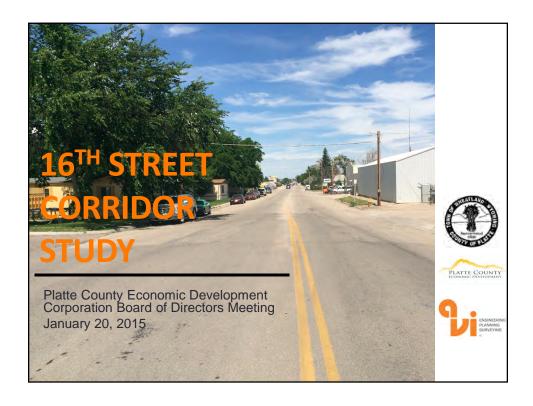
NEW BUSINESS

REPORTS

	Director		Daphanie Taylor
•	Committee's		
	Finance Committee		Keith Geis
	RLF Account - \$154,775.31		
	Business Ready Acct - \$134,659.28	8	
	Marketing	Shelby Nelson	
•	Chugwater Economic Development	Karen Guidice	
•	SWEDD	Karen Guidice	
•	Guernsey Economic Development & Touris	Bruce Heimbuck	
•	Lodging Tax Board		Bruce Heimbuck
•	Town of Glendo		Genelle Petsch
•	Camp Guernsey		Camp Representative
	Town of Wheatland		Mayor Joe Fabian
	County Commissioners		Sandy Kontour
	Platte County School District #1		Dennis Fischer
•	Wyoming Business Council	Heather Tupper	
	Wyoming Workforce Center		Linda Virant
•	GENERAL UPDATES		BOARD

NEXT MEETING DATE: Wednesday, February 17, 2016

ADJOURNMENT/EXECUTIVE SESSION - To follow when necessary

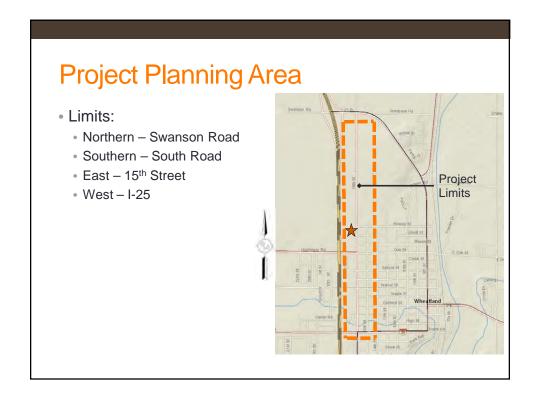


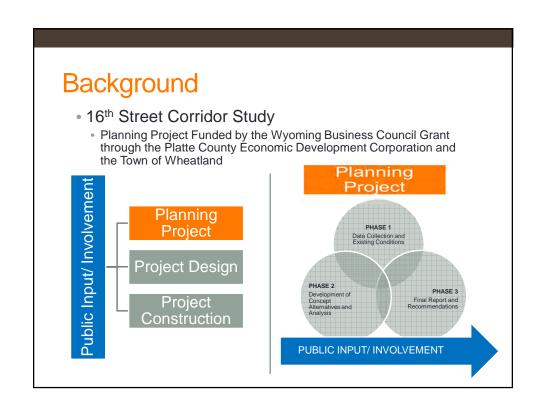
Agenda

- · Project Area and Overview
- Background and Foundation
- Summary of Comments (What we heard?)
 August Public Meeting One
- Existing Roadway Sections
- Proposed Improvements Public Meeting Two
 Conceptual Typical Section
 Pedestrian Crossings (Walnut and Cedar)

 - Oak Street
 - South
 - Conceptual Offsite Improvements
 - Drainage Opportunities
- Summary of Comments (What we heard?)
 - December Public Meeting Two
- Where do we go from here (Schedule)?



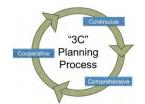




Foundation

- · Why Plan?
 - Help guide future development
- Objectives of a Plan?
 - Finding a balance (all roadway users)
 - Respectful of current use and property owners
 - Low long term maintenance
 - Safety
- Components Transportation plan
 - Evaluate existing infrastructure
 - Develop or utilize a projected future land use plan
 - · Forecasting traffic based on the projected land use
 - · Identify major growth corridors and needs
- · Why 16th Street?
 - Safety concerns (Traffic, Pedestrian, Drainage, etc.)
 - Growth Potential
 - · Encourage Economic Growth Potential





Purpose and Goals

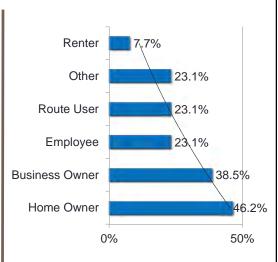
• Purpose:

Create a realistic <u>planning</u> document that guides and promotes future development of the corridor and surrounding area.

- Goals:
 - Develop a priority list of future roadway and infrastructure improvement projects.
 - Develop intersection alternatives and improvements along 16th Street at Oak Street, South Street, and Swanson Road.
 - Review options for bicycle, pedestrian, industrial freight, and passenger vehicle use on 16th Street.
 - Assist in securing additional funding for future construction projects.

Public Meeting One: Summary

- Conducted August 13, 2015
- Approximately 29 participants
- 13 Comment Card Responses (44.8%)
- Strong Opinions Expressed!
- · Who Attended?



What we heard?

- If you could make one change to 16th Street or the area surrounding the corridor, what change would you make?
 - "Beautification"
 - "Widen the road with a Center Turn Lane"
 - Provide proper access widths for business approaches

What we heard?

- If you could make one change to 16th Street or the area surrounding the corridor, what change would you make?
 - "Widen the road and put turning lanes and stop lights at the intersections (especially at 16th Street and Oak)"
 - · "Better traffic flow at Oak Street."
 - "Accommodate bicycles on 15th St., not 16th St., where traffic is so heavy."
 - "Signs to control traffic speed. People are not alert to intersections or to the fact school crossings or pedestrians are walking in the areas. They need safe crossings and sidewalks for more safety. There are too many people who are walking on 16th St."

What we heard?

- Do you have additional ideas, information, or other comments that you would like to provide at this time.
 - "This plan needs to be designed for the future (30-40 years) out. This is the busiest or most traveled road in Wheatland, and it is probably the most unsafe and confusing road to drive on. Proper drainage plan, infrastructure for future growth a must. Pedestrian sidewalks a must. Middle turn lane would be good. Good lighting a must, and proper striping a must."
 - "No parking or residential along 16th St. Safer intersection at Oak and 16th Safer crosswalk at Walnut and 16th. Sidewalks to provide safety for pedestrians."

Crash History

- 16th Street Five Year History (2010 to 2015)
 - ADT = 2,000 to 5,500
 - Total crashes = 41
 - Intersection related = 17
 - Parked Vehicles = 3
 - Non-junction related = 12
 - Oak Street = 6
 - South Street = 4
 - Spruce and Water Street = 2
 Each
 - Gilchrist, Mason, and Rowley Streets = 1 Each

- How doe it compare?
 Other Five Year History
 (2005 to 2010)
 - Fox Farm Road at College Drive
 - ADT = 12,000+
 - Total crashes = 51
 - Fox Farm Road
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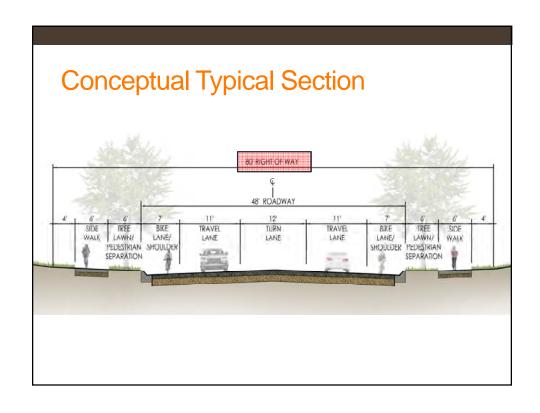
Existing Street Sections

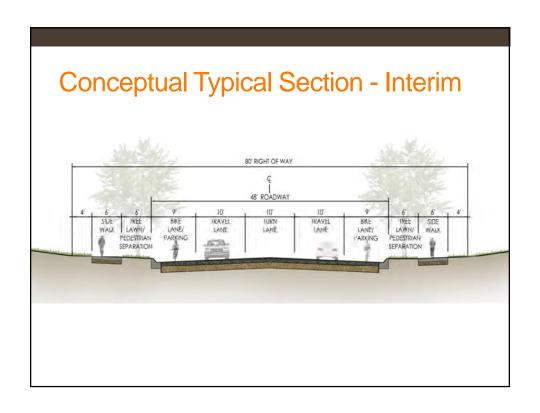


- North
 - Existing 60' Right-of-way
 - Pavement width 22'
- Dearinger Park Area
 - 48' TBC to TBC
 - 70' Right-of-way
- South
 - 42' to 52' TBC to TBC
 - 70' Right-of-way







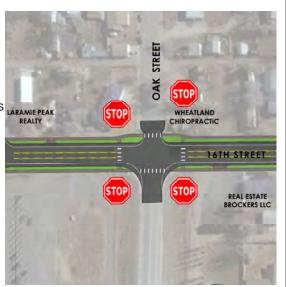




16th Street at Oak Street

Recommended Phased Solution

- 4-way Stop All
- 2-way Stop EB and WB
- 2-way Stop L2 Garage Peak
 Future signal when warrants



5/3/2016

Safe Routes for School Crossing Options at Walnut and Cedar Street

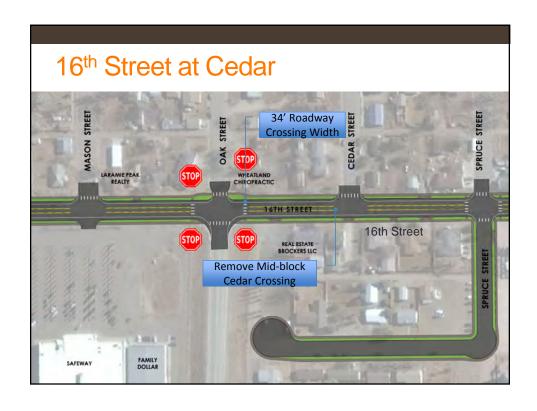
- Goals of Pedestrian Crossings
 - Minimize crossing width
 - Increase visibility
 - Increase awareness
 - Convenient and logical
 - Lower traffic speed (Traffic Calming)



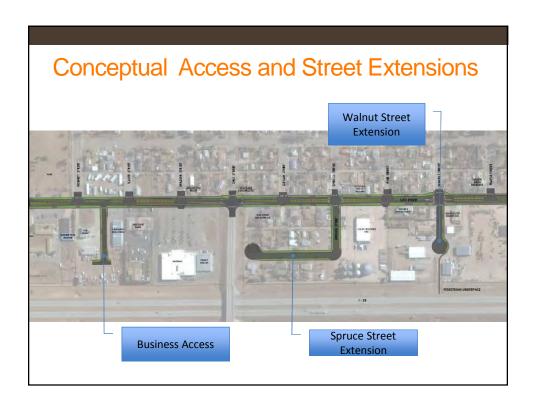


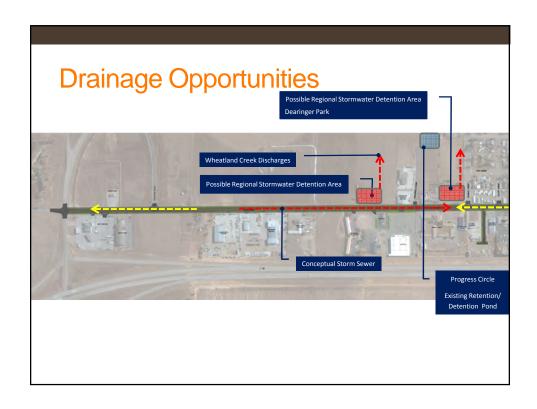




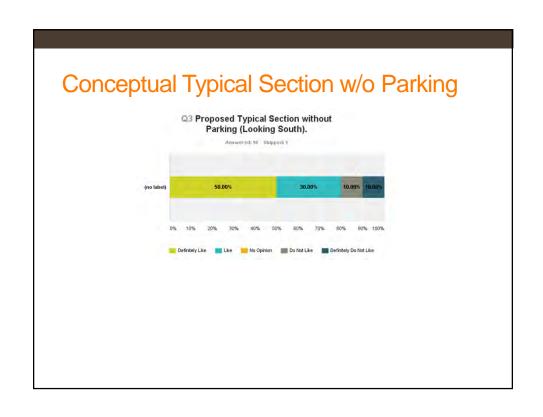


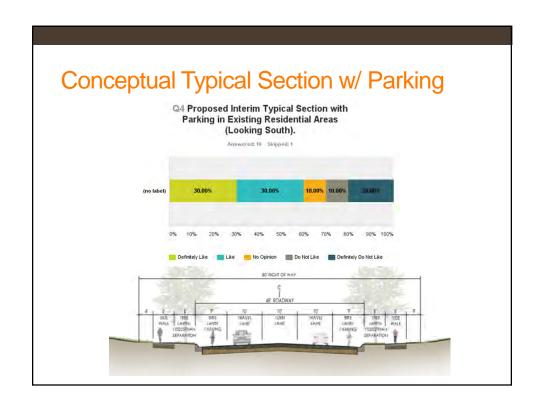


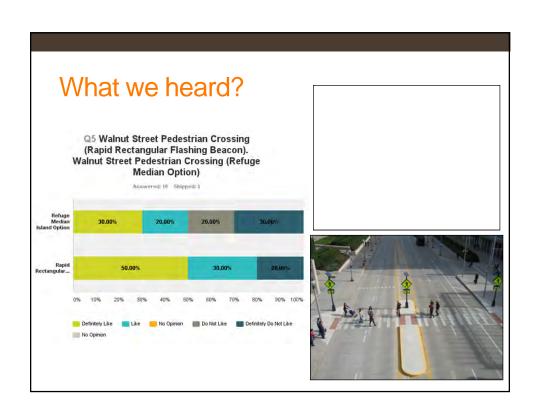


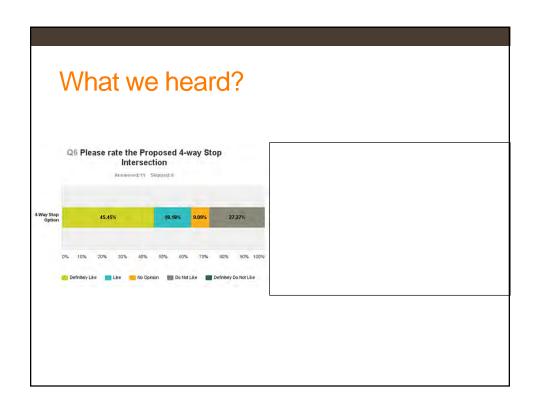


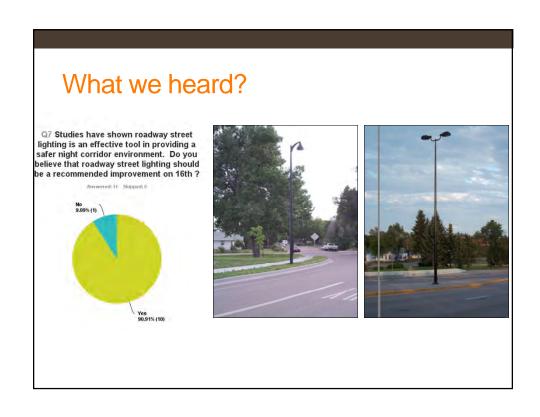
Public Meeting Two: Summary Conducted December 8, 2015 Other 9.1% Employee 27.3% Approximately 20 participants Route User 36.4% 10 Comment Card Home Owner 36.4% Responses (50.0%) **Business Owner** 54.5% • Who Attended? 0% 50% 100%

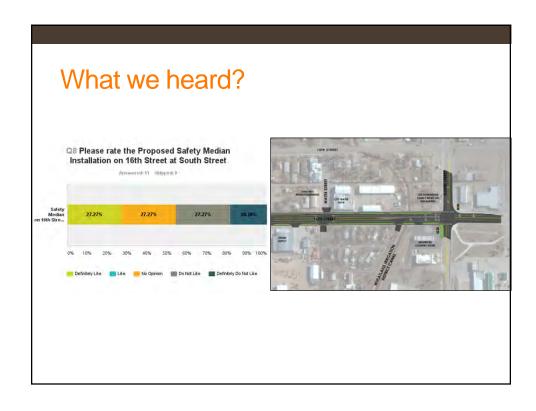












What we heard?

- If you could make one change to 16th Street or the area surrounding the corridor, what change would you make?
 - "Beautification"
 - "Widen the road with a Center Turn Lane"
 - "Avoid continued strip development of commercial uses."
 - Provide proper access widths for business approaches

What we heard?

- Do you have additional ideas, information, or other comments that you would like to provide at this time.
 - "I'm excited about beautifying and modernizing 16th Street for the benefit our county. I
 would be happy to have it safer. ."
 - "This is all lovely idea, however economically, Platte County is one of poorest counties in Wyoming. Do we all really need to be paying for unnecessary projects?

Basic: Curb, gutter, sidewalk - we need street paved property. Wind blows on North end to the "Nth" degree - A bike lane, landscaping, would be throwing \$\$ away. How are you going to maintain? Lots and lots of heavy truck traffic and again, farm implements use this street.

I see boats, campers, delivery trucks of all kinds @ my business daily, they love my accessibility for ease of loading and unloading.

We have to accommodate the folks that pay our "bread & butter".

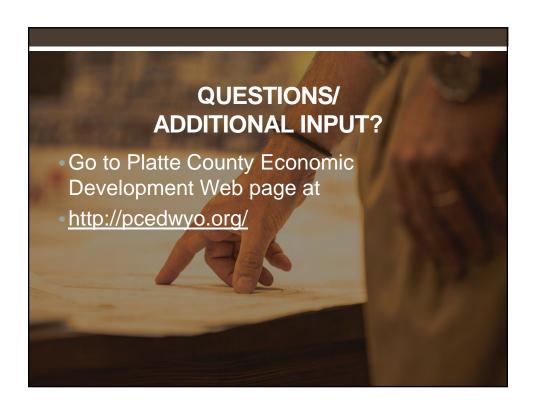
Again, just nice paved maintained street that runs evenly from North to South would be ample. Thanks ."

What we heard?

- Do you have additional ideas, information, or other comments that you would like to provide at this time.
 - "Please incorporate good lighting, beautification, PEDXING Stripes and warning signals at major intersections and include signage to direct travelers downtown as well as 16th street @ both South Street and Swanson Road. How about a bike lane on the west side of 16th and leave parking on the east side?"

Where do we go from here?

Activity	Tentative Schedule	
First Public Meeting	August 13, 2015	
Steering Committee Meetings	December 5, 2013, November 4, 2014, and January 28, 2015	
Design development	September, 2015 – February, 2016	
Second Public Meeting	December 8, 2015	
One-on-one Meeting(s)	January – February, 2016	
Draft Corridor Plan	March, 2016	
Final Draft	April, 2016	
Presentation to Governing Body	May, 2016	





Memorandum

January 20, 2016

3772.15

TO:

Wheatland 16th Street Steering Committee

FROM: Thomas D. Cobb, P.E., Project Manager

CC:

Project File 3772.15

RE:

Stakeholder Meeting (Mr. Jeff McGuire)

Stakeholder Meetings

The purpose of these stakeholder meetings is to discuss and document perceptions of corridor and other needs in the 16th Street corridor, including any issues that stakeholders believe are relevant to the Study and of which the project team should be made aware. These include perceptions of potential benefits and impacts from the project, perceptions of existing conditions, access needs, and any other locationspecific issues.

In order to allow for stakeholders to speak freely and in confidence, quotations will not be attributed.

Discussion Topics

Stakeholder Name:

Mr. Jeff McGuire, Wheatland Automotive:

Mr. Rex E. Johnson, Attorney, Sherard, Sherard, Artery &

Johnson Attorneys and Counselors at Law

Organization/Role:

Wheatland Automotive (i.e. Carquest)

Contact Information: 307.322.3457 (Wheatland Automotive)

Other Attendees:

Scott Cowley, P.E., Principal-in-charge, Thomas D. Cobb, P.E.,

Project Manager

- Specific issues, challenges or opportunities
- Planning process and foundation
- Oher comments, questions or concerns?



Summary of Meeting

Specific issues, challenges or opportunities

Mr. McGuire's main concern is related to a perception that his property would be used or acquired to place improvements from the proposed 16th Street project. This applies both the 16th Street Corridor, as well as, the proposed conceptual access road shown on the Public Meeting No. 2 exhibits.

AVI discussed that the impetus for the proposed conceptual access road was to simplify access points for safety and assist in providing access to potential parcels west side of the 16th developed areas and the east right-of-way line of Interstate 25. Other proposed conceptual access locations on the plan included Oak Street and Spruce Street.

Furthermore, it was conveyed that the corridor study is not recommending acquisition of land or acquiring additional right-of-way in areas within existing development. The intent of the Conceptual Typical Section presented at the public meeting which illustrated an 80' right-way applies to areas of redevelopment or future development along the corridor. Based on information supplied by Steil Surveying Services, LLC the existing right-of-way within the corridor of 16th Street varies from 60' on the north to 70' on the south. Adjacent to this subject property it appears that the right-of-way is 70'.

Mr. Rex Johnson indicated that Mr. McGuire would be looking for professional recommendations regarding access and access points directly from 16th Street which accommodates his supply and customer vehicles to his business and parking areas on the north and east of his building. Those vehicles include passenger car, truck/ horse trailer combinations, truck and low boy trailers, semi-trailer, and various small and large industrial trucks.

Project Process and Foundation

AVI discussed the planning process and planning specific to the 16th Street Corridor. The 16th Street Corridor study is to be a conceptual plan which conveys the visions of the community with supplemental engineering and planning recommendations for safety, drainage, and future development. A typical project is comprised of common components including Planning, Design, and Construction. The primary element common to all the components is that public/ community involvement throughout all aspects of a project from Planning through and including Construction. 16th Street Corridor study is only in first step of a project process or plan phase.

January 20, 2016 Stakeholder Meeting (Mr. Jeff McGuire) Page 3 of 3



Other

Our understanding is that Mr. McGuire and his representative will have no concerns with the project as long as the improvements or any proposed access roadways do not encroach into his subject property.

AVI, P.C. will provide an email to Mr. Rex Johnson indicating when the final draft is complete.



<u>Memorandum</u>

January 20, 2016 3772.15

TO:

Wheatland 16th Street Steering Committee

FROM: Thomas D. Cobb, P.E., Project Manager

CC:

Project File 3772.15

RE:

Stakeholder Meeting (Mr. Robert Hilti)

Stakeholder Meetings

The purpose of these stakeholder meetings is to discuss and document perceptions of corridor and other needs in the 16th Street corridor, including any issues that stakeholders believe are relevant to the Study and of which the project team should be made aware. These include perceptions of potential benefits and impacts from the project, perceptions of existing conditions, access needs, and any other locationspecific issues.

In order to allow for stakeholders to speak freely and in confidence, quotations will not be attributed.

Discussion Topics

Stakeholder Name:

Mr. Robert Hilti

Organization/Role:

Western Building Supply, LLC

Contact Information: 307.322.2888 (Western Building Supply, LLC)

Other Attendees:

Scott Cowley, P.E., Principal-in-charge, Thomas D. Cobb, P.E.,

Project Manager

- Planning process and foundation
- Specific issues, challenges or opportunities?
- Oher comments, questions or concerns?



Summary of Meeting

Project Process and Foundation

AVI discussed the planning process and planning specific to the 16th Street Corridor. The 16th Street Corridor study is to be a conceptual plan which conveys the visions of the community with supplemental engineering and planning recommendations for safety, drainage, and future development. A typical project is comprised of common components including Planning, Design, and Construction. The primary element common to all the components is that public/ community involvement throughout all aspects of a project from Planning through and including Construction. 16th Street Corridor study is only in first step of a project process or plan phase.

Specific issues, challenges or opportunities

- AVI reviewed the Walnut Street roadway and pedestrian improvements related to the safe routes for schools pathway from the west.
- ❖ Discussed that the impetus for the proposed conceptual access roads was to simplify access points for safety and assist in providing access to potential parcels west side of the 16th developed areas and the east rightof-way line of Interstate 25. Other proposed conceptual access locations on the plan included Oak Street and Spruce Street.
- ❖ Discussed the fact the corridor study is not recommending acquisition of land or acquiring additional right-of-way in areas within existing development on 16th Street. The intent of the Conceptual Typical Section presented at the public meeting which illustrated an 80' right-way applies to areas of redevelopment or future development along the corridor. Based on information supplied by Steil Surveying Services, LLC the existing right-of-way within the corridor of 16th Street varies from 60' on the north to 70' on the south. Adjacent to this subject property it appears that the right-of-way is 70'.

Other

No other topics were discussed.

16TH STREET CORRIDORY STUDY



APPENDIX B MEETING ONE

Final July 2016

APPENDIX B

Public Involvement- Meeting One



16th STREET CORRIDOR STUDY

PUBLIC OPEN HOUSE & PRESENTATION

The public is invited to attend a Presentation and Public Open House to discuss the **16**th **Street Corridor Planning Project**. The purpose of the meeting is to identify issues, and solicit ideas and comments. Your input is important as we develop the plan for the future roadway improvements. The corridor planning project includes 16th Street from South Street to Swanson Road and is bounded by I-25 to the west and 15th Street to the east.

Public Open House -Thursday, August 13, 2015 from 4:45 p.m. to 7:00 p.m.

Brief Presentations will be given at 5:00 p.m. and 6:00 p.m. in the First State Bank Conference Center, 1405 16th Street

For more information call AVI at 307.637.6017.







16TH STREET CORRIDOR STUDY FACT SHEET

The 16th Street Corridor is the most heavily traveled roadway in Wheatland. It is also perceived to be confusing and unsafe by most drivers. The roadway is in a state of disrepair with uncertainty of ownership for needed maintenance and improvements. In its current state, it is unsafe for other modes of travel and presents barriers for bicyclists and pedestrians alike. Most of the roadway corridor lacks sidewalks with existing pedestrian crossings inadequate in number and below current safety standards.

The Platte County Economic Development Corporation (PCED) in coordination with the Town of Wheatland have commissioned AVI p.c. , a Cheyenne engineering and planning firm to study the 16th Street corridor. The Consultant shall investigate safe mobility options for all transportation modes, proper traffic control striping and lighting, as well as drainage and infrastructure needs along this corridor.

The boundaries of the 16th Street Corridor project are from South Street to Swanson Road (south and north), and I-25 to 15th Street (west to east).

The primary purpose of the project is to create a planning document that guides future development of this area. Your ideas and comments are important, as they will have a direct impact on the decisions made about what future development will occur and what the roadway network will look like. The end result of this project will include the following:

- Create a realistic guide document for the future development of the corridor and surrounding area.
- Develop a priority list of future roadway and infrastructure improvement projects.
- Develop intersection alternatives and improvements along 16th
 Street at Oak Street, South Street, and Swanson Road.
- Review options for bicycle, pedestrian, industrial freight, and passenger vehicle use on 16th Street.







16TH STREET CORRIDOR STUDY COMMENT SHEET

Which of the follow	wing best describes you (Please	check all that apply)?
	Homeowner in the area.	☐ Employee in the area.
	Renter in the area.	☐ Route user.
	Business owner in the area.	☐ Other (Please specify)
If you are intereste keep you informed Name:	- ·	eeting about this project, please give your contact information to
Address:		
Email:		
Phone:		
What type of deve	elopment would you like to see	in the area (Please mark all that apply)?
	Residential	□ Manufacturing
	Retail	□ Industrial
	Office	□ Other (Please specify)

Please rate the importance (circle the most appropriate for each issue) of the following issues that can guide the design of improvements of 16th Street and its adjoining land uses.

Description	Very Important	Important	Neutral	Unimportant	Very Unimportant	No Opinion
Drainage	5	4	3	2	1	0
Roadway Safety	5	4	3	2	1	0
Improved Sidewalks	5	4	3	2	1	0
Traffic Flow	5	4	3	2	1	0
Bicycle Facilities	5	4	3	2	1	0
Roadway Lighting	5	4	3	2	1	0
Other	5	4	3	2	1	0
If Other (please specify)						

iat you consider to	be the most importa	nt design considerati	ion for 16"' S	treet.		n
Description	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinior
olume of Traffic	5	4	3	2	1	0
peed of Traffic	5	4	3	2	1	0
icycles	5	4	3	2	1	0
edestrians	5	4	3	2	1	0
ther	5	4	3	2	1	0
Other (please spe	cify)					
dditional Commen	<u>ts</u> ditional ideas, inform	ation, or other comm	nents that yo	u would like to pr	ovide at this time?	
dditional Commen		ation, or other comm	nents that yo	u would like to pr	ovide at this time?	
dditional Commen		ation, or other comm	nents that yo	u would like to pr	ovide at this time?	
dditional Commen		ation, or other comm	nents that yo	u would like to pr	ovide at this time?	







16TH STREET CORRIDOR STUDY

August 13, 2015 4:45 p.m.

•LIST OF ATTENDEES •

NAME	EMAIL OR MAILING ADDRESS	PHONE
Joyce Nayce	joyce @ noycesshop, com	307-322-2798
Bobloyce	joyce e noycesshop, com 907-16	322-2798
Vicki Johnston	Vjohnston 230@hetmail.com	331-1336
Deanna Brant	debrant Owyoning.com	331-0223
Joe Fabian	mayora town of wheatland vy, org	307-331-2536
Sally Sanchez	alternative choices a jahoo, com	307-331-05PD
Carolyn Teter	Carolyn. teter @ Services for Smionspr. ORO	307.322.3424
Matthew kolowste	Akihowski Q pobank com	307-322-9215
Ronni Wahi	Veronica. wahl @ Services for seniors pc. org	322-3424 AVIF#0019A







NAME	EMAIL OR MAILING ADDRESS	PHONE
Del Johnson	303 19th st	322-4882
Robert Mc Mannes	509 Fraguesan RD	331-1061
hris Kanwischer	pecter & Eplatte County wyoming. com	331-2210
DAN BRECHT	debrecht 1951 égmail con	322-6232
Karen Krouse	1508 9th St.	322-8177
DERSCHEL & STALY PRUI H	12th Spruce-hershetwinpineswy.com	331-2204
Kelvin Lower + Kathy Lower	221 E Oak Ro Wheatlenc	332-5632
Shuch Kuwart	2305 16th St Wheatland, ux	322-2355







16TH STREET CORRIDOR STUDY

August 13, 2015 4:45 p.m.

•LIST OF ATTENDEES •

NAME	EMAIL OR MAILING ADDRESS	PHONE
STACEY REICHARDT	STACRYRQVCN, Crm	331-1951
Reed Elmquist	relinquist@ platte county wyoming com	522-1341
BRUCE HELLISAUM	bchellbour egnail.com	331-1916
CALLAE MCMANUS	Callae Mc D yahoo. Com	331-1201
Amanda Fry	populitura por ecoratimes. com	322 - 2621
Richard Duff	rgduff 1968 @ g mail	322-2531
Rick Geringer	rgeringer @wilr.org	331-8813
Ann Trueblood	ANNIETRUE @ ZOL. COM	322-1958
MichelebStephenM Com	is michele@wyomingwisp.com	322-5102







Please place your comments/thoughts on the Post-it® Notes at put them near the applicable areas on the map.

Thanks for comments and thoughts.









Agenda

- Brief Presentation
 - Introductions
 - Project overview
 - Purpose and Goals
 - Identifying the issues
 - Project Schedule
- Adjourn to workshop area
- Comment Card

INTRODUCTIONS





Tom Cobb, P.E. Project Manager



Scott Cowley, PE Principal-in-charge Peer Review



Brad Emmons, A.I.C.P. Land use/ Planning

Project Overview

- Planning Study
 - Funded by the Wyoming Business Council Grant through the Platte County Economic Development and the Town of Wheatland
- Limits:
 - Northern Swanson Road
 - Southern South Road
 - East 15th Street
 - West I-25



Purpose and Goals

Purpose:

Create a realistic document that guides and promotes future development of the corridor and surrounding area.

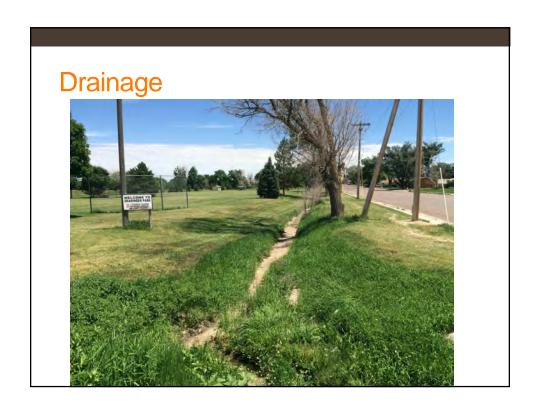
Goals:

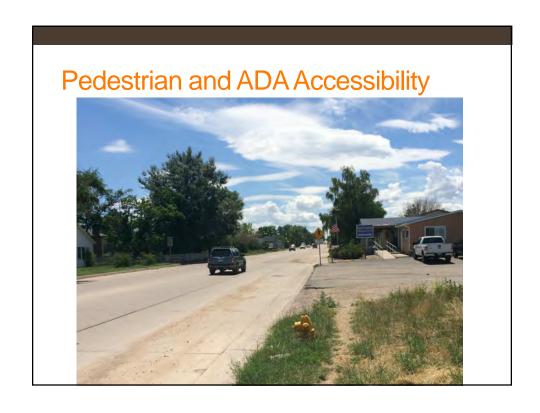
- Develop a priority list of future roadway and infrastructure improvement projects.
- Develop intersection alternatives and improvements along 16th Street at Oak Street, South Street, and Swanson Road.
- Review options for bicycle, pedestrian, industrial freight, and passenger vehicle use on 16th Street.
- Assist in securing additional funding for future construction projects.

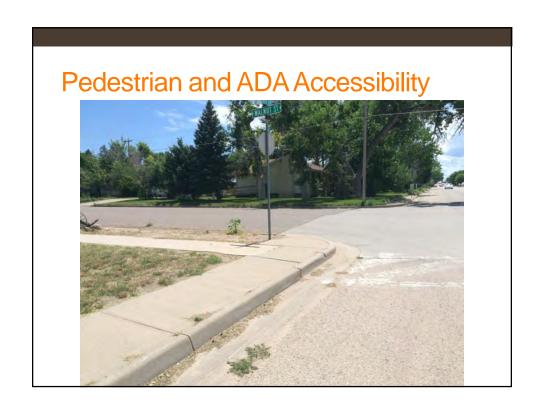
Identifying Potential Issues

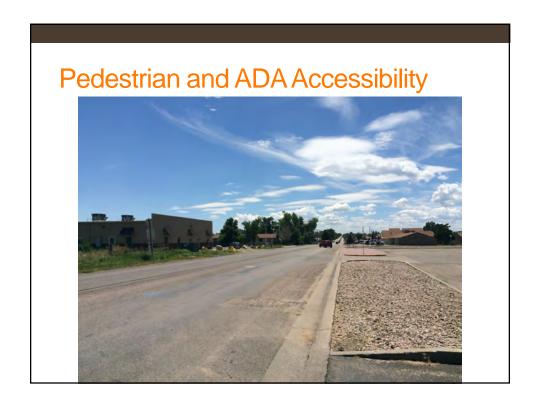
- Drainage
- Pedestrian Safety / ADA Accessibility
- · Wet and dry utilities
- Corridor Safety



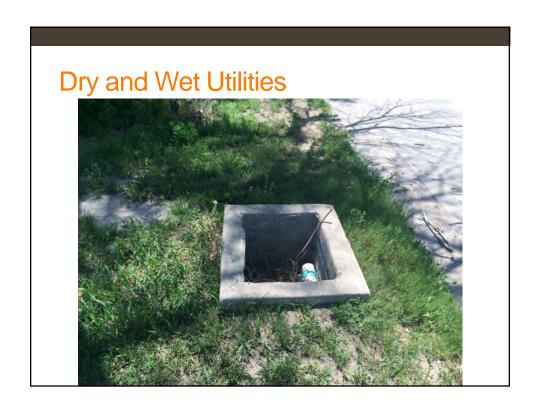


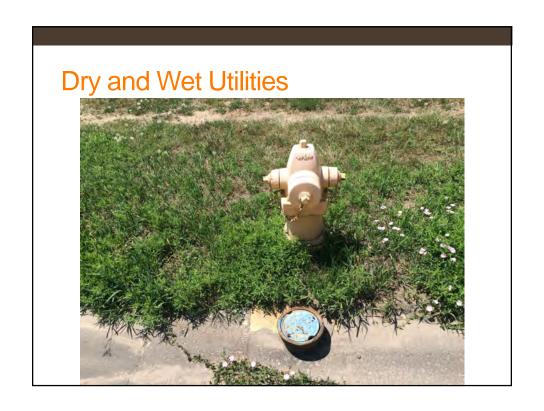


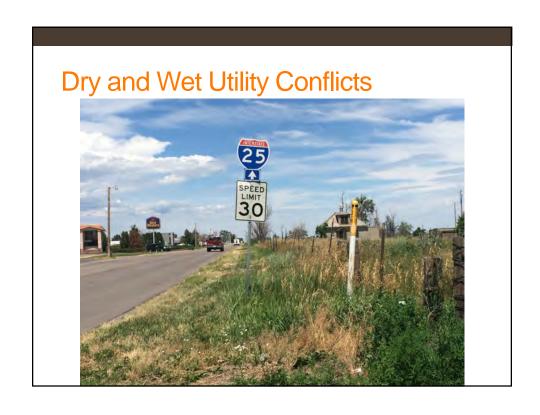




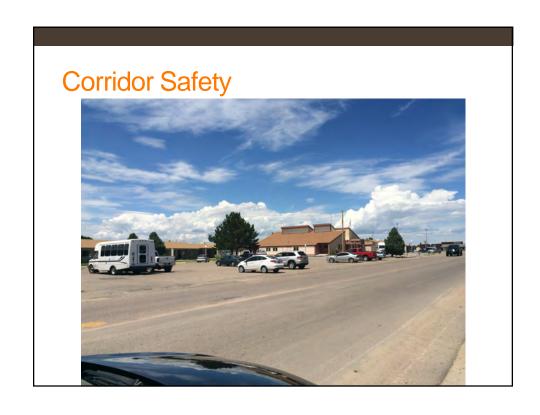






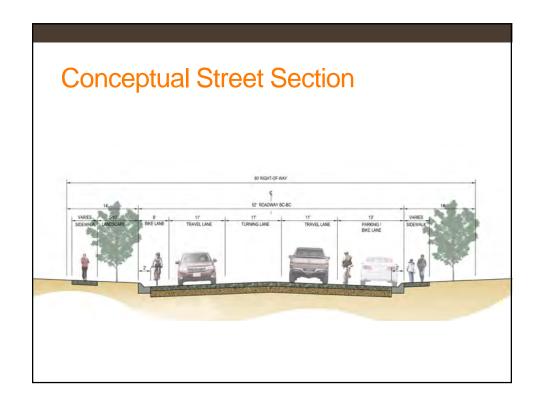










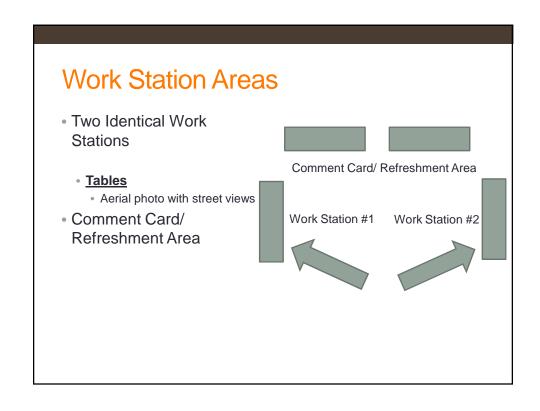


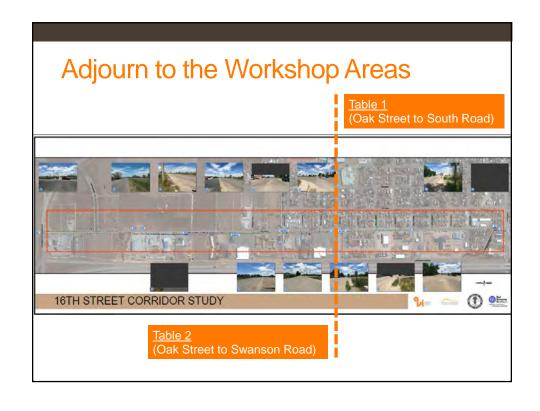
Issues/ Goals

Identified Issue	Design Goal	Recommended Features
Drainage	Improve capacity of drainage and reduce flooding	Improve storm sewer Improve curb and gutter and street cross slopes
Pedestrian Safety/ ADA Accessibility	Improve pedestrian safety and accessibility	Install proper ramps Install sidewalks Utilize tree lawns where possible
Utilities	Update capacity and safety	Relocate Replace as required
On-street Parking?	Accommodate parking on a case by case basis (i.e. residential areas)	Restrict parking near intersections and access points
Corridor Safety (Vehicle Traffic)	Better accommodate traffic volume	Improve lane configurations at intersections Narrow access widths

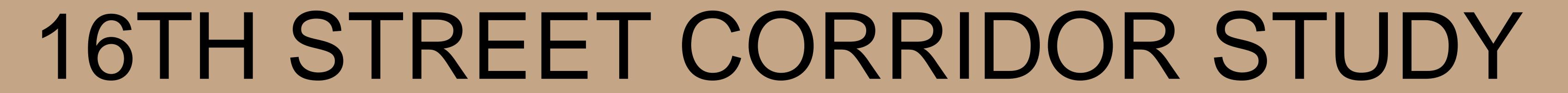
Project Schedule

Activity	Tentative Schedule
Kick-off Meeting	June 9, 2015
Steering Committee Meeting	July 15, 2015
Preliminary Traffic Data Collection and Analysis	June – August, 2015
First Public Meeting	August 13, 2015
First Public Meeting Design Alternative Development	August 13, 2015 September – November, 2015



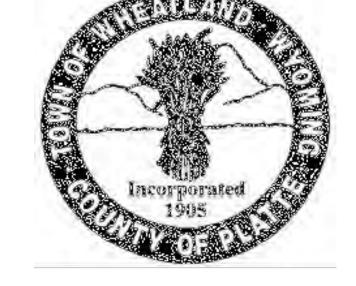














16TH STREET CORRIDOR STUDY COMMENT SHEET

Which of the following best d			nat apply)?			
Homeow	vner in the area.		☐ Emp	loyee in the area.		
☐ Renter ir	n the area.		☐ Rou	te user.		
☐ Business	s owner in the ar	ea.		er ease specify)		
If you are interested in atten	dina future pub	lic meeting abou	ut this projec	t, please give your c	ontact information	to
keep you informed (Optiona	il).	0				
Name: Dr. Suna	dra H	Coops	er	1 82	101	
Address: 705 /	4th 5	t. whe	eatla	end 82	201	
Email: Cooper	5h @	gmail.	com			
Phone: 307.32	22.495	0				
What type of development						
Resider	ntial	☐ Manufa	acturing			
Resider USES Retail		☐ Industr	rial			
Office			specify)			
Please rate the importance	/-ivale the most	appropriate for	each issue)	of the following issu	es that can guide t	he
Please rate the importance design of improvements of	f 16 th Street and	its adjoining lan	nd uses.			
Description	Very Important	Important	Neutral	Unimportant	Very Unimportant	No Opinion
 Drainage	(5)	4	3	2	1	0
<u> </u>						
Roadway Safety	5	4	3	2	1	0
Roadway Safety	5	4	3	2	1 1	0
Improved Sidewalks		4				
Improved Sidewalks Traffic Flow	5	4 4	3	2	1	0
Improved Sidewalks Traffic Flow Bicycle Facilities	5	4 4 4	3	2	1	0
Improved Sidewalks Traffic Flow	5	4 4 4 4	3 3 3	2 2 2	1 1 1	0 0

(Please Turn Over)

ate the importance nat you consider to	of the following trans	portation modes (cir nt design considerat	cle the most ion for 16 th S	appropriate for e treet.	ach issue) based o	on
Description	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Important to Discourage	No Opinior
olume of Traffic	5	4	3	2	1	0
peed of Traffic	5	4	3	2	1	0
icycles	(5)	4	3	2	1	0
edestrians	(5)	4	3	2	1	0
ther	5	4	3	2	1	0
Other (please spe			nents that yo	u would like to pr	ovide at this time?	?
o you have any ac	dditional ideas, inform				_	
o you have any ac					_	
o you have any ac					_	
					_	

Attachment:

16th Street Corridor Study Fact and Comment Sheet, AVI, Cheyenne, WY

Submitted by: Dr. Sandra H. Cooper, 705 14th Street, Wheatland, WY 82201

Date:

31 August 2015

My principal concern regards landscaping and the best methods to assure its survival by way of reliable watering (using fully automated drip systems) and roadway lighting (minimizing the harmful effects street lights on vegetation):

1. Select and install trees and shrubs, choosing and verifying that the selected plants are native to the region. Local weather extremes (heat, cold, drought, wind, etc.) must be taken into account in the species or subspecies selection. Several online references to the array and characteristics of eastern Wyoming's native woody-plants plants are given below.

http://www.wy.blm.gov/botany/species/wyflora.htm

http://www.wy.blm.gov/botany/wyspecies.htm

http://www.plantnative.org/rpl-mtwy.htm

http://www.uwyo.edu/plantsciences/index.html

- 2. Design and install a fully automated drip system to maintain the trees and shrubs in all annual seasons. Clearly, the frequency of watering will be dependent upon the season and the character of that season.
- 3. As the science of identifying and quantifying the negative effects of 24-hour light (natural daylight and artificial daylight created by urban street lights) evolves, the importance of selecting and installing "vegetation-friendly" street-lighting is becoming increasingly clear. A 2002 study at Purdue University identified three critical components of electromagnetic radiation that determine the sensitivity of trees, in particular, to night lights (see link below). The study results also provided ratings for the sensitivity of numerous tree species—the listed species include many that are appropriate for use in eastern Wyoming—according to high, intermediate, and low sensitivity to artificial light.

When designing the roadway lighting for the 16th Street Corridor, it is important to take into account the potential negative impacts of artificial radiation on newly installed trees and shrubs by careful selection of lamp wavelength and installation of shielded fixtures. Several references follow to help guide those processes.

https://www.extension.purdue.edu/extmedia/fnr/fnr-faq-17.pdf

http://rstb.royalsocietypublishing.org/content/370/1667/20140131

http://puyallup.wsu.edu/wp-content/uploads/sites/403/2015/03/light-pollution.pdf









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- Develop intersection alternatives and improvements along 16th
 Street at Oak Street, South Street, and Swanson Road.
- Review options for bicycle, pedestrian, industrial freight, and passenger vehicle use on 16th Street.







Which of the following best describes you (Please check all that apply)? M Homeowner in the area. ☐ Employee in the area. Renter in the area. □ Other _____ Business owner in the area. (Please specify) If you are interested in attending future public meeting about this project, please give your contact information to keep you informed (Optional). Name: Address: Email: Phone: What type of development would you like to see in the area (Please mark all that apply)? □ Residential ■ Manufacturing □ Industrial Retail Other No residentia ☑ Office x models

Please rate the importance (circle the most appropriate for each issue) of the following issues that can guide the design of improvements of 16th Street and its adjoining land uses.

Description	Very Important	Important	Neutral	Unimportant	Very Unimportant	No Opinion
Drainage	(5)	4	3	2	1	0
Roadway Safety	(5)	4	3	2	1	0
Improved Sidewalks	(5)	4	3	2	1	0
Traffic Flow	5	4	3	2	1	0
Bicycle Facilities	5	4	3	2	1	0
Roadway Lighting	5	4	3	2	1	0
Other	5	4	3	2	1	0
If Other (please specify)						

	of the following trans be the most importa				ach issue) based c	on
Description	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinior
Volume of Traffic	5	(4)	3	2	1	0
Speed of Traffic	5	4	3	2	1	0
Bicycles	5	(4)	3	2	1	0
edestrians	(5)	4	3	2	1	0
Other	5	4	3	2	1	0
No par Safer o	-	resident mak D Ur ak	ial a alz 1	long I and 16	yh Dat 16	fu

Thank you for providing input for this important project. Please return your comment sheet to the check-in table before you leave. If you prefer to mail in your comments, please do so by September 1, 2015. Mail them to: AVI, P.C. 1103 Old Town Lane, Cheyenne, Wyoming 82009.

16th Street Corridor Study Comment Sheet

Which of the following	ng best describe	es you (Pleas	e check al	I that apply)?		
☐ Hom	ne owner in the	area.		☐ Employee in	the area.	
□ Ren	ter in the area.			☐ Route user.		
⊠ Bus	iness owner in t	the area.		Other(Ple	ease specify)	
If you are interested your contact information	d in attending for ation to keep yo	uture public r ou informed	neeting al (Optional)	oout this projec?	t, please give	
Name: Bob R. Address: Z105 V Email: howard	V 14+ 5+					
Phone: 507-32						
What type of develo			e in the ar	rea (Please mar	k all that apply)	?
⊠ Rel	ail	□ Indu	strial			
₩ Off	ice	□ Othe	r(I	Please specify)		
Please rate the imp issues that can gui uses.	oortance (circle de the design o	the most app f improveme	propriate f ents of 16 th	for each issue) of Street and its	of the following adjoining land	
Description	Very Important	Important	Neutral	Unimportant	Very Unimportant	No Opinion
Drainage	(5)	4	3	2	1	0
Roadway Safety	(5)	4	3	2	1	0
Improved Sidewalk	s (5)	4	3	2	1	0

Traffic Flow

Other

Bicycle Facilities

If Other (please specify) Side Walks

Widen Al		to 16th Street or the businesses				
Rate the importa each issue) base 16 th Street.	ance of the followed on what you co	ring transportationsider to be the	on modes (most imp	(circle the mo: ortant design	st appropriate consideration	for for
Description Volume of	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinion
Traffic	(5)	4	3	2	1	0
Speed of Traffic	5	(4)	3	2	1	0
Bicycles	5	4	(3)	2	1	0
Pedestrians	(5)	4	3	2	1	0
Other	5	4	3	2	1	0
This plan out. To and it drive on growth Lane wo	radditional ideas, me? needs to his is the his is fishall. Thorner Must. I ald he good	he disigned osiest on the most draining of Pedertnan	of for most t L wasan plan, in walks	the future vaucled re he + cart a frostructure a most.	e (30-40	years) rallow
	ou for providing	46 6 1 - 0	oteraber X	M XXXXX	U prefer to ma	11

1
/

Accommodate Discourage Volume of Traffic \$\overline{5}\$ 4 3 2 1 0 Speed of Traffic \$\overline{5}\$ 4 3 2 1 0 Bicycles 5 4 3 2 1 0 Pedestrians 5 4 3 2 1 0 Other 5 4 3 2 1 0 Additional Comments	ate the importance o	of the following trans	portation modes (cir	cle the most	appropriate for e		n
Speed of Traffic Speed of Tra	Description	to	-	Neutral	-	Important to	Opinior
Bicycles 5 4 3 2 1 0 Pedestrians 5 4 3 2 1 0 Other 5 4 3 2 1 0 If Other (please specify) Additional Comments Do you have any additional ideas, information, or other comments that you would like to provide at this time? - Please moke sure lessons are involved in the constraint of the property we can be Safeway and Shapko. Please contact me	Volume of Traffic	(3)	4	3	2	1	0
Pedestrians 5 4 3 2 1 0 Other 5 4 3 2 1 0 Additional Comments Do you have any additional ideas, information, or other comments that you would like to provide at this time? - Please make sure Lessons are involved in the answer of the property we can be Sofeway and Shapko. Please can fact me	Speed of Traffic	(5)	4	3	2	1	0
Other (please specify) Additional Comments Do you have any additional ideas, information, or other comments that you would like to provide at this time? - Please moke sure lessons are invalved in the answerings. We less the property we can to Sateway and Shapko. Please contact me	Bicycles	5	4	3	2	1	0
Additional Comments Do you have any additional ideas, information, or other comments that you would like to provide at this time? - Please moke sure Lessons are involved in the answerings. We lease the property we can to Safeway and Shapko. Please can toot me	Pedestrians	5	4	3	2	1	0
Additional Comments Do you have any additional ideas, information, or other comments that you would like to provide at this time? - Please mole sure Lessons ore involved in the answerings. We lease the property we can to Safeway and Shapko. Please can took me	Other	5	4	3	2	1	0
	Chart 12		ation, or other comr		.3.		?
	Do you have any ad $-P/\epsilon_{GSC}$	mole sure	/ /	-	11		c

Thank you for providing input for this important project. Please return your comment sheet to the check-in table before you leave. If you prefer to mail in your comments, please do so by September 1, 2015. Mail them to: AVI, P.C. 1103 Old Town Lane, Cheyenne, Wyoming 82009.









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Which of the fol	lowin	g best describes you (Pleas	e check all tha	at apply)?
		Homeowner in the area.		☐ Employee in the area.
	□ F	Renter in the area.		☐ Route user.
		Business owner in the area.		Other(Please specify)
-			eeting about t	this project, please give your contact information to
keep you inform Name:	ned (C	Optional).		
Address:				
Email:				
Phone:				
What type of de	velop	oment would you like to see	in the area (P	Please mark all that apply)?
		Residential	☐ Manufactu	uring
	ĴŒĹ, F	Retail	☐ Industrial	
	Þ	Office	Other (Please spe	pecify)

Please rate the importance (circle the most appropriate for each issue) of the following issues that can guide the design of improvements of 16^{th} Street and its adjoining land uses.

Description	Very Important	Important	Neutral	Unimportant	Very Unimportant	No Opinion
Drainage	5	4	3	2	1	0
Roadway Safety	5	4	3	2	1	0
Improved Sidewalks	5	4	3	2	1	0
Traffic Flow	5	4	3	2	1	0
Bicycle Facilities	5	4	3	2	1	0
Roadway Lighting	5	4	3	2	1	0
Other	5	4	3	2	1	0
If Other (please specify)						

hat you consider to b	ve the most important Very Important		cle the most ion for 16 th S	treet.	ach issue) based o Most	n No
Description	to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Important to Discourage	Opinion
Volume of Traffic	5	4	3	2	1	0
Speed of Traffic	5	4	3	2	1	0
Bicycles	5	4	3	2	1	0
Pedestrians	5	4	3	2	1	0
Other	5	4	3	2	1	0
Additional Comment Do you have any add		ation, or other comn	nents that yo	u would like to pr	rovide at this time?	•

Which of the following best describes you (Please check all that apply)? ☐ Homeowner in the area. ☐ Employee in the area. Renter in the area. Route user. Business owner in the area. ☐ Other (Please specify) If you are interested in attending future public meeting about this project, please give your contact information to keep you informed (Optional). Rowann G. Scott Name: Address: Email: 307-327-4702 Phone: What type of development would you like to see in the area (Please mark all that apply)? - Manufacturing not on 16th. **№** Residential Retail Office ☐ Other __ (Please specify)

Please rate the importance (circle the most appropriate for each issue) of the following issues that can guide the design of improvements of 16th Street and its adjoining land uses.

Description	Very Important	Important	Neutral	Unimportant	Very Unimportant	No Opinion
Drainage	(5)	4	3	2	1	0
Roadway Safety	(5)	4	3	2	1	0
Improved Sidewalks	(5)	4	3	2	1	0
Traffic Flow	(5)	4	3	2	1	0
Bicycle Facilities	5	4	3	2	1	0
Roadway Lighting	<u>(5)</u>	4	3	2	1	0
Other	©	4	3	2	1	0
If Other (please specify)	Marail		Ha =	1 + 6	+ 1-1	

repaying of the streets - Street showing of disversion

ge 8

If you could make one change to 16th Street or the area surrounding the corridor what change would you make? many people who are Rate the importance of the following transportation modes (circle the most appropriate for each issue) based on

what you consider to be the most important design consideration for 16th Street.

Description	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinion
Volume of Traffic	(3)	4	3	2	1	0
Speed of Traffic	(5)	4	3	2	1	0
Bicycles	5	4	3	2	1	0
Pedestrians	(5)	4	3	2	1	0
Other	(3)	4	3	2	1	0

If Other (please specify) **Additional Comments** comments that you would like to provide at this time? Sidential, ele. Already have traffic right on their Thank you for providing input for this important project. Please return your comment sheet to the

check-in table before you leave. If you prefer to mail in your comments, please do so by September 1, 2015. Mail them to: AVI, P.C. 1103 Old Town Lane, Cheyenne, Wyoming 82009. 





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 Street at Oak Street, South Street, and Swanson Road.
- Review options for bicycle, pedestrian, industrial freight, and passenger vehicle use on 16th Street.







Which of the f	follow	ring best describes you (Pleas	e check all that apply)?
	×	Homeowner in the area.	Employee in the areaAsst Sir.
		Renter in the area.	☐ Route user,
Ď.)z	Business owner in the area.	Other (Please specify)
keep you info	rmed		neeting about this project, please give your contact information to
Address:		406 15th St.	
Email:	ar	olun. teter OS	envicesforsenions proorg
	07-		4
What type of	devel	opment would you like to see	e in the area (Please mark all that apply)?
	മ	Residential Apts.	Manufacturing-Small all of these of
	P	Retail	Manufacturing—Small all of these of Industrial—Specific properly downed as & sampatibility
200	央	Office	(Please specify)

Please rate the importance (circle the most appropriate for each issue) of the following issues that can guide the design of improvements of 16th Street and its adjoining land uses.

Description	Very Important	Important	Neutral	Unimportant	Very Unimportant	No Opinion
Drainage	5	4	3	2	1	0
Roadway Safety	5	4	3	2	1	0
Improved Sidewalks	5	4	3	2	1	0
Traffic Flow	5	4	3	2	1	0
Bicycle Facilities	5	4	(3).	7	1	0
Roadway Lighting	5	4	3	2	1	0
Other	5,	4	3	2	1	0
If Other (please specify)						

Description Very Important to Accommodate Accommodate Volume of Traffic Speed of Traffic Sicycles To Accommodate To Accommodate Accommodate Accommodate Accommodate Accommodate Neutral Important to Discourage No Opinion No Opinion No Opinion No Opinion Accommodate 4 3 2 1 0 Sicycles 5 4 3 2 1 0 Accommodate Accommodate 4 3 2 1 0 Accommodate Acc	ate the importance hat you consider to	of the following trans	portation modes (cir nt design considerat	cle the most ion for 16 th S	appropriate for e treet.	ach issue) based o	on
Follower of Traffic To lie peed of Traffic To lie pe	Description	Very Important to	Important to		Important to	Important to	No Opinion
Sicycles 5 4 3 2 1 0 Pedestrians 5 4 3 2 1 0 Other 5 4 3 2 1 0 Additional Comments Oo you have any additional ideas, information, or other comments that you would like to provide at this time? The Manual of Stable	Volume of Traffic	-	4	3	2	1	0
Pedestrians 5 4 3 2 1 0 Other 6 Other (please specify) Additional Comments Do you have any additional ideas, information, or other comments that you would like to provide at this time? Productional Comments The production of the comments of the provide at the comment	Speed of Traffic	5	4	3	2	1	0
Other (please specify) Additional Comments Oo you have any additional ideas, information, or other comments that you would like to provide at this time? Product of the provide at this time? Product of the provide at this time? The product of the provide at this time?	Bicycles	5	4	3	_ 2	1	0
f Other (please specify) Additional Comments Do you have any additional ideas, information, or other comments that you would like to provide at this time? The standing of	edestrians	(5)	4	3	2	1	0
Additional Comments Do you have any additional ideas, information, or other comments that you would like to provide at this time? The series of the series	Other	5	4	3	2	1	0
	M						
	Additional Commer	dditional ideas, inform	it 3.	presents that your services that you services the services the services that you services the services the services that you services the serv	ou would like to protect	ovide at this time? Ly Sa for 2	ses Jeur
	Additional Commer	dditional ideas, inform	it 3.	Pre-Sure-South	stap	ovide at this time? Pro Se Ly Sa for 2	Jewi







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Which of the follow	ving best describes you (Ple	ase check all that apply)?
×	Homeowner in the area.	☐ Employee in the area.
	Renter in the area.	☐ Route user.
×	Business owner in the are	a. Other (Please specify)
f you are intereste	d in attending future public	meeting about this project, please give your contact information to
keep you informed		5.46
Name: Show	nen + Michela	Meure
Address: 81	Antelope (eapRd
Email: M	releavyon	ingWispicom
Phone: 322	-5102-07 3	31-1722
What type of devel	lopment would you like to s	see in the area (Please mark all that apply)?
	Residential	☐ Manufacturing
	Retail	□ Industrial HΛ
	Office	Other (Please specify)

Please rate the importance (circle the most appropriate for each issue) of the following issues that can guide the design of improvements of 16^{th} Street and its adjoining land uses.

Description	Very Important	Important	Neutral	Unimportant	Very Unimportant	No Opinion
Drainage	5	4	(3)	2	1	0
Roadway Safety	5	4	(3)	2	1	0
Improved Sidewalks	5	4	3	2		0
Traffic Flow	5	4	, 3)	2	1	0
Bicycle Facilities	5	4	3	2	(1)	0
Roadway Lighting	5	4	3	2		0
Other	5	4	3	2	1	0
If Other (please specify)						

	Near					-
						b
te the importance nat you consider to	of the following trans be the most importa	portation modes (cir nt design considerat	cle the most ion for 16 th S	appropriate for e	ach issue) based c	n
Description	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinion
olume of Traffic	5	(4')	3	2	1	0
peed of Traffic	5	4	3	2	1	0
icycles	5	4	3	2		0
edestrians	5	4	(3)	2	1	0
ther	5	4	3	2	1	0
Other (please spe	nts	etion or other comp	nents that yo	u would like to pr	rouido at this timo	
o you have any ac	lditional ideas, inform	ation, or other comm	nents that yo	u would like to pr	Ovide at this time:	









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Which of the follow	ving best describes you (Pleas	e check all that apply)?
Ð	Homeowner in the area.	☐ Employee in the area.
	Renter in the area.	☐ Route user.
CO #	Business owner in the area.	☐ Other (Please specify)
If you are interested	d in attending future public n	neeting about this project, please give your contact information to
keep you informed	(Optional).	
Name: dog	ce Noyce	
Address: 90	7-16 th Whe	atland
Email:		
Phone:	ceenoycessho	
		e in the area (Please mark all that apply)?
	Residential	□ Manufacturing
0	Retail	□ Industrial
0	Office	Other (Please specify)

Please rate the importance (circle the most appropriate for each issue) of the following issues that can guide the design of improvements of 16th Street and its adjoining land uses.

Description	Very Important	Important	Neutral	Unimportant	Very Unimportant	No Opinion
Drainage	(5)	4	3	2	1	0
Roadway Safety	(5)	4	3	2	1	0
Improved Sidewalks	(5)	4	3	2	1	0
Traffic Flow	5	4	3	2	1	0
Bicycle Facilities	(5)	4	3	2	1	0
Roadway Lighting	5	4	3	2	1	0
Other	5	4	3	2	1	0
If Other (please specify)						

ate the importance hat you consider to	of the following trans be the most importal	portation modes (cir nt design considerat	cle the most ion for 16 th S	appropriate for e treet.	ach issue) based o	n
Description	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinion
olume of Traffic	(5)	4	3	2	1	0
peed of Traffic	(5)	4	3	2	1	0
icycles	(5)	4	3	2	1	0
	(5)	4	3	2	1	0
edestrians						
Pedestrians Other f Other (please spe	5	4	3	2	1	0
Other (please spe	5 ecify)					
Other Other (please spe	ccify)					
Other (please spe	ccify)					
Other (please spe	ccify)					

Thank you for providing input for this important project. Please return your comment sheet to the check-in table before you leave. If you prefer to mail in your comments, please do so by September 1, 2015. Mail them to: AVI, P.C. 1103 Old Town Lane, Cheyenne, Wyoming 82009.









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Which of the follow	ving best describes you (Plea	se check all that apply)?
8	Homeowner in the area.	☐ Employee in the area.
	Renter in the area.	☐ Route user.
	Business owner in the area	Other (Please specify)
If you are intereste	ed in attending future public i	meeting about this project, please give your contact information to
keep you informed		
Name: Bob	Nogge	
Address: 907	FAT 10	
Email:		
Phone: 322	-2798	
What type of deve	lopment would you like to se	ee in the area (Please mark all that apply)?
	Residential	☐ Manufacturing
0	Retail	☐ Industrial
	Office	Other (Please specify)

Please rate the importance (circle the most appropriate for each issue) of the following issues that can guide the design of improvements of 16th Street and its adjoining land uses.

Description	Very Important	Important	Neutral	Unimportant	Very Unimportant	No Opinion
Drainage	(5)	4	3	2	1	0
Roadway Safety	5	4	(3 ⁱ	2	1	0
Improved Sidewalks	(5)	4	3	2	1	0
Traffic Flow	5	4	3	2	1	0
Bicycle Facilities	(5)	4	3	2	1	0
Roadway Lighting	(5)	4	3	2	1	0
Other	5	4	3	2	1	0
If Other (please specify)						

(Please Turn Over)

hat you consider to	Very Important to Accommodate	nt design considerat Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinion
Volume of Traffic	5	4	3	2	1	0
Speed of Traffic	3	4	3	2	1	0
Bicycles	5	43	3	2	1	0
Pedestrians	<u>(5)</u>	4	3	2	1	0
Other	5	4	3	2	1	0
Additional Commer		ation, or other comm	nents that yo	u would like to pr	ovide at this time?	
Oo you have any ac	iditional ideas, informa					
	dditional ideas, informa					
	iditional ideas, informa					









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Which of the following best describes you (Please check all that apply)?

NO NO HO	meowner in the are	a.	XX Em	ployee in the area.		
□ Rer	nter in the area.		▼ Ro	ute user.		
Bus	siness owner in the	area.		ner Please specify)		
If you are interested in a keep you informed (Op: Name: CACCAS Address: 509 FEmail: Called Phone: 307	tional)					on to
Address: 509 F	ERGUSON R	id (w)	CATUANI)		
Email: Colle	mc @ yahe	oo. Com				
Phone: 307 -	331-1201					
What type of developm	ent would you like	to see in the are	ea (Please ma	rk all that apply)?		
□ Res	sidential	☐ Manu	facturing			
X Ret	tail	☐ Indus	trial			
TO Off	fice		e specify)	 -		
Please rate the importa design of improvement				of the following issu	ies that can guide t	he
Description	Very Important	Important	Neutral	Unimportant	Very Unimportant	No Opinion
Drainage	(5)	4	3	2	1	0
Roadway Safety	(5)	4	3	2	1	0
Improved Sidewalks	(5)	4	3	2	1	0
Traffic Flow	(S)	4	3	2	1	0
Bicycle Facilities	5	(3	2	1	0
Roadway Lighting	(5)	4	3	2	1	0
Other	5	4	3	2	1	0
If Other (please specify	Good Se	dewalks	Curb	Gutten		

(Please Turn Over)

Description	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinion
Volume of Traffic	(5)	4	3	2	1	0
peed of Traffic	(5)	4	3	2	1	0
icycles	5	4	3	2	1	0
edestrians	(5) to	4	3	2	1	0
ther	5	4	3	2	1	0
	ditional ideas, informat	tion, or other comm	nents that yo	u would like to pr	ovide at this time? 	
	ditional ideas, informat	tion, or other comm	nents that yo	u would like to pr	ovide at this time?	
	ditional ideas, informat	tion, or other comm	nents that yo	u would like to pr	ovide at this time?	
dditional Commen	ditional ideas, informat	tion, or other comm	nents that yo	u would like to pr	ovide at this time?	
	ditional ideas, informat	tion, or other comm	nents that yo	u would like to pr	ovide at this time?	

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	Homeowner in the area.	Employee in the area.
	Renter in the area.	Route user.
	Business owner in the area.	Other (Please specify)
•	- '	neeting about this project, please give your contact information to
keep you informed	(Optional).	
Name:	Sally Sinches	Ζ.
Address:	4681 Hwy 3	wheatland
Email:	alternative	Choice & gahoo. Com
Phone:	307-331-05	
What type of devel	opment would you like to see	in the area (Please mark all that apply)?
	Residential	☐ Manufacturing
0	Retail	□ Industrial
	Office	☐ Other (Please specify)

Please rate the importance (circle the most appropriate for each issue) of the following issues that can guide the design of improvements of 16th Street and its adjoining land uses.

Description	Very Important	Important	Neutral	Unimportant	Very Unimportant	No Opinion
Drainage	(5)	4	3	2	1	0
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Improved Sidewalks	5	4	3	2	1	0
Traffic Flow	(5)	4	3	2	1	0
Bicycle Facilities	(5)	4	3	2	1	0
Roadway Lighting	(5)	4	3	2	1	0
Other	5	4	3	2	1	0
If Other (please specify)	Beauti	Fication?	~			

						_
ate the importance hat you consider to	of the following trans be the most importa	portation modes (cir nt design considerati	cle the most ion for 16 th S	appropriate for e treet.	ach issue) based o	n
Description	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinion
olume of Traffic	(5)	4	3	2	1	0
peed of Traffic	(5)	4	3	2	1	0
Bicycles	5	4	3	2	1	0
edestrians	(5)	4	3	2	1	0
Other	5	4	3	2	1	0
f Other (please spe						
Additional Commer Do you have any ac	<u>nts</u> dditional ideas, inform	ation, or other comn	nents that yo	ou would like to pr	rovide at this time?	
		ation, or other comn	nents that yo	ou would like to pr	ovide at this time?	
		ation, or other comn	nents that yo	ou would like to pr	ovide at this time?	
		ation, or other comn	nents that yo	ou would like to pr	ovide at this time?	
		ation, or other comn	nents that yo	ou would like to pr	rovide at this time?	
		ation, or other comn	nents that yo	ou would like to pr	rovide at this time?	

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Which of the follow	ving best describes you (Pleas	se check all that apply)?
	Homeowner in the area.	☐ Employee in the area,
	Renter in the area.	☐ Route user.
	Business owner in the area.	Other Bank 1/2 Hade So-+((Please specify)
if you are intereste keep you informed Name:		neeting about this project, please give your contact information to
Address:		
Email:		
Phone:		
What type of deve □ □ □	Residential Retail Office	e in the area (Please mark all that apply)? Manufacturing Industrial Other

Please rate the importance (circle the most appropriate for each issue) of the following issues that can guide the design of improvements of 16th Street and its adjoining land uses.

Description	Very Important	Important	Neutral	Unimportant	Very Unimportant	No Opinion
Drainage	5	(9)	3	2	1	0
Roadway Safety	5	0	3	2	1	0
Improved Sidewalks	5	4	(3)	2	1	0
Traffic Flow	(5)	4	3	2	1	0
Bicycle Facilities	5	4	3	12	1	0
Roadway Lighting	5	4	(3)	2	1	0
Other	5	4	3	2	1	0
If Other (please specify)						

	of the following trans be the most importa				ach issue) based c	on
Description	Very Important to Accommodate	Important to Accommodate	Neutral	Important to Discourage	Most Important to Discourage	No Opinion
Volume of Traffic	(5)	4	3	2	1	0
Speed of Traffic	5	4	3	2	1	0
Bicycles	5	4	(3)	2	1	0
Pedestrians	5	4	3	2	1	0
Other	5	4	(3)	2	1	0
f Other (please spe	cify)					
Additional Commer	<u> </u>					
Do you have any ad This needs =	ditional ideas, inform	ation, or other comm	- 2			

16TH STREET CORRIDORY STUDY



APPENDIX B MEETING TWO

Final July 2016

APPENDIX B

Public Involvement- Meeting Two



16th STREET CORRIDOR STUDY PUBLIC OPEN HOUSE & PRESENTATION

The public is invited to attend a Presentation and Public Open House to discuss the **16**th **Street Corridor Planning Project**. The purpose of the meeting is to identify issues, and solicit ideas and comments. Your input is important as we develop the plan for the future roadway improvements. The corridor planning project includes 16th Street from South Street to Swanson Road and is bounded by I-25 to the west and 15th Street to the east.

Public Open House -Tuesday, December 8, 2015 from 5:00 p.m. to 7:00 p.m. Brief Presentations will be given at 5:15 p.m. in the First State Bank Conference Center, 1405 16th Street

For more information call AVI at 307.637.6017.







The 16th Street Corridor is one of the most heavily traveled roadways in Wheatland at 2,000 to 6,000 vehicles per day. It is also perceived to be confusing and unsafe by most drivers which can be seen by the high amount of accidents totaling 41. The roadway is in a state of disrepair with uncertainty of ownership for needed maintenance and improvements. In its current state, it is unsafe for other modes of travel and presents barriers for bicyclists and pedestrians alike. Most of the roadway corridor lacks sidewalks and (2) two pedestrian crossings which are below current safety standards.

The Platte County Economic Development Corporation (PCED) in coordination with the Town of Wheatland have commissioned AVI p.c., an engineering and planning firm, to study the 16th Street corridor. The Consultant has been hired to investigate safe mobility options for all transportation modes, proper traffic control striping and lighting, as well as drainage and infrastructure needs along this corridor.

The boundaries of the 16th Street Corridor project are from South Street to Swanson Road (south and north), and I-25 to 15th Street (west to east).

The primary purpose of the project is to create a planning document as well as 35% plans that guide future development of this area and preliminary cost estimates for solutions to the problems. Your ideas and comments are important, as they will have a direct impact on the decisions made about what future development will occur and what the roadway network will look like. The end result of this project will include the following:

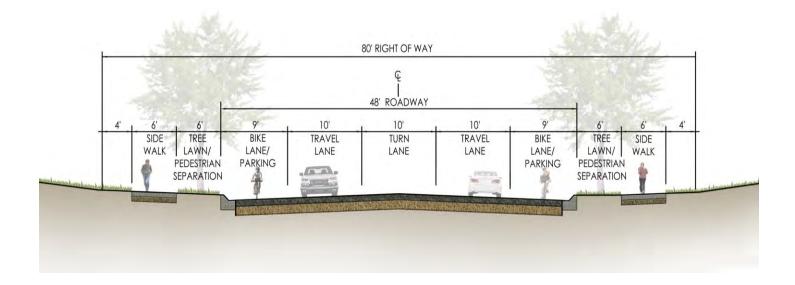
- Create a realistic guide document for the future development of the corridor and surrounding area.
- Develop a priority list of future roadway and infrastructure improvement projects.
- Develop intersection alternatives and improvements along 16th Street at Oak Street, South Street, and Swanson Road.
- Review options for bicycle, pedestrian, industrial freight, and passenger vehicle use on 16th Street.







Which of	the follow	ing best de	escribes you	(Please che	ck all that ap	oply)	?					
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		Renter in t	the area.		I	□ R	oute user.					
		Business o	owner in the	area.	ا		other (Please specify					
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Any add	litional co	omments?										
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Proposed Interim Typical Section with Parking in Existing Residential Areas (Looking South).

Definitely Like Like No Opinion Do Not Like Definitely Do Not Like

Any additional comments?



Walnut Street Pedestrian Crossing (Rapid Rectangular Flashing Beacon)



Walnut Street Pedestrian Crossing (Refuge Median Option)

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
Refuge Median Island Option	5	4	3	2	1
Rapid Rectangular Flashing Beacon	5	4	3	2	1

Any additional comments or suggestions?



Intersection of 16th Street at Oak Street (**4-way Stop**)

Please rate the Proposed 4-way Stop Intersection below:

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
4-Way Stop Option	5	4	3	2	1

Any additional comments or suggestions?

Studies have shown roadway street lighting is an effective tool in providing a safer night corridor environment. Do you believe that roadway street lighting should be a recommended improvement on 16^{th} ? \square Yes \square No



Intersection of 16th Street at South Street **(Safety Median)**

Please rate the Proposed Safety Median Installation on 16th Street at South Street:

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
Safety Median on 16 th Street at South Street	5	4	3	2	1

Any additional comments or suggestions?

Additional Comments
Do you have any additional ideas, information, or other comments that you would like to provide at this time?

Thank you for providing input for this important project. Please return your comment sheet to the check-in table before you leave.

If you prefer to mail in your comments, please do so by January 5, 2016. Mail them to: AVI, P.C. 1103 Old Town Lane, Cheyenne, Wyoming 82009.

16th STREET CORRIDOR STUDY PUBLIC MEETING NO. 2



•LIST OF ATTENDEES •



NAME	COMPANY	EMAIL	CELL/ PHONE
Linda FARIAN	Wyoming Boc	Linda owyshs. org	3223014
Joshua Lock + Rick Moody	Lock Trucking	Josh Lawyoming wireless. com	331-2255
Bob Rowat	Bob Rowart Motors	brunatabobrung-tmotors. com	327-3144
Joe FABIAN	mayor	mayor etownof wheatlandwy.org	322-2962
Mart Schaffuer	wyotrails Galley	,	322-2509
Micheleh Stephen MCourie	M'Coure Ronfacs	michele (a wycining wisp com	302-5102
Jefference	WHENTLAND AUTOMOTICE	, , ,	302-3457
Off Brom	Fust State Bend		327-5226
Daviel Resi	Shopleo	St 705@ Shopko.com	322-2005
Brondy Pile	Shopko		

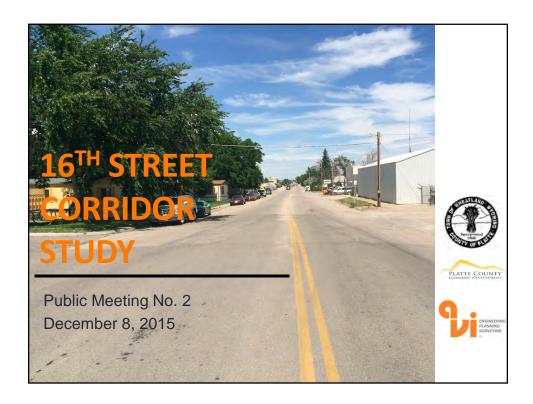
16th STREET CORRIDOR STUDY PUBLIC MEETING NO. 2



•LIST OF ATTENDEES •



NAME	COMPANY	EMAIL	CELL/ PHONE
Rean Verinlyes		·	
Lee Alla		leepoleogles, US	
Kathy Lower			
amanda Fry		atrya perecordtimes com	
DAN BRECHT		debrecht 1951@gmail. com	
Pam McIntosh	GDL Dixaint	gd//cewyoningwisp.com	
Dow San 174	WHEATRAND RUTA		
Thane Ashenhurst	Orube Supply	thaneash@smail.com	3873312251
BARBARA SOLAFFINEIZ	Uly TRAKS GALLERY	Wyomingtrails@wyomingwisp.com	331-1376
	V		



Agenda

- Project Area and Overview
- Purpose and Goals
- Summary of Comments from August Public Meeting One (What we heard?)
- Accident History
- Proposed Improvements

 - Conceptual Typical Section
 Pedestrian Crossings (Walnut and Cedar)
 - Oak Street

 - Conceptual Offsite Improvements
 - Drainage Opportunities
- · Where do we go from here (Schedule)?
- · Adjourn to workshop area for questions



Project Overview

- Planning Study
 - Funded by the Wyoming Business Council Grant through the Platte County Economic Development and the Town of Wheatland
- Limits:
 - Northern Swanson Road
 - Southern South Road
 - East 15th Street
 - West I-25



Purpose and Goals

• Purpose:

Create a realistic planning document that guides and promotes future development of the corridor and surrounding area.

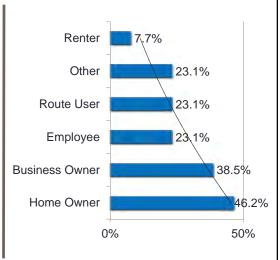


- Develop a priority list of future roadway and infrastructure improvement projects.
- Develop intersection alternatives and improvements along 16th Street at Oak Street, South Street, and Swanson Road.
- Review options for bicycle, pedestrian, industrial freight, and passenger vehicle use on 16th Street.
- Assist in securing additional funding for future construction projects.



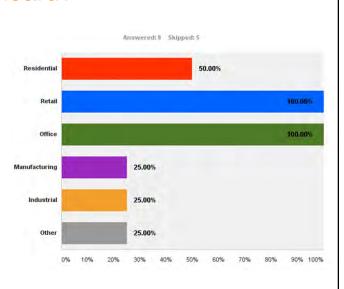
Public Meeting One: Summary

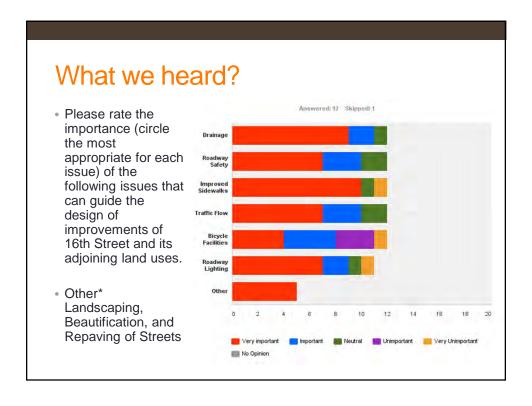
- Conducted August 13, 2015
- Approximately 29 participants
- 13 Comment Card Responses (44.8%)
- Strong Opinions Expressed!
- · Who Attended?

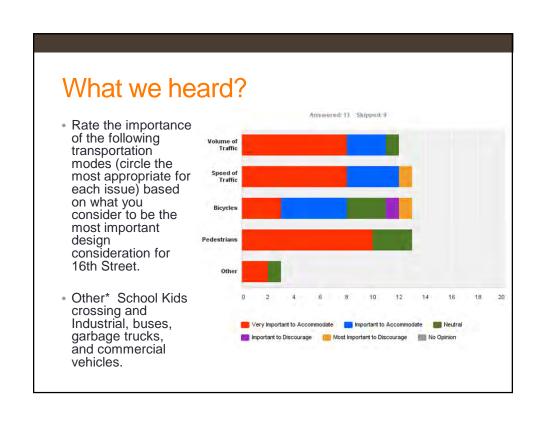


What we heard?

 What type of development would you like to see in the area (please mark all that apply)?







What we heard?

- If you could make one change to 16th Street or the area surrounding the corridor, what change would you make?
 - · "Beautification"
 - "Widen the road with a Center Turn Lane"
 - "Avoid continued strip development of commercial uses."
 - Provide proper access widths for business approaches

What we heard?

- If you could make one change to 16th Street or the area surrounding the corridor, what change would you make?
 - "Widen the road and put turning lanes and stop lights at the intersections (especially at 16th Street and Oak)"
 - · "Better traffic flow at Oak Street."
 - "Accommodate bicycles on 15th St., not 16th St., where traffic is so heavy."
 - "Signs to control traffic speed. People are not alert to intersections or to the fact school crossings or pedestrians are walking in the areas. They need safe crossings and sidewalks for more safety. There are too many people who are walking on 16th St."

What we heard?

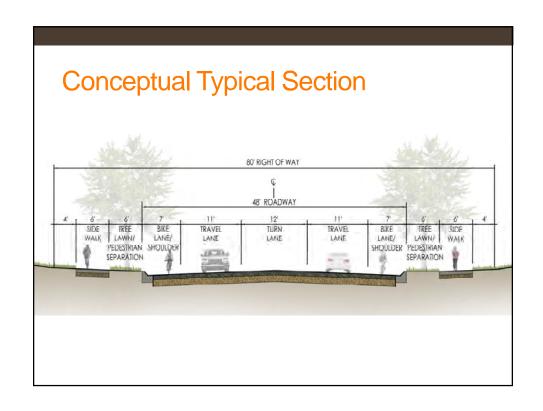
- Do you have additional ideas, information, or other comments that you would like to provide at this time.
 - "This plan needs to be designed for the future (30-40 years) out. This is the busiest or most traveled road in Wheatland, and it is probably the most unsafe and confusing road to drive on. Proper drainage plan, infrastructure for future growth a must. Pedestrian sidewalks a must. Middle turn lane would be good. Good lighting a must, and proper striping a must."
 - "No parking or residential along 16th St. Safer intersection at Oak and 16th Safer crosswalk at Walnut and 16th. Sidewalks to provide safety for pedestrians."

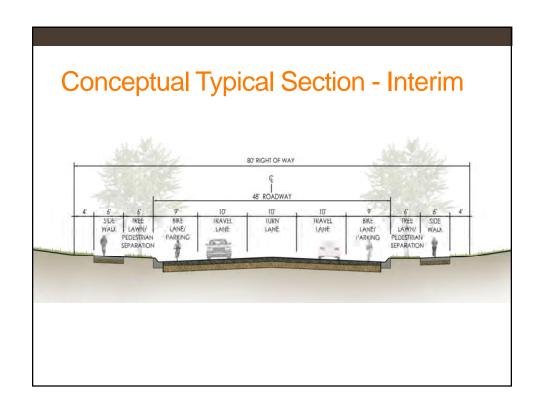
Crash History

- Five Year History (2010 to 2015)
 - ADT = 2,000 to 5,500
 - Total crashes = 41
 - Intersection related = 17
 - Parked Vehicles = 3
 - Non-junction related = 12
 - Oak Street = 6
 - South Street = 4
 - Spruce and Water Street = 2
 Each
 - Gilchrist, Mason, and Rowley Streets = 1 Each

- Five Year History (2005 to 2010)
 - Fox Farm Road at College Drive
 - ADT = 12,000+
 - Total crashes = 51
 - Fox Farm Road
 - ADT = 3,000
 - Total Crashes = 17









16th Street at Oak Street

Recommended Phased Solution

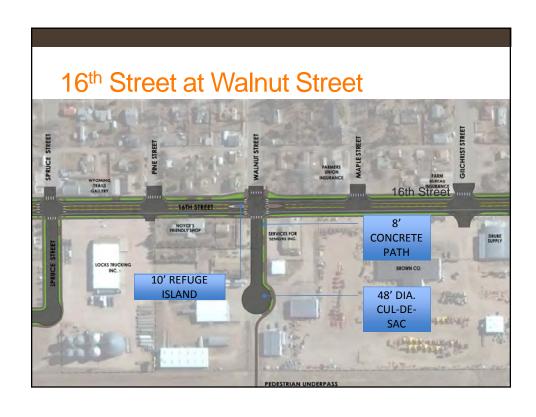
- 4-way Stop All
- 2-way Stop EB and WB
- Z-way Stop __ _.
 Future signal when warrants



Safe Routes for School Crossing Options at Walnut and Cedar Street

- Goals of Pedestrian Crossings
 - Minimize crossing width
 - Increase visibility
 - Increase awareness
 - Convenient and logical
 - · Lower traffic speed (Traffic Calming)



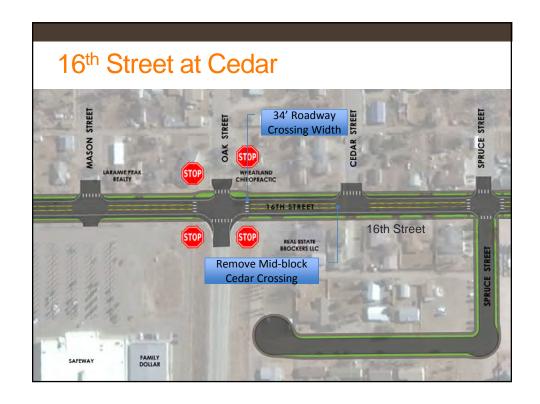




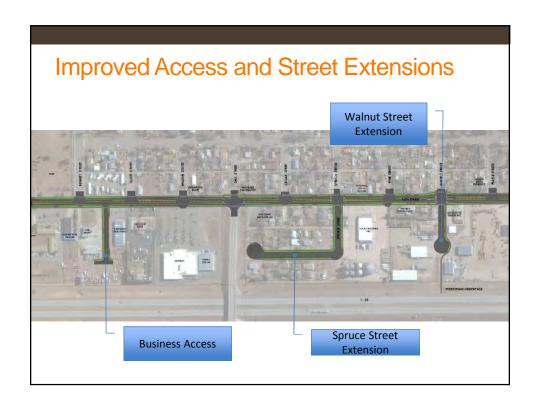
Rapid Rectangular Flashing Beacon (RRFB)

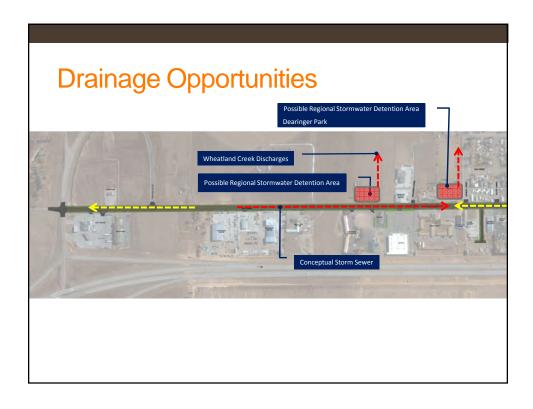






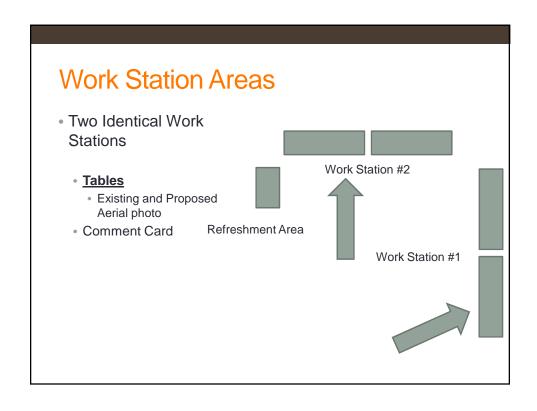


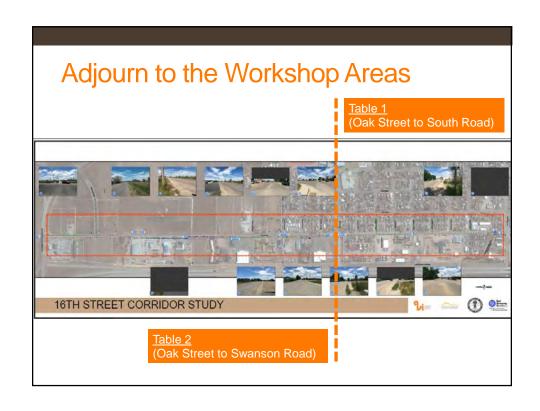




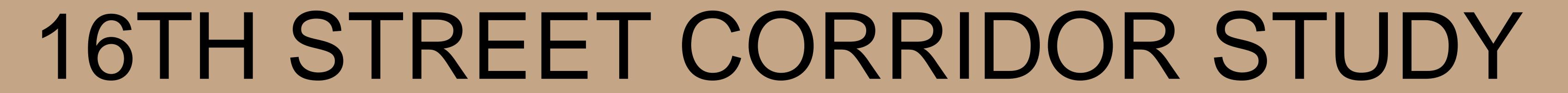
Where do we go from here?

Activity	Tentative Schedule
First Public Meeting	August 13, 2015
Steering Committee Meetings	December 5, 2013, November 4, 2014, and January 28, 2015
Design development	September, 2015 – February, 2016
Second Public Meeting	December 8, 2015
Second Public Meeting One-on-one Meeting(s)	December 8, 2015 January – February, 2016
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One-on-one Meeting(s)	January – February, 2016



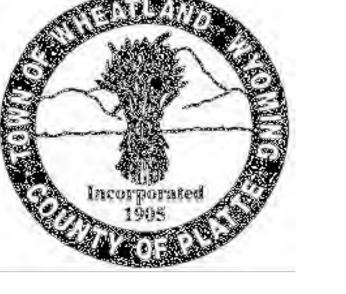
























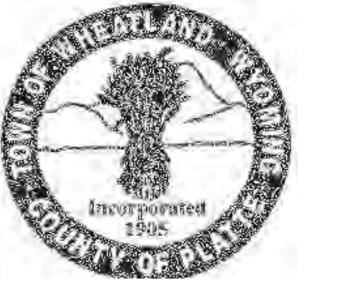








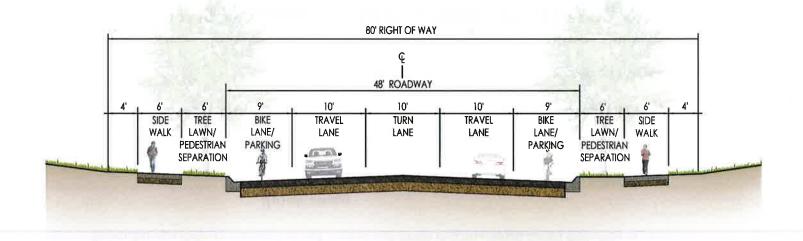






16TH STREET CORRIDOR STUDY COMMENT SHEET

Which of	the following best describes you (Please check all that a	apply)?
	☐ Homeowner in the area.	☐ Employee in the area.
	☐ Renter in the area.	☐ Route user.
	Business owner in the area.	Other (Please specify)
	interested in attending future public meeting about th informed (Optional).	is project, please give your contact information to
Name:	Test Brown	
Address	:	
Email:	Jeff. brown @ 1	Shws. com
Phone:	Jell. brown @ 1 307-322-5227	~ / /
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	d Typical Section (Looking South). nitely Like	Do Not Like Definitely Do Not Like □ □
Any add Nort ah	litional comments? Sure if a kike lane is out her much much	needeel Concerned ine would love.



Proposed Interim Typical Section with Parking in Existing Residential Areas (Looking South).

Definitely Like

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?



Walnut Street Pedestrian Crossing (Rapid Rectangular Flashing Beacon)



Walnut Street Pedestrian Crossing (Refuge Median Option)

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
Refuge Median	5	(4)	3	2	1
Island Option					
Rapid Rectangular	(5)	4	3	2	1
Flashing Beacon	\mathcal{O}				



Intersection of 16th Street at Oak Street (**4-way Stop**)

Please rate the Proposed 4-way Stop Intersection below:

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
4-Way Stop Option	5	4	3	2	1

Any additional comments or suggestions?

Studies have shown roadway street lighting is an effective tool in providing a safer night corridor environment. Do you believe that roadway street lighting should be a recommended improvement on 16^{th} ? \square Yes \square No



Intersection of 16th Street at South Street (Safety Median)

Please rate the Proposed Safety Median Installation on 16th Street at South Street:

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
Safety Median on 16 th Street at	5	4	3	2	1
South Street					

Additional Comments
Do you have any additional ideas, information, or other comments that you would like to provide at this time?

Thank you for providing input for this important project. Please return your comment sheet to the check-in table before you leave.

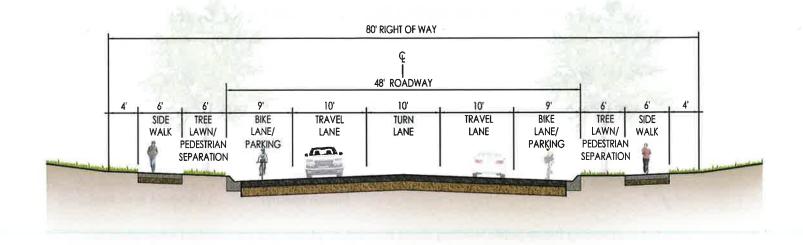
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16TH STREET CORRIDOR STUDY COMMENT SHEET

Which of the following best describes you (Please check all that apply)?

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	Busines	s owner in the	area.	Other Other (Please specify)	MANNEE	IN STR
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Phone:	207. 3					
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Proposed Interim Typical Section with Parking in Existing Residential Areas (Looking South).

Definitely Like

Like

No Opinion

Do Not Like □

Definitely Do Not Like

Any additional comments?

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Walnut Street Pedestrian Crossing (Rapid Rectangular Flashing Beacon)



Walnut Street Pedestrian Crossing (Refuge Median Option)

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
Refuge Median	(5)	4	3	2	1
Island Option					
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Flashing Beacon					



Intersection of 16th Street at Oak Street (4-way Stop)

Please rate the Proposed 4-way Stop Intersection below:

Option	Definitely Like	Like	No Opinion	Do Not Like	Not Like	
4-Way Stop Option	5	4	3	2	1	
Any additional comm	ents or suggestions?					
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No

Studies have shown roadway street lighting is an effective tool in providing a safer night corridor environment. Do you believe that roadway street lighting should be a recommended improvement on 16th ? ☐ Yes ☐ No ABSOLYTZELY !!

DAK

(Please Turn Over)

Definitely Do



Intersection of 16th Street at South Street (Safety Median)

Please rate the Proposed Safety Median Installation on 16th Street at South Street:

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
Safety Median on 16 th Street at South Street	5	4	3	2	1

Additional Comments

Do you have any additional ideas, information, or other comments that you would like to provide at this time?

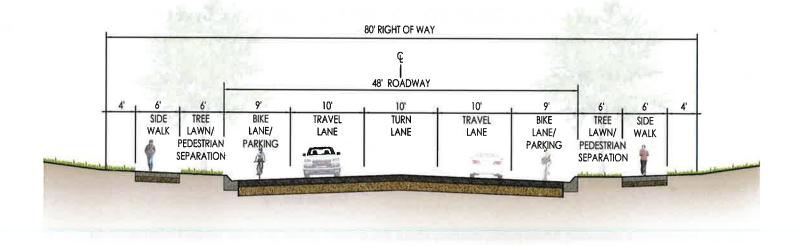
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HOW ABOUT A BIKE LANE ON THE
WEST SIDE OF 16th AND LEAVE
PARRING ON THE EAST SIDE?

Thank you for providing input for this important project. Please return your comment sheet to the check-in table before you leave.

If you prefer to mail in your comments, please do so by January 5, 2015. Mail them to: AVI, P.C. 1103 Old Town Lane, Cheyenne, Wyoming 82009.

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	Homeowner in the a	rea.	☐ Employee in t	the area.
	☐ Renter in the area.		Route user.	
	Business owner in th	e are a.	☐ Other (Please speci	
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eep you inform Name:	1	Falman		
Address:		160 B Ste Linda e	lchrist	
Email:		Linda o	wyshs. o	19
Phone:	322.3011	1		
4	6' 6' 7' SIDE TREE BIKE WALK LAWN/ LANE/ PEDESTRIAN SHOULDER SEPARATION	48' ROAD 11' 12' TRAVEL TURN LANE LANE	11' TRAVEL	7' 6' 6' 4' BIKE TREE SIDE LANE/ LAWN/ WALK SHOULDER PEDESTRIAN SEPARATION
Proposed Typi Definitely D		South). No Opinion	Do Not Like □	Definitely Do Not Like □



Proposed Interim Typical Section with Parking in Existing Residential Areas (Looking South).

Definitely Like □



No Opinion

Do Not Like □

Definitely Do Not Like

Any additional comments?



Walnut Street Pedestrian Crossing (Rapid Rectangular Flashing Beacon)



Walnut Street Pedestrian Crossing (Refuge Median Option)

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
Refuge Median Island Option	5	(4)	3	2	1
Rapid Rectangular Flashing Beacon	5	(4)	3	2	1



Intersection of 16th Street at Oak Street (**4-way Stop**)

Please rate the Proposed 4-way Stop Intersection below:

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
4-Way Stop Option	5	4	3	2	u j 1

Any additional comments or suggestions?

Studies have shown roadway street lighting is an effective tool in providing a safer night corridor environment. Do you believe that roadway street lighting should be a recommended improvement on 16^{th} ? Yes \Box No



Intersection of 16th Street at South Street (Safety Median)

Please rate the Proposed Safety Median Installation on 16th Street at South Street:

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
Safety Median on 16 th Street at South Street	5	4	3	2	1

Α	dd	litio	nal	Com	ments
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Do you have any additional ideas, information, or other comments that you v	would like to provide at this time?
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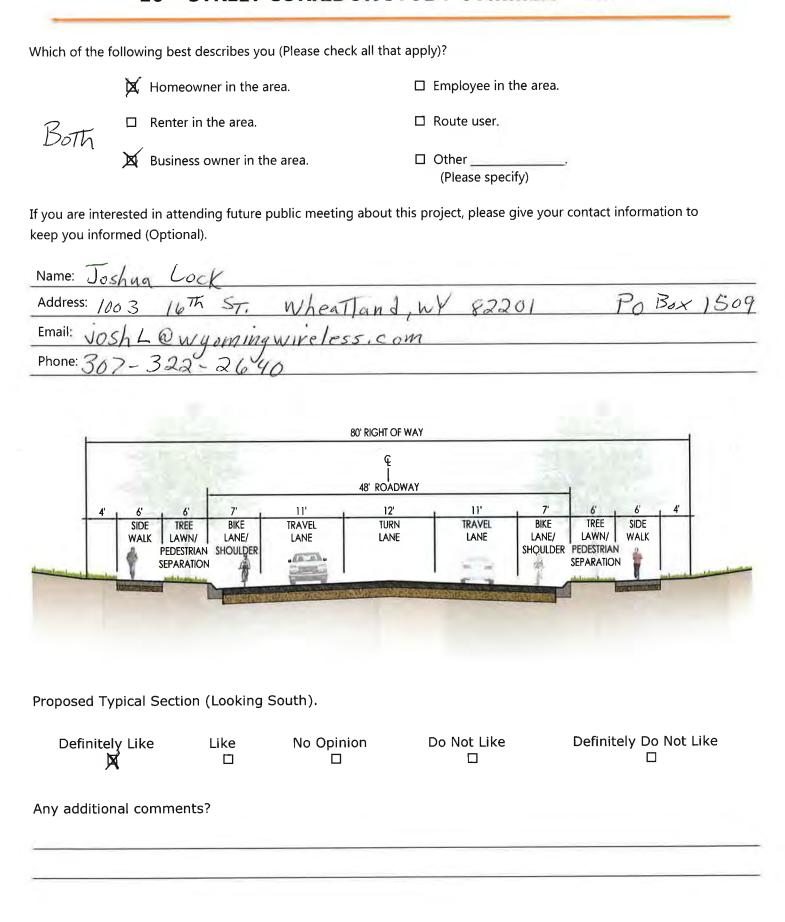
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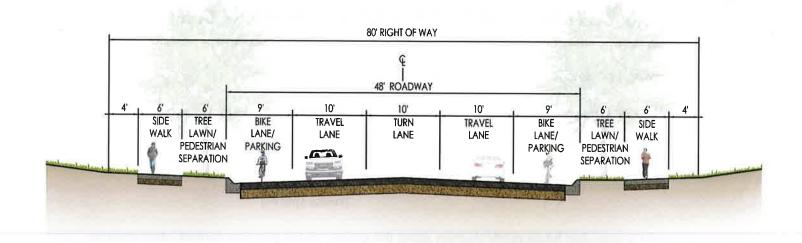
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16TH STREET CORRIDOR STUDY COMMENT SHEET





Proposed Interim Typical Section with Parking in Existing Residential Areas (Looking South).

DefinitelyLike

Like

No Opinion

Do Not Like □

Definitely Do Not Like

政

Any additional comments?



Walnut Street Pedestrian Crossing (Rapid Rectangular Flashing Beacon)



Walnut Street Pedestrian Crossing (Refuge Median Option)

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
Refuge Median Island Option	5	4	3	2	1
Rapid Rectangular Flashing Beacon	5	4	3	2	(1)



Intersection of 16th Street at Oak Street (**4-way Stop**)

Please rate the Proposed 4-way Stop Intersection below:

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
4-Way Stop	(5)	4	3	2	1
Option					

Any additional comments or suggestions?

Studies have shown roadway street lighting is an effective tool in providing a safer night corridor environment. Do you believe that roadway street lighting should be a recommended improvement on 16^{th} ? Yes $\ \square$ No



Intersection of 16th Street at South Street (Safety Median)

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Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
Safety Median on 16 th Street at South Street	5	4	3	2	(1)

dditional Comments o you have any additional	ideas, information.	or other comments	that you would li	ke to provide at th	nis time?
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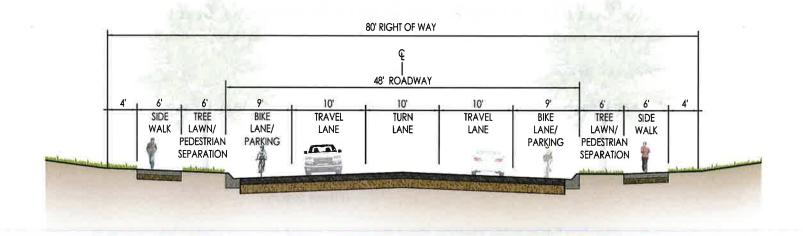
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If you prefer to mail in your comments, please do so by January 5, 2015. Mail them to: AVI, P.C. 1103 Old Town Lane, Cheyenne, Wyoming 82009.

	- x	

16TH STREET CORRIDOR STUDY COMMENT SHEET

Which of the follow	ing best describes you	(Please check all that	apply)?			
	1 Homeowner in the area.		Employee in the area.			
	Renter in the area.		☐ Route user.			
	Business owner in the	area.	Other(Please specify)			
keep you informed	(Optional).			e your contact information to		
Name: Rick	Moody.	Look Trook	ing.			
Address: 1200	15th 5F		<u></u>			
Email:						
Phone: 3-07 3.	122690					
4' 6' SIDI WAL	K LAWN/ LANE/ PEDESTRIAN SHOULDER SEPARATION	80' RIGHT OF V	11' TRAVEL LANE	7' 6' 6' 4' BIKE TREE SIDE LANE/ LAWN/ WALK HQUILDER PEDESTRIAN SEPARATION		
Proposed Typical	Section (Looking So	outh).				
Definitely Lik □	e Like	No Opinion □	Do Not Like □	Definitely Do Not Lil □	ke	
Any additional co	omments?					
<u> </u>						



Proposed Interim Typical Section with Parking in Existing Residential Areas (Looking South).

Definitely Like □

Like

No Opinion

Do Not Like □

Definitely Do Not Like

M

Any additional comments?



Walnut Street Pedestrian Crossing (Rapid Rectangular Flashing Beacon)



Walnut Street Pedestrian Crossing (Refuge Median Option)

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
Refuge Median Island Option	5	4	3	2	(1)
Rapid Rectangular Flashing Beacon	5	4	3	2	(1)



Intersection of 16th Street at Oak Street (**4-way Stop**)

Please rate the Proposed 4-way Stop Intersection below:

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
4-Way Stop Option	5	4	(3)	2	1

Any additional comments or suggestions?

Studies have shown roadway street lighting is an effective tool in providing a safer night corridor environment. Do you believe that roadway street lighting should be a recommended improvement on 16^{th} ? \swarrow Yes \Box No



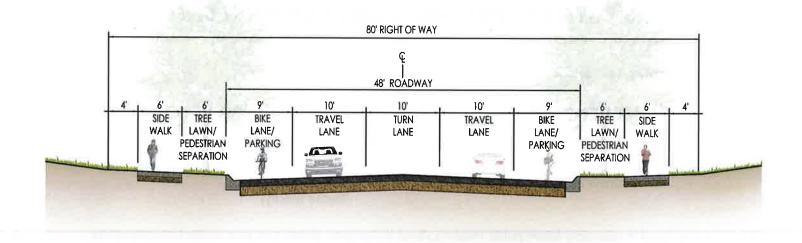
Intersection of 16th Street at South Street (Safety Median)

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
Safety Median on 16 th Street at South Street	5 Reserved	4	3	(2)	1

Additional Comments
Do you have any additional ideas, information, or other comments that you would like to provide at this time?
· · · · · · · · · · · · · · · · · · ·

		- * # #

Which of the follow	ving best descri	oes you (Please o	heck all that	apply)?	•			
	Homeowner in	n the area.		□ Er	nployee in	the area.		
	Renter in the	area.		⊠ Ro	oute user.			
	Business owne	er in the area.			ther Please spec			
If you are intereste keep you informed		uture public mee	ting about th	nis proj	ect, please	give your	contact info	rmation to
Name:								
Address:								
Email:								
Phone:								
4' 6 SIL WA	DE TREE E	7' 11' IKE TRAVEL LANE ULDER	80' RIGHT OF Q Q 48' ROADW 12' TURN LANE		11' TRAVEL LANE	7' BIKE LANE/ SHQULDER		DE ALK
Proposed Typica							- 0	
Definitely Lil □	ke Like X		pinion □	Do	Not Like □		Definitely	Do Not Like □
Any additional c	omments?							



Definitely Like □

Like ⊠ No Opinion

Do Not Like □

Definitely Do Not Like

Any additional comments?



Walnut Street Pedestrian Crossing (Rapid Rectangular Flashing Beacon)



Walnut Street Pedestrian Crossing (Refuge Median Option)

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
Refuge Median Island Option	5	4	3	2	1
Rapid Rectangular Flashing Beacon	5	4	3	2	1



Intersection of 16th Street at Oak Street (**4-way Stop**)

I would like to see 16th as a through street - no stop signs.

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
4-Way Stop	5	4	3	2	1

Any additional comments or suggestions?

The RRFB would be very helpful at this intersection as there are a lot of students walking from the high school to Safeway. However, I understand they may be working on a closed campus. Studies have shown roadway street lighting is an effective tool in providing a safer night corridor environment. Do you believe that roadway street lighting should be a recommended improvement on 16th? A Yes \(\sigma\) No

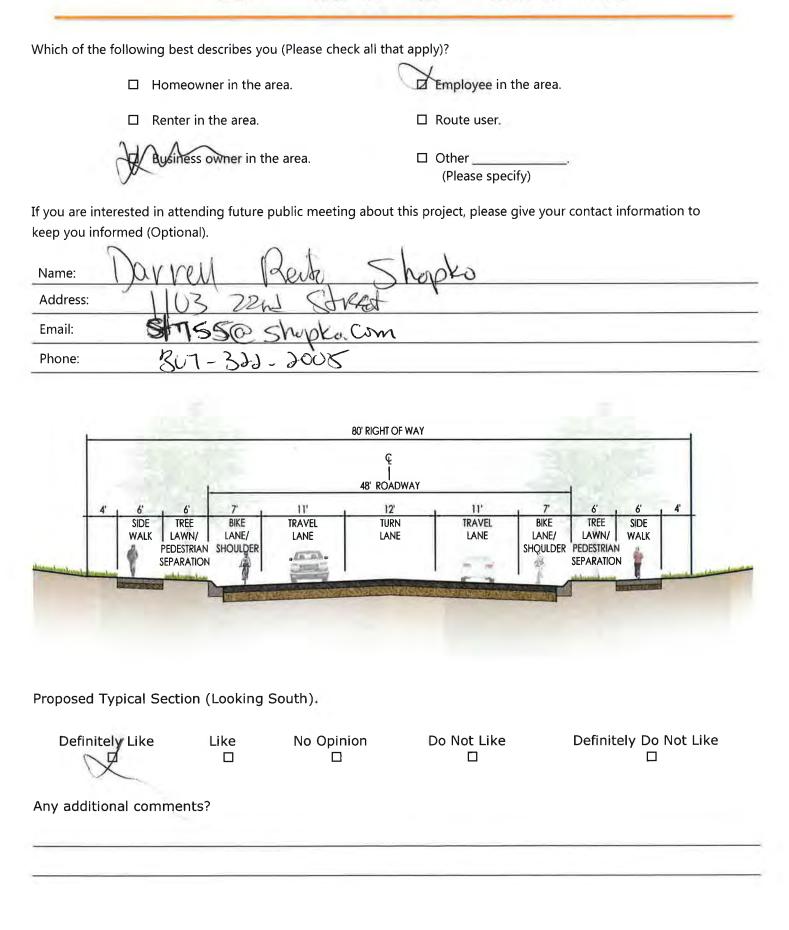


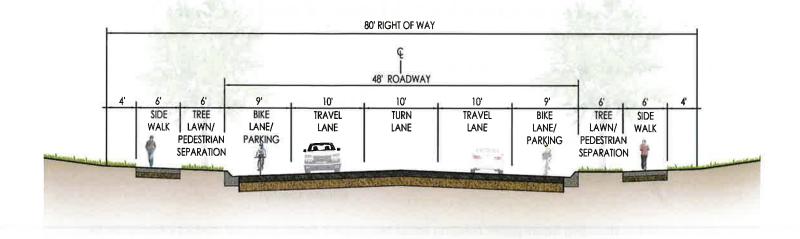
Intersection of 16th Street at South Street (Safety Median)

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
Safety Median on 16 th Street at South Street	5	4	3	2	1

Additional Comments						
Do you have any additional ideas, information, or other comments that you would like to provide at this time?						

		-13-2





Definitely Like

Like

No Opinion

Do Not Like □

Definitely Do Not Like □

Any additional comments?



Walnut Street Pedestrian Crossing (Rapid Rectangular Flashing Beacon)



Walnut Street Pedestrian Crossing (Refuge Median Option)

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
Refuge Median Island Option	5	4	3	2	1
Rapid Rectangular Flashing Beacon	(5)	4	3	2	1



Intersection of 16th Street at Oak Street (**4-way Stop**)

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
4-Way Stop Option	5	4	3	2	1

Any additional comments or suggestions?

Studies have shown roadway street lighting is an effective tool in providing a safer night corridor environment. Do you believe that roadway street lighting should be a recommended improvement on 16^{th} \Box Yes \Box No

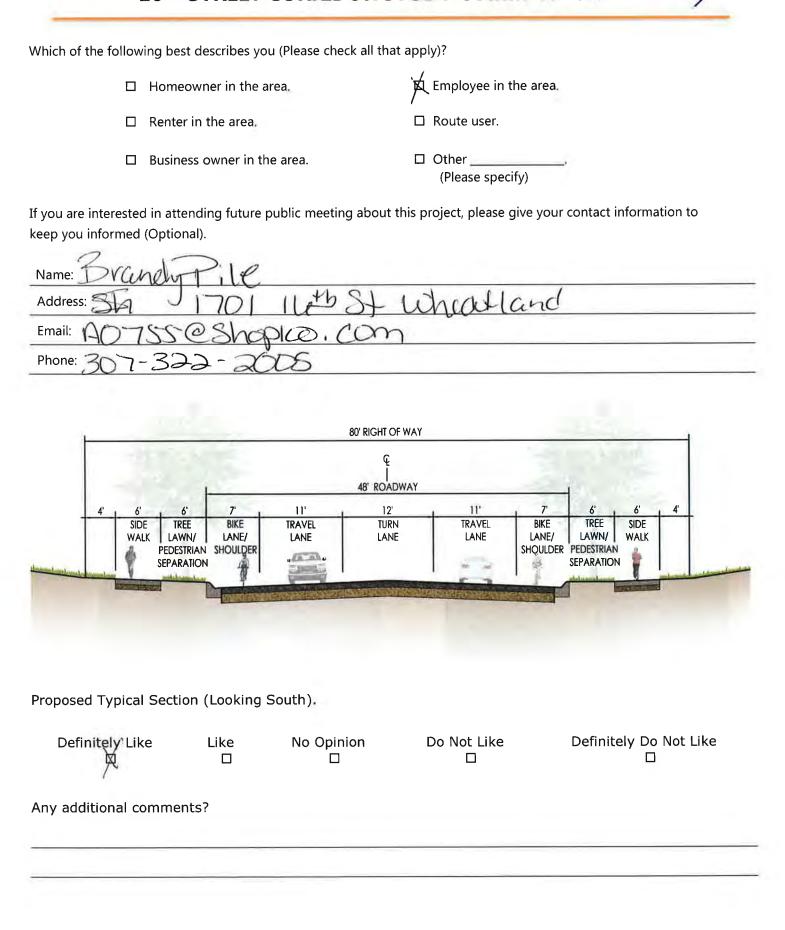


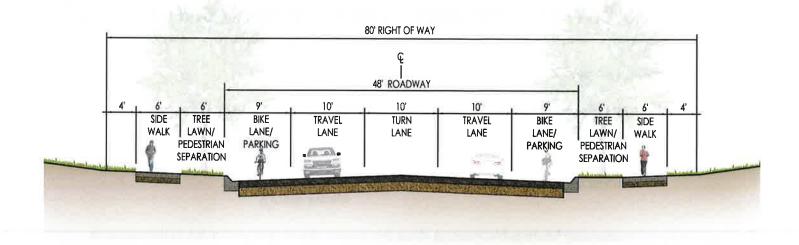
Intersection of 16th Street at South Street (Safety Median)

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
Safety Median on 16 th Street at	5	4	3	2	1
South Street	The same				

Additional Comments
Do you have any additional ideas, information, or other comments that you would like to provide at this time?

			Bary





Definitely, Like

Like

No Opinion

Do Not Like
□

Definitely Do Not Like □

Any additional comments?



Walnut Street Pedestrian Crossing (Rapid Rectangular Flashing Beacon)



Walnut Street Pedestrian Crossing (Refuge Median Option)

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
Refuge Median Island Option	(3)	4	3	2	1
Rapid Rectangular Flashing Beacon	(5)	4	3	2	1



Intersection of 16th Street at Oak Street (**4-way Stop**)

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
4-Way Stop Option	(5)	4	3	2	

Any additional comments or suggestions?

Studies have shown roadway street lighting is an effective tool in providing a safer night corridor environment. Do you believe that roadway street lighting should be a recommended improvement on 16^{th} ? Yes \Box No

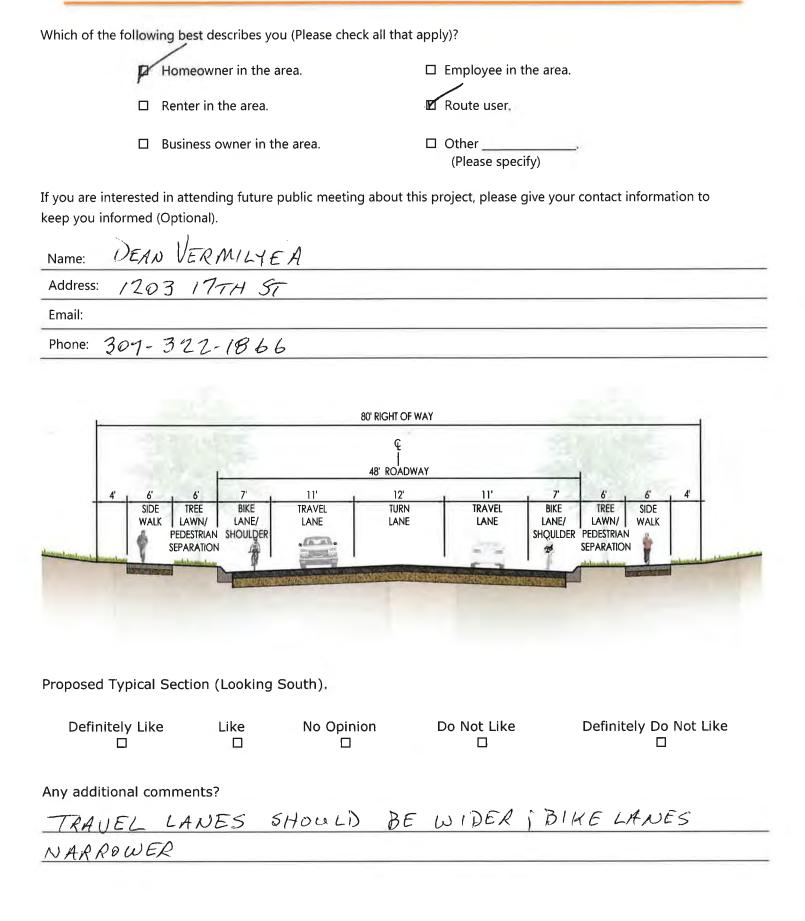


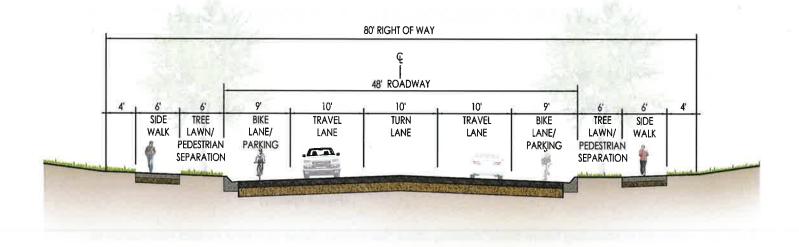
Intersection of 16th Street at South Street **(Safety Median)**

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
Safety Median on 16 th Street at	(5)	4	3	2	1
South Street					

Additional Comments
Do you have any additional ideas, information, or other comments that you would like to provide at this time?

			N





Definitely Like

Like

No Opinion

Do Not Like
□

Definitely Do Not Like □

Any additional comments?



Walnut Street Pedestrian Crossing (Rapid Rectangular Flashing Beacon)



Walnut Street Pedestrian Crossing (Refuge Median Option)

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
Refuge Median Island Option	5		3	(3)	1
Rapid Rectangular Flashing Beacon	5	Ca	3	2	1



Intersection of 16th Street at Oak Street (**4-way Stop**)

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
4-Way Stop Option	5	(4)	3	2	1

Any additional comments or suggestions?

Studies have shown roadway street lighting is an effective tool in providing a safer night corridor environment. Do you believe that roadway street lighting should be a recommended improvement on 16^{th} ? Z Yes \Box No



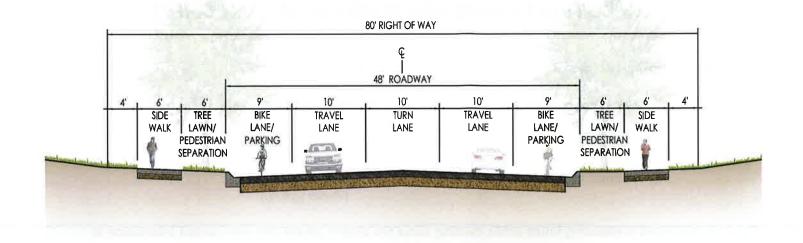
Intersection of 16th Street at South Street (Safety Median)

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
Safety Median on 16 th Street at South Street	5	4	3	(2)	1

Additional Comments
Do you have any additional ideas, information, or other comments that you would like to provide at this time?

		= c z
	•	

Which of the follow	ving best describes you (Plea	ase check all that app	y)?	
	Homeowner in the area.		Employee in the area.	
	Renter in the area.	Œ	Route user.	
Q.	Business owner in the area	а. 🗆	Other (Please specify)	
keep you informed	d in attending future public (Optional). Me Throsh Au No N		t higher	contact information to
Email: Od III	ce wyoming wisp			
	2-4351			
4' 6' SID WA	LAWN/ LANE/ PEDESTRIAN SHOULDER SEPARATION	ZEL TURN IE LANE		6' 6' 4' TREE SIDE LAWN/ WALK PEDESTRIAN SEPARATION
Proposed Typical	Section (Looking South).		
Definitely Lik □	e Like No	Opinion D	00 Not Like	Definitely Do Not Like □
Any additional co	omments?			
Me do not Economical big traff	he need curb,	gullara s		Too much 25thans



Definitely Like □

Like

No Opinion

Do Not Like

Definitely Do Not Like

Any additional comments?



Walnut Street Pedestrian Crossing (Rapid Rectangular Flashing Beacon)



Walnut Street Pedestrian Crossing (Refuge Median Option)

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
Refuge Median Island Option	5	4	3	2	1
Rapid Rectangular	5	4	3	2	1



Intersection of 16th Street at Oak Street (**4-way Stop**)

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
4-Way Stop Option	5	4	3	(2)	استان ج ¹ عباس
na traffic su	ilt Wheatland,	thucks,	t is and t is set grain tru	najor mai up acco us, beet	modates trucks
Studies have shown ro environment. Do you	, ,		•		
on 16 th ? □ Yes 🙀					



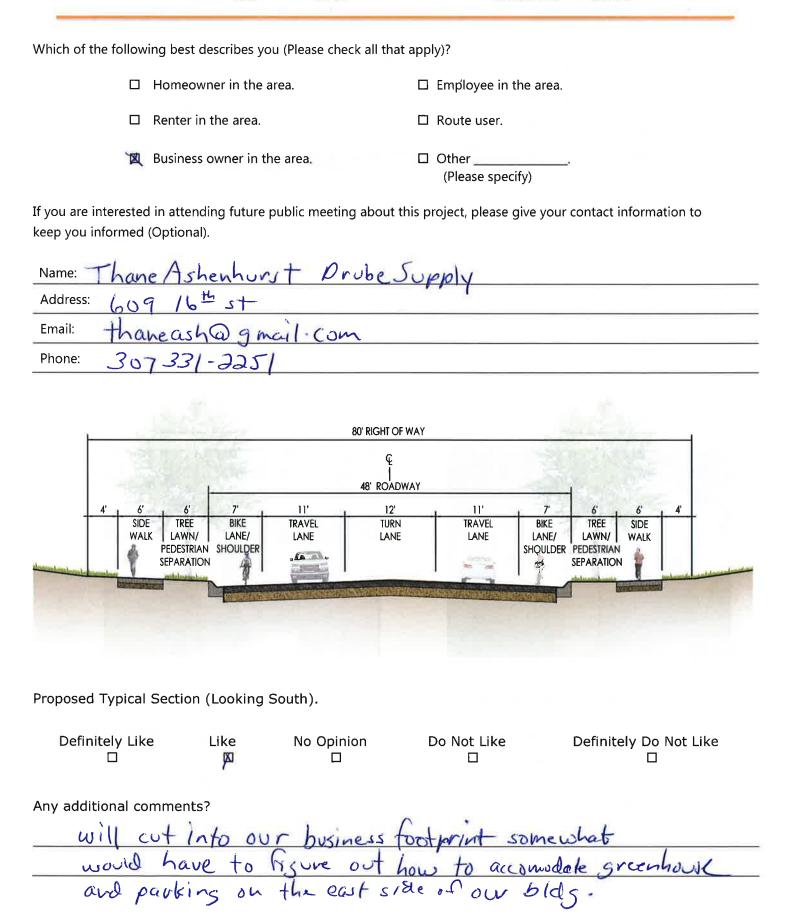
Intersection of 16th Street at South Street (Safety Median)

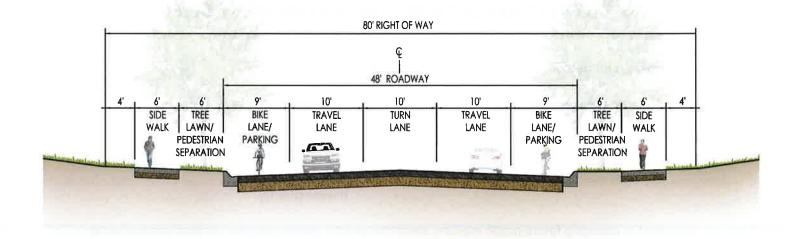
Option	Definitely Like	Like	No Opi <u>ni</u> on	Do Not Like	Definitely Do Not Like
Safety Median on 16 th Street at	5	4	(3)	2	1
South Street					

Any additional comments or suggestions?

we don't need anything extravagant. Just need to protect Kids. If you "spiffy" up one, then people will want all rest - Again, who pays this? If it works as it is, it should be fine. I travel this twice a day minimum. U.30-6.45 a.m. to 4 - 6 p.m. Have never encountered a single person crossing here

Additional Comments
Do you have any additional ideas, information, or other comments that you would like to provide at this time?
This is all a lovely idea, however economically, Platte
County is one of poorest counties in Wyoming, Do we all really
need to be paying for unnesessary projects?
Prisit
Curh author Sidewalk - We need Street
paved properly. Wind blows on North end to the
paved properly. Wind blows on North end to the "N#"degree - A bike lane, landscaping, would be
throwing \$ 8 away, How are you going to maintain?
Lots and lots of heavy truck traffic and
again, farm implements use this street.
I see Boats campers, delivery trucks of all Kinds
e my business daily. They love my accessability
for ease of bodyna & unloading.
We have to agramadate the folks that
pay our "bread & butter"
that runs evenly from North to South would be
ample -





Definitely Like

□

Like

No Opinion

Do Not Like □

Definitely Do Not Like □

Any additional comments?



Walnut Street Pedestrian Crossing (Rapid Rectangular Flashing Beacon)



Walnut Street Pedestrian Crossing (Refuge Median Option)

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
Refuge Median Island Option	5	4)	3	2	1
Rapid Rectangular Flashing Beacon	5	4	3	2	1



Intersection of 16th Street at Oak Street (**4-way Stop**)

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
4-Way Stop Option	5	4	3	2	

Any additional comments or suggestions?

2 way would be sest eventually as suggested

Studies have shown roadway street lighting is an effective tool in providing a safer night corridor environment. Do you believe that roadway street lighting should be a recommended improvement on 16^{th} ? Yes \Box No



Intersection of 16th Street at South Street (Safety Median)

Please rate the Proposed Safety Median Installation on ${\bf 16}^{\rm th}$ Street at South Street:

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
Safety Median on 16 th Street at South Street	5	4	3	2	

Any additional comments or suggestions?

Will have to plan a way to increase flow for our parting lot. Not make it worse!

We have to make entrance and exit easier than what is normal because parking itself is cramped.

Can look at water street exit/entrance?

Can look at water street exit/entrance?

would have to have ratio of entrance to curb higher than is considered normal. Cant box vehicles in with curb.

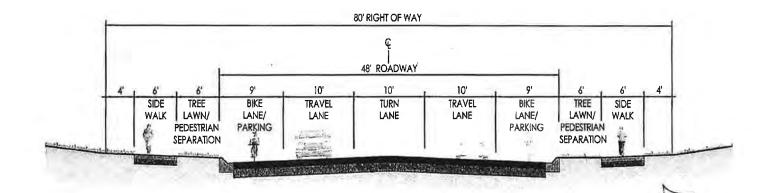
Additional Comments Do you have any additional ideas, information, or other comments that you would like to provide at this time?

Thank you for providing input for this important project. Please return your comment sheet to the check-in table before you leave.

If you prefer to mail in your comments, please do so by January 5, 2015. Mail them to: AVI, P.C. 1103 Old Town Lane, Cheyenne, Wyoming 82009.

16TH STREET CORRIDOR STUDY COMMENT SHEET

es in in main subject for	A La Chini Markins Val.								
ich of the fo	ollowing best de	escribes you ((Please chec	k all that app	oly)?				
	☐ Homeowr	ner in the are	a.		Employee in	the area.			
	☐ Renter in	the area.			Route user.				
	Business	owner in the	area.		Other				
					(Please spec				
	rested in attend		ıblic meeting	g about this	project, please	give your o	contact in	nformati	on to
p you infor	med (Optional)		100		1.	1.5	1	110	
ame: W	louling b.	~	Azma	, LL	_ (1	Vill	del	7k)	
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	will @			. Com			,		
none:	322-		1						
	366	1101							
				80' RIGHT OF WA	Y				-1
-				C					
				48' ROADWAY					
		7 ,	11'	12'	111	. 7'	6 .	6'	4
14	SIDE TREE	BIKE	TRAVEL	TURN	TRAVEL.	BIKE LANE/	TREE LAWN/	SIDE WALK	
	WALK LAWN/ PEDESTRIA	LANE/ N SHOULDER	LANE	LANE	DAINE	SHOULDER	PEDESTRIAN SEPARATION	is	
and the same and the same and	SEPARATIC	N A	Contract		-	1.7	SEFARATION	T.	-
		and the second	45 and 25	N. A. S.		M. C.			
		1				11,			
			South).						
oposed Ty	ypical Section	(Looking S	,						
				nion	Do Not Like		Definit	elv Do	Not Like
Definite	ly Like	(Looking S	No Opir		Do Not Like	:	Definit	ely Po	Not Like
Definite		Like	No Opir			:	Definit	ely Po	Not Like
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Definite [ely Like	Like □ s?	No Opir				Definit	ely Po	Not Like
Definite [ely Like	Like	No Opir	nd il		مدک	Definit	by	Not Like



Proposed Interim Typical Section with Parking in Existing Residential Areas (Looking South).

Definitely Like

Like

No Opinion

Do Not Like
□

Definitely Do Not Like

DO IXI

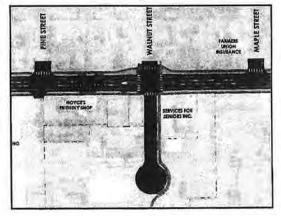
Any additional comments?

Deurband sides would

Le great, but this is to



Walnut Street Pedestrian Crossing (Rapid Rectangular Flashing Beacon)



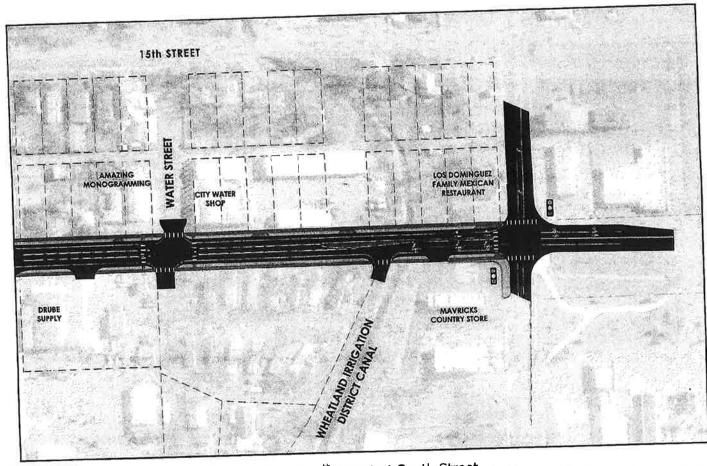
Walnut Street Pedestrian Crossing (Refuge Median Option)

a plashing beacon is

Option	Definitely Like	Like	No Opinion	Do Not Like	Definitely Do Not Like
Refuge Median	5	4)	3	2	1
Island Option Rapid Rectangular Flashing Beacon	5	4	3	2	i

Any additional comments or suggestions?

I'm not sur



Intersection of 16th Street at South Street (Safety Median)

Please rate the Proposed Safety Median Installation on 16th Street at South Street:

Option	Definitely Like	No Like Opinio		Do Not Like	Definitely Do Not Like	
Safety Median on 16 th Street at	5	4	3	2	(1)	
South Street						

Any additional comments or suggestions?

THEUSE TUITI OVEL)

16TH STREET CORRIDORY STUDY



APPENDIX B STEERING COMMITTEE

Final July 2016

APPENDIX B

Public Involvement- Steering Committee

16th STREET CORRIDOR STUDY STEERING COMMITTEE MEETING



•LIST OF ATTENDEES •



NAME	COMPANY	EMAIL	CELL/ PHONE
Tom Cobb	AVI	cobb@avipc.com	970.214.6542/307.637.6017
Scott Cowley	AVI	scowley@avip.com	307.637.6017
Fest Soves	5/ei/	Jeffe Steikseweg.com	
Bos Rowast	B.b Rowart Motors	bruwante bobruwant motors.com	307-331-0189 all
Daphanie Taylor Joe Fabian	Platte County Economic C	w. oltaylare peed wayo	C. 307-241-0303 W!307-322-4
Joe Fabian	Town of Wheatland		307-322-2962

16th Street Corridor Study Steering Committee #1

July 15, 2015 at 10:00 a.m. Platte County Economic Development DRAFT Minutes/ Action Items

Attendees:

Name:	Organization:	Email:	Phone:
Bob Ruwart	Bob Ruwart	BRuwart@bobruwartmotors.com	322.3146 (O)
	Motors		331.0189 (C)
Daphanie	Platte County	dtaylor@pcedwyo.org	322.4232 (O)
Taylor	Economic Development		241.0303 (C)
Jeff Jones	Steil Surveying Services, LLC	jeff@steilsurvey.com	307.634.7273
Joe Fabian	Town of Wheatland	mayor@townofwheatlandwy.org	322.2962
Scott Cowley	AVI, P.C.	scowley@avipc.com	307.637.6017
Tom Cobb	AVI, P.C.	cobb@avipc.com	307.637.6017
Others (Not	in Attendance):		
Brad Emmons	AVI, P.C.	Emmons@avipc.com	307.637.6017

Minutes compiled by: T. Cobb, P.E, AVI, P.C. 7/24/14 Minutes are in plain type. **Action items are in bold type.**

Agei	nda Item:	Decision/ Action:
I.	Introductions/ Sign in Sheet	All attendees introduced themselves at the meeting and signed the attendance sheet.
II.	Data Needs	 Existing Zoning Map Existing Land Use Map Tom Cobb indicated the mapping would be needed to estimate the future traffic projections for the corridor. Mayor Joe Fabian indicated the documents should be available at the Library. Mayor Fabian will check with the Library to see if electronic copies of the Zoning and Land Use Map are available and furnish to AVI, P.C.
III.	Public Meeting	 Location? Several options were explored including the First

16th Street Corridor Study Steering Committee #1 July 15, 2015 at 10:00 a.m. Platte County Economic Development DRAFT Minutes/ Action Items

	State Bank Conference Center, Town Hall, and Platte Valley Bank. After availability and times were reviewed, it was decided to utilize the First State Bank Conference Center. Set a Tentative Date for Public Meeting Discussion centered on dates around the Platte County Fair, State Fair, and other regional events. It was decided by the group that August 13, 2015 from 4:00 p.m. to 7:00 p.m. met most of the criteria. Bob Ruwart will contact and make arrangements for the use of the First State Bank Conference Center of use for the Public Meeting on August 13, 2015 from 4:00 p.m. to 7:00 p.m.
	 Advertisement Newspaper Available newspaper is the Record Times and other sources are the Merchant. It is published weekly. The group indicated that the best time to publish the ad would be the last week in July followed by the next (2) two weeks in August for three (3) full advertisements.
	AVI reviewed a Draft advertisement andFlyersOther
	 Anticipated Exhibits Vicinity Map with Existing Photos Overall Aerial/ Existing Conditions Map Other
1 .	Steering CommitteeFunding SourcesExisting Storm Sewer

16th STREET CORRIDOR STUDY STEERING COMMITTEE MEETING



•LIST OF ATTENDEES •



ATTENDANCE	NAME	COMPANY	EMAIL	CELL/ PHONE
х	Tom Cobb	AVI	cobb@avipc.com '	970.214.6542/307.637.6017
х	Scott Cowley	AVI	scowley@avip.com *	307.637.6017
BE	Brad Emmons	AVI	emmons@avipc.com '	307.637.6017
BR	Bob Ruwart	Bob Ruwart Motors	bruwart@bobruwartmotors.com	307.322.3146
	Chuck Ruwart	Laramie Peak Motors	Chr3 <u>Gruwart@laramiepeakmotors.metespap.com</u>	307.322.2355
×	Mayor Joe Fabian	Town of Wheatland, WY	mayor@townofwheatlandwy.org	307.331.2586
	Dennis Fisher	Superintendent, Platte County School District #1	OfixhCplatk1. K12. W.Y. V.S. Dennis. Fisher@platte1.org	307.322.3175
	Steve Shockley	Chair, Platte County Commissioners	sshockley@plattecountywyoming.com	307.322.1608
w	Daphanie Taylor	Platte County Economic Development	dtaylor@pcedwyo.org .	307.322.4232
	Pete Delgota Delgado	Town of Wheatland, WY	p. delgado@ town of wheatlandry.org	

16th STREET CORRIDOR STUDY STEERING COMMITTEE MEETING



SEPTEMBER 23, 2015 @11:00 A.M.

•LIST OF ATTENDEES •

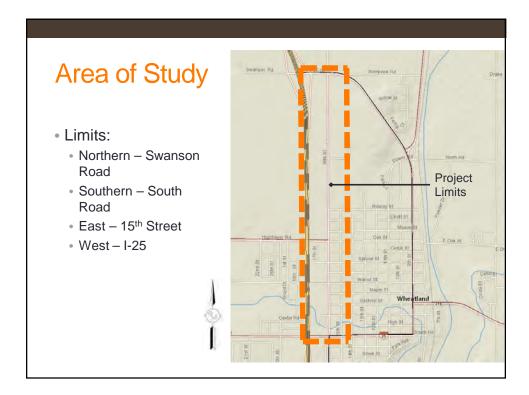
ATTENDANCE	NAME	COMPANY	EMAIL	CELL/ PHONE
	Jeff Brown	FIRST State Bank	i brown & fsbuy. com	322-5222



5/3/2016

Agenda

- Introductions
- Review of Study Area
- Review of Purpose and Goals
- Public Meeting #1 Summary
- Review Identified Potential Issues
- Opportunities and Constraints
- Conceptual Typical Section
- Intersection Improvements
 - 16th Street at Oak Street
 - 16th Street at South Street
- Where do we go from here?



Purpose and Goals

- Project
 - Purpose:

Create a realistic document that guides and promotes future development of the corridor and surrounding area.

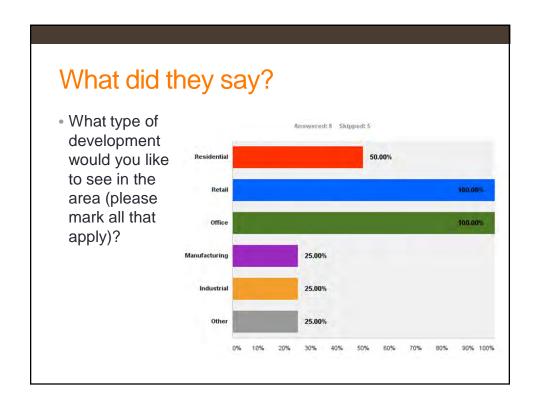
- Goals:
 - Develop a priority list of future roadway and infrastructure improvement projects.
 - Develop intersection alternatives and improvements along 16th Street at Oak Street, South Street, and Swanson Road.
 - Review options for bicycle, pedestrian, industrial freight, and passenger vehicle use on 16th Street.
 - Assist in securing additional funding for future construction projects.

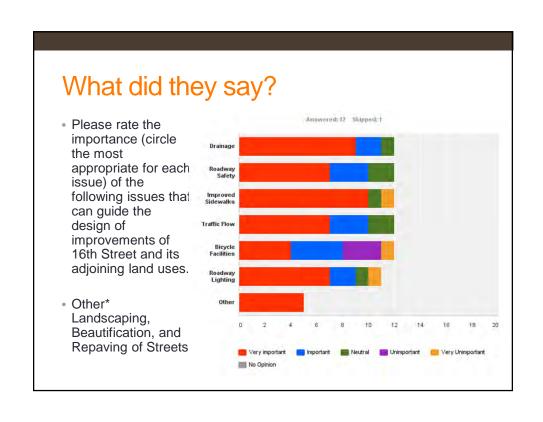
Public Meeting No. 1

Open House and Presentation August 13, 2013 at 4:45 p.m. w/ Presentations at 5:00 p.m. and 5:30 p.m.



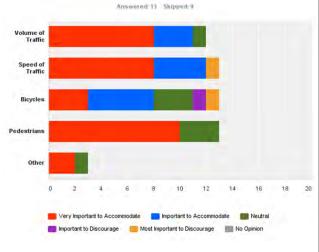
Who Attended? • Approximately 29 participants Renter 7.7% Other 23.1% • 13 Comment Card Responses (44.8%) Route User 23.1% Employee 23,1% Demographic **Business Owner** 38.5% Home Owner 0% 50%





What did they say?

- Rate the importance of the following transportation modes (circle the most appropriate for each issue) based on what you consider to be the most important design consideration for 16th Street.
- Other* School Kids crossing and Industrial, buses, garbage trucks, and commercial vehicles.



What did they say?

- If you could make one change to 16th Street or the area surrounding the corridor, what change would you make?
 - · "Beautification"
 - · "Widen the road with a Center Turn Lane"
 - "Avoid continued strip development of commercial uses."
 - Provide proper access widths for business approaches
 - "Widen the road and put turning lanes and stop lights at the intersections (especially at 16th Street and Oak)"
 - · "Better traffic flow at Oak Street."
 - "Accommodate bicycles on 15th St., not 16th St., where traffic is so heavy."
 - "Signs to control traffic speed. People are not alert to intersections or to the fact school crossings or pedestrians are walking in the areas. They need safe crossings and sidewalks for more safety. There are too many people who are walking on 16th St."

What did they say?

- Do you have additional ideas, information, or other comments that you would like to provide at this time.
 - "This plan needs to be designed for the future (30-40 years) out. This is the busiest or most traveled road in Wheatland, and it is probably the most unsafe and confusing road to drive on. Proper drainage plan, infrastructure for future growth a must. Pedestrian sidewalks a must. Middle turn lane would be good. Good lighting a must, and proper striping a must."
 - "No parking or residential along 16th St. Safer intersection at Oak and 16th Safer crosswalk at Walnut and 16th. Sidewalks to provide safety for pedestrians."
 - "Please make sure lessors are involved in the one-on-one meetings. We lease the property we own to Safeway and Shopko. Please contact me for the meetings, as I am the owner's rep."

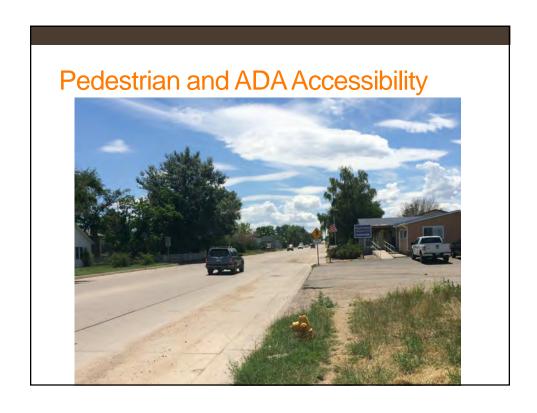
What did they say?

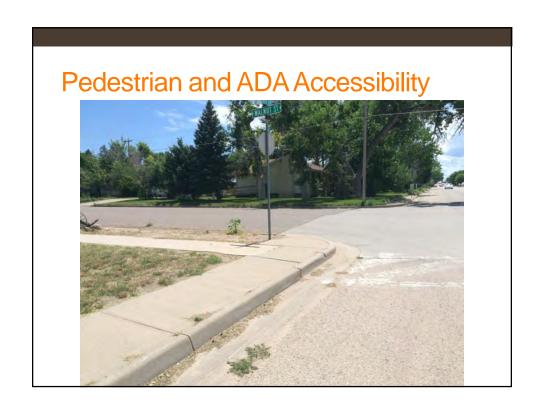
- Do you have additional ideas, information, or other comments that you would like to provide at this time.
 - "This needs to be a pro business improvement. Bicycle and pedestrian traffic is less important."
 - 1. Probably more as project progresses.
 - 2. Turn lane at 3-way stop by Safeway turning right going south room for 2 lanes.
 - "I have informed the State's highway department and the mayor TO NO AVAIL about replacing the stop signs where 16th and Oak Street Intersect. At night these stop signs do not show. They're so old the reflection to say "STOP" do not show up in one's headlights. 2. The senior apartments are a big more than 2 car lengths from the W. curb of north 16th St. 3. There are many businesses, including SFS, Inc. (Services for Seniors, Inc.). Pizza Hut, Rurwarts, Residential, etc. Already have traffic right on their curbs.."

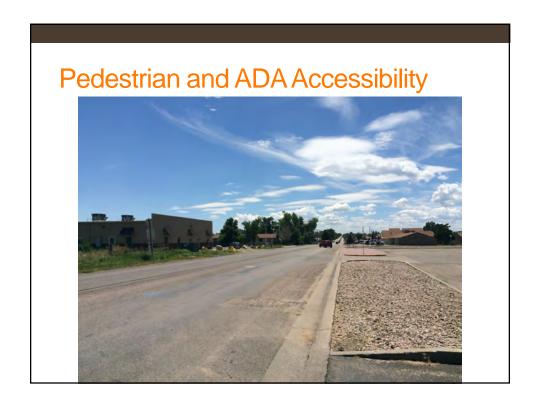
Identifying Potential Issues

- Drainage
- Pedestrian Safety / ADA Accessibility
- Wet and dry utilities
- Corridor Safety

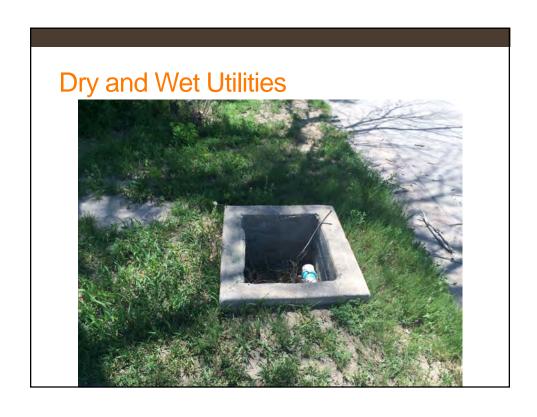


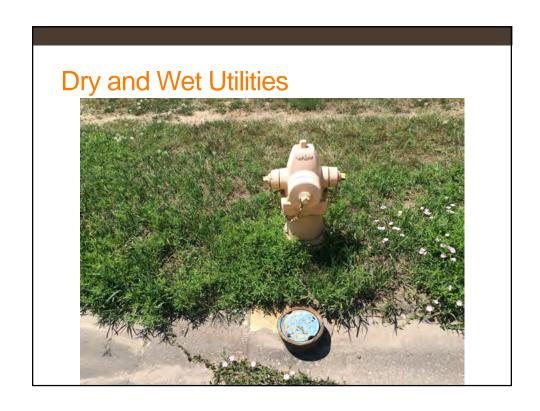














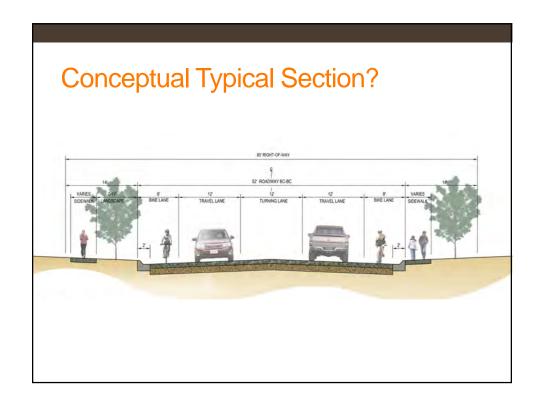


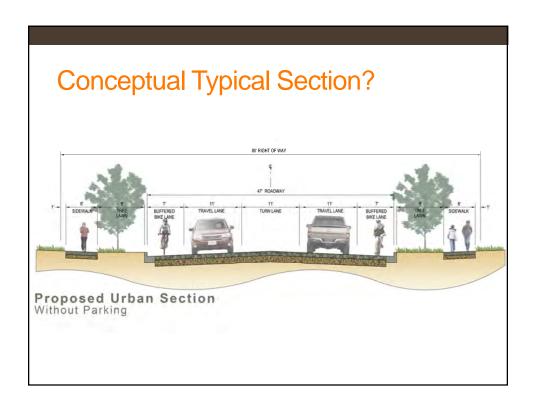


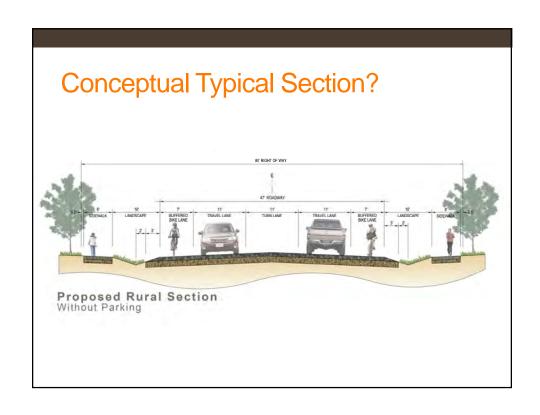














16th Street at Oak Street

- Exiting Condition
 - 3-way Stop NB, SB, and WB (irregular intersection)
- Possible Alternatives
 - Do nothing (3-way irregular intersection)
 - 2-way Stop EB and WB
 - 4-way Stop All
 - Future signal when warrants exist



Identified Opportunities' and Constraints

Opportunities

- Detention opportunities (i.e. offsite and right-of-way)
- Coordination w/ major property owners and development projects
- Provide a more complete roadway network and better access to properties w/ knowledge of constraints in the area

Constraints

- Primary school and pedestrian movements
- Safety of crossings for bikes and pedestrians
- Types of vehicles accessing corridor
- Speed of vehicles
- Existing and proposed wet and dry utilities
- Drainage Areas and Conveyance

Where do we go from here?

- Next Meeting of Steering Committee?
 - Tuesday, October 27, 2015, 10:00 a.m. ?
- Next Public Meeting Date?
 - Thursday, November 12, 2015?
 - · Presentation for Public Meeting
 - What we heard?
 - Exhibits w/ Alternatives at Oak
 - Recommended Typical Section
 - Comment Card

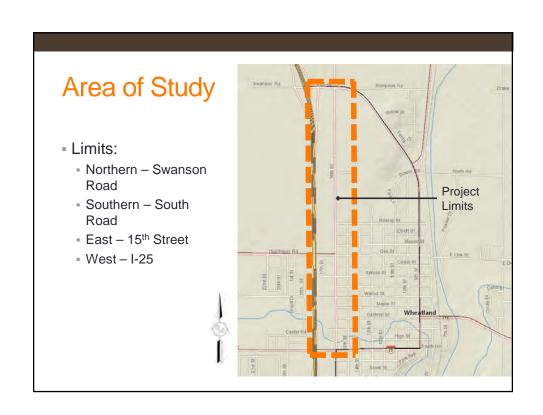
16th STREET CORRIDOR STUDY STEERING COMMITTEE MEETING

November 3, 2015 @10:00 A.M.

•LIST OF ATTENDEES •

PLEASE INITIAL TO RECORD ATTENDANCE	NAME	COMPANY	EMAIL	CELL/ PHONE
T.D.C.	Tom Cobb	AVI	cobb@avipc.com	970.214.6542/307.637.6017
	Scott Cowley	AVI	scowley@avip.com	307.637.6017
	Brad Emmons	AVI	emmons@avipc.com	307.637.6017
BL	Bob Ruwart	Bob Ruwart Motors	bruwart@bobruwartmotors.com	307.322.3146
BA	Chuck Ruwart	Laramie Peak Motors	Chr3@laramiepeakmotors.com	307.322.2355
194	Mayor Joe Fabian	Town of Wheatland, WY	mayor@townofwheatlandwy.org	307.331.2586
At a second	Dennis Fisher	Superintendent, Platte County School District #1	Dennis.Fisher@platte1.org	307.322.3175
	Steve Shockley	Chair, Platte County Commissioners	sshockley@plattecountywyoming.com	307.322.1608
D	Daphanie Taylor	Platte County Economic Development	dtaylor@pcedwyo.org	307.322.4232
	Jeff Brown	First State Bank	jbrown@fsbwy.com	
	Pete Delgado	Town of Wheatland, WY	p.delgado@townofwheatlandwy.org	





5/3/2016

Agenda

- Introductions
- Review of Study Area
- Review of Purpose and Goals
- Review of Public Meeting #1 Comment Summary
- Proposed Conceptual Typical Section
- Proposed Improvements
 - Oak Street
 - Pedestrian Crossings at Walnut and Cedar Street
 - Overall Improvements
- Where do we go from here?



Purpose and Goals

- Project
 - Purpose:

Create a realistic document that guides and promotes future development of the corridor and surrounding area.

- · Goals:
 - Develop a priority list of future roadway and infrastructure improvement projects.
 - Develop intersection alternatives and improvements along 16th Street at Oak Street, South Street, and Swanson Road.
 - Review options for bicycle, pedestrian, industrial freight, and passenger vehicle use on 16th Street.
 - Assist in securing additional funding for future construction projects.

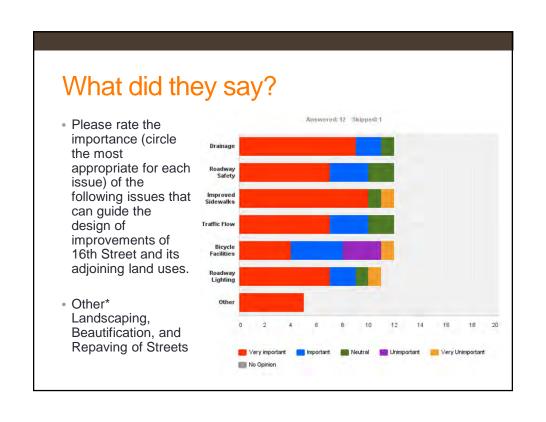
Public Meeting No. 1

- Open House and Presentation August 13, 2013 at 4:45 p.m. w/ Presentations at 5:00 p.m. and 5:30 p.m.
- First State Bank Conference Center, 1405 16th Street



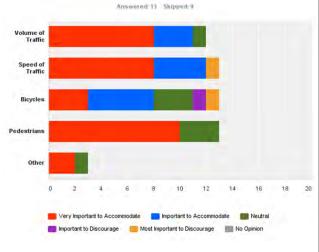
Who Attended? Approximately 29 participants Renter 7.7% Other 23.1% • 13 Comment Card Responses (44.8%) Route User 23.1% Employee 23,1% Demographic **Business Owner** 38.5% Home Owner 0% 50%

What did they say? What type of Answered: 8 Skipped: 5 development would you like Residential to see in the 100,00% Retail area (please mark all that Office 100.00% apply)? Manufacturing 25.00% Industrial Other 25.00%



What did they say?

- Rate the importance of the following transportation modes (circle the most appropriate for each issue) based on what you consider to be the most important design consideration for 16th Street.
- Other* School Kids crossing and Industrial, buses, garbage trucks, and commercial vehicles.



What did they say?

- If you could make one change to 16th Street or the area surrounding the corridor, what change would you make?
 - · "Beautification"
 - · "Widen the road with a Center Turn Lane"
 - "Avoid continued strip development of commercial uses."
 - Provide proper access widths for business approaches
 - "Widen the road and put turning lanes and stop lights at the intersections (especially at 16th Street and Oak)"
 - · "Better traffic flow at Oak Street."
 - "Accommodate bicycles on 15th St., not 16th St., where traffic is so heavy."
 - "Signs to control traffic speed. People are not alert to intersections or to the fact school crossings or pedestrians are walking in the areas. They need safe crossings and sidewalks for more safety. There are too many people who are walking on 16th St."

What did they say?

- Do you have additional ideas, information, or other comments that you would like to provide at this time.
 - "This plan needs to be designed for the future (30-40 years) out. This is the busiest or most traveled road in Wheatland, and it is probably the most unsafe and confusing road to drive on. Proper drainage plan, infrastructure for future growth a must. Pedestrian sidewalks a must. Middle turn lane would be good. Good lighting a must, and proper striping a must."
 - "No parking or residential along 16th St. Safer intersection at Oak and 16th Safer crosswalk at Walnut and 16th. Sidewalks to provide safety for pedestrians."
 - "Please make sure lessors are involved in the one-on-one meetings. We lease the property we own to Safeway and Shopko. Please contact me for the meetings, as I am the owner's rep."

What did they say?

- Do you have additional ideas, information, or other comments that you would like to provide at this time.
 - "This needs to be a pro business improvement. Bicycle and pedestrian traffic is less important."
 - 1. Probably more as project progresses.
 - 2. Turn lane at 3-way stop by Safeway turning right going south room for 2 lanes.
 - "I have informed the State's highway department and the mayor TO NO AVAIL about replacing the stop signs where 16th and Oak Street Intersect. At night these stop signs do not show. They're so old the reflection to say "STOP" do not show up in one's headlights. 2. The senior apartments are a big more than 2 car lengths from the W. curb of north 16th St. 3. There are many businesses, including SFS, Inc. (Services for Seniors, Inc.). Pizza Hut, Rurwarts, Residential, etc. Already have traffic right on their curbs.."

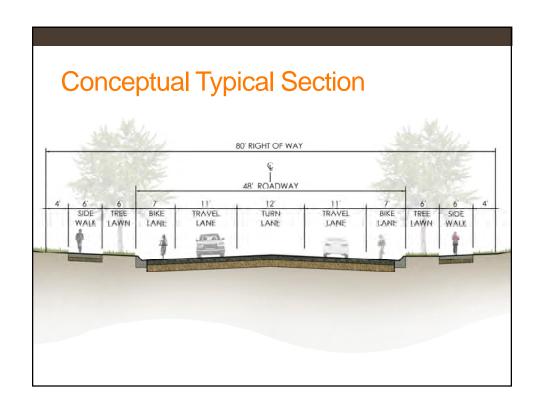
Identified Opportunities' and Constraints

Opportunities

- Detention opportunities (i.e. offsite and right-of-way)
- Coordination w/ major property owners and development projects
- Provide a more complete roadway network and better access to properties w/ knowledge of constraints in the area

Constraints

- Primary school and pedestrian movements
- Safety of crossings for bikes and pedestrians
- Types of vehicles accessing corridor
- Speed of vehicles
- Existing and proposed wet and dry utilities
- Drainage Areas and Conveyance





16th Street at Oak Street

- Exiting Condition
 - 3-way Stop NB, SB, and WB (irregular intersection)
- Alternatives
 - Do nothing (3-way irregular intersection)
 - 2-way Stop EB and WB
 - 4-way Stop All
 - Future signal when warrants exist



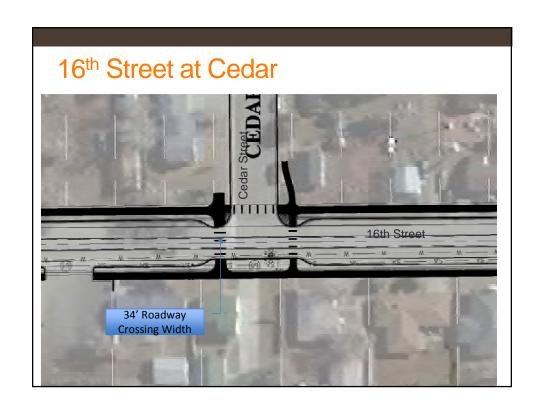
5/3/201

Safe Routes for School Crossing Options at Walnut and Cedar Street

- crossing layout goals
 - Minimize crossing width
 - Increase visibility
 - Increase awareness
 - Convenient and logical
 - Preserve existing path where practical
 - Lower traffic speed (Traffic Calming)
 - Create a Gateway







High Visibility Crosswalk + Signage



Rapid Rectangular Flashing Beacon (RRFB)





Approach Zip Zag Striping

- Zig zag treatment was used experimentally in Virginia
- Proven successful in reducing crashes and increasing driver attention
- Not yet adopted by FHWA, but looking for additional locations for experimentation



Zig Zag Striping with RRFB Vegetation cleared Parking relocated

Advanced Signage and Flashing Beacon



Stop Signs for Trail/ Pedestrian Users

- Properly warn trail users of crossing
- Use signing and striping
- Be careful to avoid sign exhaustion



Bollards

- Provide separation between motorized vehicles and trail users
- Use to slow trail users and warn of crossing
- Match trail aesthetic
- Use minimally, only where warranted



Gateway Treatment

- Gateways treatments serve as warning for both motorists and pedestrian and bike users
- Motorists see features and are made aware of pedestrian an bike
 - Especially vertical features
- Gateway features tell multi-use path users there is a crossing and to look for vehicles
 - Gateway features also improves pedestrian experience and creates sense of place
 - Gateway features can serve as wayfinding (ex in pavement street names)

Gateway Treatment: Vertical features



Gateway Treatment: In pavement art/signing



Overall Improvements

Review large Exhibit

Where do we go from here?

- Next Public Meeting Date?
 - Thursday, November 17, 2015? How about 1st or 2nd Week in December, 2015?
 - Presentation for Public Meeting
 - What we heard?
 - Exhibits w/ Alternatives at Oak
 - Exhibits w/ Alternatives at
 - Recommended Typical Section
 - Comment Card

What Is next?

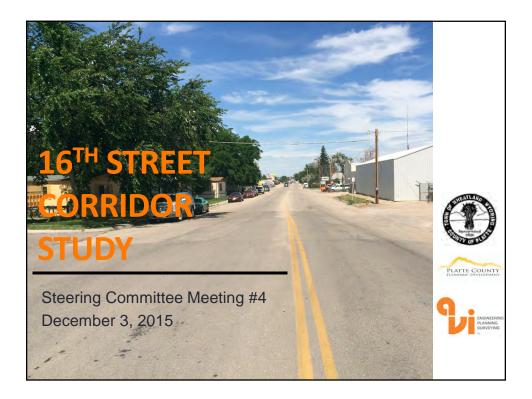
Milestone	Anticipated Date		
Steering Committee Meeting No. 3	November 3, 2015		
Public Meeting No. 2	December, 2015		
One-on-one Meeting(s)?	January, 2016		
Draft Corridor Plan and 35% Plan submitted	March, 2016		
Final Draft	April, 2016		
Presentation to Governing Body for Adoption	May, 2016		

16th STREET CORRIDOR STUDY STEERING COMMITTEE MEETING

December 3, 2015 @10:00 A.M.

•LIST OF ATTENDEES •

PLEASE INITIAL TO RECORD ATTENDANCE	NAME	COMPANY	EMAIL	CELL/ PHONE
	Tom Cobb	AVI	cobb@avipc.com	970.214.6542/307.637.6017
	Scott Cowley	AVI	scowley@avip.com	307.637.6017
BE	Brad Emmons	AVI	emmons@avipc.com	307.637.6017
DR CM	Bob Ruwart	Bob Ruwart Motors	bruwart@bobruwartmotors.com	307.322.3146
CR	Chuck Ruwart	Laramie Peak Motors	Chr3@laramiepeakmotors.com	307.322.2355
	Mayor Joe Fabian	Town of Wheatland, WY	mayor@townofwheatlandwy.org	307.331.2586
	Dennis Fisher	Superintendent, Platte County School District #1	Dennis.Fisher@platte1.org	307.322.3175
	Steve Shockley	Chair, Platte County Commissioners	sshockley@plattecountywyoming.com	307.322.1608
S	Daphanie Taylor	Platte County Economic Development	dtaylor@pcedwyo.org	307.322.4232
35	Jeff Brown	First State Bank	jbrown@fsbwy.com	
	Pete Delgado	Town of Wheatland, WY	p.delgado@townofwheatlandwy.org	
B	DOM W195-49	Tow	CLERK@TownoFwheathan	owy.org
0				



5/3/201

Agenda

- Public Meeting Presentation
- Accident History
- Proposed Conceptual Typical Section
- Proposed Improvements
 - Oak Street
 - Pedestrian Crossings at Walnut and Cedar Street
 - South Street
 - Overall Improvements
- Public Meeting Logistics



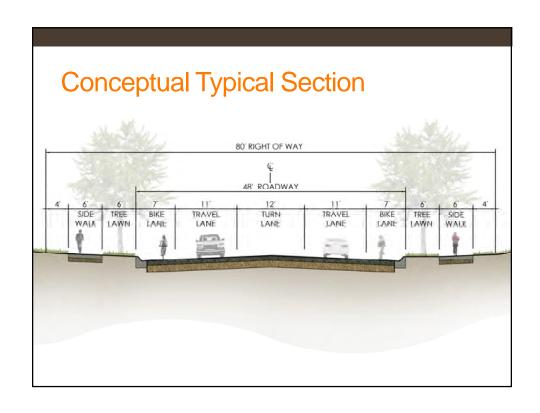
Public Meeting Presentation Agenda

- · Project Overview and Schedule
- Purpose and Goals
- Summary of Comments from August Public Meeting One (What we heard?)
- Proposed Improvements
 - Pedestrian Crossings (Walnut and Cedar)
 - Oak Street
 - South
 - · Conceptual Offsite Improvements
- Adjourn to workshop area for questions
- Where to we go from here?

Accident History

- Five Year History (2010 to 2015)
 - Total crashes = 41
 - Intersection related = 17
 - Parked Vehicles = 3
 - Non-junction related = 12
 - Oak Street = 6
 - South Street = 4
 - Spruce and Water Street = 2 Each
 - Gilchrist, Mason, and Rowley Streets = 1 Each







16th Street at Oak Street

Recommended Phased Solution

- 4-way Stop All
- 2-way Stop EB and WB
- Future signal when warrants exist

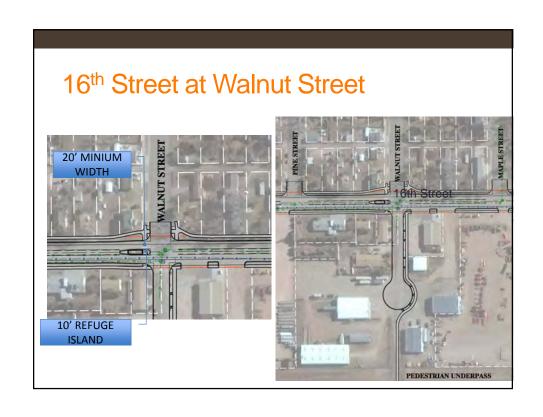


5/3/2016

Safe Routes for School Crossing Options at Walnut and Cedar Street

- crossing layout goals
 - Minimize crossing width
 - Increase visibility
 - Increase awareness
 - Convenient and logical
 - Lower traffic speed (Traffic Calming)

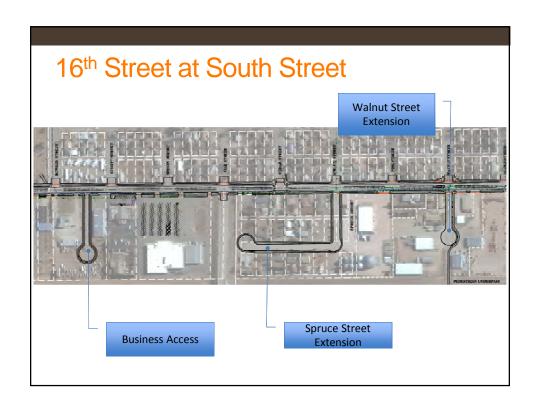




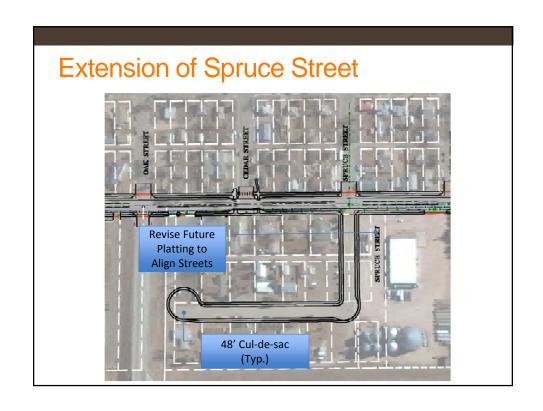


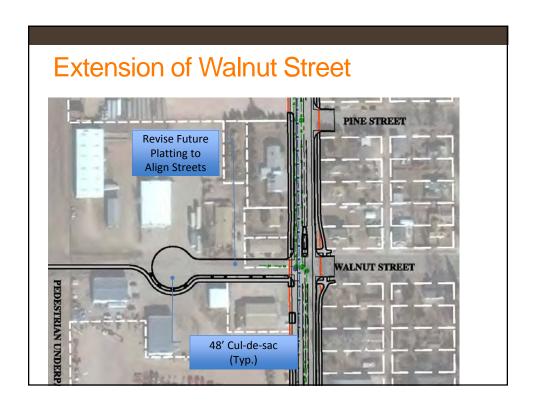


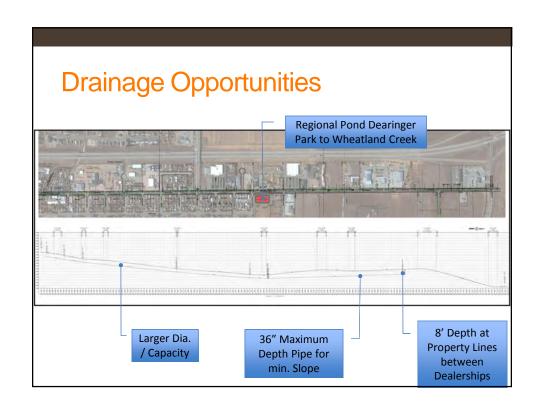












What Is next?

Milestone	Anticipated Date	
Public Meeting No. 2	December 8, 2015	
One-on-one Meeting(s)	January, 2016	
Draft Corridor Plan and 35% Plan submitted	March, 2016	
Final Draft	April, 2016	
Presentation to Governing Body for Adoption	May, 2016	

16th STREET CORRIDOR STUDY STEERING COMMITTEE MEETING

January 7, 2016 @10:00 A.M.





PLEASE INITIAL TO RECORD ATTENDANCE	NAME	COMPANY	EMAIL	CELL/ PHONE
T.D.C.	Tom Cobb	AVI	cobb@avipc.com	970.214.6542/307.637.6017
N66	Scott Cowley	AVI	scowley@avip.com	307.637.6017
	Brad Emmons	AVI	emmons@avipc.com	307.637.6017
BK	Bob Ruwart	Bob Ruwart Motors	bruwart@bobruwartmotors.com	307.322.3146
	Chuck Ruwart	Laramie Peak Motors	Chr3@laramiepeakmotors.com	307.322.2355
117	Mayor Joe Fabian	Town of Wheatland, WY	mayor@townofwheatlandwy.org	307.331.2586
A)	Dennis Fisher	Superintendent, Platte County School District #1	Dennis.Fisher@platte1.org	307.322.3175
	Steve Shockley	Chair, Platte County Commissioners	sshockley@plattecountywyoming.com	307.322.1608
DL	Daphanie Taylor	Platte County Economic Development	dtaylor@pcedwyo.org	307.322.4232
	Jeff Brown	First State Bank	jbrown@fsbwy.com	
	Pete Delgado	Town of Wheatland, WY	p.delgado@townofwheatlandwy.org	
3	EDC	Wheatland	Esceliheathardhard	m 3 07322-5 307322-5252



AGENDA

Subject: Steering Committee Meeting #5

Client: Town of Wheatland/ Platte County Economic Development

Project: 16th Street Corridor Study

Project No: 2-3772.15

Meeting Date: January 7, 2016 @ 10:00 am

Meeting Date: Development

I. INTRODUCTIONS/ SIGN IN SHEET

II. PUBLIC MEETING #2

II.1 What we heard (Summary Handout)?

III. PLATTE COUNTY ECONOMIC DEVELOPMENT BOARD MEETING

III.1 Meeting

A. When: January 20, 2016 at 7:00 a.m.

B. Where: Platte County Bank

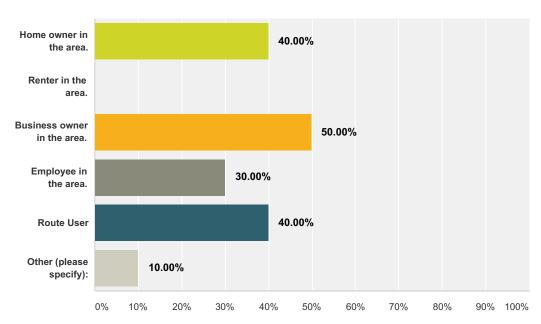
III.2 Presentation Components?

- A. Introduction
- **B.** Scope and Purpose
- C. Concept Plan
- D. Public Meeting #1 and #2
- E. Schedule
- F. Where to voice comments, concerns, additional information

IV. OTHER ITEMS

Q1 Which of the following best describes you (Please mark all that apply)?





Answer Choices	Responses	
Home owner in the area. (1)	40.00%	4
Renter in the area. (2)	0.00%	0
Business owner in the area. (3)	50.00%	5
Employee in the area. (4)	30.00%	3
Route User (5)	40.00%	4
Other (please specify): (6)	10.00%	1
Total Respondents: 10		

Basic Statistics					
Minimum	Maximum	Median	Mean 3.35	Standard Deviation	
1.00	6.00	3.00		1.57	

#	Other (please specify):	Date
1	Platte County Main Street Manager	1/6/2016 8:03 AM

Q2 If you are interested in attending future public meeting about this project, please give your contact information to keep you informed (Optional).

Answered: 9 Skipped: 1

Answer Choices	Responses	
Name:	100.00%	9
Address:	100.00%	9
Email:	77.78%	7
Phone:	100.00%	9

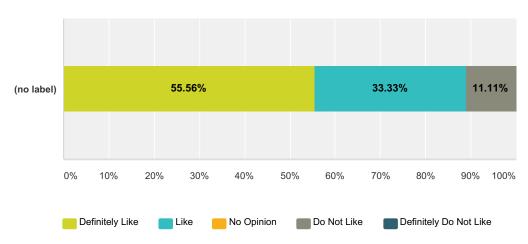
#	Name:	Date
1	Thanke Ashenhurst - Drube Supply	1/6/2016 8:44 AM
2	Pam McIntooooosh/Quality Discount Liquor	1/6/2016 8:32 AM
3	Dean Vermilyea	1/6/2016 8:29 AM
4	Brandy Pile	1/6/2016 8:28 AM
5	Darrell Reito	1/6/2016 8:27 AM
6	Rick Moody	1/6/2016 8:21 AM
7	Joshua Lock	1/6/2016 8:20 AM
8	Linda Fabin	1/6/2016 8:16 AM
9	Dan Brecht	1/6/2016 8:03 AM
#	Address:	Date
1	609 16th St	1/6/2016 8:44 AM
2	2334 N 16th Street Wheatland	1/6/2016 8:32 AM
3	1203 17th st	1/6/2016 8:29 AM
4	1701 16th Street Wheatland	1/6/2016 8:28 AM
5	Shopko 1103 22nd Street	1/6/2016 8:27 AM
6	Lock Trucking 1200 15th st	1/6/2016 8:21 AM
7	1003 16th St. Wheatland, WY 82201 PO Box 1509	1/6/2016 8:20 AM
8	860 B Gilchrist	1/6/2016 8:16 AM
9	851 Gilchrist #D	1/6/2016 8:03 AM
#	Email:	Date
1	thaneash@gmial.com	1/6/2016 8:44 AM
2	gdlllc@wyomingwisp.com	1/6/2016 8:32 AM
3	AO755@shopko.com	1/6/2016 8:28 AM
4	st755@shopko.com	1/6/2016 8:27 AM
5	joshl@wyomingwireless.com	1/6/2016 8:20 AM
6	lina@wyshs.org	1/6/2016 8:16 AM
7	dchirecht1951@gmail.com	1/6/2016 8:03 AM

16th Street Corridor Study Comment Card - Public Meeting #2

#	Phone:	Date
1	307-331-2251	1/6/2016 8:44 AM
2	322-4331	1/6/2016 8:32 AM
3	307-322-1866	1/6/2016 8:29 AM
4	307-322-2005	1/6/2016 8:28 AM
5	307-322-2205	1/6/2016 8:27 AM
6	307-322-2640	1/6/2016 8:21 AM
7	307-322-2640	1/6/2016 8:20 AM
8	322-3014	1/6/2016 8:16 AM
9	307-322-6232	1/6/2016 8:03 AM

Q3 Proposed Typical Section without Parking (Looking South).

Answered: 9 Skipped: 1



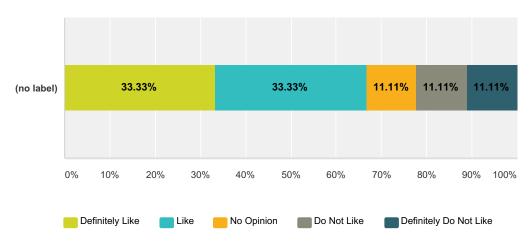
	Definitely Like (1)	Like (2)	No Opinion (3)	Do Not Like (4)	Definitely Do Not Like (5)	Total	Weighted Average
(no label)	55.56%	33.33%	0.00%	11.11%	0.00%		
	5	3	0	1	0	9	4.33

Basic Statistics					
Minimum	Maximum	Median	Mean	Standard Deviation	
1.00	4.00	1.00	1.67	0.94	

#	Any additional comments?	Date
1	will cut into our business footprint somewhat would have to figure out how to accommodate greenhouse and parking on the east side of out bldg.	1/6/2016 8:46 AM
2	We do not need a bike lane or a pedestrian separation. Economically all we need curb, gutter a sidewalk - too much big traffic on south end for bikes and pedestrians.	1/6/2016 8:33 AM
3	Travel lanes should be wider. Bike lanes narrower	1/6/2016 8:30 AM
4	A little bit of concern about no parking on 16th, but imagine it can work happy about bike and sidewalk access.	1/6/2016 8:04 AM

Q4 Proposed Interim Typical Section with Parking in Existing Residential Areas (Looking South).

Answered: 9 Skipped: 1



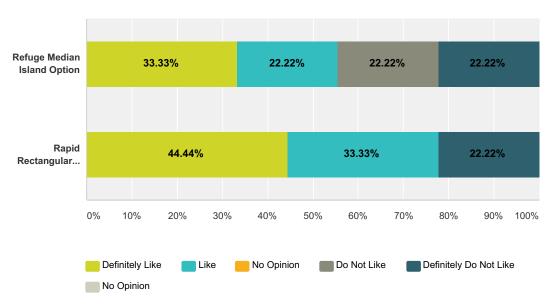
	Definitely Like (1)	Like (2)	No Opinion (3)	Do Not Like (4)	Definitely Do Not Like (5)	Total	Weighted Average
(no label)	33.33%	33.33%	11.11%	11.11%	11.11%		
	3	3	1	1	1	9	3.67

Basic Statistics						
Minimum	Maximum	Median	Mean 2.33	Standard Deviation		
1.00	5.00	2.00		1.33		

#	Any additional Comments?	Date
1	Not sure parking biking go together well. on the other hand T4GRT may be better places to but bike lanes	1/6/2016 8:11 AM

Q5 Walnut Street Pedestrian Crossing (Rapid Rectangular Flashing Beacon). Walnut Street Pedestrian Crossing (Refuge Median Option)

Answered: 9 Skipped: 1



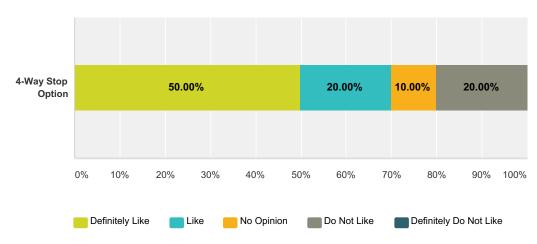
	Definitely Like (1)	Like (2)	No Opinion (3)	Do Not Like (4)	Definitely Do Not Like (5)	No Opinion (6)	Total	Weighted Average
Refuge Median Island Option	33.33%	22.22% 2	0.00% 0	22.22%	22.22% 2	0.00% 0	9	3.22
Rapid Rectangular Flashing Beacon	44.44% 4	33.33% 3	0.00% 0	0.00% 0	22.22% 2	0.00% O	9	3.78

Basic Statistics						
	Minimum	Maximum	Median	Mean	Standard Deviation	
Refuge Median Island Option						
	1.00	5.00	2.00	2.78	1.62	
Rapid Rectangular Flashing Beacon						
	1.00	5.00	2.00	2.22	1.55	

#	Any Additional Comments?	Date
	There are no responses.	

Q6 Please rate the Proposed 4-way Stop Intersection





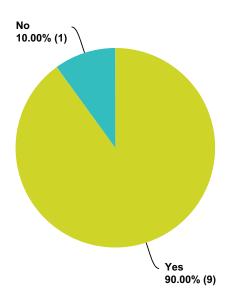
	Definitely Like (1)	Like (2)	No Opinion (3)	Do Not Like (4)	Definitely Do Not Like (5)	Total	Weighted Average
4-Way Stop Option	50.00%	20.00%	10.00%	20.00%	0.00%		
	5	2	1	2	0	10	4.00

Basic Statistics						
Minimum	Maximum	Median	Mean 2.00	Standard Deviation		
1.00	4.00	1.50		1.18		

#	Any additional Comments?	Date
1	2 way would be best eventually as suggested	1/6/2016 8:46 AM
2	(Farm to Market Road) Agriculture built Wheatland, Oak Street I a major market way for farmers and ranchers. The way it is set up accommodates Ag traffic such as cattle trucks, grain trucks, beet trucks. this works. If it ant broke don't fix it!!	1/6/2016 8:36 AM
3	I would like to see 16th as a through street - no stop signs. THE RRFB would be very helpful at this intersection as there are a lot of students walking from the high school to Safeway. However, I understand they may be working on a closed campus.	1/6/2016 8:26 AM
4	Concerned about slippery/ice conditions on west oak	1/6/2016 8:12 AM

Q7 Studies have shown roadway street lighting is an effective tool in providing a safer night corridor environment. Do you believe that roadway street lighting should be a recommended improvement on 16th?

Answered: 10 Skipped: 0

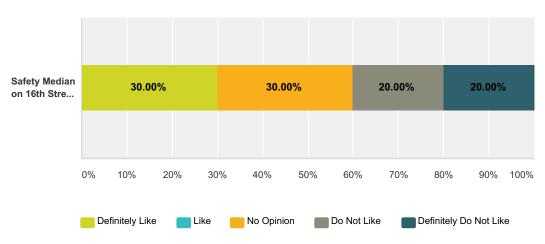


	Yes (1)	No (2)	Total	Weighted Average
(no label)	90.00%	10.00%		
	9	1	10	4.90

Basic Statistics						
Minimum	Maximum	Median	Mean	Standard Deviation 0.30		
1.00	2.00	1.00	1.10			

Q8 Please rate the Proposed Safety Median Installation on 16th Street at South Street

Answered: 10 Skipped: 0



	Definitely Like (1)	Like (2)	No Opinion (3)	Do Not Like (4)	Definitely Do Not Like (5)	Total	Weighted Average
Safety Median on 16th Street at South	30.00%	0.00%	30.00%	20.00%	20.00%		
Street	3	0	3	2	2	10	3.00

Basic Statistics					
Minimum	Maximum	Median	Mean 3.00	Standard Deviation	
1.00	5.00	3.00		1.48	

#	Any additional Comments?	Date
1	will have to plan a way to increase flow for our parking lot. Not make it worse! We have to make entrance and exit easier than what is normal because parking itself is cramped. Can look at water street exit/entrance? Would have to have ration of entrance to curb higher than is considered normal. Cant box vehicles in with curb.	1/6/2016 8:49 AM
2	We don't need anything g extravagant. just need to protect kids. If you "spiffy" up one, then people will want all rest - Again, who pays this? If it works as it is, it should be fine. I travel this twice a day minimum 6:30-6:45 am to 4-6 p.m Have never encountered a sing person crossing here.	1/6/2016 8:38 AM

Q9 Do you have any additional ideas, information, or other comments that you would like to provide at this time?

Answered: 4 Skipped: 6

#	Responses	Date
1	I'm excited about beautifying and modernizing 16th st for the benefit our county. I would be happy to have it safer.	1/6/2016 8:50 AM
2	This is all lovely idea, however economically, Platte County is one of poorest counties in Wyoming. Do we all really need to be paying for unnecessary projects? Basic: Curb, gutter, sidewalk - we need street paved property. Wind blows on North end to the "Nth" degree - A bike lane, landscaping, would be throwing \$\$ away. How are you going to maintain? Lots and lots of heavy truck traffic and again, farm implements use this street. I see boats, campers, delivery trucks of all kinds @ my business daily, they love my accessibility for ease of loading and unloading. We have to accommodate the folks that pay our "bread & butter". Again, just nice paved maintained street that runs evenly from North to South would be ample. Thanks	1/6/2016 8:44 AM
3	This a common issue - when you say 5 to 7 or whatever, people think they can show up w/l that time frames - just say "begins at" most people will be close to that - just a personal opinion based on lots of experience - Great Job! Thank you!	1/6/2016 8:19 AM
4	Please incorporate good lighting, beautification, PEDXING Stripes and warning signals at major intersections and include signage to direct travelers downtown as well as 16th street @ both South Street and Swanson Road. How about a bike lane on the west side of 16th and leave parking on the east side?	1/6/2016 8:15 AM

16th Street Corridor Study Public Meeting No. 2 Comments

- (Need signage on intersection of 16th and Swanson and 16th and South to direct people both down 16th and I-25 Bus. Loop to downtown."
- √2. "Overall some approaches are too narrow establish minimum width"
- 3. "Cul-de-sac" Comment was made about the proposed hammerhead in between Car Quest and the Car was \(\sqrt{} \)
- 4. "Huge drainage issue" Comment was made about the corner next to the Real Estate Brokers LLC at the intersection of Oak and 16th
- (3) "Wyoming Trails Gallery needs street parking." -
 - "Nix the Bike Path. Business parking and residential parking are more important."
- 7) "Sidewalks next to the street would be better and cause less property changes to many residences and businesses."
- 8. "Pedestrian walks are very important to keep people from having to walk in the street."
- "Land between sidewalk and street is a no go sidewalk should be next to street. Besides, strip of land is a trash catcher and hard to water, also a water waster."
 - 10. "Worried about a 4-way stop on Oak Street because of snowy slick stopping. It is difficult coming down the hill, especially for pedestrians."
 - 11. "Need bigger access for all delivery trucks NPT, Beer" Comment was made about the Liquor Store
- √12. "Truck route (there was an arrow showing the route) to back dock unloading area"
 Comment was made about the Liquor Store
- 13. "Would like two approaches, drainage is in both corners" Shopko
- 14, "Existing greenhouse, parking" Drube Supply
- 25. "Limited access to lots north of Los Dominguez"
- (16) "Need truck access" Comment was made about the businesses behind the Services for Seniors Inc. and because Brown Co. (Ben Hilti and Dave's Auto)
- 17. "Check location of Scale" Locks Trucking Inc. The scale cannot be moved so the sidewalk can not encroach.
- 18 "Garage doors, approach needed" Locks Trucking Inc.
- 19. "Several local residents use this alley; it provides <u>much</u> handier access to our homes" Comment was made about the homes at the proposed Spruce Street cul-de-sac
- 20, "Investment Center of America" Comment was pointing to Laramie Peak Realty
- 21. "Narrower approach from existing" Comment was pointing in-between First State Bank and Safeway
- 22. "Include flashing warning light near top of overpass" Comment about Oak Street at the 4-way stop intersection
- 23. "This needs an approach. Need truck access. Car Quest"

16TH STREET CORRIDORY STUDY



APPENDIX C

Final July 2016

APPENDIX C

Cost Estimates

16th Street Corridor Study 2-3772.15



Project Name: Wheatland, WY 16th Street

16TH STREET IMPROVEMENTS COST ANALYSIS

Total Unit Vite Price Total Unit Unit Vite Price Total 1,000,000 20,000,000					Engineers E	ctim	ato
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1 1 1 1 1 1 1 1 1 1					 	ė	
1 1 1 2 5 5,000.00 5							
1						_	
1563.01 TRAFFIC CONTROL 1 LS \$ 5,000.00 \$ 5,0							
STORMWATER MANAGEMENT & REOSION CONTROL 1 1 1 5 2,500.00 5 25,000.00							· · · · · · · · · · · · · · · · · · ·
2050.01 REMOVAL OF EXISTING CONCRETE - Flat 2,960 SY S 11.00 S 524,117.00 S 20,000.00 REMOVAL OF EXISTING CONCRETE - Flat 2,960 SY S 10.00 S 29,600.00 S 20,000.00 REMOVAL OF EXISTING CURB AND GUTTER 13,280 IF S 6.00 S 79,680.00 S 2210.00 UNCLASSIFIED EXCAVATION - 12" Deep 26,912 CY S 7.50 S 201,840.00 S 2210.00 UNCLASSIFIED EXCAVATION - 12" Deep 26,912 CY S 7.50 S 201,840.00 S 2210.00 UNCLASSIFIED EXCAVATION - 12" Deep 26,912 CY S 7.50 S 201,840.00 S 2210.00 CUBLED BASE - 6" 47,647 SY S 4.75 S 222,832.25 S 5,512.00 CUBLED BASE - 6" 47,647 SY S 4.75 S 252,832.25 S 5,512.00 CUBLED BASE - 6" 5 5,512.00 S 714,705.00 S 714,70						_	
REMOVAL OF EXISTING CONCRETE - Flat 2,960 SY S 1,000 S 29,600.00			_				· · · · · · · · · · · · · · · · · · ·
2210.00 REMOVAL OF EXISTING CURB AND GUTTER					· ·	<u> </u>	
2210.01 UNCLASSIFIED EXCAVATION - 12" Deep 26,912 CY \$ 7.50 \$ 201,840.00						<u> </u>	
2231.01 CRUSHED BASE - 6"							
2231.02 CRUSHED BASE - 4" 15,438 SY S 4.25 S 65,612.00		·					
2512.01 PLANT MIX BITUMINOUS PAVEMENT (TYPE II) GRADING 'N' - 2"						_	
2512.02 PLANT MIX BITUMINOUS PAVEMENT (TYPE II) GRADING 'D' - 2"							
## A SERIES OF THE PROPERTY OF							
2725.01 STORM SEWER - 18" RCP		, ,					
2725.02 STORM SEWER - 24" RCP							
2725.03 STORM SEWER - 30" RCP						<u> </u>	
2725.04 STORM SEWER - 36" RCP 2,740 LF \$ 150.00 \$ 411,000.00						<u> </u>	
2725.04 STORM SEWER LATERALS - 18" RCP							
2725.05 STORM SEWER INLETS - TYPE A 42							· · · · · · · · · · · · · · · · · · ·
2725.06 STORM SEWER MANHOLES 42							
2900.01 LANDSCAPING 1 LS 5 50,000.00 5 50,000.00 2900.02 LANDSCAPING (RESTORE AND RECLAIM) 7.0 AC \$ 1,500.00 \$ 10,500.00 3330.01 CURB AND GUTTER - TYPE A 18.00 \$ 310,248.00 3340.02 CONCRETE SIDEWALK - 6' WIDE 5,358 SY \$ 43.00 \$ 230,394.00 \$ 3340.03 CONCRETE SIDEWALK - 6' WIDE 5,358 SY \$ 44.00 \$ 270,776.00 \$ 3340.03 CONCRETE SIDEWALK - 8' WIDE 5,358 SY \$ 44.00 \$ 270,776.00 \$ 3340.05 CONCRETE SIDEWALK - 8' WIDE 6,154 SY \$ 44.00 \$ 270,776.00 \$ 3340.05 CONCRETE DRIVEWAY APPROACH - 8 INCH 1,045 SY \$ 58.00 \$ 60,610.00 \$ 3340.06 TRUNCATED DOMES (2'x5') 84 EA \$ 270.00 \$ 22,680.00 \$ 3340.07 DECORATIVE CONCRETE - Rowley Street to South Street West Side 1,016 SY \$ 12.00 \$ 12,192.00 \$ 4000.01 PAVEMENT MARKINGS 8,400 LF \$ 1.00 \$ 8,400.00 \$ 4005.01 DRY UTILITY RELOCAITON 1 LS \$ 100,000.00 \$ 5000.0							
2900.02 LANDSCAPING (RESTORE AND RECLAIM) 7.0 AC \$ 1,500.00 \$ 10,500.00 \$ 330.01 CURB AND GUTTER - TYPE A 17,236 LF \$ 18.00 \$ 310,248.00 \$ 3340.02 CONCRETE CURB FILLET 49 EA \$ 2,700.00 \$ 132,300.00 \$ 3340.03 CONCRETE SIDEWALK - 6' WIDE 5,358 SY \$ 43.00 \$ 230,394.00 \$ 3340.04 CONCRETE SIDEWALK - 8' WIDE 5,358 SY \$ 44.00 \$ 270,776.00 \$ 3340.05 CONCRETE DRIVEWAY APPROACH - 8 INCH 1,045 SY \$ 58.00 \$ 60,610.00 \$ 3340.06 TRUNCATED DOMES (2'x5') 84 EA \$ 270.00 \$ 22,680.00 \$ 3340.07 DECORATIVE CONCRETE - Rowley Street to South Street West Side 1,016 SY \$ 12.00 \$ 12,192.00 \$ 400.01 PAVEMENT MARKINGS 8,400 LF \$ 1.00 \$ 8,400.00 \$ 4005.01 DRY UTILITY RELOCATION 1 LS \$ 10,000.00 \$ 5000.01 WHEATLAND IRRIGATION CANAL EXTENSION (HEADWALL, 72 & 24 INCH CULVERTS) 1 LS \$ 3,000.00 \$ 30,000.00 \$ 5000.00 ROADWAY LIGHTING WALNUT, OAK, AND SWANSON 1 LS \$ 3,000.00 \$ 30,000.00 \$ 500,000.00 \$						_	
3330.01 CURB AND GUTTER - TYPE A 17,236 LF \$ 18.00 \$ 310,248.00						_	
3340.02 CONCRETE CURB FILLET							
3340.03 CONCRETE SIDEWALK - 6' WIDE 5,358 SY \$ 43.00 \$ 230,394.00				EA	• •	<u> </u>	
3340.04 CONCRETE SIDEWALK - 8' WIDE 6,154 SY \$ 44.00 \$ 270,776.00							
3340.05 CONCRETE DRIVEWAY APPROACH - 8 INCH 1,045 SY \$ 58.00 \$ 60,610.00					• •		
3340.07 DECORATIVE CONCRETE - Rowley Street to South Street West Side 1,016 SY \$ 12.00 \$ 12,192.00 4000.01 PAVEMENT MARKINGS 8,400 LF \$ 1.00 \$ 8,400.00 4005.01 DRY UTILITY RELOCATION 1 LS \$ 100,000.00 \$ 100,000.00 5000.01 WHEATLAND IRRIGATION CANAL EXTENSION (HEADWALL, 72 & 24 INCH CULVERTS) 1 LS \$ 30,000.00 \$ 30,000.00 5000.02 NORTH IRRIGATION CANAL EXTENSION (HEADWALL, 24 & 12 INCH CULVERTS) 1 LS \$ 15,000.00 \$ 15,000.00 7000.01 ROADWAY LIGHTING WALNUT, OAK, AND SWANSON 1 LS \$ 300,000.00 \$ 300,000.00 300,							
4000.01 PAVEMENT MARKINGS 8,400 LF \$ 1.00 \$ 8,400.00	3340.06	TRUNCATED DOMES (2'x5')	84	EA	\$ 270.00	\$	22,680.00
4000.01 PAVEMENT MARKINGS 8,400 LF \$ 1.00 \$ 8,400.00	3340.07	DECORATIVE CONCRETE - Rowley Street to South Street West Side	1,016	SY	\$ 12.00	\$	12,192.00
5000.01 WHEATLAND IRRIGATION CANAL EXTENSION (HEADWALL, 72 & 24 INCH CULVERTS) 1 LS \$ 30,000.00 \$ 30,000.00 \$ 5000.00 \$ 15,000.00 \$ 15,000.00 \$ 15,000.00 \$ 15,000.00 \$ 15,000.00 \$ 15,000.00 \$ 15,000.00 \$ 15,000.00 \$ 15,000.00 \$ 15,000.00 \$ 15,000.00 \$ 15,000.00 \$ 15,000.00 \$ 10,000.00	4000.01	·		LF	\$ 1.00	\$	
5000.02 NORTH IRRIGATION CANAL EXTENSION (HEADWALL, 24 & 12 INCH CULVERTS) 1 LS \$ 15,000.00 \$ 15,000.00 \$ 15,000.00 \$ 15,000.00 \$ 15,000.00 \$ 15,000.00 \$ 1 LS \$ 15,000.00 \$ 15,	4005.01	DRY UTILITY RELOCAITON	1	LS	\$ 100,000.00	\$	100,000.00
7000.01 ROADWAY LIGHTING WALNUT, OAK, AND SWANSON 1 LS \$ 300,000.00 \$ 300,000.00 \$ \$ 300,000.00 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	5000.01	WHEATLAND IRRIGATION CANAL EXTENSION (HEADWALL, 72 & 24 INCH CULVERTS)	1	LS	\$ 30,000.00	\$	30,000.00
SUB-TOTAL \$ 6,428,207.50 CONTINGENCY (20%) 1 LS \$ 1,285,642.00 \$ 1,285,642.00	5000.02	NORTH IRRIGATION CANAL EXTENSION (HEADWALL, 24 & 12 INCH CULVERTS)	1	LS	\$ 15,000.00	\$	15,000.00
CONTINGENCY (20%) 1 LS \$ 1,285,642.00 \$ 1,285,642.00	7000.01	ROADWAY LIGHTING WALNUT, OAK, AND SWANSON	1	LS	\$ 300,000.00	\$	300,000.00
				SUB-TOTAL		\$	6,428,207.50
		CONTINGENCY (20%)	1	LS	\$ 1,285,642.00	\$	
			SUB-TOTAL CONST	RUCTION COST		\$	7,713,84 <u>9.50</u>
ENGINEER DESIGN (10%) 1 LS \$ 642,821.00 \$ 642,821.00		ENGINEER DESIGN (10%)	1	LS	\$ 642,821.00	\$	642,821.00
SUB-TOTAL ENGINEERING \$ 642,821.00			SUB-TOTAL	. ENGINEERING	;	\$	642,821.00
RIGHT OF WAY ACQUISITION (LEVEL 2 COMMERCIAL) 6,385 SF \$ 12.00 \$ 76,620.00		RIGHT OF WAY ACQUISITION (LEVEL 2 COMMERCIAL)	6,385	SF	\$ 12.00	\$	76,620.00
RIGHT OF WAY ACQUISITION (VACANT) 17,638 SF \$ 8.00 \$ 141,104.00			17,638	SF	\$ 8.00	\$	141,104.00
SUB-TOTAL RIGHT-0F-WAY \$ 217,724.00			SUB-TOTAL	RIGHT-OF-WAY	/	\$	217,724.00
TOTAL PROJECT \$ 8,574,394.50				OTAL PROJECT	Г	\$	8,574,394.50
FOR ESTIMATE \$ 8,580,000.00			FOR	ESTIMATE		Ś	8.580.000.00

- (1) The Cost Estimates were developed using data from the Colorado Department of Transportation (CDOT) 2014 & 2015 Cost Data
 Book compiled by the Engineering Estimates and Marketing Analysis Unit; 2015 Weighted Average Bid Prices, complied by
 WYDOT; and Typical Costs from historical AVI project experience database.
- (2) Right-of-way costs are based on previous projects in 2015 for City of Cheyenne and City of Laramie (AVI, pc) (i.e. Vacant, Commercial Level 2)
- (3) Please note totals and unit prices are calculated based on present worth or present value dollars. Adjustments should be made for years beyond the present year to better estimate required capital dollars for future improvements plan(s).
- (4) Landscaping (Restore and Reclaim) for areas adjacent to right-of-way. Landscaping is for amenities (i.e. Plantings, Planters, benches, etc.).
- (5) Estimated values of Contract Bond and Insurance and Mobilization were estimated at 0.6% and 5.5% of total construction cost, respectively.
- (6) Right-of-way estimated for Spruce Street and Walnut Street Only based on GIS and available plat data.



Project Name: Wheatland, WY 16th Street

16TH STREET NORTH OF ROWLEY ST IMPROVEMENTS COST ANALYSIS

				Engineers Es	stim	ate
Item	ltem	Total	Unit	Unit Price		Total
1020.01	BONDS AND INSURANCE	1	LS	\$ 15,917.00	\$	15,917.00
1020.02	CONTRACTOR TESTING	1	LS	\$ 15,000.00		15,000.00
1020.03	POTHOLING UTILITIES (NON-DESTRUCTIVE)	1	LS	\$ 1,500.00		1,500.00
1030.01	MOBILIZATION	1	LS	\$ 149,199.00		149,199.00
1050.01	TRAFFIC CONTROL	1	LS	\$ 15,000.00		15,000.00
1563.01	STORMWATER MANAGEMENT & EROSION CONTROL	1	LS	\$ 12,500.00		12,500.00
2050.01	REMOVAL OF EXISTING ASPHALT	22,603	SY	\$ 11.00		248,633.00
2050.02	REMOVAL OF EXISTING CONCRETE - Flat	1,000	SY	\$ 10.00		10,000.00
2050.03	REMOVAL OF EXISTING CURB AND GUTTER	4,880	LF	\$ 6.00		29,280.00
2210.01	UNCLASSIFIED EXCAVATION - 12" Deep	12,757	CY	\$ 7.50		95,677.50
2231.01	CRUSHED BASE - 6"	22,603	SY	\$ 4.75		107,364.25
	CRUSHED BASE - 4"	8,450	SY	\$ 4.25		35,913.00
	PLANT MIX BITUMINOUS PAVEMENT (TYPE II) GRADING 'A' - 2"	22,603	SY	\$ 15.00		339,045.00
	PLANT MIX BITUMINOUS PAVEMENT (TYPE II) GRADING 'D' - 2"	22,603	SY	\$ 15.75		355,997.25
2665.01	WATER MAIN MODIFICATION REPLACE / EXTEND FH ASSEMBLEYS	10	EA	\$ 6,000.00	\$	60,000.00
	STORM SEWER - 18" RCP	1,056	LF	\$ 90.00		95,040.00
	STORM SEWER - 24" RCP	1,408	LF . –	\$ 110.00		154,880.00
	STORM SEWER - 30" RCP	1,408	LF . –	\$ 125.00		176,000.00
	STORM SEWER - 36" RCP	1,409	LF	\$ 150.00		211,350.00
	STORM SEWER LATERALS - 18" RCP	528	LF	\$ 68.00		35,904.00
2725.05	STORM SEWER INLETS - TYPE A	22	EA	\$ 3,368.00 5,500.00		74,096.00
2725.06	STORM SEWER MANHOLES	22	EA	\$ -,		121,000.00
2900.01	LANDSCAPING LANDSCAPING (RESTORE AND RECLAIM)	5.0	LS AC	\$ 5,000.00 1,500.00		5,000.00 7,500.00
2900.02 3330.01	CURB AND GUTTER - TYPE A	8,686	LF	\$ 1,500.00		156,348.00
3340.02	CONCRETE CURB FILLET	12	EA	\$ 2,700.00		32,400.00
3340.02	CONCRETE SIDEWALK - 6' WIDE	2,701	SY	\$ 43.00		116,143.00
3340.04	CONCRETE SIDEWALK - 8' WIDE	3,268	SY	\$ 44.00		143,792.00
3340.05	CONCRETE DRIVEWAY APPROACH	550	SY	\$ 58.00	\$	31,900.00
3340.06	TRUNCATED DOMES (2'x5')	19	EA	\$ 270.00		5,130.00
3340.07	DECORATIVE CONCRETE - Rowley Street to South Street West Side	13	SY	\$ 12.00		3,130.00
4000.01	PAVEMENT MARKINGS	4,400	LF	\$ 1.00		4.400.00
4005.01	DRY UTILITY RELOCAITON	1	LS	\$ 30,000.00	•	30,000.00
5000.02	NORTH IRRIGATION CANAL EXTENSION (HEADWALL, 24 & 12 INCH CULVERTS)	1	LS	\$ 15,000.00		15,000.00
7000.01	ROADWAY LIGHTING SWANSON	1	LS	\$ 100,000.00		100,000.00
			SUB-TOTAL		Ś	3,006,909.00
	CONTINGENCY (20%)	1	LS	\$ 601,382.00	\$	601,382.00
		SUB-TOTAL CONST			\$	3,608,291.00
	ENGINEER DESIGN (10%)	1	LS	\$ 300,691.00	\$	300,691.00
		SUB-TOTAL	. ENGINEERING		\$	300,691.00
	RIGHT OF WAY ACQUISITION (LEVEL 2 COMMERCIAL)	0	SF	\$ 12.00	\$	-
	RIGHT OF WAY ACQUISITION (VACANT)	0	SF	\$ 8.00	\$	-
		SUB-TOTAL I	RIGHT-OF-WAY		\$	-
		T	OTAL PROJECT		\$	3,908,982.00
		FOR	ESTIMATE		\$	3,910,000.00

- (1) The Cost Estimates were developed using data from the Colorado Department of Transportation (CDOT) 2014 & 2015 Cost Data Book compiled by the Engineering Estimates and Marketing Analysis Unit; 2015 Weighted Average Bid Prices, complied by WYDOT; and Typical Costs from historical AVI project experience database.
- (2) Right-of-way costs are based on previous projects in 2015 for City of Cheyenne and City of Laramie (AVI, pc) (i.e. Vacant, Commercial Level 2)
- (3) Please note totals and unit prices are calculated based on present worth or present value dollars. Adjustments should be made for years beyond the present year to better estimate required capital dollars for future improvements plan(s).
- (4) Landscaping (Restore and Reclaim) for areas adjacent to right-of-way. Landscaping is for amenities (i.e. Plantings, Planters, benches, etc.).
- (5) Estimated values of Contract Bond and Insurance and Mobilization were estimated at 0.6% and 5.5% of total construction cost, respectively.
- (6) Right-of-way estimated for Spruce Street and Walnut Street Only based on GIS and available plat data.



Project Name: Wheatland, WY 16th Street

16TH STREET SOUTH OF ROWLEY ST IMPROVEMENTS COST ANALYSIS

				Engineers Es	stim	ate
Item	ltem	Total	Unit	Unit Price		Total
1020.01	BONDS AND INSURANCE	1	LS	\$ 16,581.00	\$	16,581.00
1020.02	CONTRACTOR TESTING	1	LS	\$ 15,000.00	\$	15,000.00
1020.03	POTHOLING UTILITIES (NON-DESTRUCTIVE)	1	LS	\$ 3,000.00	\$	3,000.00
1030.01	MOBILIZATION	1	LS	\$ 156,506.00	\$	156,506.00
1050.01	TRAFFIC CONTROL	1	LS	\$ 35,000.00	\$	35,000.00
1563.01	STORMWATER MANAGEMENT & EROSION CONTROL	1	LS	\$ 12,500.00	\$	12,500.00
2050.01	REMOVAL OF EXISTING ASPHALT	25,044	SY	\$ 11.00	\$	275,484.00
2050.02	REMOVAL OF EXISTING CONCRETE - Flat	1,960	SY	\$ 10.00	\$	19,600.00
2050.03	REMOVAL OF EXISTING CURB AND GUTTER	8,400	LF	\$ 6.00	\$	50,400.00
2210.01	UNCLASSIFIED EXCAVATION - 12" Deep	14,155	CY	\$ 6.80	\$	96,254.00
2231.01	CRUSHED BASE - 6"	25,044	SY	\$ 4.75	\$	118,959.00
2231.02	CRUSHED BASE - 4"	6,988	SY	\$ 4.25	\$	29,699.00
2512.01	PLANT MIX BITUMINOUS PAVEMENT (TYPE II) GRADING 'A' - 2"	25,044	SY	\$ 15.00	\$	375,660.00
2512.02	PLANT MIX BITUMINOUS PAVEMENT (TYPE II) GRADING 'D' - 2"	25,044	SY	\$ 15.75	\$	394,443.00
2645.01	REMOVE AND REPLACE FIRE HYDRANT ASSEMBLY	10	EA	\$ 4,500.00	\$	45,000.00
2665.01	WATER MAIN MODIFICATION REPLACE / EXTEND FH ASSEMBLEYS	15	EA	\$ 6,000.00	\$	90,000.00
2725.01	STORM SEWER - 18" RCP	960	LF	\$ 90.00	\$	86,400.00
2725.02	STORM SEWER - 24" RCP	1,321	LF	\$ 110.00	\$	145,310.00
2725.03	STORM SEWER - 30" RCP	1,321	LF	\$ 125.00	\$	165,125.00
2725.04	STORM SEWER - 36" RCP	1,322	LF	\$ 150.00	\$	198,300.00
2725.05	STORM SEWER INLETS - TYPE A	20	EA	\$ 3,368.00	\$	67,360.00
2900.01	LANDSCAPING	1	LS	\$ 45,000.00	\$	45,000.00
2900.02	LANDSCAPING (RESTORE AND RECLAIM)	2.0	AC	\$ 1,500.00	\$	3,000.00
3330.01	CURB AND GUTTER - TYPE A	8,550	LF	\$ 18.00	\$	153,900.00
3340.02	CONCRETE CURB FILLET	37	EA	\$ 2,700.00	\$	99,900.00
3340.03	CONCRETE SIDEWALK - 6' WIDE	2,657	SY	\$ 43.00	\$	114,251.00
3340.04	CONCRETE SIDEWALK - 8' WIDE	2,886	SY	\$ 44.00	\$	126,984.00
3340.05	CONCRETE DRIVEWAY APPROACH	495	SY	\$ 58.00	\$	28,710.00
3340.06	TRUNCATED DOMES (2'x5')	65	EA	\$ 270.00	\$	17,550.00
3340.07	DECORATIVE CONCRETE - Rowley Street to South Street West Side	1,016	SY	\$ 12.00	\$	12,192.00
4000.01	PAVEMENT MARKINGS	4,000	LF	\$ 1.00	\$	4,000.00
4005.01	DRY UTILITY RELOCAITON	1	LS	\$ 70,000.00	\$	70,000.00
5000.01	WHEATLAND IRRIGATION CANAL EXTENSION (HEADWALL, 72 & 24 INCH CULVERTS)	1	LS	\$ 30,000.00	\$	30,000.00
7000.01	ROADWAY LIGHTING WALNUT, AND OAK,	1	LS	\$ 200,000.00	\$	200,000.00
			SUB-TOTAL		\$	3,302,068.00
	CONTINGENCY (20%)	1	LS	\$ 660,414.00	\$	660,414.00
		SUB-TOTAL CONST	RUCTION COST		\$	3,962,482.00
	ENGINEER DESIGN (10%)	1	LS	\$ 330,207.00	\$	330,207.00
		SUB-TOTAL	ENGINEERING		\$	330,207.00
	RIGHT OF WAY ACQUISITION (LEVEL 2 COMMERCIAL)	6,385	SF	\$ 12.00	\$	76,620.00
	RIGHT OF WAY ACQUISITION (VACANT)	17,638	SF	\$ 8.00	\$	141,104.00
		SUB-TOTAL I	RIGHT-OF-WAY		\$	217,724.00
		1	OTAL PROJECT		\$	4,510,413.00
		FOR	ESTIMATE		Ś	4,520,000.00

- (1) The Cost Estimates were developed using data from the Colorado Department of Transportation (CDOT) 2014 & 2015 Cost Data Book compiled by the Engineering Estimates and Marketing Analysis Unit; 2015 Weighted Average Bid Prices, complied by WYDOT; and Typical Costs from historical AVI project experience database.
- (2) Right-of-way costs are based on previous projects in 2015 for City of Cheyenne and City of Laramie (AVI, pc) (i.e. Vacant, Commercial Level 2)
- (3) Please note totals and unit prices are calculated based on present worth or present value dollars. Adjustments should be made for years beyond the present year to better estimate required capital dollars for future improvements plan(s).
- (4) Landscaping (Restore and Reclaim) for areas adjacent to right-of-way. Landscaping is for amenities (i.e. Plantings, Planters, benches, etc.).
- (5) Estimated values of Contract Bond and Insurance and Mobilization were estimated at 0.6% and 5.5% of total construction cost, respectively.
- (6) Right-of-way estimated for Spruce Street and Walnut Street Only based on GIS and available plat data.



Project Name: Wheatland, WY 16th Street

OAK ST IMPROVEMENTS COST ANALYSIS

				Engineers Es	stima	ate
Item	ltem	Total	Unit	Unit Price		Total
1020.01	BONDS AND INSURANCE	1	LS	\$ 1,674.00	\$	1,674.00
1020.02	CONTRACTOR TESTING	1	LS	\$ 7,500.00	\$	7,500.00
1020.03	POTHOLING UTILITIES (NON-DESTRUCTIVE)	1	LS	\$ 3,000.00	\$	3,000.00
1030.01	MOBILIZATION	1	LS	\$ 13,282.00	\$	13,282.00
1050.01	TRAFFIC CONTROL	1	LS	\$ 10,000.00	\$	10,000.00
1563.01	STORMWATER MANAGEMENT & EROSION CONTROL	1	LS	\$ 10,000.00	\$	10,000.00
2050.02	REMOVAL OF EXISTING CONCRETE - Flat	1,911	SY	\$ 10.00	\$	19,110.00
2050.03	REMOVAL OF EXISTING CURB AND GUTTER	320	LF	\$ 6.00	\$	1,920.00
2210.01	UNCLASSIFIED EXCAVATION - 12" Deep	1,031	CY	\$ 7.50	\$	7,732.50
2231.01	CRUSHED BASE - 6"	1,911	SY	\$ 4.75	\$	9,077.25
2231.02	CRUSHED BASE - 4"	372	SY	\$ 4.25	\$	1,581.00
2512.01	PLANT MIX BITUMINOUS PAVEMENT (TYPE II) GRADING 'A' - 2"	1,911	SY	\$ 15.00	\$	28,665.00
2512.02	PLANT MIX BITUMINOUS PAVEMENT (TYPE II) GRADING 'D' - 2"	1,911	SY	\$ 15.75	\$	30,098.25
2665.01	WATER MAIN MODIFICATION REPLACE / EXTEND FH ASSEMBLEYS	2	EA	\$ 6,000.00	\$	12,000.00
2725.01	STORM SEWER - 18" RCP	96	LF	\$ 90.00	\$	8,640.00
2725.02	STORM SEWER - 24" RCP		LF	\$ 110.00	\$	-
2725.03	STORM SEWER - 30" RCP	260	LF	\$ 125.00	\$	32,500.00
2725.04	STORM SEWER - 36" RCP		LF	\$ 150.00	\$	-
2725.05	STORM SEWER INLETS - TYPE A	4	EA	\$ 3,368.00	\$	13,472.00
2900.01	LANDSCAPING	1	LS	\$ 10,000.00	\$	10,000.00
2900.02	LANDSCAPING (RESTORE AND RECLAIM)	1.0	AC	\$ 1,500.00	\$	1,500.00
3330.01	CURB AND GUTTER - TYPE A	632	LF	\$ 18.00	\$	11,376.00
3340.02	CONCRETE CURB FILLET	4	EA	\$ 2,700.00	\$	10,800.00
3340.03	CONCRETE SIDEWALK - 6' WIDE	121	SY	\$ 43.00	\$	5,203.00
3340.04	CONCRETE SIDEWALK - 8' WIDE	60	SY	\$ 44.00	\$	2,640.00
3340.05	CONCRETE DRIVEWAY APPROACH		SY	\$ 58.00	\$	-
3340.06	TRUNCATED DOMES (2'x5')	8	EA	\$ 270.00	\$	2,160.00
3340.07	DECORATIVE CONCRETE - Rowley Street to South Street West Side	53	SY	\$ 12.00	\$	636.00
4000.01	PAVEMENT MARKINGS	200	LF	\$ 1.00	\$	200.00
4005.01	DRY UTILITY RELOCAITON	1	LS	\$ 10,000.00	\$	10,000.00
			SUB-TOTAL		\$	264,767.00
	CONTINGENCY (20%)	1	LS	\$ 52,953.00	\$	52,953.00
		SUB-TOTAL CONST	RUCTION COST		\$	317,720.00
	ENGINEER DESIGN (10%)	1	LS	\$ 26,477.00	\$	26,477.00
		SUB-TOTAL	ENGINEERING		\$	26,477.00
	RIGHT OF WAY ACQUISITION (RESIDENTIAL)		SF	\$ 10.00	\$	-
	RIGHT OF WAY ACQUISITION (LEVEL 2 COMMERCIAL)		SF	\$ 12.00	\$	-
		SUB-TOTAL F	RIGHT-OF-WAY		\$	-
		Т	OTAL PROJECT		\$	344,197.00
		FOR	ESTIMATE		\$	350,000.00

- (1) The Cost Estimates were developed using data from the Colorado Department of Transportation (CDOT) 2014 & 2015 Cost Data Book compiled by the Engineering Estimates and Marketing Analysis Unit; 2015 Weighted Average Bid Prices, complied by WYDOT; and Typical Costs from historical AVI project experience database.
- (2) Right-of-way costs are based on previous projects in 2015 for City of Cheyenne and City of Laramie (AVI, pc) (i.e. Vacant, Commercial Level 2)
- (3) Please note totals and unit prices are calculated based on present worth or present value dollars. Adjustments should be made for years beyond the present year to better estimate required capital dollars for future improvements plan(s).
- (4) Landscaping (Restore and Reclaim) for areas adjacent to right-of-way. Landscaping is for amenities (i.e. Plantings, Planters, benches, etc.).
- (5) Estimated values of Contract Bond and Insurance and Mobilization were estimated at 2.0% and 5.5% of total construction cost, respectively.
- (6) Right-of-way estimated for Spruce Street and Walnut Street Only based on GIS and available plat data.



Project Name: Wheatland, WY 16th Street

SPRUCE ST IMPROVEMENTS COST ANALYSIS

				Engineers Es	stima	ite
Item	ltem	Total	Unit	Unit Price		Total
1020.01	BONDS AND INSURANCE	1	LS	\$ 5,062.00	\$	5,062.00
1020.02	CONTRACTOR TESTING	1	LS	\$ 5,000.00	\$	5,000.00
1020.03	POTHOLING UTILITIES (NON-DESTRUCTIVE)	1	LS	\$ 5,000.00	\$	5,000.00
1030.01	MOBILIZATION	1	LS	\$ 15,298.00	\$	15,298.00
1050.01	TRAFFIC CONTROL	1	LS	\$ 5,000.00	\$	5,000.00
1563.01	STORMWATER MANAGEMENT & EROSION CONTROL	1	LS	\$ 5,000.00	\$	5,000.00
2050.01	REMOVAL OF STRUCTURES AND OBSTRUCTIONS (CULVERTS, PAVEMENT, CONCRETE)		LS	\$ 5,000.00	\$	-
2210.01	UNCLASSIFIED EXCAVATION - 12" Deep	1,323	CY	\$ 6.80	\$	8,996.40
2231.01	CRUSHED BASE - 6"	4,025	SY	\$ 4.75	\$	19,118.75
2231.02	CRUSHED BASE - 4"	1,662	SY	\$ 4.25	\$	7,064.00
2512.01	PLANT MIX BITUMINOUS PAVEMENT (TYPE II) GRADING 'A' - 2"	4,025	SY	\$ 15.00	\$	60,375.00
2512.02	PLANT MIX BITUMINOUS PAVEMENT (TYPE II) GRADING 'D' - 2"	4,025	SY	\$ 15.75	\$	63,393.75
2900.01	LANDSCAPING	1	LS	\$ -	\$	-
2900.02	LANDSCAPING (RESTORE AND RECLAIM)	0.5	AC	\$ 1,500.00	\$	750.00
3330.01	CURB AND GUTTER - TYPE A	1,830	LF	\$ 18.00	\$	32,940.00
3340.02	CONCRETE CURB FILLET	2	EA	\$ 2,700.00	\$	5,400.00
3340.03	CONCRETE SIDEWALK - 6' WIDE	1,219	SY	\$ 43.00	\$	52,417.00
3340.04	CONCRETE (STAMPED) - 4"		SY	\$ 110.00	\$	-
3340.05	CONCRETE DRIVEWAY APPROACH	36	SY	\$ 58.00	\$	2,088.00
3340.06	TRUNCATED DOMES (2'x5')	2	EA	\$ 270.00	\$	540.00
4000.01	PAVEMENT MARKINGS		LF	\$ 1.00	\$	-
4005.01	DRY UTILITY RELOCAITON	1	LS	\$ 15,000.00	\$	15,000.00
			SUB-TOTAL		\$	308,442.90
	CONTINGENCY (20%)	1	LS	\$ 61,689.00	\$	61,689.00
		SUB-TOTAL CONST	RUCTION COST		\$	370,131.90
	ENGINEER DESIGN (10%)	1	LS	\$ 30,844.00	\$	30,844.00
		SUB-TOTAI	. ENGINEERING		\$	30,844.00
	RIGHT OF WAY ACQUISITION (LEVEL 2 COMMERCIAL)	4,883	SF	\$ 12.00	\$	58,596.00
	RIGHT OF WAY ACQUISITION (VACANT)	15,270	SF	\$ 8.00	\$	122,160.00
		SUB-TOTAL	RIGHT-OF-WAY		\$	180,756.00
		1	OTAL PROJECT		\$	581,731.90
		FOR	ESTIMATE		\$	590,000.00

- (1) The Cost Estimates were developed using data from the Colorado Department of Transportation (CDOT) 2014 & 2015 Cost Data Book compiled by the Engineering Estimates and Marketing Analysis Unit; 2015 Weighted Average Bid Prices, complied by WYDOT; and Typical Costs from historical AVI project experience database.
- (2) Right-of-way costs are based on previous projects in 2015 for City of Cheyenne and City of Laramie (AVI, pc) (i.e. Vacant, Commercial Level 2)
- (3) Please note totals and unit prices are calculated based on present worth or present value dollars. Adjustments should be made for years beyond the present year to better estimate required capital dollars for future improvements plan(s).
- (4) Landscaping (Restore and Reclaim) for areas adjacent to right-of-way. Landscaping is for amenities (i.e. Plantings, Planters, benches, etc.).
- (5) Estimated values of Contract Bond and Insurance and Mobilization were estimated at 2.0% and 5.5% of total construction cost, respectively.
- (6) Right-of-way estimated for Spruce Street and Walnut Street Only based on GIS and available plat data.



Project Name: Wheatland, WY 16th Street

WALNUT ST IMPROVEMENTS COST ANALYSIS

				Engineers Es	stima	ite
Item	Item	Total	Unit	Unit Price		Total
1020.01	BONDS AND INSURANCE	1	LS	\$ 2,177.00	\$	2,177.00
1020.02	CONTRACTOR TESTING	1	LS	\$ 5,000.00	\$	5,000.00
1020.03	POTHOLING UTILITIES (NON-DESTRUCTIVE)	1	LS	\$ 5,000.00	\$	5,000.00
1030.01	MOBILIZATION	1	LS	\$ 7,206.00	\$	7,206.00
1050.01	TRAFFIC CONTROL	1	LS	\$ 5,000.00	\$	5,000.00
1563.01	STORMWATER MANAGEMENT & EROSION CONTROL	1	LS	\$ 5,000.00	\$	5,000.00
2050.01	REMOVAL OF STRUCTURES AND OBSTRUCTIONS (CULVERTS, PAVEMENT, CONCRETE)		LS	\$ 5,000.00	\$	-
2210.01	UNCLASSIFIED EXCAVATION - 12" Deep	597	CY	\$ 7.50	\$	4,477.50
2231.01	CRUSHED BASE - 6"	1,532	SY	\$ 4.75	\$	7,277.00
2231.02	CRUSHED BASE - 4"	760	SY	\$ 4.25	\$	3,230.00
2512.01	PLANT MIX BITUMINOUS PAVEMENT (TYPE II) GRADING 'A' - 2"	1,532	SY	\$ 15.00	\$	22,980.00
2512.02	PLANT MIX BITUMINOUS PAVEMENT (TYPE II) GRADING 'D' - 2"	1,532	SY	\$ 15.75	\$	24,129.00
2900.01	LANDSCAPING		LS	\$ 20,000.00	\$	-
2900.02	LANDSCAPING (RESTORE AND RECLAIM)	0.5	AC	\$ 1,500.00	\$	750.00
3330.01	CURB AND GUTTER - TYPE A	672	LF	\$ 18.00	\$	12,096.00
3340.02	CONCRETE CURB FILLET	2	EA	\$ 2,700.00	\$	5,400.00
3340.03	CONCRETE SIDEWALK 8' WIDE	530	SY	\$ 44.00	\$	23,320.00
3340.04	CONCRETE (STAMPED) - 4"		SY	\$ 110.00	\$	-
3340.05	CONCRETE DRIVEWAY APPROACH	80	SY	\$ 58.00	\$	4,640.00
3340.06	TRUNCATED DOMES (2'x5')	2	EA	\$ 270.00	\$	540.00
4000.01	PAVEMENT MARKINGS		LF	\$ 1.00	\$	-
4005.01	DRY UTILITY RELOCAITON	1	LS	\$ 15,000.00	\$	15,000.00
			SUB-TOTAL		\$	153,222.50
	CONTINGENCY (20%)	1	LS	\$ 30,645.00	\$	30,645.00
		SUB-TOTAL CONST	RUCTION COST		\$	183,867.50
	ENGINEER DESIGN (10%)	1	LS	\$ 15,322.00	\$	15,322.00
		SUB-TOTAL	. ENGINEERING		\$	15,322.00
	RIGHT OF WAY ACQUISITION (RESIDENTIAL)	2,366	SF	\$ 10.00	\$	23,660.00
	RIGHT OF WAY ACQUISITION (LEVEL 2 COMMERCIAL)	1,502	SF	\$ 12.00	\$	18,024.00
		SUB-TOTAL I	RIGHT-OF-WAY		\$	41,684.00
		1	OTAL PROJECT		\$	240,873.50
		FOR	ESTIMATE		\$	250,000.00

- (1) The Cost Estimates were developed using data from the Colorado Department of Transportation (CDOT) 2014 & 2015 Cost Data Book compiled by the Engineering Estimates and Marketing Analysis Unit; 2015 Weighted Average Bid Prices, complied by WYDOT; and Typical Costs from historical AVI project experience database.
- (2) Right-of-way costs are based on previous projects in 2015 for City of Cheyenne and City of Laramie (AVI, pc) (i.e. Vacant, Commercial Level 2)
- (3) Please note totals and unit prices are calculated based on present worth or present value dollars. Adjustments should be made for years beyond the present year to better estimate required capital dollars for future improvements plan(s).
- (4) Landscaping (Restore and Reclaim) for areas adjacent to right-of-way. Landscaping is for amenities (i.e. Plantings, Planters, benches, etc.).
- (5) Estimated values of Contract Bond and Insurance and Mobilization were estimated at 2.0% and 5.5% of total construction cost, respectively.
- (6) Right-of-way estimated for Spruce Street and Walnut Street Only based on GIS and available plat data.

16TH STREET CORRIDORY STUDY



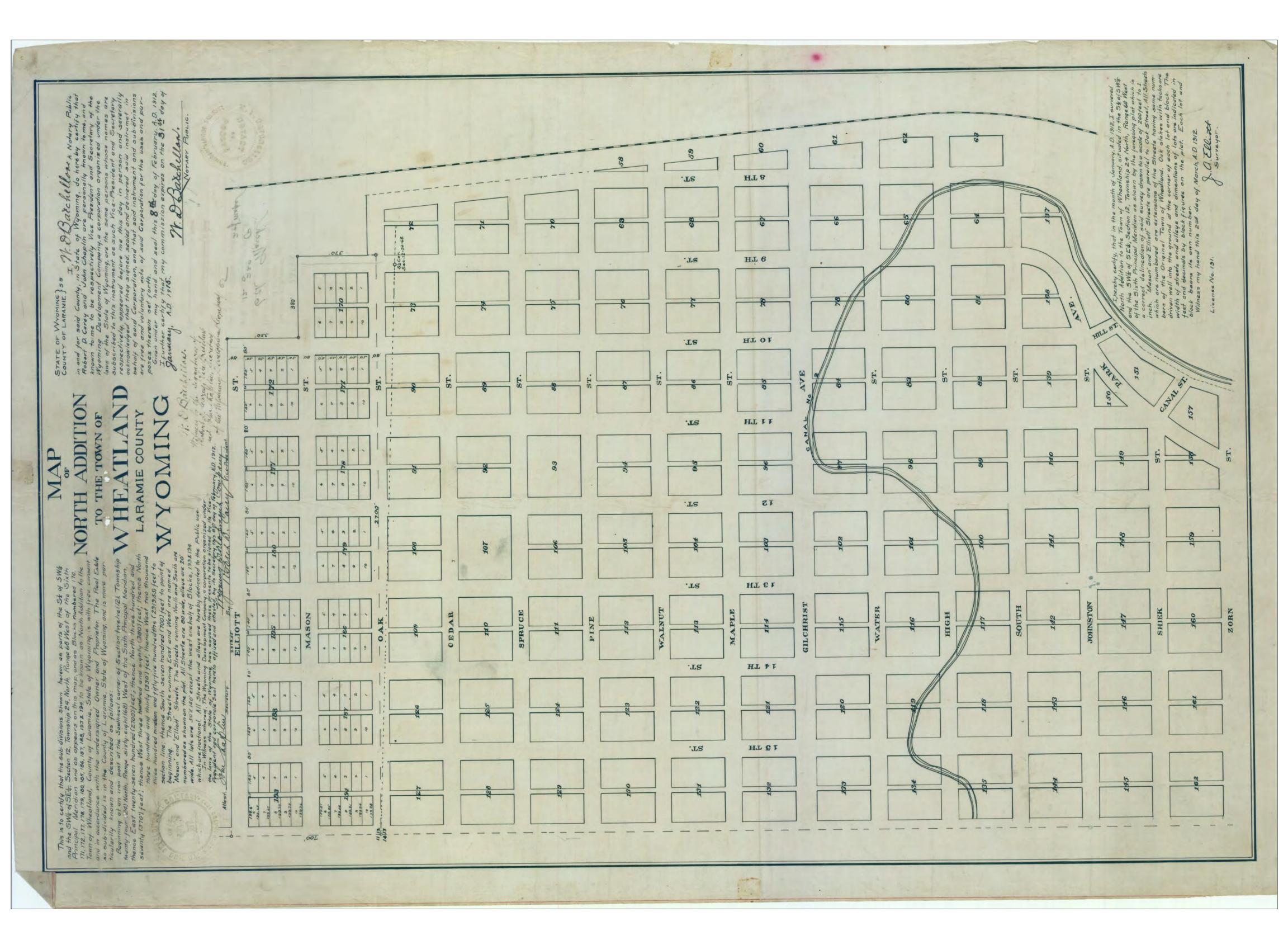
APPENDIX D

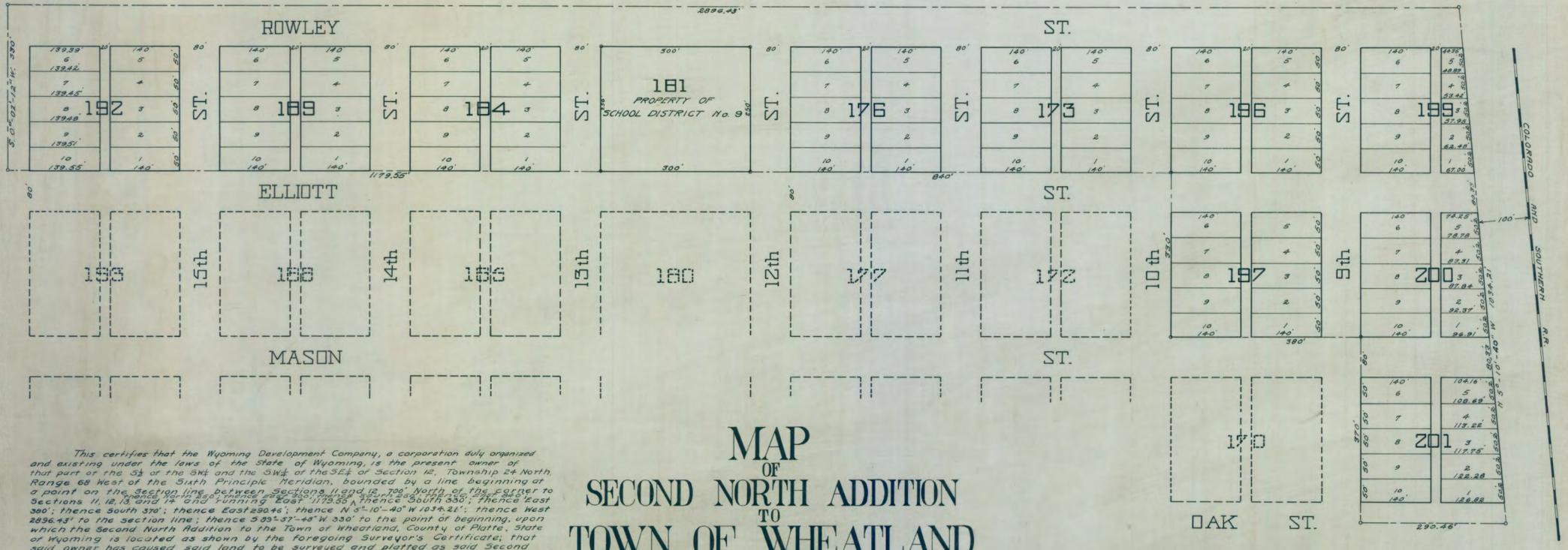
Final July 2016

APPENDIX D

Plats

16th Street Corridor Study 2-3772.15





of Wyoming is located as shown by the foregoing Surveyor's Certificate; that said owner has caused said land to be surveyed and platted as said Second North Addition as shown by this plat and Surveyor's Certificate; that the streets and alleys indicated on said plat and shown on said Surveyor's Certificate, are dedicated to the public use; reserving, however, to The Wyoming Development Company and its assigns the perpetual and exclusive right to occupy the streets and alleys

of said Second North Addition for the purpose of establishing and maintaining a water supply system by pipe lines or canals.

In Witness Whereof, the Wyoming Development Company has caused this instrument to be signed by its vice President and attested by its Secretary, and the corporate seal of the Company to be hereunto affixed this both day of September - A.D. 1920.

to be reprine

Wyoming Development Company.

By Hobus D. Carry
Gin President
Attest: James D. Chaplin
Secretary

PLATTE CO., WYO. SCALE 1 IN. = 100 FT.

STATE OF WYOMING) 55.
COUNTY OF LARAMIE) 55.

1. J. Q. Kirk patrick, a Notary Public Within and for said County, in the State aforesaid. do hereby certify that on this Roth day of September AD. 1920, before personally appeared Robert D. Carey and James D Chaplin, to me personally known. who being by me duly sworn, did say that they are respectively the Yice - President and Secretary of the Wyoming Development Company, the grantor herein, and the seal affixed to said instrument is the corporate seal of said Wyoming Development Company, and said instrument was signed and sealed in behalf of said Wyoming Development Company by authority of its Board of Directors, and said Robert D. Carey and James D. Chaplin acknowledge said instrument to be the free act and deed of said Wyoming Development Company.

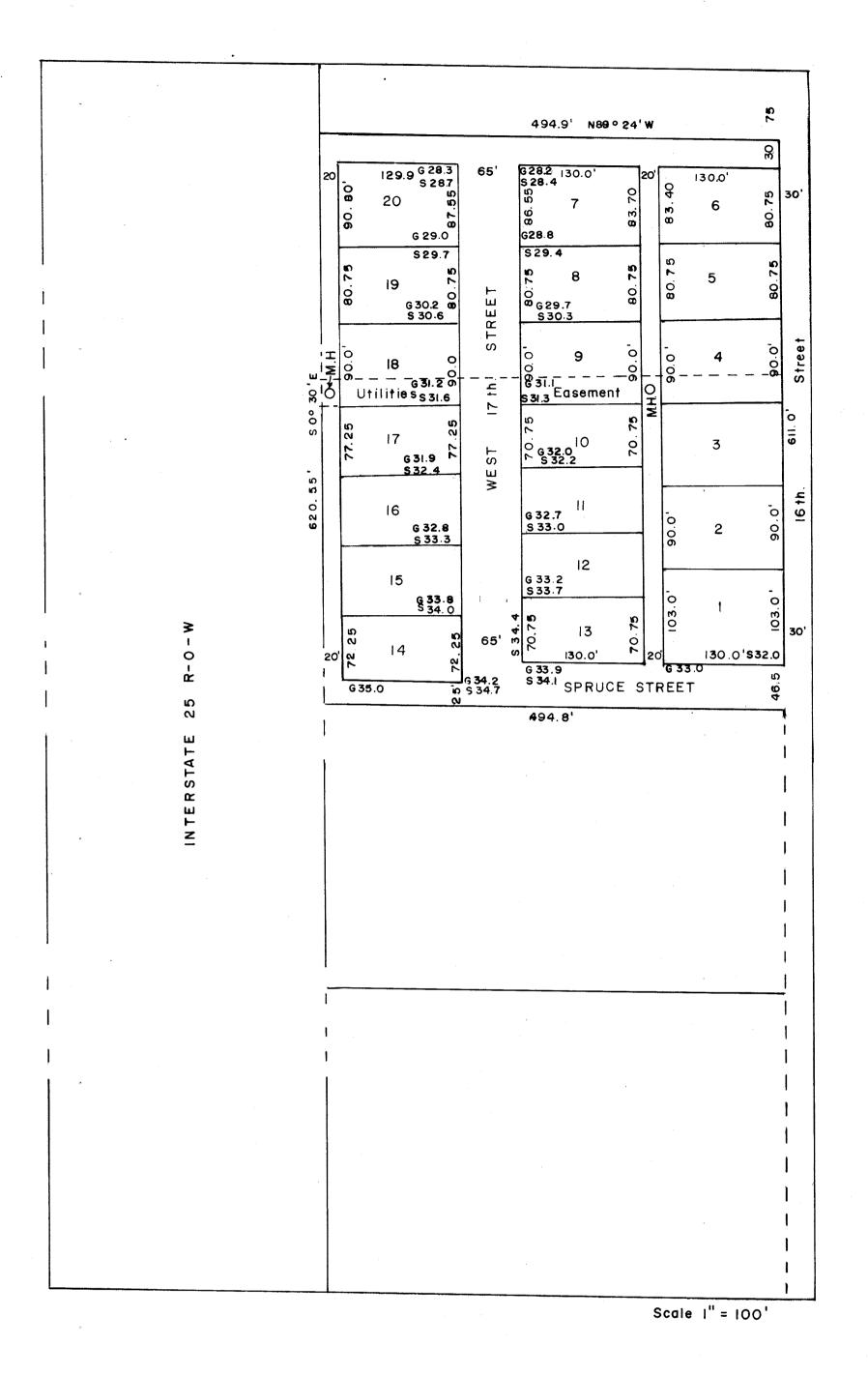
AD 1924. IN WITNESS WHEREOF, I have hereunto set my or September 1920.

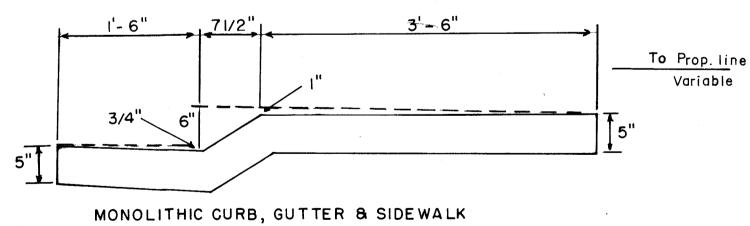
1929 I surveyed the Second from the file I hereby certify that in the month of August 1920, I surveyed the Second North Addition to the Town of Wheatland, County of Platte, State of Wyoming; the said Second North Addition being situated in the 5.2 of the 5 W4 and the 5 W4 of the SE\$ of Section 12, Township 24 North, Range 68 West of the Sixth Principle Meridian, as shown by the foregoing plat, which is a correct delineation of said survey drawn to a scale of 100 feet to an inch. Rowley Street is parallel to Elliott Street. All streets which are numbered are extensions of the streets having same numbers of the Original Town of Wheatland. Oak stakes with tacks are driven well into the ground of the corners of blocks. All regular lots are so feet front and wide, and their length is 140 feet. All streets are 80 feet wide and the alleys are 20 feet wide. Each block appears on this plat as numbered. Each street bears its own name or number on this plat. Witness my hand this Ist day of September A.D. 1920.

Ja Elliot

28204

maple additions Townships





LOCK ADDITION WHEAT LAND, WYOMING

CERTIFICATE OF SURVEYOR

STATE OF WYOMING) COUNTY OF PLATTE) SS

I, J. Kenneth Kennedy of Wheatland, Wyoming hereby certify that this map of the Lock Addition in Section 14, T24N, R68W, Platte County Wyoming was made from field notes taken during an actual survey made by me on July 25,1973, that the boundary of said Addition is described: That part of the NE 1/4 NE 1/4 of Section 14, T24N, R68W of the 6th. P.M. Platte County, Wyoming! Beginning at a point South 75 feet and N 89° 24'W 30feet from the NE corner of Section 14, T24N, R68W of the 6th P.M. Platte County, Wyoming; thence N 89° 24'W 494.9 feet; thence S 00°30'E620.6 feet; thence Easterly on a line parallel to Spruce Street a distance of 494.8 feet; thence North on line parallel to 16th Street a distance of 611.0 feet to the Point of beginning containing 7.00 acres more or less. All boundary and lot corners are marked with 1/2" 🗓 2'pipe.

Wyo Reg. P.E & L.S. No 550

DEDICATION OF OWNER

STATE OF WYOMING) SS COUNTY OF PLATTE)

Know all men by these presents that the above and forgoing Addition of part the E 1/2 N1/4 NE 1/4 of Section 14, T24N, R68N of the 6th P.M. as described in the forgoing Surveyor Certificate is made with the free and voluntary consent and in accordance with the desires of the undersigned and proprietor, and the roads therein dedicated to the public use.

The said Addition to be known as the Lock Addition.

NOTARY PUBLIC

STATE OF WYOMING) SS COUNTY OF PLATTE)

1, Elystetic Plasser, a Notary Public in and for the County of Platte and State of Wyoming do hereby certify that on this day of heay 1973, before me personally appeared Luther D. Lock and Ruth E Lock, John Livers and Sharon Livers, Robert L. Lockman and Shirley V. Lockman tome personally know to be the persons described in and who executed the forgoing instrument and acknowledged that they executed the same as their act and deed.

In witness whereof, I have set my hand and affixed my Notarial Seal Inday of Tusy 1974

CERTIFICATE OF COUNTY CLERK

My Commission Carpings and also be

STATE OF WYOMING) SS COUNTY OF PLATTE)

This instrument was filed for record on the 3 day May AD 1974 at 8:00 AM an is duly recorded in Book 1 , Page 90 of County Plat Book, Receiving Book No. 355249

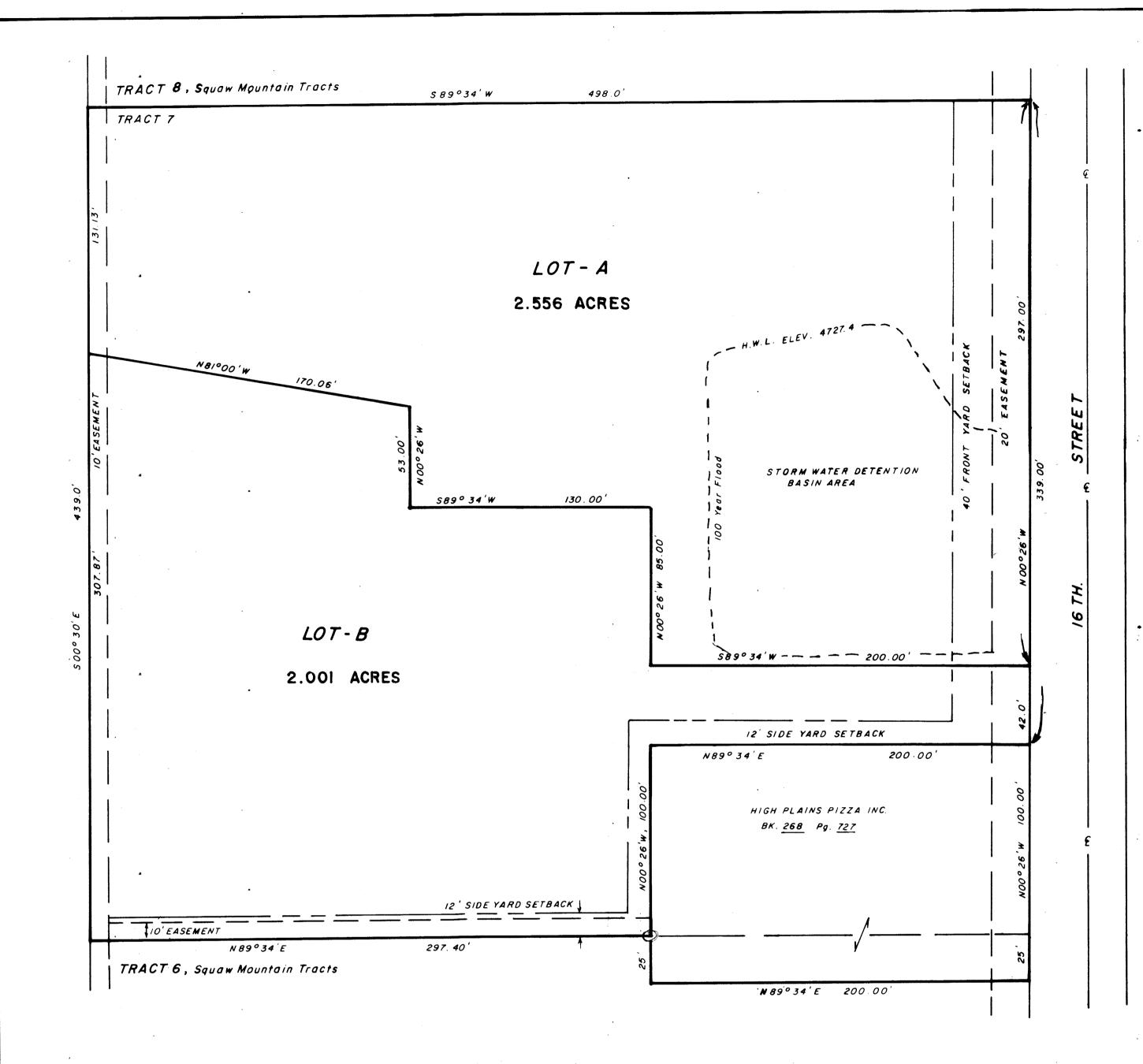
County Clerk and Ex Officio of Deeds

APPROVAL OF MAYOR

The above Platewas approved by me on the 2 day of May

Town Clerk

CERTIFICATE OF SURVEYOR STATE OF WYOMING) SE COUNTY OF PLATTE) I, J. Kenneth Kennedy of Wheatland, Wyoming hereby certify that this map of the SQUAW MOUNTAIN TRACTS in Section II, 724N, R68 W, Platte County, Wyoming was made from field notes taken during an actual survey made by me on July 16, 1976 and that the boundary of said ADDITION is described as: That part of the E1/2 SE1/4 and of the SE1/4 NE1/4, Section II, T24N, R68W of 6th. P.M., Platte County Beginning at a point on the East boundary line of Section II, T24N, R68W of the 6th. P.M., Platte County, thence N 73° 42'W 557.5 feet to a point on the East R-O-W of Interstate - 25 and which point is on a curve left; thence following said left curve whose chard is \$1°30'E 224.3 feet to its point of tangent; thence SOO° 30'E 3543.7 feet; thence 800° 16°E 525.4 feet to the point of beginning, containing 44.72 acres mare or less. RUWARTS Location No 242.0 S.O Ac. SQUAW MOUNTAIN TRACTS Many Kuin Bown May V Shafer NOTARY PUBLIC CERTIFICATE OF COUNTY CLERK COUNTY OF PLATTE) SE STATE OF WYOMING) SS-COUNTY OF PLATTE) This instrument was filed for record on the 18th day of August 1976 A.D. at 10:45 o'clock 4:M. and is duly recorded in Book 1, Page 103 of County Plat Book. DK Emines County Clerk and Ex-Officio of Deeds APPROVAL OF MAYOR APPROVAL OF TOWN ENGINEER OA: COM ST COMMON AS **** APPROVAL OF PLANNING DIRECTOR Chairman



SCALE |" = 40"

. R68W

VICINITY MAP SCALE |" = 2000"

EXECUTION AND DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT TORCHLIGHT MOTOR INN, A CORPORATION IN THE STATE OF WYOMING, IS OWNER OF THE PROPERTY ENCOMPASSED BY THE "TIMBERS SUBDIVISION" A SUBDIVISION OF A PORTION OF TRACT 7 IN SQUAW MOUNTAIN TRACTS IN THE TOWN OF WHEATLAND, PLATTE COUNTY, WYOMING. BE IT FURTHER KNOWN THAT SAID TORCHLIGHT MOTOR MIN CORPORATION EXECUTES THIS SUBDIVISION PLAT OF "TIMBERS SUBDIVISION" IN ACCORDANCE WITH ITS DESIRES AND AS #18 FREE ACT AND DEED AND DEDICATES THE EASEMENTS AND STORM WATER DETENTION AREA FOR THE PURPOSES SHOWN HEREON.

ACKNOWLEDGEMENT

STATE OF WYOMING)

COUNTY OF PLATTE)

1997, BEFORE ME, A NOTARY PUBLIC, THE UNDERSIGNED OFFICER, PERSONALLY APPEARED ED SIEL, WHO ACKNOWLEDGED HIMSELF TO BE THE PRESIDENT OF TORCHLIGHT MOTOR INN AND THAT HE, AS SUCH PRESIDENT, BEING AUTHORIZED TO DO SO, EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSES THEREIN CONTAINED, BY SIGNING THE NAME OF THE CORPORATION BY HIMSELF AS PRESIDENT.



IN WITNESS WHEREOF I HEREUNTO SET MY HAND AND OFFICIAL SEAL.

MY COMMISSION EXPIRES: Que. 21. 10

CERTIFICATES OF APPROVAL

THE WITHIN SUBDIVISION PLAT OF "TIMBERS SUBDIVISION" A SUBDIVISION OF A PORTION OF TRACT 7 IN SQUAW MOUNTAIN TRACTS, TOWN OF WHEATLAND, PLATTE COUNTY, WYOMING, IS HEREBY APPROVED THIS 24 DAY OF APRIL 1997.

THE WITHIN SUBDIVISION PLAT OF "TIMBERS SUBDIVISION" A SUBDIVISION OF A PORTION OF TRACT 7 IN SQUAW MOUNTAIN TRACTS, TOWN OF WHEATLAND, PLATTE COUNTY, WYOMING, IS HEREBY APPROVED THIS 24 DAY OF Again

THE PLANNING COMMISSION OF THE TOWN OF WHEATLAND, WYOMING, DOES HEREBY AUTHORIZE AND APPROVE THIS SUBDIVISION PLAT OF "TIMBERS SUBDIVISION" AT A MEETING OF BAID COMMISSION HELD ON THIS 24 THE DAY OF ___

THE WITHIN SUBDIVISION PLAT OF "TIMBERS SUBDIVISION" IS HEREBY APPROVED BY ME ON ANTHORITY OF THE TOWN COUNCIL OF THE TOWN OF WHEATLAND THIS _________D

STATE OF WYOMING)

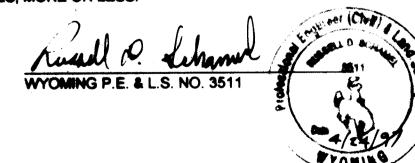
COUNTY OF PLATTE)

THIS 12th DAY OF May, A.D. 1997, AND DULY RECORDED IN PLAT BOOK NO. _____, ON PAGE NO. ______, RECORDING NO. _______, S.D. 1997.

CERTIFICATE OF SURVEYOR

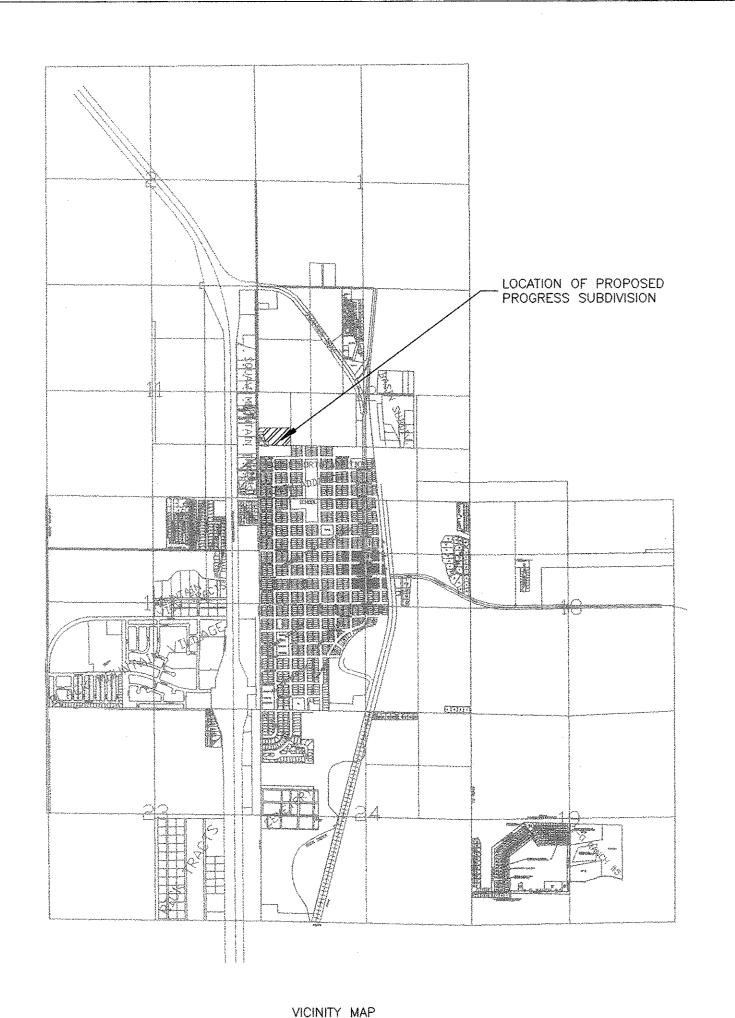
I, RUSSELL D. SCHIMBL, DO HEREBY CERTIFY THAT THE "TIMBERS SUBDIVISION" AS SHOWN HEREON AND BEING A SUBDIVISION OF A PORTION OF TRACT 7 IN SQUAW MOUNTAIN TRACTS IN THE TOWN OF WHEATLAND, PLATTE COUNTY, WYOMING, WAS SURVEYED BY ME IN JANUARY, 1987. THE BOUNDARIES OF THE "TIMBERS SUBDIVISION" ARE FURTHER DESCRIBED AS FOLLOWS:

BEDROUNG AT THE NORTHEAST CORNER OF TRACT 7 IN SQUAW MOUNTAIN TRACTS IN THE TOWN OF WHEATLAND, PLATTE COUNTY, WYOMING, AS SHOWN ON THE PLAT RECORDED IN BOOK OF PLATS NO. 1 ON PAGE 103 IN THE PLATTE COUNTY CLERK'S OFFICE: (1) THENCE SOO'SA'W, ALONG THE NORTH LINE OF SAID TRACT 7 IN SQUAW MOUNTAIN TRACTS, FOR A DISTANCE OF 488.0 FEET TO THE NORTHWEST CORNER OF SAID TRACT 7: (2) THENCE SOO SO'E, ALONG THE WEST LINE OF SAID TRACT 7 AND ALONG THE EAST RIGHT-OF-WAY BOUNDARY OF INTERSTATE HIGHWAY NO. 25, FOR A DISTANCE OF 430.8 FEET TO THE SOUTHWEST CORNER OF SAID TRACT 7; (3) THENCE NOO'SO'E, ALONG THE SOUTH LINE OF SAID TRACT 7, FOR A DISTANCE OF 287.40 FEET TO A POINT ON THE WEST LINE OF THE HIGH PLAINS PIZZA, INC., PROPERTY; (4) THENCE NOO"26W, PARALLEL WITH AND 200 FEET WEST FROM THE EAST LINE OF TRACT 7, FOR A DISTANCE OF 100.00 FEET TO THE NORTHWEST CORNER OF THE HIGH PLAINS PIZZA, INC., PROPERTY; (5) THENCE N89°34'E, PARALLEL WITH AND 100 FEET NORTH FROM THE SOUTH LINE OF TRACT 7, FOR A DISTANCE OF 200.00 FEET TO THE NORTHEAST CORNER OF THE HIGH PLAINS PIZZA, INC., PROPERTY; (6) THENCE NO0'26'W, ALONG THE EAST LINE OF SAID TRACT 7 IN SQUAW MOUNTAIN TRACTS, FOR A DISTANCE OF 339.00 FEET TO THE POINT OF BEGINNING, CONTAINING 4.557 ACRES, MORE OR LESS.



TIMBERS SUBDIVISION

A SUBDIVISION OF A PORTION OF TRACT 7 IN SQUAW MOUNTAIN TRACTS, TOWN OF WHEATLAND, PLATTE COUNTY, WYOMING



DO NOT SCALE

CERTIFICATE OF APPROVAL
THE WITHIN SUBDIVISION PLAT OF "PROGRESS SUBDIVISION"
A SUBDIVISION OF A 7.18 ACRE PARCEL IN THE TOWN OF WHEATLAND, PLATTE COUNTY, WYOMING, IS HEREBY APPROVED THIS 31st DAY OF August, 2005

Marlin & Johnson TOWN OF WHENTLAND, PLANNING DIRECTOR

THE WITHIN SUBDIVISION PLAT OF "PROGRESS SUBDIVISION"

A SUBDIVISION OF A 7.18 ACRE PARCEL IN THE TOWN OF WHEATLAND PLATING COUNTY, WYOMING, IS HEREBY APPROVED THIS DAY OF HUGUST, 2005

TOWN OF WHEATLAND, TOWN ENGINEER STORM PROGRESS SUBDIVISION"

TOWN OF WHEATLAND, TOWN ENGINEER STORM PROGRESS SUBDIVISION

TOWN OF WHEATLAND, TOWN ENGINEER STORM PROGRESS SUBDIVISION

TOWN OF WHEATLAND, TOWN ENGINEER STORM PROGRESS SUBDIVISION

THE PLANNING COMMISSION OF THE TOWN OF WHEATLAND, WYOMING, DOES HEREBY

AUTHORIZE AND APPROVE THIS SUBDIVISION PLAT OF "PROGRESS SUBDIVISION" /
AT A MEETING OF SAID COMMISSION HELD ON THIS 3/2 DAY OF LUCK T, 2005

CHAIRMAN

ATTEST:

TOWN CLERK

CERTIFICATES OF APPROVAL

THIS DAY OF LAGAL, 2005.

MAYOR, TOWN OF WHEATLAND

ATTEST:

TOWN CLERY

Deputy

Filing Record

Reception 56/63/
State of Wyoming)
County of Platte)
This instrument was filed for record at 3:43 o'clock PM, on the day of August
A.D. 2005 and duly recorded in P/C 3 slot 214

County Clerk & Ex-Official Register of Deeds

By Frecuis Color Deputy

CERTIFICATE OF OWNERSHIP AND DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED IS THE OWNER IN FEE SIMPLE OF THE PROPERTY ENCOMPASSED BY THE "PROGRESS SUBDIVISION" AS SHOWN HEREON. THE BOUNDARY OF THE PROPERTY INCLUDED IN THIS SUBDIVISION IS SHOWN ON THE MAP HEREON AND COINCIDES WITH THE PROPERTY BOUNDARIES DESCRIBED BELOW:

BEGINNING AT THE SOUTHWEST CORNER OF SECTION 12, T24N, R68W; THENCE N 00'21'00"W ALONG THE WEST LINE OF SW1/4 SECTION 12, FOR A DISTANCE OF 1763.10' FEET, TO THE TRUE POINT OF BEGINNING.

THENCE ALONG THE FOLLOWING COURSES NUMBERED 1 THROUGH 12; 1. S88'37'30"E, FOR A DISTANCE OF 40.02 FEET:

S88*37'30"E, FOR A DISTANCE OF 782.05 FEET;
 S00*26'58"W, FOR A DISTANCE OF 439.91 FEET;
 N88*40'40"W, FOR A DISTANCE OF 429.77 FEET, TO A POINT ON THE EAST LINE

OF LOT 3, HARRIS SUBDIVISION;
5. NOO'05'23"W, FOR A DISTANCE OF 83.35 FEET, TO THE NORTHEAST CORNER OF LOT 3, HARRIS SUBDIVISION;

6. N88'42'07"W, FOR A DISTANCE OF 186.89 FEET, TO THE SOUTHEAST CORNER OF LOT 2, HARRIS SUBDIVISION;
7. N05'01'02"W, FOR A DISTANCE OF 116.09 FEET, TO THE NORTHEAST CORNER OF

LOT 2, HARRIS SUBDIVISION;

8. S86'49'51"W, FOR A DISTANCE OF 34.05 FEET, TO THE SOUTHEAST CORNER OF LOT 1, HARRIS SUBDIVISION;

9. N89'39'00"W, FOR A DISTANCE OF 91.70 FEET, TO THE SOUTHWEST CORNER OF

LOT 1, HARRIS SUBDIVISION;

10. NO0°21'00"W, FOR A DISTANCE OF 69.21 FEET, TO THE NORTHWEST CORNER OF LOT 1, HARRIS SUBDIVISION;

11. S89°41'20"W, FOR A DISTANCE OF 30 FEET, TO A POINT ON THE WEST LINE OF

THE SW¼, SECTION 12;
12. NOO'21'00"W, ALONG THE W LINE OF SW1/4 SECTION 12, FOR A DISTANCE OF 178.89 FEET, TO THE TRUE POINT OF BEGINNING.

THE ABOVE-DESCRIBED PROPERTY INCLUDES LOT 1 OF HARRIS SUBDIVISION, WHICH IS PART OF AND PERMANENTLY ATTACHED TO PROGRESS SUBDIVISION, AND USED FOR A PORTION OF THE PUBLIC ROAD AND UTILITIES EASEMENT. ALSO INCLUDED IN THIS DESCRIPTION IS THE EASEMENT DESCRIBED IN BOOK 254 PAGE 722, IN THE PLATTE COUNTY CLERKS OFFICE, SAID EASEMENT IS ABANDONED BY THIS PLAT.

THE ABOVE DESCRIBED PROPERTY ALSO INCLUDES AN EASEMENT FOR A SIGN 10' X 30' IN LOT 1 AS SHOWN HEREON AND IS DEDICATED TO THE PROPERTY OWNERS OF PROGRESS SUBDIVISION.

THE UNDERSIGNED OWNERS DO HEREBY DECLARE THE SUBDIVISION OF PROGRESS SUBDIVISION TO BE THEIR FREE ACT AND DEED AND IN ACCORDANCE WITH THEIR DESIRES AND DO HEREBY DEDICATE TO THE PUBLIC FOREVER THE STREETS SHOWN HEREON AND THE STORM WATER DETENTION AND PARK AREA AND DO HEREBY GRANT THE EASEMENTS AS SHOWN FOR THE PURPOSES INDICATED HEREON.

THE PLANE BEARINGS SHOWN ON THE MAP HEREON ARE RELATIVE TO UTM ZONE 13 GRID NORTH AS DETERMINED BY DGPS OBSERVATIONS.

WITNESS MY HAND THE DAY AND YEAR SHOWN BELOW:

Colby Lebant 8-23-05

COLBY LEBSACK, REGISTERED AGENT, COHO DEVELOPMENT CO. LLC DATE

CERTIFICATE OF ACKNOWLEDGMENT

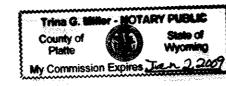
STATE OF WYOMING) SS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY COLBY LEBSACK, THIS 23 DAY OF AUSTRAL 2005, WITNESS MY HAND AND OFFICIAL SEAL,

NOTARY PUBLIC

MY COMMISSION EXPIRES Jan. 2,2009

WITNESS MY HAND THE DAY AND YEAR SHOWN BELOW:



June Eisele Warren, Trustee of June eisele warren Living Trust Date

CERTIFICATE OF ACKNOWLEDGMENT

STATE OF WYOMING) SS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY JUNE EISELE WARREN, THIS ______ DAY OF ________, 2005, WITNESS MY HAND AND OFFICIAL SEAL,

MIN M. GLOSON NOTARY PUBLIC

KIM M. GLEASON - NOTARY PUBLIC
County of State of Wyoming
My Commission Expires January 18, 2008

MY COMMISSION EXPIRES JAW 18,2006
WITNESS MY HAND THE DAY AND YEAR SHOWN BELOW:

Larry Warren

CERTIFICATE OF ACKNOWLEDGMENT

STATE OF WYOMING) SS

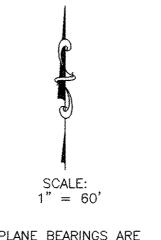
MIN M. GLOSON
NOTARY PUBLIC

MY COMMISSION EXPIRES JPN 18,2006



FINAL PLAN FOR Progress subdivision

THAT PART OF THE SW1/4
OF SECTION 12, T24N, R68W OF THE
6TH P.M. PLATTE COUNTY, WYOMING
TOWN OF WHEATLAND

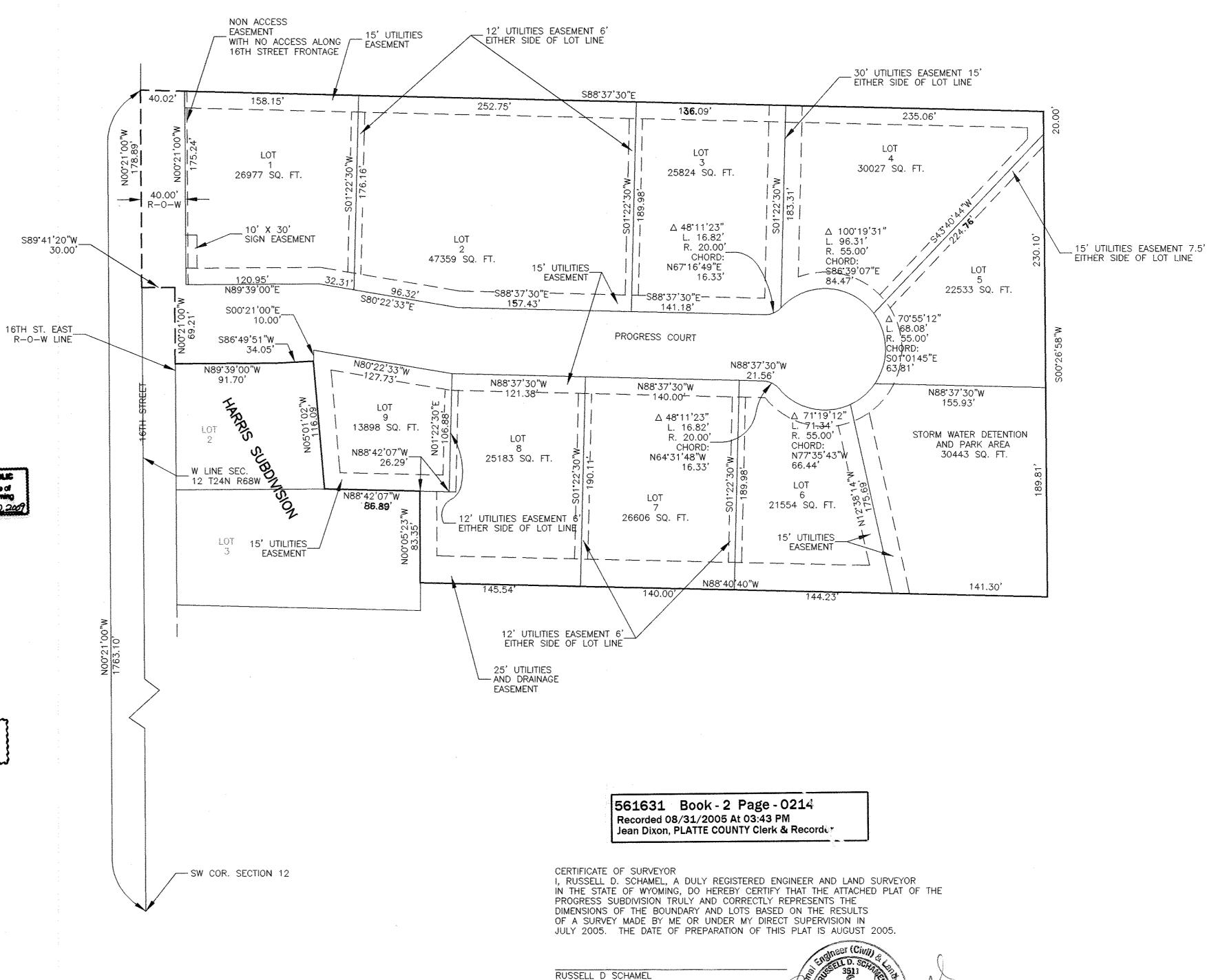


PLANE BEARINGS ARE RELATIVE TO UTM ZONE 13 — GRID NORTH REALESTATE DISCLOSURES NOTES

1. LOT OWNERS OF LOTS 6, 7, 8 AND 9
SHALL NOT DISTURB THE DRAINAGE CHANNEL
ON THE SOUTH ENDS OF SAID LOTS. PAVING
GRADES SHALL NOT INTERFERE WITH THE DRAINAGE
FLOW TO THE STORMWATER DETENTION POND
AT THE SOUTHEAST CORNER OF THE SUBDIVISION.

2. ELECTRICAL SERVICE TO LOTS MAY BE EXTENDED AS THE LOTS DEVELOP. THE OWNER OF ANY LOT NOT HAVING ELECTRICAL SERVICE WHEN A BUILDING PERMIT IS APPLIED FOR WILL BE RESPONSIBLE FOR THE COST OF EXTENDING THE PRIMARY ELECTRICAL SERVICE THROUGH THE ENTIRE LOT FRONTAGE TO SERVE THE LOT.

3. INDIVIDUAL LOT OWNERS WILL BE RESPONSIBLE FOR CONSTRUCTION OF SIDEWALKS ACROSS THE LOT FRONTAGE AS EACH PROPERTY IS DEVELOPED AS A CONDITION FOR CERTIFICATE OF OCCUPANCY FROM THE TOWN'S BUILDING INSPECTOR



WYOMING PE & LS 3511

16TH STREET CORRIDORY STUDY



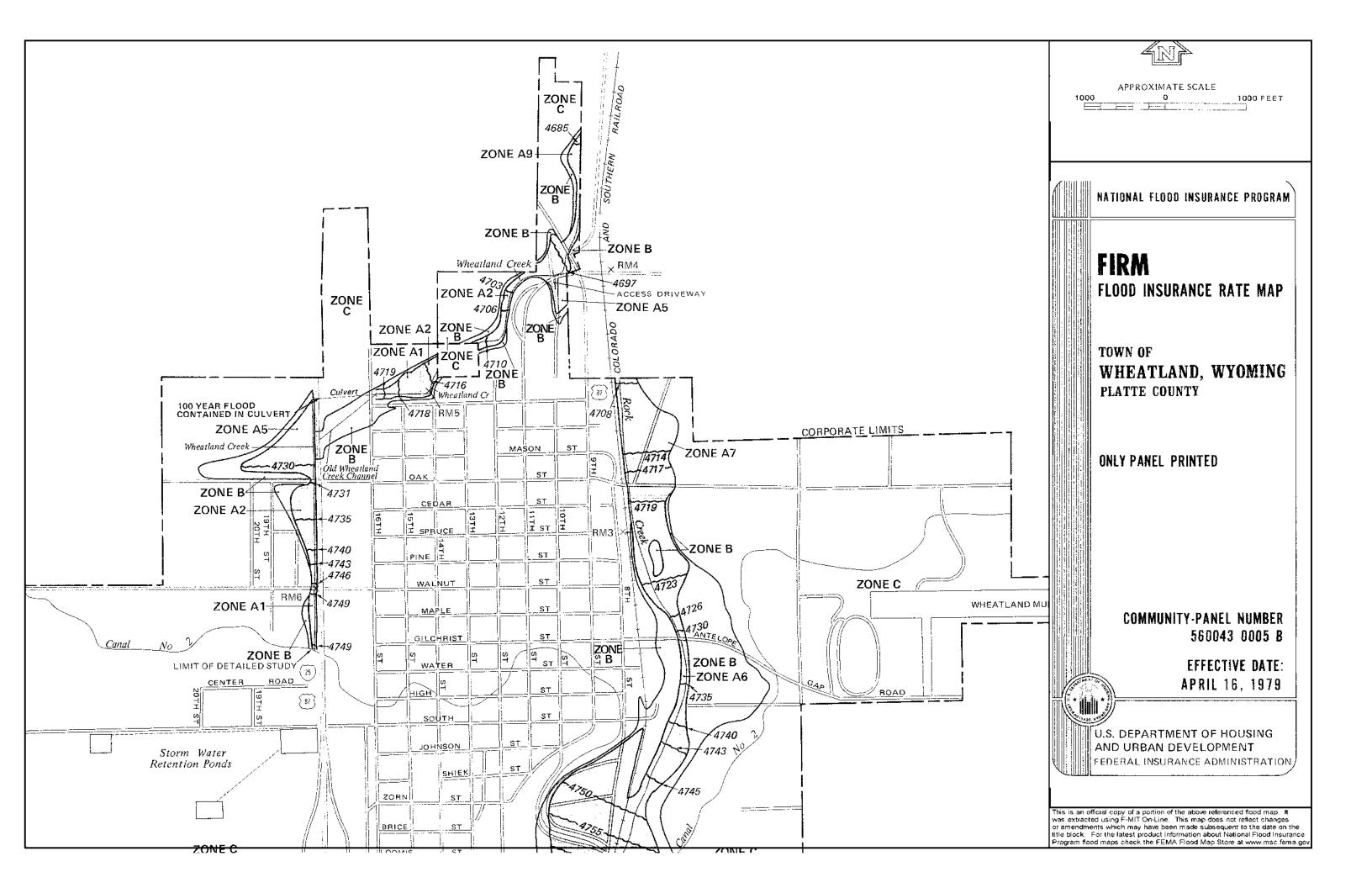
APPENDIX E

Final July 2016

APPENDIX E

Other

- Firm Panel 560043 0005 B
 - Traffic Analysis



TRAFFIC ANALYSIS REPORT

16th STREET CORRIDOR

WHEATLAND, WYOMING

May, 2016

This report summarizes an analysis of the existing and projected 2036 traffic operational characteristics that will exist on the 16th St corridor from South St to Swanson Rd under the following conditions: that the future annual accumulative traffic volume is projected to increase at 0.05%/yr and a future three lane traffic pattern will exist on the 16th Street corridor. The future annual traffic volume increase was obtained from the "Department of Administration and Information on Economic Analysis".

The existing traffic volume on the corridor is low to moderate. The only known daily traffic volumes were obtained from WYDOT and a Traffic Impact Study "North Park Subdivision" conducted in 2012 by Summit Engineering. These sources provided 24 traffic volumes as well as recent peak hour traffic counts at the South St and Swanson Rd intersections. The North Park Subdivision study also projected 2037 traffic volumes at the Swanson Rd intersection.

The 24 hour traffic volume data for 16th St shows an average annual weekday traffic volume of 5460 vehicles south of Oak St in 2014 and a 24 hour volume of 2175 south of Swanson Road in 2012.

The corridor is approximately 1.6 miles in length. It has three major intersections with South St at the south end of the corridor, Oak St approximately 0.57 miles north of South St, and Swanson Rd at the north end of the corridor. It is a 2-lane street. The existing intersection count for South St was conducted in 2013 and for Swanson Rd in 2012. Due to the low annual traffic volume increase for 16th St these counts are considered valid for use in this analysis. Since no traffic data was known to exist for Oak St, a AM, NOON, and PM peak hour traffic volume count was conducted on May 20, 2015.

A five year (2010 – May 2015) crash history for the corridor was also obtained from WYDOT and summarized as follows:

Total crashes = 41

Intersection and intersection related = 17

Parked vehicles = 3

Business and other driveways = 9

Non-junction related = 12

Oak St related = 6

South St related = 4

Spruce and Water St = 2 each

Gilchrist, Mason, Rowley St's. = 1each

Four crashes at Oak St involved eastbound vehicles with southbound vehicles, and one crash with a northbound vehicle. The other crash was a rear-end crash between two northbound vehicles (one turning right). Five of the six crashes involved eastbound vehicles which do not have to stop at the 3-way stop intersection. A summary of the crashes is shown on pages 4 thru 6.

The capacity and level-of-service (LOS) of a corridor is generally determined by its traffic control at intersections. The only intersections with traffic control on 16th St are the major ones listed above. A LOS, which is also a measure of volume to capacity, of a level "C" or better is preferred but many agencies accept a level "D" during short peak traffic periods. Therefore an existing and 2036 capacity and LOS analysis was conducted for these intersections. An annual 0.05% annual increase for 20 years results in a 10.5% increase in traffic volume which is a low increase to the already low existing volumes and therefore a minor if any reduction in capacity and LOS should result.

16th St & South St

This is a standard 4-way intersection with traffic signal control and pedestrian push buttons and indications. The analysis show that a significant amount of unused capacity exists as will in 2037 and that the 2016 and 2037 LOS of the intersection is and will be a level "B" or better for all movements. The intersection peak hour traffic count is shown on pages 7 and 8 of the report and the computer generated capacity and LOS are shown on pages 9 thru 14.

The only observed potential adverse operational problem that may need to be addressed in the future is the close business accesses near the intersection. If these accesses become a significantly adverse problem due to congestion or crashes, mitigating measures should be taken based upon individual accesses or at a time of land use change.

16th St & Oak St

This is a standard 4-way intersection but unorthodox traffic control. The existing 3-way stop condition is a non-standard type of intersection control and generally results in driver confusion, excessive crashes, and reduction in pedestrian safety. No acceptable method to compute capacity and LOS is known. Therefore the capacity and LOS was computed for a 4-way and a 2-way stop condition for Oak Street. The capacity and LOS for the 3-way stop is

probably somewhere around these values. The intersection traffic count is shown on pages 15 and 16.

The 2016 capacity and LOS for 4-way stop control show a significant unused capacity and an intersection LOS "B". The 2036 values also show a significant unused capacity and an intersection LOS "B". The computer generated capacity and LOS is shown on pages 17 thru 22.

The 2016 capacity and LOS for 2-way stop control shows a significant unused intersection capacity and a LOS "B" for the Oak St approaches except for the 2016 NOON peak hour for the westbound traffic approach which is a LOS "C". The 2036 values show a LOS "B" for all approaches. The LOS for 16th St is "A" for 2016 and 2036. The computer generated capacity and LOS is shown on pages 23 thru 28.

Due to the crash experience, observed driver confusion, no loss in capacity or intersection LOS, and for additional pedestrian safety the traffic control should be changed to a 4-way stop. In the future, traffic volumes will dictate when traffic control may have to be revised.

Some short time periods in the PMPH vehicle congestion was observed at the Safeway store access about 150 feet north of the intersection. This was due to northbound vehicles waiting to turn left into the access and blocking vehicles to the rear. Another access the the Family Dollar store is even closer to the intersection. It is recommended that these accesses be eliminated and the access to the Safeway and Family Dollar Store parking lot be relocated to Mason Street. This will provide left turning vehicles additional storage in the left turn lane for conflicting left turning traffic at Mason St and Safeway and the Family Dollar Store parking lot.

16th St & Swanson Rd

The 2012 intersection count and LOS computed by the North Park Subdivision Study is used in this analysis since it is a recent study and includes the traffic impact of the subdivision at the intersection. the study names the Swanson Rd as US87 Bus. The computed 2012 LOS for the intersection is "A" except for the southbound approach which is a "B". the 2037 LOS for the intersection is "A" for the eastbound and westbound approaches and a "B" for the northbound and Southbound approaches. The intersection traffic count is shown on page 29 and the LOS tables on pages 30 and 31.

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CREATED BY: Ann Smith; WYDOT Highway Safety; (307) 777-4258; Ann.Smith@wyo.gov

Page 1 of 3

CRASH HISTORY FOR 16TH ST IN WHEATLAND FROM SOUTH ST NORTH TO SWANSON RD

4.00 1.00 <th< th=""><th></th><th></th><th></th><th></th><th>***************************************</th><th>-</th><th></th><th>FOR</th><th>FOR THE YEARS 2010 THROUGH APPROXIMATELY MAY 2015</th><th>OUGH AI</th><th>PPROXIMATEL</th><th>.Y MAY 2015</th><th>THE RESERVE AND A PROPERTY OF THE PERSON NAMED IN</th><th>indication of the contract of</th><th></th></th<>					***************************************	-		FOR	FOR THE YEARS 2010 THROUGH APPROXIMATELY MAY 2015	OUGH AI	PPROXIMATEL	.Y MAY 2015	THE RESERVE AND A PROPERTY OF THE PERSON NAMED IN	indication of the contract of	
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E-00011H ST	05/08/2013		06377		79.40		0	Intersection	Rear End (Front to Rear)	North	Straight Ahead	Motor Vehicle in Transport on Roadway	Daylight	Dry	Following too Close
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172 172	05/29/2013		07024	16	100.43	0	0	Intersection	Sideswipe Same Direction (Passing)	South	Changing Lanes	Motor Vehicle in Transport on Roadway	Daylight	Dry	Improper Turn or No Signal
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02114 IFFH ST 100.45 0 Dualwiess Entrance Rear End (Front to Side, includes Broadside. East North Straight Ahead Modor Vehicle in Transport on Roadway Daylight Dry 19824 16TH ST 100.45 0 0 Business Entrance Angle Right (Front to Side, includes Broadside. East Turning Land Modor Vehicle in Transport on Roadway Daylight Dry 19824 16TH ST 100.45 0 Non-Junction Rear End (Front to Side, includes Broadside. East South Slowing in Traffic Modor Vehicle in Transport on Roadway Daylight Dry 19827 16TH ST 100.54 0 Non-Junction Not a Collision w/2 Vehicles in Transport Slowing in Traffic Other Non-Collision (McLoss of Control) Daylight Dry 19829 16TH ST 100.56 0 Intersection Rear End (Front to Rear) South Straight Ahead Widor Vehicle in Transport on Roadway Daylight Dry 19829 16TH ST 100.56 0 Intersection Rear End (Front to Rear) South Straight Ahead Widor Vehicle in Transp										South	Straight Ahead				No Improper Driving
1984 15TH ST 100.54 0 0 Business Entrance Angle Right (Front to Sides includes Broadside, East Turning South Shaped in Traffic Motor Vehicle in Transport on Roadway Daylight Dry South Shaped in Traffic Dry Daylight Dry Dry Daylight Dry Daylight Dry Daylight Dry Dry Daylight Dry Dry Daylight Dry Day	02/18/2015		02114		100.45	0	0	Business Entrance	Rear End (Front to Rear)	North	Straight Ahead	Motor Vehicle in Transport on Roadway	Daylight	Dry	Drove too Fast for Conditions
15827 15TH ST 100.54 0 Dushness Entrance Angle Right (Front to State, moundes Broadsier, East Turning Left Modor Vehicle in Transport on Roadway Daylight Dry										North	Stopped in Traffic				No Improper Driving
1927 15TH ST 100.54 0 Non-Junction Rear End (Front to Rear) 2.7 South Storaged in Traffic North Nort	08/25/2014		10984		100.45	0	0	Business Entrance	Angle Right (Front to Side, includes Broadside		Turning Left	Motor Vehicle in Transport on Roadway	Daylight	Dry	No Improper Driving
15927 15TH ST 100.54 0 Non-Junction Rear End (Front to Rear) 2 South Slowing Motor Vehicle in Transport on Roadway Daylight Day Daylight Day Daylight Dayligh										North	Straight Ahead				No Improper Driving
North Stopped in Tarffic North Stangart Ahead North Straight Ahead North Ahead North Straight Ahead North	11/28/2011	1202	18927		100.54	0	0	Non-Junction	-]	South	Slowing	Motor Vehicle in Transport on Roadway	Daylight	Dry	Following too Close
North Stopped in Taffic North Stapped in Taffic North Nort										North	Stopped in Traffic				Following too Close
11090 16TH ST 100.56 2 Non-Junction Not a Collision will be will b										North	Stopped in Traffic				No Improper Driving
1105 15TH ST 100.56 2 0 Non-Junction Not a Collision w/Z Vehicles in Transport North Straight Ahead Other Nacr-Calision (MCLoss of Control) Daylight Day										North	Stopped in Traffic				No improper Driving
1634 167H ST 100.56 0 Intersection Rear End (Front to Rear) South Straight Ahead Straight Ahead Modor Vehicle in Transport on Roadway Daylight Dry 1134 08929 167H ST 100.56 0 Intersection Rear End (Front to Rear) North Straight Ahead Modor Vehicle in Transport on Roadway Daylight Dry 2155 16222 167H ST 100.69 0 Nor-Junction Not a Collision w/2 Vehicles in Transport South Straight Ahead Other Fixed Object Darkness LightARhow Darkness LightARhow 2155 167H ST 100.69 0 Nor-Junction Nor-Junction South Straight Ahead Other Fixed Object Darkness LightARhow 2150 157H ST 100.70 0 Nor-Junction Straight Ahead Other Fixed Object Darkness LightARhow	09/01/2013		11090		100.56	2	0	Non-Junction	Not a Collision w/2 Vehicles in Transport	North	Straight Ahead	Other Non-Collision (MC Loss of Control)		Dry	No Improper Driving
WATER ST Relabed Results of 100.56 On Intersection Read Foundation Result Foundation (Meeting) South Straight Ahead Straight Ahead Modor Vehicle in Transport on Readway Daylight Dry 2155 16222 167H ST 100.69 0 Non-Junction Not a Collision w/Z Vehicles in Transport South Straight Ahead Other Fixed Object Darkness Light@Row 1205 167H ST 100.69 0 Non-Junction Not a Collision w/Z Vehicles in Transport Straight Ahead Other Fixed Object Darkness Light@Row 1206 167F ST 100.70 0 Non-Junction Straight Ahead Modor Vehicle in Transport on Readway Daylight IcerFrost	07/16/2010				100.56	0	0	Intersection	Rear End (Front to Rear)	South	Straight Ahead	Motor Vehicle in Transport on Roadway	Daylight	Dry	Drove too Fast for Conditions
1134 08929 16TH ST 100.56 0 0 Intersection Rear End (Front to Rear) North Straight Ahead Motor Vehicle in Transport on Roadway Daylight Dry				WATER ST	_			Related		South	Stopped in Traffic				No Improper Driving
WATER ST Related Not a Collision w/Z Vehicles in Transport South Straight Ahead Other Fixed Object Darkness Light Editor Water Collision w/Z Vehicles in Transport Lipo/Frost 15/756 16/TH ST 100.70 0 Non-Jundidor Sideswipe Opposite Direction (Meeting) South Straight Ahead Motor Vehicle in Transport on Roadway Daylight Ice/Frost 15/756 16/TH ST 100.70 0 Non-Jundidor Scheavinge Opposite Direction (Meeting) Non-American Ahead Motor Vehicle in Transport on Roadway Daylight Ice/Frost	06/30/2010		08929		100.56	0	0	Intersection	Rear End (Front to Rear)	North	Straight Ahead	Motor Vehicle in Transport on Roadway	Daylight	Dry	No Improper Driving
16222 16TH ST 100.89 0 0 Non-Junction Not a Collision w/Z Vehicles in Transport South Straight Ahead Other Fixed Object Darkness Lightdathow Libraria Control of Non-Junction Sideswipe Opposite Direction (Meeting) South Straight Ahead Motor Vehicle in Transport on Roadway Daylight locaFrost North Straight Ahead				WATER ST	-			Related		North	Slowing				No Improper Driving
15176 16TH ST 100.70 0 0 Non-Junction Sideswipe Opposite Direction (Meeting) South Straight Ahead Motor Vehicle in Transport on Roadway Daylight IcerFrost North Straight Ahead	12/05/2013				100,69	0	0	Non-Junction	Not a Collision w/2 Vehicles in Transport	South	Straight Ahead	Other Fixed Object	Darkness Li	ight@how lee/Frost	Drove too Fast for Conditions
North Straight Abad North Abad North Abad Nort	41/40/2014	1205			100 70	0	c	Non-linefon	Sideswine Opposite Direction (Meeting)	dies.	Straight Abased	Motor Vahiola in Transnort on Roadway	Davlight	loe/Frost	Drove too Fast for Conditions
		1000				2)		densative opposite advantage advanta	North	Chaight Ahead	formation in market in a series of the serie			Mo Improper Driving

DATE	1	NUMBER	LOCATION	MILEPO	MILEPOST NUM	KIL	RELATION	MANNER_OF COLLISION	DIRECTION	ACTIVITY	FIRST HARMFUL EVENT	COND	ROAD	DRIVER
11/29/2014 2023	2023	18156	16TH ST	100.73	73 1	0	Non-Junction	Not a Collision w/2 Vehicles in Transport	North	Straight Ahead	Other NON-Fixed Object	Darkness Light@by	ght@ly	Ran Off Road
														Failed to Keep Proper Lane
07/06/2014	2000	08651	16TH ST	100.75	75 0	0	Intersection	Head On (Front to Front)	South	Turning Left	Motor Vehicle in Transport on Roadway	Daylight	Dry	Failed to Yield ROW
			WALNUT ST						North	Straight Ahead				No Improper Driving
11/07/2014	1656	15179	16TH ST	100.82	82 0	0	Non-Junction	Sideswipe Same Direction (Passing)	North	Parked	Parked Motor Vehicle	Daylight	Dry	Unknown
									Unknown	Unknown				
01/03/2012	1818	00211	16TH ST	100.82	82 0	0	Non-Junction	Rear End (Front to Rear)	North	Straight Ahead	Parked Motor Vehicle	Darkness Light@by	ghtebry	Erratic/Reckless/Careless/Aggres
									North	Driverless Motor Vehicle				Other Improper Action
01/22/2011	1153	01279	16TH ST	100.82	82 1	0	Non-Junction	n Rear End (Front to Rear)	Unknown	Parked	Parked Motor Vehicle	Daylight	Dry	Other Improper Action
									North	Straight Ahead				
01/23/2015	1120	01381	16TH ST	100.85	85 1	0	Intersection	Rear End (Front to Rear)	South	Straight Ahead	Motor Vehicle in Transport on Roadway	Daylight	Dry	Following too Close
			GILCHRIST ST	T			Related		South	Stopped in Traffic				No Improper Driving
10/25/2011	1525	15242	16TH ST	101.00	0 00	0	Intersection	Angle Right (Front to Side, includes Broadside)	South	Straight Ahead	Motor Vehicle in Transport on Roadway	Daylight	Dry	Failed to Yield ROW
			OAK ST						East	Straight Ahead				No Improper Driving
04/29/2014	1521	05979	16TH ST	101.00	0 00	0	Intersection	Angle (Front to Side), Opposing Direction	South	Straight Ahead	Motor Vehicle in Transport on Roadway	Daylight	Wet	Failed to Yield ROW
			OAK ST						East	Straight Ahead				No Improper Driving
02/26/2014	743	03405	16TH ST	101.00	0 00	0	intersection	Angle Right (Front to Side, includes Broadside)	South	Straight Ahead	Motor Vehicle in Transport on Roadway	Daylight	Slush	Failed to Yield ROW
			OAK ST						East	Straight Ahead				No Improper Driving
12/19/2011	757	18460	16TH ST	101.00	0 00	0	Intersection	Angle Right (Front to Side, includes Broadside,	East	Turning Right	Motor Vehicle in Transport on Roadway	Daylight	Ice/Frost	No Improper Driving
			OAK ST						North	Straight Ahead				Other Improper Action
09/29/2010	1756	13801	16TH ST	101.00	1 00	0	Intersection	Angle Right (Front to Side, includes Broadside)	South	Straight Ahead	Motor Vehicle in Transport on Roadway	Daylight	Dry	Failed to Yield ROW
			E OAK ST						East	Straight Ahead				No Improper Driving
05/18/2010	1450	08656	16TH ST	101.01	01 3	0	Driveway Related	ted Rear End (Front to Rear)	North	Stopped in Traffic	Motor Vehicle in Transport on Roadway	Daylight	Dry	No Improper Driving
									North	Negotiating a Curve				Following too Close
														Drove too Fast for Conditions
04/09/2014	750	05027	16TH ST	101.02	02 0	0	드	Rear End (Front to Rear)	South	Straight Ahead	Motor Vehicle in Transport on Roadway	Daylight	Dry	Following too Close
8			E OAK ST				Related		South	Stopped in Traffic				No Improper Driving
09/12/2014	1216	11920	16TH ST	101.02	02 0	0	Business Entrance	nce Sideswipe Same Direction (Passing)	Northwest	Turning Left	Motor Vehicle in Trensport on Roadway	Daylight	Dry	Improper Passing
									North	Overtaking/Passing				Failed to Yield ROW
04/20/2010	1010	05049	16TH ST	101.07	0 40	0	Intersection	Angle Same Direction (Front to Side)	North	Turning Left	Motor Vehicle in Transport on Roadway	Daylight	Dry	No improper Driving
			MASON ST				Kelated		North	Turning Right				No Improper Driving
12/31/2012	1750	17509	16TH ST	101.19	19 0	0	Intersection	Angle Same Direction (Front to Side)	East	Turning Left	Motor Vehicle in Transport on Roadway	Darkness L	Darkness Lighteuhknown	Failed to Yield ROW
			ROWLEY ST						South	Straight Ahead				No Improper Driving
03/09/2014	1856	04206	16TH ST	101.19	19 1	0	Non-Junction	Not a Collision w/2 Vehicles in Transport	North	Straight Ahead	Fence (including Post)	Dusk	Dry	Ran Off Road
08/16/2013	1121	10543	16TH ST	101.26	26 0	0	Non-Junction	Sideswipe Same Direction (Passing) 2. 77	North	Straight Ahead	Motor Vehicle in Transport on Roadway	Daylight	Dry	Failed to Yield ROW
									North	Straight Ahead				No Improper Driving
04/16/2013	1245	05938	16TH ST	101.66	0 99	0		Business Entrance Angle Same Direction (Front to Side)	North	Stopped in Traffic	Motor Vehicle in Transport on Roadway	Daylight	Ice/Frost	No Improper Driving
									North	Straight Ahead			Snow	Drove too Fast for Conditions
04/30/2013	2230	05844	16TH ST	101.84	1 1	0	Non-Junction	Not a Collision w/2 Vehicles in Transport	North	Straight Ahead	Fence (including Post)	Darkness Unlighted	Wet Ice/Frost	Unknown
08/20/2011	634	11588	SPRUCE ST		0	0	Intersection	Not a Collision w/2 Vehicles in Transport	South	Turning Right	Utility Pole/Light Support	Daylight	Dry	Improper Turn or No Signal
			16TH ST				Kelateu							

Page 3 of 3

ion Rear End (Front to Rear) d	on Rear End (Front to Rear)					TOTAL	9	∞	2	11	11	3	41
rersection Related	ntersection Related					CR.	Manager (Color)						4
o Int	o III					CRASHES	0	0	0	0	0	0	0
0 Intersection 12463 0AK ST 0 0 Intersection 12463 1201 12463 DAK ST Related	0	Service of Control of Services		1000		CRASHES	2	-	0	2	2	-	8
31	T2	TOTAL CRASHES IN THIS REPORT 41		CONTRACTOR CONTRACTOR		PDO*	4	7	73	Ø	Ø	2	33
OAK ST 16TH ST	SPRUCE ST 16TH ST	ORT 41		ED 11	NUMBER	PERSONS	0	0	0	0	0	0	Princes schadostronausers
12463	03141	HIS RE	33	SKILLE	Α,		CONTRACTOR OF THE PERSON OF TH						Pakir wasproporon
1201	1536	SHES IN T	ES SHES	TOTAL PERSONS INJURED TOTAL PERSONS KILLED	NUMBER	PERSONS	4	-	0	3	2	~	And to principle to the latest and
09/12/2013	03/11/2015	TOTAL CRASHES IN THIS REPORT	PDO CRASHES INJURY CRASHES FATAL CRASHES	TOTAL	6		2010	2011	2012	2013	2014	2015	TOTAL

*PDO = Property Damage Only Crashes; No Injuries, No Fatalities

ROAD

LIGHT

FIRST HARMFUL EVENT

DIRECTION

TIME REPORT CRASH MILEPOST NUM NUM NUMBER LOCATION INJ KIL

DATE

D'A

Motor Vehicle in Transport on Roadway Daylight

Straight Ahead Stopped in Traffic Stopped in Traffic Straight Ahead Stopped in Traffic

West West West West

Motor Vehicle in Transport on Roadway Daylight

Wyoming Department of Transportation Traffic Program Safety & Studies Section

Intersection: South & 16th Counted By: Miovision Weather: Clear

Comments:

File Name : South & 16th Site Code : 00000000 Start Date : 5/22/2013
Page No : 1

									G	roups	Printed-	All Ve	hicles								- 19	
				16th				0.000000	16th					South					South			
_				orthbou					outhbo					astbou					/estbou			
	Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
	07:00 AM	2	16	14	0	32	1	22	8	0	31	5	17	6	0	28	15	17	5	0	37	128
	07:15 AM	2	22	17	0	41	1	21	2	0	24	5	12	16	0	33	16	15	2	0	33	131
	07:30 AM	7	39	29	0	75	1	28	12	0	41	27	25	9	0	61	22	16	3	0	41	218 290
-	07:45 AM	7	51	38	0	96	6 9	112	17 39	0	64	28 65	35 89	12 43	0	75 197	19 72	21 69	15 25	0	55 166	767
	Total	18	128	98	U	244	9	112	39	U	160	65	89	43	U	197	12	69	25	U	100	1 /6/
	08:00 AM	5	29	22	0	56	9	29	12	0	50	16	33	5	0	54	11	10	7	0	28	188
	08:15 AM	1	21	17	0	39	5	27	3	0	35	4	19	7	0	30	23	12	10	0	45	149
	08:30 AM	1	26	21	0	48	7	26	4	0	37	3	19	6	0	28	21	8	4	0	33	146
9315	08:45 AM	5	27	20	0	52	4	23	7	0	34	9	18	11	0	38	13	15	10	0	38	162
	Total	12	103	80	0	195	25	105	26	0	156	32	89	29	0	150	68	45	31	0	144	645
	11:00 AM	6	29	21	0	56	4	27	9	0	40	10	18	11	0	39	11	14	17	0	42	177
	11:15 AM	9	21	36	0	66	11	27	11	0	49	6	26	10	0	42	15	12	12	0	39	196
	11:30 AM	5	23	26	0	54	9	33	3	0	45	8	11	8	0	27	17	13	12	0	42	168
	11:45 AM	2	32	28	0	62	11	35	6	0	52	16	24	6	0	46	22	25	12	0	59	219
	Total	22	105	111	0	238	35	122	29	0	186	40	79	35	0	154	65	64	53	0	182	760
	12:00 PM	6	29	20	0	55	19	58	13	0	90	9	17	12	0	38	23	22	18	0	63	246
	12:15 PM	7	52	36	0	95	15	31	5	0	51	13	22	8	0	43 51	22	11 25	15 11	0	48 55	237 225
	12:30 PM	2 7	32	26	0	60 77	14	38	7 11	0	59 53	10 9	27 23	14 8	0	40	19 27	12	22	0	61	225
-	12:45 PM	22	45 158	25 107	0	287	59	31 158	36	0	253	41	89	42	0	172	91	70	66	0	227	939
	Total	22	156	107	U	207	39	156	30	Ü	200	41	09	42	U	172	31	70	00	Ü	221	, 555
	03:30 PM	7	40	28	0	75	7	61	14	0	82	11	22	6	0	39	25	24	7	0	56	252
	03:45 PM	6	51	27	0	84	13	43	16	0	72	11	20	8	0	39	22	17	12	0	51	246
	Total	13	91	55	0	159	20	104	30	0	154	22	42	14	0	78	47	41	19	0	107	498
	04:00 PM	4	28	26	0	58	8	49	9	0	66	9	18	9	0	36	18	22	20	0	60	220
	04:15 PM	4	31	21	0	56	7	32	11	0	50	10	21	8	0	39	20	22	10	0	52	197
	04:30 PM	7	33	33	0	73	15	40	13	0	68	11	17	6	0	34	23	15	15	0	53	228
table to	04:45 PM	5	36	22	0	63	9	33	10	0	52	4	18	8_	0	30	26	20	16	0	62	207
	Total	20	128	102	0	250	39	154	43	0	236	34	74	31	0	139	87	79	61	0	227	852
	05:00 PM	9	42	34	0	85	11	45	15	0	71	8	18	5	0	31	22	31	18	0	71	258
	05:15 PM	4	32	26	0	62	7	45	20	0	72	14	16	3	0	33	30	21	10	0	61	228
-	Grand Total	120	787	613	0'	1520	205	845	238	0	1288	256	496	202	0	954	482	420	283	0	1185	4947
	Apprch %	7.9	51.8	40.3	0		15.9	65.6	18.5	0		26.8	52	21.2	0		40.7	35.4	23.9	0		
	Total %	2.4	15.9	12.4	0	30.7	4.1	17.1	4.8	0	26	5.2	10	4.1	0	19.3	9.7	8.5	5.7	0	24	i

Wyoming Department of Transportation Traffic Program Safety & Studies Section

Intersection: South & 16th Counted By: Miovision Weather: Clear

Comments:

File Name: South & 16th Site Code : 00000000

Start Date : 5/22/2013
Page No : 2

VIDOSONO DE LA CONTRACTOR DE LA CONTRACT		No	16th orthbox				Sc	16th outhbo				E	South	50			V	South /estboo			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Tota
eak Hour Ar	nalysis	From C	7:00 A	M to O	9:45 AM	- Pea	k 1 of 1														
eak Hour fo	r Entire	Inters	ection	Begins	at 07:30	MA C															1 0
07:30 AM	7	39	29	0	75	1	28	12	0	41	27	25	9	0	61	22	16	3	0	41	218
07:45 AM	7	51	38	0	96	6	41	17	0	64	28	35	12	0	75	19	21	15	0	55	29
08:00 AM	5	29	22	0	56	9	29	12	0	50	16	33	5	0	54	11	10	7	0	28	18
08:15 AM	1	21	17	0	39	5	27	3	0	35	4	19	7	0	30	23	12	10	0	45	14
Total Volume	20	140	106	0	266	21	125	44	0	190	75	112	33	0	220	75	59	35	0	169	84
% App. Total	7.5	52.6	39.8	0		11.1	65.8	23.2	0	0.00000000	34.1	50.9	15	0	102.504	44.4	34.9	20.7	0		
PHF	.714	.686	.697	.000	.693	.583	.762	.647	.000	.742	.670	.800	.688	.000	.733	.815	.702	.583	.000	.768	.72
12:15 PM	7	52	36	0	95	15	31	5	0	51	13	22	8	0	43	22	11	15	0	48	23
Peak Hour for 12:00 PM	Entire 6	Intersed 29	tion Be	egins at 0	12:00 P	M 19	58	13		90	10				1					63	24
12:15 PM	7	52	36	0	95	15	31	5	0	51	13	22	8	0	43	22	11	15	0	48	23
12:30 PM	2	32	26	0	60	14	38	7	0	59	10	27	14	0	51	19	25	11	0	55	22
12:45 PM	7	45	25	0	77	11	31	11	0	53	9	23	8	0	40	27	12	22	0	61	23
Total Volume	22	158	107	0	287	59	158	36	0	253	41	89	42	0	172	91	70	66	0	227	93
% App. Total	7.7	55.1	37.3	0		23.3	62.5	14.2	0		23.8	51.7	24.4	0		40.1	30.8	29.1	0		
PHF	.786	.760	.743	.000	.755	.776	.681	.692	.000	.703	.788	.824	.750	.000	.843	.843	.700	.750	.000	.901	.95
Peak Hour An Peak Hour for		Intersed	ction Be	egins at	04:30 P	M	of 1				17.										E:
04:30 PM	7	33	33	0	73	15		1000	-				_		34			40	•		
04:45 PM	5	36	22	0	63	9	33	10	0	52	4	18	8	0	30	26	20	16	0	62	20
05:00 PM	9	42	34	0	85	11	45	15	0	71	8	18	5	0	31	22	31	18	0	71	25
05:15 PM	4	32	26	0	62	7	45	20	0	72	14	16	3	0	33	30	21	10	0	61	22
Total Volume	25	143	115	0	283	42	163	58	0	263	37	69	22	0	128	101	87	59	0	247	92
Total Volume % App. Total PHF	25 8.8 694	143 50.5 .851	115 40.6 .846	0 000	283	42 16	163 62 .906	58 22.1 .725	0 000	.913	28.9 .661	53.9 .958	17.2 .688	000	941	101 40.9 .842	35.2 .702	23.9 .819	000	.870	92

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General Inform	nation	Marie Carlos					SARATE TO SARE		Inte	rsection	on Info	ormatic	on	7	al al so-l	i L
Agency	HERODANIC PROPERTY.	A THE RESIDENCE OF THE PROPERTY OF THE PROPERT	AND SHEET AND SHEET OF THE SHEE	PERCHANCE TO A	B HE SHOULD WITH	enoletico anticolorism		accomments	enancement	ation. h	MARCHE MORESTAT	0.25	SACT SCHOOL SHOW COLORS		4 1	
Analyst	MALIN MARKET TO THE	ajs	NOTES AND DESCRIPTION OF THE PERSONS ASSESSMENT OF THE PERSONS ASSESSM	Analys	sis Date	Anr 2	7 2016	เขาะเกลดเลก	030250269	a Type	OCCUPANTA DE LA CONTRACTOR DE	Other	COLUMN TO SERVICE AND SERVICE			
Jurisdiction	COS MODERNOSOSA	WYDOT	THE PERSON NAMED IN COLUMN TO	Time I	CHECKERANTON	AMPI	WANTED STRONG CONTROL OF THE PARTY OF THE PA	macromocras (an	PHF	AND CHESTOCK STREET	SACCEMBER STORAGE	0.73	KORE WINDS	175	v. ↓e	*
Intersection	SUSCESSION OF THE PROPERTY OF	16th & South	ANTICONOMIC MONTHS (NO	- THE MINISTER PROPERTY.	sis Year	anenna ra	Security of any or	oxxxxx	NACOTAL NO	lysis P	eriod	1> 7:0	10	-14		₩-
File Name		16TH & SOUTH 20	16 AME	alien expansion for	olo i Cai	2010	OTERA SPOREST AND	management of the		ly 313 1	CIICU	TO COLUMN THE PARTY OF THE PART	SOLIC PRODUCTION OF THE	- "		
Project Descrip	tion	Wheatland 16th Co	mkerski kristianian	**************************************	NE COLONIO COLONIO	STABLIST STREET	MARKET CONTRACTOR	матритический (C	orNex contra	CONSTRUCTION OF THE PARTY OF TH	enneweenste	THE STREET STREET, ST	excomeon/day			* Č
Project Descrip	ilon	vineatiand four Co	and the same of th	luuy									Section 1	4.200		
Demand Infor	mation		MENTAL SERVICE	MACO SOLUTION	EB		en de Grand	W	3		No history	NB		eneneras ann	SB	
Approach Mov	PARTICIAN AND THE PARTICIAN AN	territaria de la constituencia de la constitución d	n management (Comparing)	L	T	R	L	T		R	L	T	l R	L	T	l R
Demand (v), ve	SOUR SCHOOLSENSE SANS	MARKET MARKET THE THE THE THE THE THE	CHARGE CHOICE, CO	75	112	33	75	59	meneral par	35	20	140	106	21	125	44
		and the second second			and the	10,027		SOUN.			6 1410		100	April 1		
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Offset, s	0	Reference Point	Begin	Green	25.8	25.8	0.0	0.0		0.0	0.0	Q. (A)		¥ 3	4	, ,
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow		3.2	0.0	0.0		0.0	0.0	**************************************		>		本
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	0.0	0.0	CONTRACTOR AND A STATE OF THE PARTY OF THE P	0.0	0.0	-	5	6	7	
			Court.		96.5							Maria.				
Timer Results	Participant of the Control of the Co		en intracestrativese	EB		EBT	WB	L	WE	3T	NBL		NBT	SBL	NORTHWIST SHOP	SBT
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Case Number		EL OTTO EL SOLL PER L'ALCONER DE SERVICIO DE LA CONTRACTOR DE L'ALCONER DE L'ALCONE	OCCUPATION AND		energe broader	6.0		-	6.0	0	SOURCE SECTION		7.0		ROWNING STREET	8.0
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Max Allow Hea	TANKS TO SERVICE OF SE	AND SACRESCO COLLEGED PERSONS SENSOR SENSOR SENSOR SE	AND MODA-SHARE A		จากระทบสำหรับสามารถและว่า	4.3	Ï	ancontrol of the same	4.3	-	NAMES AND THE REAL PROPERTY.		4.2		AMERICAN PROPERTY	4.2
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Assigned Move	ement	an and an ann an	NEXT STREET,	5	2	12	1	6	ent power	16	7	4	14	3	8	18
Adjusted Flow	STANDARDING WITH), veh/h	Market have must have been	103	195	acidatec/co	103	123	n facus		NEW ENGINEERS	219	130	134	and resemble and a	119
CONSTANTO DE PROPRIO CONTRO DE PROPRIO DE PR	ners recommunication and the	ow Rate (s), veh/h/lr	a account a class service	1263	1636	TRANSPILLAR PROPERTY TRANS	1183	1599)		CLINEVENCE MESTON	1644	1439	1591	ANNEXA PROPERTY AND A	143
Queue Service	SERVICE CONTRACTOR CON	THE PROPERTY OF THE PROPERTY O	NAC THE NAME OF THE PARTY OF	3.3	4.6	OLUMBOR STATE OF THE STATE OF	3.7	2.9	response	entrer saure from	KOTRE MOCHANICA SHIP	0.0	3.4	0.0	White VPL STOTEN	3.1
Cycle Queue C	EMPLOANIES STATES	NUMBER OF THE PROPERTY OF THE	MILITAR PROPERTY.	6.1	4.6	COLUMNITORING	8.3	2.9	omedicación.		ugan ya ya soo an	5.1	3.4	2.9	THE REPORT OF THE PARTY OF THE	3.1
Green Ratio (g	and the second second second		Chiefs was to trye mouse	0.43	0.43	CANODORISTICSCO.	0.43	0.43	1		*********	0.43	0.43	0.43	ACCESSION OF THE PERSON OF	0.43
Capacity (c), ve	поинтидентиропичения	THE RESERVE THE SECOND CONTRACTOR OF THE SECOND SEC	NAS PONDADAN MONE	603	704	ACCHERICATION DE PROPERTIES	538	688	modernoon.	mana maria	CT-98 Z FOR SHEEP	775	619	757	JONES DATES VINE	615
Volume-to-Cap	KANDERSHAMEN	atio (X)	and the second order a second	0.170	0.276	ALTECOL LL DOTSMALLE A	0.191	0.179	9	remainment from	COM PERSONALISM	0.283	0.210	0.178	BETWEENERS	0.19
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CONTRACTOR OF THE STOCK OF THE STOCK OF THE	SOUTH THE PROPERTY OF THE PROP	h/ln (95th percentile	**************************************	1.7	3.0	nacamote contro	1.8	1.8	on france	erenan ne line	ersauenos en	3.3	1.9	1.9	New York Name of Street	1.8
		RQ) (95th percentile		0.56	0.25	NOON ISCURING M	0.04	0.15	Managements.		THE REAL PROPERTY.	0.28	0.32	0.16	ACCUSATION OF SHIP	0.18
Uniform Delay			UTANICADA DI TUTUNICANA	12.5	11.1	CHARLES CHICAGON	13.7	10.6	NUMBER OF STREET	anne and fine	AND DESCRIPTION	11.2	10.7	10.6	eru menonanna	10.0
Incremental De	THE PERSON NAMED IN COLUMN	THE STOREST CONTRACTOR OF THE STOREST CONTRA	TO STATE OF THE ST	0.6	1.0	SEADONNES	0.8	0.6	-	-	неменения	0.9	0.8	0.5	de Antes de marie	0.7
Initial Queue D	TOTAL COLUMN TOTAL PROPERTY.	menutarinus (esta sistrature en montre en la manda de	Publish Providence	0.0	0.0	THE RESERVE WHEN THE	0.0	0.0	northerne		MINISTER WOO	0.0	0.0	0.0	ar processor and	0.0
Control Delay (VIET-KODESHISHISH	ANARON-CURRENCINAL SEGERATION SEGERATION CONTRACTOR OF CON	NO THE PROPERTY OF	13.1	12.0	THE ROLL OF LAND CO.	14.5	11.1	1	-	сторовнения	12.1	11.5	11.1	DEMONTACIONES	11.3
Level of Service	CONTROL AND STREET	ACCIDENTAL PROPERTY OF THE PRO	with the second section of the second	B	B	MATERIAL STREET	B	В	-	-	SOUTHWEST STATES	B	В	В	DESCRIPTION OF THE PERSONS AND	В
Approach Dela	ALEBOOTON CHECK MATCHINGS	MEAN COMPANY IN CONTRACTOR OF THE ABOVE THE WASHINGTON TO THE	PENTENTE E PROPERTIE	12.4	demonstration	В	12.7	discovery and	В		11.9	CORRESPONDED NAMED	В	11.2	nancarques.	В
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					orden consumer consumer of		milionerous	ord personer		an and a surround		1/2/19/5			3.4%
Signal Informa	tion				1 5	J.J.		T		NOTE TO SERVICE STATE OF THE PARTY OF THE PA		T	71-0		
Cycle, s	60.0	Reference Phase	2			n 13	N a	90000	STATE OF THE PERSON NAMED IN COLUMN 1	4		_	4		4
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Force Mode	Fixed	Simult. Gap N/S	Off	Red	1.0	1.0	0.0	0.0	0.0		PARTICIPATION AND A STATE OF THE	5	6	7	
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Timer Results	204001 (1960) (1960)			EB	L	EBT	WB	L	WBT	N	BL	NBT	SBL		SBT
Assigned Phase	9	eranya musi dan kerinak hadi serandah erandi, bis di Sustan erandi sente	PERSONAL PROPERTY OF THE		VIRENIE (MY ARCHYL)	2	PRINCE PROPERTY AND ADDRESS OF THE		6			4			8
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Max Allow Head	way (A	AAH), s	NEWSTRAND VICE AND AND A		The state of the s	3.2			3.3		lo Trauman of Janous	3.2	discussion of the second secon	CHENTH THE BEHAVIOR	3.1
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Green Extensio	n Time	(ge), s	eticontaincide magnitori		en reministrative de la company de	0.3		ACTION AND ADDRESS	0.4		SALES CONTRACTOR OF STREET	0.5		department and a	0.5
Phase Call Prol	ability	ESTANDA O PERIORIS MENORIS MENORIS MENORIS PROPRIESTO POR CONTRACTOR POR CONTRACT	ewindstables according	and the Transition of	-	1.00	THE PERSON NAMED OF THE PERSON	ANALES IN COURSE	1.00	ana) carrena		1.00	The same of the sa	WINNESS TOWN	1.00
Max Out Proba	oility	HELINGTHER THE SHERING STONES WORLD TO CONTROL THE CON	émanineticsuleuren	Menon anno essentante M	Current Artes Suren Zuese	0.00	Sundragas House		0.00			0.00	STATE OF SHARES	SZACIEDALT (TICS) CO.	0.00
and the second	di Abi			144	40.4					Transaction		d4.45	非公司 集		
Movement Gro	up Res	sults			EB			WB	is naz júczwecknego kno	S S	NB	TOTAL CONTRACTOR AND ASSESSMENT	COMES DESCRIPTION OF THE PARTY	SB	at sagelianam materia.
Approach Move	ment		пастионствар виднен	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Move	ment		CONTROL PRODUCTION AND THE	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow F	Rate (v)	, veh/h	v.monaumanama	41	129		96	139	KZELÉGOVEZÁTOVNEDÁM	TO SERVICE SERVICES	189	101	137	la rasagera qui extension	124
CONTRACTOR OF FREE PROPERTY OF STREET, CONTRACTOR OF STREET, CONTR	THE CANADA STATE OF THE STATE O	ow Rate (s), veh/h/in	ericinanian de monte na	1245	1626		1256	1582		Marin Carrier and American	1666	1483	1490	foliaceantry firmed	149
Queue Service	CONTRACTOR OF THE PARTY OF THE	TOTAL BEAUTIONS OF THE PARTY OF THE PROPERTY OF THE PROPERTY OF	HIPPORTER STATE OF THE STATE OF	1.3	3.0	Taken more and	3.1	3.3	120 00000000000000000000000000000000000	NATIONAL PROPERTY.	0.0	2.5	0.0	TELEGRAPHIC STATES	3.1
Cycle Queue C	PRINCIPAL PRINCI	e Time (gc), s	Domai dom Macrock Sarar	4.6	3.0	Service construction and	6.0	3.3	MAGNERANNEN		4.2	2.5	3.0	May come to predict and con-	3.1
Green Ratio (g/	menonium man		MANUFACTURE CONTRACTOR	0.43	0.43	CONTRACTOR	0.43	0.43		ender Samente Castrellow	0.43	0.43	0.43	ASSOCIATE TO POSSIBLE	0.4
Capacity (c), ve	PROFESSIONAL PROFE	DATE OF THE PROPERTY OF THE PR	Sharpin mineton personal and	587	699	M-CUANDATOR/ORDER	598	680	num enteres orien	The State of the S	784	638	728	electrical contracts	641
Volume-to-Capa	THE PROPERTY OF THE PARTY OF TH	TANDERS MER AND PROPERTY OF THE PROPERTY THE PROPERTY OF THE P	esterio interpretatione in	0.071	0.185	MATERIAL TOWNS	0.160	0.204	l l	ent decreases	0.242	TO A THE PERSON NAMED IN COLUMN 1	0.189	линистралуеман	0.19
Available Capa	COLUMN SERVICE DE L'ACTU	inantitro compresentationi e interessi anticologica del contrato del contrato di cologica.	una sociatro las faces	587	699	CONTRACTOR OF THE PERSON OF TH	598	680	1	er Commons	784	638	728	rnisia micromorphica	641
CALIFORNIA	SHAROODING HOUSE	h/ln (85th percentile)	TOROUGH POSTAL PORT	0.6	1.8	ANTHER PROPERTY.	1.4	1.9	-	THE OWNER OF THE PERSON NAMED IN	2.8	1.5	1.8	ana nakasikakhak	1.7
CAN PLANTAGE AND AND POST PROPERTY AND	NAME OF THE PERSON	RQ) (85th percentile)	0.21	0.15	SCILLION SERVICES SUBATED	0.24	0.15	market and the second		0.23	0.24	0.15	AND AND AND ADDRESS OF	0.1
Uniform Delay (SAMPLE SAMPLE SAMPLE	erondering erichted inden einer eine reine seine verweichen erstene	OCH BANKS CONTO	12.1	10.6	-	12.5	10.7	-	4	11.0	10.5	10.6	ANCHARDORNA PROPERTY AND ADDRESS OF THE PARTY	10.
Incremental De	DESCRIPTION ACTIONS	PROVINCE OF THE SECOND PROPERTY OF THE SECOND	MANUFACTURE AND ADDRESS OF THE PARTY OF THE	0.2	0.4	CHOROMENSON	0.1	0.1	and a supplement	4	0.7	0.5	0.1	parather and other par	0.1
Initial Queue De	THE PROPERTY OF THE PARTY OF TH	PARTICULAR PROPERTY AND	OND PORTUGE STATE	0.0	0.0	-	0.0	0.0	-	man de la companya de	0.0	0.0	0.0	in interpretation	0.0
Control Delay (OTOROGO SERVICIO POR CONTRACTOR DE CONTRACTO	HALLISK PROBERGINES MANUS AND AND AND ASSESSMENT ASSE	HATTINAM LUNCON A	12.3	11.0		12.6	10.8			11.7	11.0	10.7	ALTERNATION AND ADDRESS OF THE PARTY OF THE	10.
Level of Service	noi ammazio	CONTRACTOR OF THE PROPERTY OF	PARTICULAR STATEMENT	В	В	ORUMAN TORON	В	В	1	_	B	В	В	communications	В
Approach Delay	NAME OF THE PERSONNELS	THE CONTRACTOR SECURITION AND ADDRESS OF THE PROPERTY OF THE P		11.3	3	В	11.5	5	В	11	.4	В	10.7	L.	В
Intersection Del	ay, s/ve	eh/LOS				11	.3					CHICARLE	В	MAKE MAKE	CHRAME
		The state of the s	No.			(St.	100								
Multimodal Re	one process on the second section is		NAME OF TAXABLE		EB	-	S MANUFIC PROPERTY PROPERTY.	WB	NEW YORK	trees forms are	NB	NEWSCHOOL COLUMNSTALE	-	SB	Decision of the Party of
Pedestrian LOS	Score	/LOS		2.7	Compa	В	2.3	1	В	2.	3	В	2.3	Dig.	В

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General Inform	ation								Interse	etion In	formation	on	7	at algebra	
DESTRUCTION OF THE PROPERTY OF	iation	AVI	WELTHONIS STATE OF THE STATE OF	OSCIONATOCIACION	поводножения	THE RESERVE	BEAR BONDONS S	anternamental pro-	Duration	MARKET COMMEN	0.25	ECCUPATION OF THE PARTY.		4 1	
Agency Analyst	TO STATE OF THE ST	ajs	жистинации житоренации житорена	Analy	sis Date	Apr 2	5 2016	CONCUST ON THE	Area Ty	nest contribution with a	Other	SHOOLANNEARCH STRIKE	-		
Jurisdiction	MARKET MARKET PROPERTY.	WYDOT	nender en Sakteaus	Time I	RESIDENCE PROPERTY.	PMPH	THE RESTRICTION OF THE PARTY OF	net en source proposition of	PHF	errensessessessessessessessessessessessesse	0.89	ORNANDOSCIOLANO	-175	n+s	
Intersection	ere communication (No.	16th & South	manamaran arang	финистопници	sis Year	OK PRINCIPALISM ON ON	PROMERNANCE	amorament e	Analysis	Parino	and an account	nn			•
File Name	errorment entrancemen	16TH & SOUTH 20	16 DM	CHARLES OF THE PARTY OF THE PAR	sis rear	2010	T-RESPONDED TO SERVICE	- Carrier Carr	Milalysis	Fenoc			- 1		
Project Descrip	tion	Wheatland 16th Co	TOTAL ENGAGEMENT AND ADDRESS OF	THE PROPERTY OF THE PARTY OF TH	ORDER MODERN STATE	PACES NAME OF THE PACE OF THE	CH CHIMBING HOUSE	ewitesteen	OSCILLATION OF THE PARTY.	ENTEROR ENTERORISM	ATOMUSAU MARKET	CONTRACTOR DESIGNATION	- ,	H I H	7.6
Project Descrip	UOH	Wileatiand Toth Co	SECTION DESCRIPTION	CANADA PARA PARA PARA PARA PARA PARA PARA P			S 1 7 90 P			PLUSHICA .		12.05	125380 A		
Demand Inform	nation		20740200	100	EB	Department of		WE	944964040040 3	THE PERSONS	NB	Market Services	THE CONTENT OF THE CASE.	SB	BENEST STATES
Approach Move	ment	SON STANDARD PRODUCTION AND AND AND TAKENDONESS	COMMUNICACION COMMUNICACION COMPANIA	L	T	R	L	T	R	madamon L	T	R	L	T	R
Demand (v), ve	Automorphospie			37	69	22	101	87	arveriganessess	25	143	aradauninanan	42	163	58
			85 E S. E.			285	Prof. Com						district.		
Signal Informa	tion				1 5	J.W.					102				
Cycle, s	60.0	Reference Phase	2	A STATES	2	5.1	20 Section	STATE OF THE PARTY	100	Margaret 14-00	ľ	 _	4		1
Offset, s	0	Reference Point	End	Groon	25.8	25.8	0.0	0.0	0.0	0.0	T Partie	1	¥ 2	3	-,-1
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow		3.2	0.0	0.0	0.0	0.0	nonempropried !!				本
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	0.0	0.0	0.0	0.0	CAMPACITICAL COLUMNS	5	6	7	
		La Carriera de la Car	e de la compa	en di di	4.499	Class C						KAN.			
Timer Results	maximum Novembra			EBI	L	EBT	WB	L	WBT	NE	3L	NBT	SBL	NACIONAL PROPERTY.	SBT
Assigned Phase	8	THE PARTY OF THE P	TO SERVICE AND SERVICE	Spental Contraction	-concentration	2	The Assessment		6		Sentantivino (Sentember)	4		-	8
Case Number			SECONDIZIONE DE LA CONTRACTOR DE LA CONT		1	6.0			6.0		ACCULATE STATE	7.0			8.0
Phase Duration	, S	ne por escribancia e reaco una sina bidar esticable. Decento a sento il respecto			ETHERON PARKET	30.0	1		30.0	Service Common C		30.0			30.0
Change Period	COMMUNICATION OF THE	намерокующикамостистисти от от от неселением). S	THE STREET STREET	1		4.2		ananco franco	4.2		ACCESSION OF THE PARTY OF	4.2		-	4.2
Max Allow Head	NAME OF TAXABLE PARTY.	auctual studential accidential additional definition of the process and the pr	C IL DATE NO.			0.1		-	0.1		COUNTY OF THE PERSONS	0.2	i i i i i i i i i i i i i i i i i i i	- Carrier and -	0.2
Queue Clearan	MICROSOM PROJECTION	CONTRACTOR DESCRIPTION OF THE PROPERTY OF THE	WANTED TO HER DATE OF THE	*CHIDNETTINE	HADPINI REDOVO	4.2	Accessorate Care		5.2	-		6.2	PROTECTION OF THE PROPERTY OF	ROUGESTON	5.6
Green Extensio	diam'interres	MATERIAL EXPERIENCES ENTRE EXPERIENCES EXPERIENCES ENTRE EXPERIENCES EXPERIENCES ENTRE EXPERIENCES ENT	na tradestrations of other			0.0		and the same	0.0	THE STATE STATE OF THE STATE OF	www.commission.co	0.0	Manuscon, the otherwood	weens from a	0.0
Phase Call Pro	avioritos citarentes son		NAMED TO STREET OF THE PARTY.	S.	******	1.00	Samuel Services	DESTRUMENT SECURIOR	1.00	- Commonweal	ewenne fewer	1.00	CONTRACTOR OF THE PARTY OF THE	manus or frame	1.00
Max Out Proba	CONTRACTOR	enanciero anticolor de entre formación de entre for	STREET,	Saniani marine	ECONOMIC SOME	0.00	Announce turns on	mount from	0.00	a disconnection of	nerous est describ	0.00	A CONTRACTOR OF STREET	THE STATE OF THE S	0.00
				i se di								1701774			
Movement Gro	up Res	sults	DANSET OF STREET		EB	STANCES OF SHIP		WB	**************************************		NB	COLUMN DE LA COLUM		SB	BENERAL PROPERTY.
Approach Move	ment	THE REAL PROPERTY AND ADDRESS OF THE PROPERTY	E-CONTEXT SPECIAL STATE AND ASSESSED.	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Move	ment	INDUCATION AND AND AND AND AND AND AND AND AND AN	SHITZ-COLLADORNE INCLA	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow F	Rate (v)	, veh/h		42	99	STATE OF STA	35	49	1	20	189	117	153	armithducom	136
Adjusted Satura	ation Flo	ow Rate (s), veh/h/ln	entrantación de la contraction del la contraction de la contractio	1351	1652	NATIONAL PROPERTY.	1291	1604	- I	NATIONAL PROPERTY OF THE PARTY	1641	1483	1558	IZ INGELIGINATION, SINT	144
Queue Service	Time (g	/s), S	SERVICE CONTRACTOR OF THE PARTY	1.1	2.2		1.0	1.1	adaptic 200 miles	1	0.0	2.9	0.0	material Activities	3.6
Cycle Queue C	SECOND WITCHEST	acive presonante companio esta com esta esta esta esta esta esta esta esta	AND POST AND	2.2	2.2	gundenmoton wa	3.2	1.1		5	4.2	2.9	3.4	BANKEL KENT WHITE	3.6
Green Ratio (g/	est activities and activities of	KRISTOSKISTALISET TARITIKOTISTISKISTISKISTALIKASIS PRENISSIONI ARABITISKISKISTISKISKISTISKISKISTISKISKISTISKIS	e Patricia provincia ne	0.43	0.43	M.C.AMBERTAL	0.43	0.43	AND RESERVE AND ADDRESS OF THE PARTY OF THE	il.	0.43	0.43	0.43	Lamich) of Humahila Sci	0.43
Capacity (c), ve	h/h	The Maria and Comment of the Comment	KORACI HILMANIA (MEXINACIONISI	677	710	CORPORAT HEADSTONES	628	690	Mary Company		775	638	748	POMESTIC NO.	622
Volume-to-Capa	acity Ra	atio (X)	EKIOKANOENSEEJAN	0.061	0.139		0.055	0.070	Des formation (secure reserve	N. CHOMOS CONTRACTOR	0.244	0.183	0.205	ET.1500(504)3649	0.21
Available Capa	NUMBER OF STREET	CONTRACTOR OF THE PROPERTY OF	EWILAK PELINENTENE	677	710	CATCOCHPATECHES >	628	690	The second of the second	20	775	638	748	auteoreose	622
Back of Queue	(Q), ve	h/ln (85th percentile)	meteroraccuriosisus s	0.6	1.4	STATUS PROGRAMMENT, OF	0.5	0.6	THE RESIDENCE OF THE PARTY OF T	STATE OF THE PARTY	2.8	1.7	2.0	ethiological stations	1.8
POLICE AND THE STATE OF THE STA	MANUFACTURE CONTRACT	RQ) (85th percentile	alexistation in covering	0.20	0.12	-	0.08	0.05	No. of the second		0.23	0.28	0.17	DESCRIPTION	0.1
Uniform Delay (DIA VIOLENIA DE LA CONTRACTORIO	THE ROOM EAST AND AND THE PROPERTY OF THE PROP	OCONTRACTOR OF CATACON SURGINA	10.7	10.4	*Complex address and	11.3	10.1	and the second s	- Contraction	11.0	10.6	10.7	NOTABLE EXT. SHE ME	10.
Incremental De	SHETCHIEF THE BUTCHE	BORNIU DYNONINA DICHOLORO ZVINO PER MOZE PROMOTE AMBERIA	nost anteres at ontweet	0.2	0.4	TO SERVICE	0.0	0.0	AND	A CONTRACTOR OF THE	0.7	0.6	0.0	имосмачин	0.1
Initial Queue De	SECTION AND DESIGNATION OF	PERSONAL PRODUCTION AND AND AND AND AND AND AND AND AND AN	THE STATE OF THE S	0.0	0.0	Francisco de Companyo de Compa	0.0	0.0	NA DEPOSITE OF THE	The second	0.0	0.0	0.0	HOLD SELECTION OF THE OWNER, AT THE	0.0
Control Delay (TEN HETOPOTE PERMISSION OF	DESIGNATION OF THE WAY WAS A STATE OF THE WAY	erteinstriccie entra	10.9	10.8	Satirgue Paris (2008)	11.3	10.1	SAN CONTRACTOR CONTRACTOR		11.7	11.2	10.8	CATALOG BORROW	10.
Level of Service	esinonium Aircreature	microscopic depresation of the contract of the	adelije of to hope series the ver	В	В	CONTRACTOR	В	В	and the same of the same	A PARTIE DE LA CANADA DEL CANADA DE LA CANADA DEL CANADA DE LA CANADA DEL CANADA DE LA CANADA DE	В	В	В	visplike knowszerowa	В
Approach Delay	NTECTOR CONTROL STATE	CANCEL RECEIVED BY THE PROPERTY OF THE PROPERT	Cherentoniano	10.8	бынивыерозовые	В	10.6	Annexaces corner	В	11.	5	В	10.8	MANUFACTURE THE	В
Intersection Del	KARENDE HERONINA	CARREST CONTRACTOR CONTRACTOR OF THE CONTRACTOR	A DESTRUMENTA MANAGEMENTS		arment filmani	CHARGESTON MUNICIPALITY CO.	1.0	uncamo nilmento	TELECOME EVERY EVERY	The second	ou vaneur durinia	WISHONSON PROPERTY.	В	onuninferone.	minimum aller mount
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Marking del De	sults				EB			WB			NB			SB	avitant describit
Multimodal Re				P.S. and the second second	STORY THE PERSON NAMED IN	PRONONCE PROPERTY.	Olive Proposition	MANAGEMENT OF THE PARTY OF THE	NUT THAT PRODUCED AND ADDRESS OF THE	Mary	SCHOOLSCALE PROPERTY.	DATE SUCCESSION SHOWS	Albert Steinersenstration of the	ancestropowers.	В

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						nters					le in the property	14.7 (A. 15.4)			4.10
General Inform	nation					ENGLISH TEXA	(0190218-05-45-27 ₈	b-Management a	Inters	ection I	nformat	ion	J		L L
Agency	MANAGAMENTANIA (MANAGAMA)	er nach otta inem och eponamenom-moderntrom roman senam	MEDICAL DESIGNATION STATE	BET. PARKETE S. NAME.	actic Migroup Autor	turatolis trunatoriolein e	Process of the Parish States	energe mesode	Duratio	on, h	0.25	TOTAL STREET		4 1	
Analyst	THE PROPERTY OF THE PARTY OF TH	ajs	DONATA STATE MY COR.	Analys	sis Date	Apr 2	7, 2016		Area T	vpe	Othe	er	4		
Jurisdiction	NET-PORNOUTO PERFORM	WYDOT	2001-1010A/B214/51-101	Time F	CHARGE CHARGE CHARGE	AMP	NA CONTANANCIONIS	oninana sangr	PHF	SALTINGARIZAL CROSS	0.73	RR36537998766527476.5			
Intersection	MENSON MOUNTS ARREST	16th & South	CALIFORNIA CONTRACTOR NOT NOT	Secretaries established	The factor of the same	3036		CONTRACTOR OF THE	Analys	is Perio	d 1>7	:00			
File Name	MC-INNIN HEDDE FRONT DAR	16TH & SOUTH 20	36 AMF	Programme and the same	NATURAL PARTIES	end commonwer	CONTRACTOR CONTRACTOR	errenere medici	NAME OF THE PARTY	etromocratativani	สยามของเครื่องสารระบบของ	TOTAL TENERS TO			,
Project Descrip	tion	Wheatland 16th Co	**************************************	OPENING WATERWAY	THE PERSONS	CANDING TOTAL	THE RESTRICTION AND PROPERTY.	OUTDOWN CLASSES	missioner/films	en abudomates saese	NEW SHIPS OF THE STATE OF THE SAME	STORES AND DESCRIPTION		1 1	i h d
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Demand Inforr	nation		en collinia Mancherotale	P.	EB	18013P8090303030.00.891	AND SHAPPED STORY OF THE	WE	3		NE	3		SB	Ziera ziera in
Approach Move	ment		CLEATING SECVENIES AND STORE	L	T	R	L	T	F	۱ ۱	_ Т	R	L	T	R
Demand (v), ve	h/h	TO A STATE OF THE	**************************************	83	123	36	83	65	3	9 2	2 154	4 117	23	138	3 48
		Alloha keta								Mary Control					office (S.A.)
Signal Informa	tion				- C	a sib	araaci,	Name of the last	9	The state of	in a second				
Cycle, s	60.0	Reference Phase	2			1 00	2	117 date 518	100 mg 10	Proceedings			4		1
Offset, s	0	Reference Point	Begin	Green	25.8	25.8	0.0	0.0	0.	0 0	0		, ,	- 5	
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow		3.2	0.0	0.0	CANADA TORONO	CONTROL CONTROL CONTROL	Maderities studentics	\$ T	7		4
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	0.0	0.0	0.	0 0	0	5	ā	7	
11.07462330	M. T. C							Table Sec.				(1963)			
Timer Results	- manufactures		- construction	EBI	L	EBT	WB	L	WBT	N	IBL 🖟	NBT	SBL		SBT
Assigned Phase	В					2			6		Prod 2 Per	4		The state of the s	8
Case Number	arakokastari de Alvado	30,000,000,000,000,000,000,000,000,000				6.0		1	6.0	ğ	-	7.0	į.	100	8.0
Phase Duration	, S		A TAMBOTO CONTROLO CANDADO	ing The state of the state of t		30.0			30.0	anua provincioni di G	manuscratic Control	30.0		1	30.0
Change Period	(Y+Rc)), S	Control TECHNOLOGICAL	Centralization	more and a source	4.2	g jarroch mas-stolen H	Least-econor, Javania	4.2	-are broken to		4.2	H H H	N. LANCES CO. LO.	4.2
Max Allow Head	dway (A	/AH), s	reconstructor Actor Place	TO STATE OF THE ST	correctivity species	4.3	l	accomplete metal photo sum	4.3		1	4.3	19 53 53	APPARATURE A	4.3
Queue Clearan	ce Time	e (gs), s	NEW CHOOK ACCUMENTATION	Satzanionion	NI MORININA GARAGO	9.0		a menanga payar Sapt ana	11.3	mercal Consumerana Edi Edi	ana mana mada ma	7.7	Candidates at the control and a second and a	AND CONTRACTOR OF THE PARTY OF	5.5
Green Extensio	n Time	(ge), s	YOSUS COTHERWOOD ROAD	Secretary research	NEWSTROOM PROPERTY.	2.1	esentuent azero	enconsumações en	2.0	ana) hosacan	Control of the Contro	2.4		SOAN SOA GARAGE	2.5
Phase Call Prol	um missel voluntum (s.e.)	aanda aa aa ah	emateries and econo-	trenting investigati	econoscere (auscoro	1.00	d mean reason and a	samaranin ğarma	1.00	eastal (Antonia viru) is Ca	CONTRACTOR CONTRACTOR	1.00	of the sourcement on the source	THE STATE OF THE S	1.00
Max Out Proba	WATER CONTRACTOR AND ADDRESS OF THE PARTY OF	MATRICA SANCE CATTON OF THE MATRICAN PROPERTY OF THE PARTY OF THE PART	KUISKÁN WUARRIN	CONTRACTOR CONTRACTOR CO.	unama funere	0.02	Elementer succession and the second s	market and	0.04	noes (Ausentration)	Considerate and States	0.02	el general anome resource	Terandricing Mercan	0.01
	ĺ						90.71.50								
Movement Gro	up Res	sults			EB		i i	WB		į.	NB			SB	COMPTENTIAL STATE
Approach Move	ment			L	Т	R	L	T	R	L	T	R	L	Т	R
Assigned Move	ment	SON CAPATE (ACCESSAGE) AND STATE OF THE COLOR BETTER COLOR TO THE COLOR OF THE COLO		5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow F	Rate (v)	, veh/h		114	212	Antonia	114	137			241	145	148		13
Adjusted Satura	ation Flo	ow Rate (s), veh/h/lr	1	1247	1638		1164	1598	3		1641	1439	1586	an internal Plants	143
Queue Service	Time (g	(s), S		3.8	5.1		4.3	3.2	8		0.0	3.8	0.0		3.5
Cycle Queue C	learanc	e Time (gc), s		7.0	5.1	Separate de la constante de la	9.3	3.2	i i		5.7	3.8	3.3	THE RESERVE TO THE PERSON OF T	3.5
Green Ratio (g/	(C)	AND THE PROPERTY OF THE PROPER	card ESTUDIA ALLON	0.43	0.43	The state of the s	0.43	0.43			0.43	0.43	0.43		0.4
Capacity (c), ve	h/h	итори посоды на до и колониот двой баст двой двой образовати и бас	cody#2 scietohani	590	704	S POST CONTRACTOR	522	687	a and descriptions	The second second	773	619	755		618
Volume-to-Capa	acity Ra	atio (X)	57-047-047-04-04-04-0-04-0-04-0-04-0-04-	0.193	0.302	diameter statements	0.218	0.199	9		0.312	0.235	0.196	- COMPANIENT STATE	0.21
Available Capa	city (ca)	, veh/h	mercios riserenciam sicus	590	704	E CONTROLLED	522	687	and professional section	The second of	773	619	755	and the second second	61
Back of Queue	(Q), ve	h/ln (95th percentile)	1.9	3.3		2.1	2.0			3.7	2.2	2.1		2.0
BOOK OF THE PROPERTY AND THE PROPERTY AN	PROSESSO DEVICENCE PARTY AND THE PARTY AND T	RQ) (95th percentile	CALCOLOUS DAMESTICS	0.64	0.27	(Chrystismusses	0.04	0.17	corps wown m	GI CI	0.31	0.37	0.18	AND THE CONTROL OF	0.1
Uniform Delay (PROTESTON SECTION	DA SUNDBORDOR, DISAR DICHAMBERGED VITAMICECORDIAN AHREOTE (\$18) INSCRIM ANALIS	ne carder (A. de Andyrin (S. J. Africa)	12.8	11.2	Service Control of the Control of th	14.3	10.7	nen koon maan na		11.4	10.8	10.7		10.
Incremental De	lay (d2)	, s/veh	THE REPORT OF THE PERSONS	0.7	1.1	Committee Street	1.0	0.7	- Landerson		1.1	0.9	0.6		0.8
Initial Queue De	STREET, VITA OF STREET	V-1001-1201-1201-1201-1201-1201-1201-120	AARDE AND CONTURNED WITH CONTRACT OF	0.0	0.0	A Deliverse sentence	0.0	0.0	ownsome	Chouse experie	0.0	0.0	0.0	CERTIFICATION AND COMME	0.0
Control Delay (d), s/ve	h	THE EMPLOYMENT OF STREET, SHE	13.6	12.3	ajanomataneran il il	15.2	11.3		Ü	12.4	11.7	11.3	H-M71007019C.751	11.
Level of Service	(LOS)	enter commente en acultar se s'ant de mine ambie divene anné a ma salaceron, el semantemen	MINNESS NEWSON	В	В	A DIPLOMATIVE STREET, SAN	В	В	T. COMMONDER	The second	В	В	В	est DCSWASHBOT	В
Approach Delay	TO PERSONAL PROPERTY.	CHARLES CHICA CHICAGO PROPRIO PROPRIO PROPRIO PER PROP	entroperation and a	12.7	7	В	13.1	1	В	1:	2.2	В	11.4	nonempty of the	В
Intersection De				TOTAL CHEST STORY CHEST	CONTRACTOR STREET	SERVED COLUMN COMPA	2.3	enemanalist (e	MINETERN WORKER	CHAN JOSEPH TALES	arenne sono de sue	Seure the Section Co.	В	новинейский подгажения	MARKET STATE OF THE PARTY OF TH
				\$ 4500	F 16							The state of the			
Multimodal Re	sults		nostra nategoriali	THE THE PERSON NAMED IN	EB	PARTITION OF THE		WB	north organic		NB	CONTRACTION OF		SB	THE PROPERTY OF THE PARTY OF TH
Pedestrian LOS	CHEST PROPERTY CONTRACTOR	/LOS	COMPANY CONTROL WALL OF	2.7		В	2.3	}	В	2	3	В	2.3	DOTTOR RESPONSE	В
Bicycle LOS Sc	ore /10	DS	UBUNATI NICUSKII AKIMINA	1.0	essentia con Janonese	A	0.9) ?	Α	<u> </u>	.1	Α	0.7	THURSDAY SAN	Α

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General Inform	nation				Different Berrings		os incoloni	902306922 1	ntersect	ion Inf	formation	on	2	2 5 A L	inchestration of the second
Agency	MANUSCRIPTOR THE STATE OF THE S	AVI	-W4405400000000	BUCHBURE BUCKEY	*GESTANCERRADION		colombia di colombia di scristica	шинстинафия	Ouration,	DENIAL RECONTROL FOR	0.25	SKCYNIZES DRYKKE		43	
Analyst	nachoral material con	ajs	NATIONAL PROPERTY OF THE PARTY	Analys	is Date	Apr 2	5. 2016	ezentetetti kitalijatati	Area Type	HET WELL SOCIALISTS	Other		Ā		
Jurisdiction	METALOGISTANT, SETTE	WYDOT	ORN KIID MEDICAMATUR.	Time F	WARD CONTRACTOR TO STATE OF THE	1000	STREET, SOUTH	enegations, car	PHF	A CENTER OF STREET, CO.	0.95	ATTACA CONTRACTOR	7.	vj.	-
Intersection	Kustesaneenatera	16th & South	WORLD WAYS THIRD	and separate the second	is Year	and superimones.	N/SCHOOLSCHOOLSCH	announced and	Analysis I	Period	1> 7:	00			
File Name	PARTICULAR DESIGNATION	16TH & SOUTH 20	36 NO	ni manazara na ataura		-Lancon	SIGN HYAPPO, HAT HEETING	mennember	THE PLAN CONCRETE STREET	HOSE DECREASE AND A STATE OF THE SEC	washinara wara	MARKET PRODUCTION	- J. H.		
Project Descript	tion	Wheatland 16th Co	MANAGE CONTRACTOR	eron market and a	#G#thseneseess	NESCOTARS TACKETS	SELECT CERTAINANT	MUNICIPALITY OF THE	zowane sandzakinen.	ELFORDISC MODES	COMMISSION TO CONTROL	PERSONAL TRANSPORTER	1	THE R	2 C
r roject Descript		Wilediana Tolli Co	indoi o	.uu,			Seda Strat	10000					No.		
Demand Inforn	nation				EB		ETHIOLOGY SERVICE TO SER	WB	,	South Control of the	NB	and the second	STREET, PRODUCTION OF	SB	a serve and the
Approach Move	ment		entrantiaments.	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), ve		i e canadalistica e relación de la canada de las relacións (Alexandría de Paris de P	newski kanalise kara	45	98	46	100	77	73	24	174	118	65	174	40
·													*		
Signal Informa	tion		U.D. 840 1.07.24 20.04		1 2		BOTTOM AND SOLIC		1	1335					1
Cycle, s	60.0	Reference Phase	2	The state of	Dintery II.	75.76	7	4	2000	National Control		-	4		st.
Offset, s	0	Reference Point	End	Green	25 B	25.8	0.0	0.0	0.0	0.0	100	1	8	3	
Uncoordinated	Yes	Simult. Gap E/W	Off	Yellow		3.2	0.0	0.0	0.0	0.0			→		ĸt
Force Mode	Fixed	Simult. Gap N/S	Off	Red	1.0	1.0	0.0	0.0	0.0	0.0	CHARTENNY.	- 5	. 6	7	
11 Telephia															tra to the
Timer Results	oo	over management and state of the Police of the State of t	s reconstruit de la Partida	EBL	-	EBT	WBI	L	WBT	NB	L	NBT	SBL		SBT
Assigned Phase	9 9		and the property of			2		ORIENSON DANSONS	6	CONSISSA COS SIVARIOS	S S S S S S S S S S S S S S S S S S S	8		0	4
Case Number		Act and the remain of the property property of				6.0			6.0			7.0	Ú.	i i	8.0
Phase Duration	e Period, (Y+ R_c), s				CONTRACTOR SOLD	30.0	MATERIAL STATE OF	Parameter (Section 1)	30.0	NUMBER OF STREET	i i	30.0	IS IS INCREMENTAL CATAMATO	STOWN SPINIOR	30.0
Change Period,					market are m	4.2	PERENCINALISM NO.	nezoconaniel (miconine	4.2	PROCURENT PROTECTION P	essercionados Pareiro en	4.2		improducer.	4.2
COLUMNO DE PORTO DE PARTO DE P	ow Headway (MAH), s				camenuore. Servenamo. E	3.1	Emery commence on a	T. NAMES OF THE PARTY.	3.3	SUIDOPZIONAROMAS	CONTRACTOR OF THE STATE	3.2		HEISELD WALLOW	3.2
PRODUCE CONTURBER STANFORD STANFORD STANFORD	ow Headway (<i>MAH</i>), s Clearance Time (<i>g</i> _s), s				жической разсы чен	5.4	Contract Con	ENGLACIONA DIMENSIA.	6.5	Chaptain days are		6.7	() an indicate the action of t	EMPHORAL THROUGH	5.5
	LOUS PRESENTATION AND ANGUAGE OF COMPLEMENT OF CONTRACT CONTRACTOR OF THE ANGUAGE CONTRACTOR OF THE ANGUAGE CON				TOTAL SECTION AND	0.3	ORDERED OF SOM	PANDING MAKEN	0.1	NORMAN SANDANA	BANKARIZEN MORTON	0.6	Of the case of the control and	terretori etacki	0.5
Phase Call Prob	Clearance Time (g_s) , s xtension Time (g_s) , s				amounts moreove	1.00	Demonstration of the Control of the	CHARLES AND AND AND ADDRESS OF	1.00	RANGESTATION S	um romandismi ann	1.00	One on the contract of the con	Managaran Janasan	1.00
Max Out Probat	CHARLES WITH SHAPE	etustuurinest is zitus marrinistä loomiseen ta savat ostusti	NATIONAL MARKAGES	Sent autoritions	nimara firanca	0.00	Spirite Control of the State of the Con-	เสราเลเตรียกการเล	0.00	COOLUMN TOYOUR	PROVIDENCE ON STA	0.00	Contraction and Contraction an	russan fisaeco	0.00
									T.	. 1					
Movement Gro	up Res	sults			EB	THE REAL PROPERTY.	A.	WB	7	TOTAL PROPERTY.	NB			SB	CZLUWIZIO PROPERTY
Approach Move	ment	A STATE OF THE STA	Ann and the second	L	Т	R	L	T	R	L	Т	R	L	T	R
Assigned Move	ment	AND CATHOLOGY TO THE STATE OF T	- TOTALLE	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow F	Rate (v)	, veh/h		47	148	L	34	50		The same of the sa	208	113	151	***************************************	137
Adjusted Satura	ation Flo	ow Rate (s), veh/h/ln		1350	1626	A TOWN AND MICE AND	1234	1581			1664	1483	1475		148
Queue Service	Time (g	/s), S		1.3	3.4	Germann Romacini	1.1	1.1			0.0	2.8	0.0		3.5
Cycle Queue Cl	earanc	e Time (gc), s	- Color Reprise (Septiment	2.4	3.4		4.5	1.1			4.7	2.8	3.4		3.5
Green Ratio (g/	C)	NETH CHEN OF STREET, PERSONS AND STREET, NO.	annotate on a natural anexi	0.43	0.43	9	0.43	0.43	The second second	attaria. Esta esta esta esta esta esta esta esta e	0.43	0.43	0.43	essa gravoria travalstva	0.4
Capacity (c), ve	h/h	menuje i zgatum i etu konkozovi po ekkozovi se iza e unazia izbece	RATURE OF THE SEC	676	699	TERMINISTER SERVICES	580	680	T PASSE DANSE AND D	PRINCIPLE STATE OF ST	783	638	721	postowyszymienie ko	640
Volume-to-Capa	DEPOSITS AND PROPERTY OF THE PERSON NAMED IN COLUMN 1	atio (X)	ERBANIANNICZBO I C.C.	0.070	0.212	OME AT ASSISTANT HEAT IN	0.058	0.073	The second secon	B481628-/20065974	0.266	0.177	0.209	encitivativa (incitivativa)	0.21
Available Capad	city (ca)	, veh/h	DOYALDY, PURCHESON STREET	676	699	Settemonikationspickanist S N	580	680	CONTRACTOR OF THE PARTY OF THE	Course Tobale Constitute	783	638	721	EVERNING WEIGH	640
NATIONAL CONTRACTOR STANDARDS SANDONESSES	NAVENDO MANAGEMENT & PERSONAL SERVICE	h/ln (85th percentile)	neorement interpressure or	0.7	2.2	antinovas virtas	0.5	0.6		SATELYSINE PROBER TO	3.1	1.6	2.0	pedrica surstr	1.9
Queue Storage	Ratio (RQ) (85th percentile)	0.23	0.18	Ominariousseriussur 1 1 1	0.08	0.05	CONTRACTOR OF STATE	traktalis, til genketrakkelitet	0.26	0.27	0.17	BENDERHOLDVADAG.	0.1
Uniform Delay (SICHEDOLOM: MARCH: TODACHS	NECTIONOS SER LOS ESCULPANTOS DE ANALES DE PARA POR LA PORTA DE LA TORISTA DE LA TORISTA POR LA PORTA DE LA PORTA DEL PORTA DEL PORTA DE LA PORTA DEL PORTA DE LA PORTA DEL PORTA DE LA PORTA DEL PORTA DEL PORTA DEL PORTA DE LA PORTA DEL PORE	NEMICIAN PROBERED PORTECT PROPERTY.	10.8	10.7	Career to the contract of the	12.1	10.1	Carrie and a service	Secure color acres designed	11.1	10.5	10.7	mwhwachateaca	10.
Incremental Del	MATERIAL CONTROL	NET ON DE PARTIE FERRE CONTROL PARTIE PARTIE DE L'ESTRE DE REFERÈ DE L'ESTRE L'ESTRE L'ESTRE L'ESTRE L'ESTRE L	agi cash nonnada il si aska	0.2	0.7	E president production of the contraction of the co	0.0	0.0	Tanana masan ()	CEPTRIC DECISION AND AND ASSESSED.	0.8	0.6	0.1	1 mandenanahan	0.2
Initial Queue De	NALES RESOURCE SECURE ARREST	MARKANI SILVIN BEBURMEDEN OM ZIPVINE DE AND BEAUTINE PROPERTIES DE SE	anniming Cross Modelle	0.0	0.0	Cernolizationalous S S	0.0	0.0		tacinamis Monoritano	0.0	0.0	0.0	esionici retugnario i	0.0
Control Delay (d	BLENDERSTEIN DOOR ON ON	CONTRACTOR AND	CARONIA CARRANTA NA PARA PARA PARA PARA PARA PARA PARA	11.0	11.4	Carcaprocraziones es	12.2	10.1	aproximation and	MINISTRA MINISTRA CINTERNA	11.9	11.2	10.8	CHICPANTERS STRONG	10.
Level of Service	dramation and the last	SAT MEAN OF SHARE PROVIDENCE OF SHARE PROVIDEN	ector-manti-activis-cul barrie	В	B	pananuakruena	В	В	Section Company of the Company of th	y nitretry countries	В	В	В	ROBITED BERTHA	В
Approach Delay	ACCUPATION OF THE PARTY OF THE		NEWSTRAINS CO.	11.3	непомиронатия	В	10.9	Commissioner	В	11.7	danerogaurec	B	10.9	And the second	В
Intersection Del	ANY KOMONSTANCED	PRINCIPAL PARTY OF THE CONTROL OF THE PRINCIPAL PRINCIPA	OF SURE WEIGHT ON	Haumeerenenenen Fi To	TELEVISION PROPERTY CO.	CONTRACTOR AND ADDRESS OF	1.3	secon colesposa		NO NEW YORK OF THE PARTY OF THE	universida como	NOT SELECT AND ADDRESS OF THE PARTY OF THE P	В	maare kateer	Arranta properties
											War da.		100		
Multimodal Re	sults				EB	265703605G	PARTICIONAL PARTIC	WB	CONTRACTOR OF STREET	MARKET STATE	NB	metroble (ch		SB	presentative in
Pedestrian LOS	THE REPORT OF THE PARTY OF THE	/LOS	Lemman Autoritation (Control	2.7	and the second	В	2.3	онитоморилитыи	В	2.3	MACHINE LEGISLAND CO.	В	2.3	emanent process	В
NA THE REPORT OF THE PARTY AND A SAME AND A	ore / LC	epikalan kalantiran kalan oleh milan daran 1944 (1945) kuntu as dara sameran daran sameran bersamban bada bersamban	THE COMMONSTRATIONS	0.8	arcana faranca	A	0.9	การสมราชโดกสายเลย	Α	1.0	MATERIAL DESIGNATION	130.00°00°00°00°00°00°00°00°00°00°00°00°00	0.7	anarra branc	A

HCS 2010™ Streets Version 6.50 Generated: 4/29/2016 11:16:29 AM

	WATER STREET	HCS 2	010 S	ignali	zed l	nters	ection	Res	sults	s Su	ımma	ary	William Control	aga sensessa as	ESSENCION CON	neses sources
General Inforn	nation		MORPHICA PROGRAMOS	MSS Kerne John Control	BOCOLOGUESCO AND	r enternment	avenue aera unar-	anne serve de	NAME OF BRIDE	THE PROPERTY OF STREET	and the second	ormatio	on anaerona	Í		
Agency		AVI	ELECTRONIC NO AND	nguasausaannaa	LA SALDEMATRICON VA	enigosene cumane	organistaraumini of ci-	an managa	Durat	anayan ustra	PERSONAL PROPERTY OF THE PERSON NAMED IN COLUMN 1	0.25	NAMES OF STREET			
Analyst		ajs		er ennem evene	CONTRACTOR CONTRACTOR	Apr 2	DESIGNATION OF THE	CHARGOS AND CO.	Area	Туре) partitive out (t of)	Other	· CCDACONALITA	A		
Jurisdiction	TO ACT TO SECURE AND ADDRESS.	WYDOT	escretz servenia	Time F	THE ASSESSMENT OF THE SECOND	PMPH	+	บางเพลาเพลา	PHF	emperor estado	te si visicareanci te associ	0.89	MATERIAL PLANSAGE	_ 7		
Intersection	econocidio esta per per pe	16th & South	encontraction of the	THE REPORT OF THE PARTY OF THE	sis Year	2036	25 65 VAC TAXOTORIS C. ANDRES	maracacaman des	Analy	/sis F	Period	1> 7:0	00	- 4		
File Name	SOUTH TANKS	16TH & SOUTH 20	36 PMF	PH.xus	October SN 690 ort	OF FACTORISES TO STREET	eronomercharitation	Omouthiera intur-2018	and the State of the Con-	NO NO PERSONAL PROPERTY.		PROCESSOR SOCIEDADES	OF CUILD WILL XXXXX	2000		
Project Descrip	tion	Wheatland 16th Co	rridor S	tudy		THE RESERVE OF THE SECOND SECO	nessen en en en en en en	in person page		esperiotalit	TERRITATION	nestreprint	OT THE TOTAL PROPERTY.	3	T. CET	.≯r www.vexee
				a security								ND		36.22	00	
Demand Inform	SCHOOL SHOW SHEET				EB		<u> </u>	WE	menugenco		Accordance Comme	NB			SB	
Approach Move	MINISTER CONTRACTOR	NOPTISEE SEASONES, PROSES COSTO SESSE ESTRE		L	T	R	L	T	cerron (anno	R	L	T	R	L	T	R
Demand (v), ve	n/n	and the second second		41	76	24	111	96	i Germania	65	28	157	127	46	179	64
Signal Informa	tion										Lighter Li		T			
ACCURATE DE TRANSPORTE DE MANDE LE CONTRACTOR DE LA CONTR	60.0	Reference Phase	2	all a	135		Mary CAUS	Shi that department	11		and or the			2		S.
Cycle, s Offset, s	0.0	Reference Point	End			200	27		77	*****	3		1	Z :	3	
Uncoordinated	Yes	Simult. Gap E/W	On	Green		25.8	0.0	0.0	or out need by	0.0	0.0	Marcan 3		4		1
Force Mode	DATE THE PARTY OF		Construence and an extension	Yellow Red	3.2	3.2 1.0	0.0	0.0	recurse rollow	0.0	0.0	warmer)			,	41x
r orce wode	Fixed	Simult. Gap N/S	On	Reu	1.0	1.0	0.0	0.0		0.0	0.0	No. Texas		790200200	1	
Timer Results		4/6%)		EBI		EBT	WB	1	WB ⁻	T	NBL		NBT	SBL		SBT
Assigned Phase	neceticalism interior	AASSAMMAAN OO RICHAAN AAN AAN SARTAAN AAN AAN AAN AAN AAN AAN AAN AAN AAN	OF BUILDING SHOW IN HOLD	CDI	- company	2	VVD	_	6		INDL	como ne maneres	4	SDL	una de la composição de	8
Case Number	G mba <i>dan</i> an			g E	anna fana	6.0		uunder	6.0	anama (fic	WITH SERVICES THE	uman di merana	7.0	il C	wed-ee	8.0
rapaserawya harringa reservolusia valvariadosa o artifici	TO SECURITY WAS A SUB-	anni Amerika (m. 22 km agas, an ann aga sa an an an marika (22 km agas 4.5 km aga 1.5 km).	CULTURE TO THE PERSON	B Currosevezeras B	narco es moreno	vocast con international and were	Spenden in resemble		NAME OF TAXABLE PARTY.		THE STATE OF MARKET	man france	NAME OF THE PARTY	Enement on sometimen	unmendumen B	30.0
Phase Duration	MICRORES INTERNATION	MONTH OF THE PROPERTY OF THE P	CONCERNMENT WALLS SHOW	ll Harrimonian	wearan farmon	30.0 4.2	id Danisio orumenio id	romani	30.0	ment water St.	United Market Market	ancreums enancies	30.0 4.2	Listonianomonomonos	eseens James	4.2
Change Period	OR ALEMANDER AND SHEET SHEET	rigopassiones, que replacing presente en acciones por estre abore son esta acronicación	nachini marini da kanaka k	Danie Farmania	enement francisco	COLUMBIA PERSONAL PLANSMI	0 December vacasis	ancesae feo so	ADDRESS OF THE PARTY OF THE PAR	***************************************	POWERTING CONTRACT	marion em Jaconsonio	CCCURUMBER MANY	The table of the second or the		3.2
Max Allow Head	CARGOTTONICATIONS		SANSANYA JONGSON	l) Pouromonourona H	enconnection and con-	3.1	Samue Later Grant Street	unarchiera	3.1		e proportional designation of	CONTRACT CONTRACT	3.2	Danismon consumera	anoma de carece	ROSE VINNESSE VINNESSE
Queue Clearan	AND TO MAN COME ON THE	saaray ka angga ngagari gaalaan gaalaa anggan ya itta aa finaaday ya ya abaan asar atiyalah	artonia a Azana pe oa . e		anciene el françoise	4.4	Carrier announce	one and and	5.4	nama da	is dactor (land alternative	inscriptions	6.7	Guarante anno anno anno anno anno anno anno ann	unicame Jeorge	6.0 1.2
Green Extension	WEEKNEAD CHECKNOOL	(g_{e}), s	Arric (Lopes apriji prej y a	ti Grammania	ancarrate features	0.4	Georgianismismoni G	oranie z możenia wie o	0.4	- Division of	show material trials o	CONTRACTOR OF THE PARTY OF THE	1.2	d some newspectories	man James	SVINISHE MERCENTANT
Phase Call Pro	CENTRAL PROPERTY CONTRACTOR	MINISTER ZOCIONISTA INTERNAZIONA PROGRAMA POR CARROLINA PROGRAMA POR CARROLINA POR CARROLINA POR CARROLINA POR	ea-communications	D) 	COLUMN TO GROWING	1.00	is Communications	unnaval franc	1.00	economica de la	THE SHARE SHOW	DALESCON PROCESSOR	1.00	CONTRACTOR PROPERTY	MATHEMATICAL STATE	1.00
Max Out Proba	DIIITY					0.00			0.00		272425.52		0.00			0.00
Movement Gro	un Res	ulte			EB			WB				NB	884E.C		SB	
Approach Move	re argentistanististi		espublicanion	L	T	R	L	T	ningenauci.	۲ ا	L	COLDINGE DOLLER SECON	R	L	T	R
Assigned Move	CONTRACTOR OF STREET	EASTE CONTROLLER OF THE ACTION		5	2	12	1	6	and concern	6	7	4	14	3	8	18
Adjusted Flow I	AND DESCRIPTION OF THE PROPERTY OF THE PROPERT	veh/h	COLLEGE CARCOAT SING	46	109	Santanania in	34	49	angerma.	-		208	130	169	CATELOON-WESS	150
POTENT SPREMENTER IN WORKSTON VICTORIAN CONTRACTOR	most assessment in the	THE RESERVE AND ADDRESS OF THE PROPERTY OF THE	ELEGENIA DE CONTRE PROPERTO	1351	1651	e perconamento de la companione de la co	1279	1604	เหมียะการคาร L. E.	en en en El	oportus oscialization	1634	1483	1554	rremotavetourscer	1447
Queue Service	SCHOOL SECTION OF THE	ow Rate (s), veh/h/ln	EUROSA, ARABINISTRA	1.2	2.4	- Energy and the second	1.0	1.1	eneganowee }	macamma Shu	CHOCKEN TOTAL SERVICE	0.0	3.3	0.0	PVIS MEMBER PERSON	4.0
Cycle Queue C	THE PERSONS ASSESSED.	no decream compare de la compa	DYAN GUYUNNIN YANG	2.3	2.4	A THE THE PERSON NAMED IN	3.4	1.1	ness Prosecution 77	unemana Sec	onsensensensomo	4.7	3.3	3.7	Primar Mean	4.0
Green Ratio (g/	UNIX TURNAL TURNOUT	C 111116 (90), 5	seeminingerswesse.	0.43	0.43	of the state of th	0.43	0.43	and according	energian (Letter of PROMETRICAL	0.43	0.43	0.43	eterno establistico	0.43
CONTROL MENTAL MENTAL PROPERTY (CAMPITAL PROPERTY)	manismupovini eta h	A PRODUCE AND A PROGRAMMENT OF THE PROGRAMMENT OF T	(872FB637, 8759F) (5376), 23	677	710	E PARK TAUTHOUSE REAL	619	690	endonese.		wasan wasan sasa as	772	638	747	THE PERSONNEL	622
Capacity (c), ve Volume-to-Cap	CHARGESTANGENERS	etio (X)	Miller Michigan (Market)	0.068	0.153	AND REAL PROPERTY.	0.056	grameramana	en les essere	manage H	NUMPONIA STORES	0.269	0.204	0.226	CT NAME OF STREET	0.24
Available Capa	CONTRACTOR OF STREET	CAN BENNESTRY TO SERVICE CONTRACTOR CONTRACT	gs)Zeerinkle/inspractistressa	677	710	· Americanian	619	690	na jamen	enemalis H		772	638	747	Supplementations in	622
COMPRISON THE PROPERTY OF THE	AUTOMORPHE SPACES	SURPLINE CONTROL CONTR	COMMONWED CHARACTE	0.7	1.5	\$	0.5	0.6	valuerer		Na of Property and	3.1	1.9	2.3	Kristianist sta	2.1
		h/ln (85th percentile) RQ) (85th percentile		0.7	0.13	ones comesses	0.08	0.05	ou de manto		DESCRIPTION OF THE PROPERTY OF	0.26	0.32	0.19	The San H. San Mark of Str	0.17
			NAMES OF STREET STREET	Stansassasmenmustra)	greenmannemente	ganaceersansser	THE THE PROPERTY OF THE PARTY OF	(INDAMENTAL)	ondermon	saucene	LEVER SESSEEMEN	DESIGNATION OF STREET	Дижениеминалистики	Season and a second	MILLION PROCESSION	10.9
Uniform Delay (Incremental De	heapther (Constitution)	ADDRESS HOLDERS FANT HAND STORY CONTRACTOR OF THE PARTY O	navialista (m. 1704)	10.7	10.4	And the state of t	11.5	10.1			organisteracy ethopsise,	11.1	10.7	10.8	esca octobrasa control	0.2
Incremental De Initial Queue De	SCHOOL STATE OF STATE	PRODUCTION OF THE PRODUCTION O	Mari Salemental China C	0.2	0.5	e koesen session	0.0	0.0	verific conne		CONTRACTOR	0.9	0.7	0.2	un variable? (No co	0.2
y na ngunghali sanggayan ke kala manasan da masa caka	WITH SECURITION AND ADDRESS.	CONTROL DE LE CONTROL DE LA CO	BOWN PRODUCTION OF	0.0	Secretary services	ij Tyranauroraan ij	0.0	10.1	May Transcort	manue y la	NULTURE STREET, SET	PRETTY CONTRACTOR	11.4	11.0	ETRITTIPE ELEKTRE	med money constraint
Control Delay (DE INNO E MAN FORMAN	PASA SIGNAS SIGN	armaermini en els ambir	10.9	10.9	j Generalismos	11.5	SAMPRICA CONTRACT	er nerjancerenzur	noenzene (ja	KINEDOS CERSOS	11.9 B	Sourcestmouscuss	A CONTRACTOR DE LA CONT	mecwa.46m	11.1 B
Level of Service	THE PARTY OF THE P	NATURE OF SECOND SECTION ASSESSMENT OF SECOND SECON	CKT-S/STOLT-SHIP	B 10.0	В		B	В	-l	smunered for	44 7	enem-rang-navemen	В	B 11.0	e exempered	en Contration
Approach Delay	MATERIAL PROPERTY AND PROPERTY	NEP FEOTOS GAZOCIANO PRO PROPERTI A PROPERTI	EYTMAYT BIRTHARD	10.9	, commission	В	10.7		В		11.7	eranni rassas	В	11.0	************	В
Intersection De	ay, s/ve	en / LOS	441031100			11	1.2		25,722.0			rangori.		В		
Multimodal Re	1444 		2.114		ED			\A/ID				NB			SB	
NAME AND DESCRIPTIONS OF THE PROPERTY OF THE P	COMPANYOR OLD WARRANCE	/108	SVIII PERIODA IN PROPERTIES	2.7	EB	В	2.3	WB	В		2.3	INB	В	2.3	SB NAVIONE PARTIES	В
Pedestrian LOS				" //											- 21	D

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1/2/14

A.J. SCHEPP

4901 klipstein Rd. Cheyenne, WY 82001 Ph. 307-632-8030

16 TH ST & OAK ST 16 TH ST CORRIDOR STUDY 4VI File Name: 16 TH ST & OAK ST

Site Code : 00000001 Start Date : 5/20/2015

Page No : 1

			16 TH ST orthboun					16 TH ST outhboun		ips Printed-			OAK ST Eastboun	d			,	OAK ST Westbour			1
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	int. Tota
07:00 AM	2	13	2	0	17	0	12	2	0	14	2	2	5	0	9	1	0	0	0	1	4
07:15 AM	4	20	6	0	30	2	12	3	0	17	7	7	14	2	30	1	1	0	0	2	7
07:30 AM	3	43	23	1	70	4	33	6	0	43	13	17	9	0	39	7	16	0	0	23	17
07:45 AM	. 4	55	20	0	79	1	34	7	0	42	11	11	15	0	37	6	3	1	0	10	16
Total	13	131	51	1	196	7	91	18	0	116	33	37	43	2	115	15	20	1	0	36	46
08:00 AM	2	19	3	0	24	1	23	3	0	27	4	3	6	0	13	3	0	6	0	9	7
08:15 AM	5	14	1	0	20	0	17	2	0	19	3	1	4	0	8	0	1	_ 2	0	- 3	
08:30 AM	5	26	4	0	35	0	25	5	0	30	10	2	4	0	16	0	1	0	0	1	8
08:45 AM	5	32	1	0	38	0	33	6	0	39	5	1	5	0	11	1	0	1	0	2	9
Total	17	91	9	0	117	1	98	16	0	115	22	7	19	0	48	4	2	9	0	15	29
BREAK ***																					
11:00 AM	6	67	3	0	76	1	26	7	0	34	7	0	5	0	12	1	2	0	0	3	12
11:15 AM	5	50	4	0	59	3	42	8	1	54	8	1	6	0	15	3	0	2	0	5	13
11:30 AM	3	45	1	0	49	0	63	8	0	71	3	1	5	0	9	3	0	0	0	3	13
11:45 AM	6	58	8	0	72	0	61	8	0	69	10	3	5	0	18	10	5	2	0	17	1
Total	20	220	16	0	256	4	192	31	1	228	28	5	21	0	54	17	7	4	0	28	56
12:00 PM	9	41	5	0	55	0	71	16	3	90	3	3	7	0	13	4	2	1	0	7	1
12:15 PM	8	50	14	0	72	4	50	9	3	66	6	6	7	0	19	1	1	1	0	3	11
12:30 PM	2	49	6	0	57	1	52	10	0	63	8	3	10	1	22	5	0	1	0	6	14
12:45 PM	6	47	4	0	57	2	49	3	0	54	12	Ó	10	0	22	2	1	1	0	4	13
Total	25	187	29	0	241	7	222	38	6	273	29	12	34	1	76	12	4	4	0	20	61
BREAK ***																					
03:00 PM	5	54	6	0	65	1	47	12	0	60	11	6	6	0	23	2	1	0	0	3	15
03:15 PM	12	37	8	3	60	2	57	8	0	67	5	5	3	0	13	15	14	4	0	33	17
03:30 PM	8	50	4	0	62	1	50	17	0	68	10	3	8	0	21	8	5	0	0	13	16
03:45 PM	4	55	3	0	62	0	63	14	0	77	9	0	5	0	14	5	2	2	0	9	16
Total	29	196	21	3	249	4	217	51	0	272	35	14	22	0	71	30	22	6	0	58	6
04:00 PM	10	57	2	0	69	1	62	16	0	79	13	0	8	0	21	4	1	2	3	10	1
04:15 PM	9	58	1	0	68	0	56	15	0	71	11	1	14	0	26	6	1	4	0	11	17
04:30 PM	12	51	1	0	64	0	62	14	0	76	9	0	3	3	15	3	1	0	0	4	15
04:45 PM	7	53	2	0	62	0	63	25	0	88	10	2	6	0	18	1	0	2	0	3	1
Total	38	219	6	0	263	1	243	70	0	314	43	3	31	3	80	14	3	8	3	28	6
05:00 PM	12	67	2	1	82	1	62	14	0	77	9	1	7	0	17	1	1	2	0	4	1
05:15 PM	14	47	0	0	61	0	63	16	0	79	12	0	7	0	19	1	0	1	0	2	11
05:30 PM	10	41	0	0	51	1	63	12	0	76	5	1	9	0	15	0	1	1	0	2	1-
05:45 PM	4	53	0	0	57	0	55	9	0	64	12	1	5	0	18	1	0	2	0	3	1.
Total	40	208	2	1	251	2	243	51	0	296	38	3	28	0	69	3	2	6	0	11	6
Grand Total	182	1252	134	5	1573	26	1306	275	7	1614	228	81	198	6	513	95	60	38	3	196	389
	11.6	79.6	8.5	0.3	.0.0	1.6	80.9	17	0.4		44.4	15.8	38.6	1.2	5.5	48.5	30.6	19.4	1.5	.50	1
Apprch %																					

A.J. SCHEPP

4901 klipstein Rd. Cheyenne, WY 82001 Ph. 307-632-8030

16 TH ST & OAK ST 16 TH ST CORRIDOR STUDY **AVI**

File Name: 16 TH ST & OAK ST Site Code: 00000001 Start Date: 5/20/2015

Page No : 2

-	ib léis		16 TH ST					16 TH S					OAK ST	d			,	OAK ST			
Start Time	Left	Thru	Right	Peds		Left	Thru	Right	Peds		Left	Thru	Right	Peds		Left	Thru	Right	Peds		Int. To
eak Hour Analysi					App. Total	Leit	Iniu	ragiit	reus	App. Total	Leit	imu	reight	reus	App. Total	Leit	Iniu	Right	Peus	App. Total	Int. 10
eak Hour for Enti																					
07:15 AM	4	20	6	0	30	2	12	3	0	17	7	7	14	2	30	1	1	0	0	2	I
07:30 AM	3	43	23	1	70	4	33	6	0	43	13	17	9	0	39	7	16	0	0	23	
07:45 AM	4	55	20	ò	79	1	34	7	0	42	11	11	15	0	37	6	3	1	0	10	
08:00 AM	2	19	3	0	24	1	23	3	0	27	4	3	6	0	13	3	0	6	0	9	
Total Volume	13	137	52	1	203	8	102	19	0		35	,38	44	2	119	17	20	7	0	44	ļ.,
% App. Total	6.4	67.5	25.6	0.5		6.2	79.1	14.7	0		29.4	31.9	37	1.7		38.6	45.5	15.9	0		
PHF	.813	.623	.565	.250	.642	.500	.750	.679	.000	.750	.673	.559	.733	.250	.763	.607	.313	.292	.000	.478	
12:15 PM 12:30 PM	8 2	50 49 198	14 6 33	0	72 57 256	4 1 5	50 52 234	16 9 10 43	3 3 0	90 66 63 288	6 8 27	6 3 15	7 10 29	0 1	19 22 72	1 5 20	1 0 8	1 1 5	0	3 6 33	
		198	33		256		234 81.2	14.9		288	27 37.5	15 20.8	29 40.3	1.4	72			_5		33	
Total Volume		77.0	120																		
Total Volume % App. Total PHF	9.8	77.3 .853	12.9	.000	.889	.313	.824	.672	500	800					818	60.6 500	24.2	15.2 625	0	485	
% App. Total PHF eak Hour Analysis	9.8 .694 s From 02 e Intersec	.853 :00 PM to	.589 o 05:45 P	.000 PM - Peal 15 PM	x 1 of 1	.313	.824	.672	.500	.800	.675	.625	.725	.250	.818	.500	.400	.625	.000	.485	
% App. Total PHF eak Hour Analysis Pak Hour for Entir 04:15 PM	9.8 .694 s From 02 e Intersec	.853 :00 PM to tion Begi	.589 o 05:45 P	.000 PM - Peal 15 PM 0	c 1 of 1	.313	.824	.672	.500	71	.675	.625	.725		26	.500		.625	.000	11	-
% App. Total PHF wak Hour Analysis rak Hour for Entir 04:15 PM 04:30 PM	9.8 .694 s From 02 e Intersec 9	.853 :00 PM to stion Begi 58 51	.589 o 05:45 P	.000 PM - Peal 15 PM 0 0	68 64	.313	.824	.672	.500		.675 11 9		.725 14 3	.250 0 3	26 15	.500 6 3		.625 4 0	.000	11 4	
% App. Total PHF Pak Hour Analysis Pak Hour for Entir 04:15 PM 04:30 PM 04:45 PM	9.8 .694 s From 02 e Intersec 9 12 7	.853 :00 PM to :tion Begi 58 51 53	.589 o 05:45 P ins at 04: 1 1	.000 PM - Peal 15 PM 0 0	68 64 62	.313	.824 56 62 63	.672 15 14 25	.500	71 76 88	.675 11 9	.625 1 0 2	725 14 3 6	.250 0 3 0	26 15 18	.500 6 3 1		.625 4 0 2	.000	11 4 3	
% App. Total PHF Pak Hour Analysis Pak Hour for Entir 04:15 PM 04:30 PM 04:45 PM 05:00 PM	9.8 .694 s From 02 e Intersec 9 12 7 12	.853 :00 PM to stion Begi 58 51 53 67	.589 o 05:45 P ins at 04: 1 1 2 2	.000 PM - Peal 15 PM 0 0 0	68 64 62 82	.313 0 0 0	.824 56 62 63 62	.672 15 14 25 14	.500	71 76 88 77	.675 11 9 10 9	.625	.725 14 3 6 7	.250 0 3 0	26 15 18 17	.500 6 3 1	.400	.625 4 0	.000.	11 4 3 4	
% App. Total PHF bak Hour Analysis pak Hour for Entir 04:15 PM 04:30 PM 04:45 PM 05:00 PM Total Volume	9.8 .694 s From 02 e Intersec 9 12 7 12 40	.853 ::00 PM to stion Begi 58 51 53 67 229	.589 to 05:45 P ins at 04: 1 1 2 2 6	.000 PM - Peal 15 PM 0 0 0 1	68 64 62	.313 0 0 0 1	.824 56 62 63 62 243	.672 15 14 25 14 68	.500 0 0 0	71 76 88	.675 11 9 10 9 39	.625 1 0 2 1	.725 14 3 6 7 30	.250 0 3 0 0	26 15 18	.500 6 3 1 1	.400 1 1 0 1	.625 4 0 2	.000	11 4 3	
% App. Total PHF Pak Hour Analysis Pak Hour for Entir 04:15 PM 04:30 PM 04:45 PM 05:00 PM	9.8 .694 s From 02 e Intersec 9 12 7 12	.853 :00 PM to stion Begi 58 51 53 67	.589 o 05:45 P ins at 04: 1 1 2 2	.000 PM - Peal 15 PM 0 0 0	68 64 62 82	.313 0 0 0	.824 56 62 63 62	.672 15 14 25 14	.500	71 76 88 77	.675 11 9 10 9	.625 1 0 2	.725 14 3 6 7	.250 0 3 0	26 15 18 17	.500 6 3 1	.400 1 1 0	.625 4 0 2 2	.000 0 0	11 4 3 4	

All-Way Stop Control

General Information				Site Information	on			
Analyst	ajs			Intersection			OAK ST	
Agency/Co.	AVI			Jurisdiction		WYDOT		
Date Performed	4/19/2016 AMPH			Analysis Year	Marcollan	2015	and agreement of the training	
Analysis Time Period	Р АМРН			ـــــالا			***************************************	
Project ID 16 th St Corridor Study				North/South Street:	46 TU CT			
East/West Street: Oak St		7		North/South Street.	10 IH SI	Desired to the second		
/olume Adjustments and Sit	e Characteristics		Eastbound			100	estbound	
Approach Movement			T	R			T	R
/olume (veh/h)	17		20	7	35		38	44
6Thrus Left Lane								
Approach			Northbound			Sc	outhbound	
Novement	L		T .	R	L		T	R
/olume (veh/h)	13		137	52	8		102	19
6Thrus Left Lane								
	East	bound	Wes	tbound	North	bound	Sou	thbound
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
HF	0.76		0.48		0.64		0.75	
low Rate (veh/h)	57		242		315		171	
6 Heavy Vehicles	2		2		2	L	0	
No. Lanes				1		1		1
Geometry Group		1		1				1
Ouration, T				1	.00			
Saturation Headway Adjustm	ent Worksheet							
Prop. Left-Turns	0.4		0.3		0.1		0.1	
Prop. Right-Turns	0.2	(100 to 100 to 1	0.4		0.3		0.1	
				<u> </u>	J			+
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
nLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
RT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
nHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
nadj, computed	0.0		-0.1	 	-0.1	1	-0.1	1
			-0.7	<u> </u>	-0.7	<u> </u>	1 -0.7	1
Departure Headway and Serv								
nd, initial value (s)	3.20	17800-10	3.20		3.20		3.20	
r, initial	0.05		0.22		0.28		0.15	
nd, final value (s)	5.56		5.10		4.86		5.08	
, final value	0.09		0.34		0.43		0.24	
Nove-up time, m (s)	2.	.0	2	.0	2.	0		2.0
Service Time, t _s (s)	3.6		3.1		2.9	T	3.1	T
Capacity and Level of Servic	The second secon	***************************************			***************************************		**	
		bound	Was	tbound	North	bound	Sou	thbound
	L1	L2	L1	L2	L1	L2	L1	L2
Cancaite (vah&)	307	14	492		565		421	+
Capacity (veh/h)				 				
Delay (s/veh)	9.10		10.75		11.44		9.70	
.OS	A	<u> </u>	В	<u> </u>	В	ــــــــــــــــــــــــــــــــــــــ	A	
Approach: Delay (s/veh)		.10		.75	11.			.70
LOS		A		3	E	3	1	A
ntersection Delay (s/veh)					0.67			

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4/29/2016

All-Way Stop Control

General Information				Site Information					
				Intersection 16 TH & C			OAK ST		
Analyst Agency/Co.	ajs AVI			Jurisdiction WYDOT					
ate Performed 4/19/2016			Analysis Year 2015			******			
Analysis Time Period	NOON								
Project ID 16 th St Corridor Study									
ast/West Street: Oak St			22 -40 5	North/South Street:	16 TH ST				
olume Adjustments and	Site Characteristics								
pproach			Eastbound					tbound	
Novement Yolume (veh/h)	L 27		T 15	R 29	20		8	8 5	
6Thrus Left Lane	- 21		13	29	20				
			Northbound			Sout	thbound		
pproach				T R		L I		T R	
olume (veh/h)	25		198	33	5		234	43	
Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR	T	LTR		LTR		LTR	1	
PHF	0.82		0.49		0.89	T	0.80		
flow Rate (veh/h)	85		66	T	287		351		
Heavy Vehicles	2		2		2		2		
lo. Lanes		1		1		1		1	
Seometry Group		1		1		1		1	
Ouration, T				1	.00				
Saturation Headway Adjus	tment Worksheet								
Prop. Left-Turns	0.4		0.6	1	0.1		0.0	T	
						 		 	
rop. Right-Turns	0.4		0.2		0.1	<u> </u>	0.2		
rop. Heavy Vehicle	0.0		0.0		0.0		0.0		
LT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
RT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
and the same and the same at t		1.7	1.7	1.7	1.7	1.7	1.7	1.7	
HV-adj	1.7	1.7	THE RESERVE AND ADDRESS OF THE PERSON OF THE	1.7		1.7		1.1	
adj, computed	-0.1		0.1		-0.0		-0.1	<u> </u>	
eparture Headway and S	ervice Time								
d, initial value (s)	3.20		3.20		3.20		3.20		
, initial	0.08		0.06		0.26		0.31		
d, final value (s)	5.40		5.63		4.74		4.64		
, final value	0.13		0.10	1	0.38		0.45		
fove-up time, m (s)		2.0		2.0		2.0		2.0	
	3.4		- 26	1	2.7	T	2.6	1	
Service Time, t _s (s)			3.6	1	2.7		2.0	<u> </u>	
Capacity and Level of Serv									
	East	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2	
apacity (veh/h)	335		316		537		601		
telay (s/veh)	9.18		9.28		10.61		11.46		
os	A	1	A		В	l	В		
Approach: Delay (s/veh)		9.18		9.28		10.61		11.46	
LOS		A A		A		В		В	
ntersection Delay (s/veh)		10.72							
ntersection LOS					В		· · · · · · · · · · · · · · · · · · ·		

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General Information				Site Information	on			
Analyst	ajs			Intersection		16 TH &	OAK ST	
Agency/Co.	AVI			Jurisdiction		WYDOT		
Date Performed	4/19/2016			Analysis Year		2015		
Analysis Time Period	РМРН			ــــــــــــــــــــــــــــــــــــــ				
Project ID 16 th St Corridor Study			WINDS STATE OF STREET		******************			
East/West Street: Oak St				North/South Street:	16 TH ST			
Volume Adjustments and	Site Characteristics							
Approach			Eastbound			We	estbound	
Movement (calcula)	39		T 4	30	11		3	8 8
Volume (veh/h) %Thrus Left Lane	39			30	 		<u> </u>	0
			Northbound			Sol	uthbound	
Approach Movement			T	R	- L	30	T	R
Volume (veh/h)	40		229	6	1		243	68
6Thrus Left Lane								
	East	oound	Wes	tbound	North	bound	South	nbound
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR	 	LTR	 	LTR	
PHF	0.73		0.50	 	0.84	 	0.89	
Flow Rate (veh/h)	99		44	†	326	 	350	
% Heavy Vehicles	2		2	-	2		2	
No. Lanes	- 1			1		1		1
Geometry Group				1		1	1	1
Duration, T				1	.00	Commence of the second	•	
Saturation Headway Adjus	tment Worksheet							
	0.5	<u> </u>	0.5		0.1		0.0	T
Prop. Left-Turns						ļ		-
Prop. Right-Turns	0.4		0.4		0.0	1	0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
nLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
			-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
nRT-adj	-0.6	-0.6						
nHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
nadj, computed	-0.1		-0.1		0.0		-0.1	
Departure Headway and S	ervice Time	**************************************	The second second					
nd, initial value (s)	3.20		3.20	T T	3.20	T T	3.20	Г
c. initial	0.09		0.04	t	0.29		0.31	
nd, final-value (s)	5.47		5.61	 	4.79	 	4.63	
								1
r, final value	0.15		0.07	<u> </u>	0.43	<u> </u>	0.45	<u> </u>
Move-up time, m (s)	2.	0		.0		.0		.0
Service Time, t _s (s)	3.5		3.6		2.8	L	2.6	1
Capacity and Level of Serv	rice							
		oound	Wes	tbound	North	bound	South	nbound
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	349		294		576		600	
repeated (Folini)	9.44			 		 	11.39	1
Joley (okiob)			9.02	_	11.44			
			A	1	В	1	В	
Delay (s/veh) LOS	A				1	4.4		20
	9	.44 A	9.	02 A	11 E			.39 3

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		AL	L-WAY STOP C	ONTROL ANA	LYSIS			
General Information				Site Information	on			
Analyst	ajs			Intersection		16 TH &	OAK ST	
Agency/Co.	AVI			Jurisdiction		WYDOT		
Date Performed	4/19/2016			Analysis Year		2036		-
Analysis Time Period	AMPH							
Project ID 16 th St Corridor Study								
East/West Street: Oak St	4 - 25 - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 -	WHITE STATE OF THE		North/South Street:	16 TH ST			
/olume Adjustments and	Site Characteristics					186		
Approach Movement			Eastbound	R		VVE	estbound	R
/olume (veh/h)	39		42	48	19		22	8
6Thrus Left Lane	 							
Approach			Northbound		 	Sol	thbound	
Novement	L		T	R	L		T	R
/olume (veh/h)	14		151	57	9		112	21
6Thrus Left Lane								
	Eas	bound	Wes	tbound	Norti	nbound	South	hbound
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		L	TR	LT	R
PHF	0.76		0.48		0.64	0.64	0.75	0.75
Flow Rate (veh/h)	169		100		21	324	161	28
6 Heavy Vehicles	2		2		2	2	2	2
lo. Lanes		1		1		2		2
Geometry Group		2		2		5		5
Duration, T				1	.00			
Saturation Headway Adjus	stment Worksheet							
Prop. Left-Turns	0.3		0.4		1.0	0.0	0.1	0.0
Prop. Right-Turns	0.4	2.58	0.2		0.0	0.3	0.0	1.0
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
LT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
nRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
nadj, computed	-0.1		0.0		0.5	-0.2	0.1	-0.7
Departure Headway and S	ervice Time	-				•		*
nd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
, initial	0.15	T	0.09	T	0.02	0.29	0.14	0.02
nd, final value (s)	5.32		5.59		6.05	5.35	5.77	5.02
, final value	0.25		0.16		0.04	0.48	0.26	0.04
Move-up time, m (s)	2	.0	2	.0	2	.3	2	.3
Service Time, t _s (s)	3.3		3.6		3.8	3.1	3.5	2.7
Capacity and Level of Serv	vice							
	THE REAL PROPERTY AND ADDRESS OF THE PARTY O	bound	Wes	tbound	Norti	nbound	South	nbound
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	419		350		271	574	411	278
Delay (s/veh)	10.09		9.62		8.98	13.01	10.47	7.92
os	В		А		Α	В	В	A
Approach: Delay (s/veh)	1	0.09	9.	62	12	.76	10.09	
LOS		В		4		1	В	
ntersection Delay (s/veh)					1.18			
ntersection LOS					В	100-0-1-1		- 7

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General Information				Site Information	n .			
				Intersection	711	16 TH & G	DAK ST	
Analyst Agency/Co.	ajs AVI			Jurisdiction		WYDOT	JAN 31	
Date Performed	4/19/2016			Analysis Year		2036		
Analysis Time Period	NOON							
Project ID 16 th St Corridor Study						Washington, Co.	- 1	
ast/West Street: Oak St		N 101 00-	7	North/South Street:	16 TH ST			
/olume Adjustments and 9	Site Characteristics			DECEMBER OF THE PERSON OF THE				
pproach			Eastbound			We	stbound	
Novement	L		Ť	R	L		T	R
folume (veh/h)	30		17	32	22		9	6
Thrus Left Lane								
pproach fovement		——— — —	Northbound T	R		Sou	thbound T	R
folume (veh/h)	28		218	36	6		257	47
Thrus Left Lane					 			
	Total Control	oound	1	estbound	North	nbound	Court	nbound
	L1	L2	L1	L2	L1	L2	L1	L2
	LTR	L2	LTR	- LZ	L	TR	LT	R
Configuration PHF	0.82		0.49	+	0.89	0.89	0.80	0.80
low Rate (veh/h)	95		74	 	31	284	328	58
6 Heavy Vehicles	2		2		2	204	2	2
lo. Lanes				1		2		2
Geometry Group				2		5		5
euration, T					.00	×		
Saturation Headway Adjus	tment Worksheet	· · · · · · · · · · · · · · · · · · ·						
			T 00		T 40	T 00	1 00	1 00
Prop. Left-Turns	0.4		0.6		1.0	0.0	0.0	0.0
rop. Right-Turns	0.4		0.2	1	0.0	0.1	0.0	1.0
rop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
nLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
RT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
nHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
adj, computed	-0.1		0.1		0.5	-0.1	0.0	-0.7
Departure Headway and So								
			3.20		3.20	3.20	3.20	3.20
d, initial value (s)	3.20 0.08		0.07		0.03	0.25	0.29	0.05
	5.59		5.82		5.96	5.36	5.40	4.68
d, final value (s)						 		
final value	0.15		0.12	<u> </u>	0.05	0.42	0.49	0.08
Nove-up time, m (s)	2.	0		2.0		.3		.3
Service Time, t _s (s)	3.6		3.8		3.7	3.1	3.1	2.4
Capacity and Level of Serv	/ice							
	East	oound	We	estbound	Norti	nbound	South	nbound
	L1	L2	L1	L2	L1	L2	L1	L2
apacity (veh/h)	345	23 22 23 11 27	324		281	534	578	308
lelay (s/veh)	9.56		9.62	1	8.98	11.97	13.30	7.76
OS .	A		A A	1	A	В	В	A
Approach: Delay (s/veh)		.56		9.62		.67		.46
LOS		.50 A	+	A		3		3
ntersection Delay (s/veh)		7					<u> </u>	
ntersection LOS	10 N				11.62 B			

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General Information				Site Information	on			
				Intersection		16 TH & C	DAK ST	
Analyst Agency/Co.	ajs AVI			Jurisdiction		WYDOT	-	
Date Performed	4/19/2016			Analysis Year		2036		
Analysis Time Period	PMPH							
Project ID 16 th St Corridor Study								
East/West Street: Oak St				North/South Street:	16 TH ST			
/olume Adjustments and S	ite Characteristics							
Approach			Eastbound			We	stbound	No.
Movement	L		T	R	L		T	R
/olume (veh/h)	43		5	33	12		4	9
6Thrus Left Lane								
Approach Movement			Northbound	R		Sou	thbound T	R
/olume (veh/h)	44		252	7	2		267	75
Thrus Left Lane								
		bound	14/-	estbound	Nest	nbound	Court	hbound
		L2	L1	L2	L1	L2	L1	L2
Dan English	L1	12	LTR	LZ	L	TR	LT	R
Configuration PHF	0.73		0.50	-	0.84	0.84	0.89	0.89
Flow Rate (veh/h)	109		50	+	52	308	302	84
6 Heavy Vehicles	2		2		2	2	2	
lo. Lanes	2			1		2		2
Geometry Group		2		2		5		5
Ouration, T					.00		-	
Saturation Headway Adjus	tment Worksheet							
			1 05		1 40	1 00	T 00	0.0
Prop. Left-Turns	0.5		0.5		1.0	0.0	0.0	1
rop. Right-Turns	0.4		0.4		0.0	0.0	0.0	1.0
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
nLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
					-0.7	-0.7	-0.7	-0.7
nRT-adj	-0.6	-0.6	-0.6	-0.6				
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
adj, computed	-0.1		-0.1		0.5	0.0	0.0	-0.7
Departure Headway and So	ervice Time					*******************************		
nd, initial value (s)	3.20	T T	3.20	T	3.20	3.20	3.20	3.20
, initial	0.10		0.04	- 	0.05	0.27	0.27	0.07
nd, final value (s)	5.62		5.78	+	5.92	5.40	5.41	4.67
					0.09	0.46	0.45	0.11
, final value	0.17	Ļ	0.08	<u></u>				
Move-up time, m (s)		0		2.0		.3		.3
Service Time, t₀ (s)	3.6		3.8		3.6	3.1	3.1	2.4
Capacity and Level of Serv	ice							
	East	bound	We	estbound	North	nbound	South	hbound
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	359		300		302	558	552	334
Delay (s/veh)	9.78		9.29	1	9.18	12.72	12.59	7.94
OS	A A	-	A A		A A	B	B	A
		70		9.29		.21		.58
Approach: Delay (s/veh)		2.78				3		. <i>3</i> 6
LOS		A		A		,		
ntersection Delay (s/veh)				71	49			

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General Information			Site Inf	ormation						
Analyst	ajs		Intersec			16 TH & OA	KST			
Agency/Co.	AVI		Jurisdict			WYDOT				
Date Performed	4/19/2016		Analysis	Year		2015				
Analysis Time Period	AMPH									
Project Description 16 th St Cor	ridor Study									
East/West Street: OAK ST				uth Street: 1						
ntersection Orientation: North-S			Study Pe	riod (hrs): 1.	00					
ehicle Volumes and Adjust	ments									
Major Street		Northbound				Southbou	nd			
Movement	1 1	2	3		4	5 T		6 R		
/olume (veh/h)	13	137	52		L	102		19		
Peak-Hour Factor, PHF	0.64	0.64	0,64		0.75	0.75		0.75		
Hourly Flow Rate, HFR (veh/h)	20	214	81		10	136		25		
Percent Heavy Vehicles	0				0					
	- 0			Um alls delle						
Median Type		· · · · · · · · · · · · · · · · · · ·		Undivide	<u> </u>					
RT Channelized			0					0		
anes	0	1	0		0	1		0		
Configuration	LTR				LTR					
Jpstream Signal	1	0				0				
Minor Street		Eastbound				Westbour	nd			
Movement	7	8	9		10	11		12		
	<u> </u>	T	R		L	T		R		
Volume (veh/h) Peak-Hour Factor, PHF	35 0.76	38 0.76	0.76		17 0.48	20 0.48		7		
Hourly Flow Rate, HFR (veh/h)	46	50	57		35	41		14		
Percent Heavy Vehicles	0	0	0		0	0		0		
Percent Grade (%)		0				0				
Flared Approach		Y				Y				
Storage		3	0		- mer - 1.29	3		0		
RT Channelized	0		0		0	1 1		0		
anes	0	1 1 7 7 7						U		
Configuration		LTR				LTR		AND THE RESERVE OF THE PERSON		
Delay, Queue Length, and Level		r								
Approach	Northbound	Southbound		Westbound			Eastbound			
Movement	1	4	7	8	9	10	11	12		
ane Configuration	LTR	LTR		LTR			LTR			
(veh/h)	20	10		90			153			
C (m) (veh/h)	1430	1278		520			722			
/lc	0.01	0.01		0.17		T	0.21			
95% queue length	0.04	0.02		0.63			0.80			
Control Delay (s/veh)	7.6	7.8		14.1		1	12.9			
.os	A	A		В		1	В			
Approach Delay (s/veh)						12.9				
pproach LOS			-	14.1 B		-	В			
pp. Gdoi: EGG						В				

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General Information			Site Info	ormation					
Analyst	ajs		Intersec		OARRESON ROLL ST.	16 TH & OA	KST		
Agency/Co.	AVI		Jurisdict			WYDOT			
Date Performed	4/20/2016		Analysis	Year		2015			
Analysis Time Period	NOON								
Project Description 16 th St Co	rridor Study								
East/West Street: OAK ST					6 TH ST				
ntersection Orientation: North-S			Study Pe	riod (hrs): 1.	00				
ehicle Volumes and Adjust	tments				9 -				
Major Street		Northbound			· · · · · · · · · · · · · · · · · · ·	Southbou	nd		
Novement	1	2	3		4	5		6	
	L	T 100	R		L	T 234		R 43	
/olume (veh/h) Peak-Hour Factor, PHF	25 0.89	198 0.89	33 0.89		5 0.80	0.80		0.80	
	28	222	37		6	292		53	
Hourly Flow Rate, HFR (veh/h)									
Percent Heavy Vehicles	2				2				
Median Type				Undivided	1				
RT Channelized			0					0	
anes.	0	1	0		0	1		0	
Configuration	LTR				LTR				
Jpstream Signal		0				0			
Minor Street		Eastbound				Westbour	nd		
/lovement	7	8	9		10	11		12	
	L	T	R		L	T		R	
/olume (veh/h)	27	15	29		20	8		5	
Peak-Hour Factor, PHF	0.82	0.82	0.82		0.49	0.49		0.49 10	
Hourly Flow Rate, HFR (veh/h)	32	18	35		40	16		2	
Percent Heavy Vehicles	2		2		2	0		2	
Percent Grade (%)		0	<u>p</u>						
Flared Approach		Y				Y			
Storage		3				3		0	
RT Channelized			0			 		0	
anes	0	1	0		0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		U	
Configuration		LTR				LTR			
Delay, Queue Length, and Leve									
Approach	Northbound	Southbound		Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12	
ane Configuration	LTR	LTR		LTR			LTR		
(veh/h)	28	6		66			85		
C (m) (veh/h)	1214	1306		411			624		
/c	0.02	0.00		0.16			0.14		
5% queue length	0.07	0.01		0.57			0.47		
Control Delay (s/veh)	8.0	7.8		16.1	Kara a		13.8		
.os	Α	Α		С			В		
approach Delay (s/veh)	-	1	16.1		13.8				
						13.0 B			

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General Information			Sita Inf	ormation	ACCOMPTANCE OF THE CO.				
	Luis	X11/21/X2-10/21/17/XX XX				404.040	-1-04	-	
Analyst Agency/Co.	AJS		Intersect Jurisdict			16 th St & O Wheatland	ak St		
Date Performed	4/20/2016		Analysis			2015			
Analysis Time Period	PMPH		- I many one	1001					
Project Description 16 th St Com	ridor Study								
East/West Street: Oak St			North/So	uth Street: 10	6 th St				
ntersection Orientation: North-Se	outh		Study Pe	riod (hrs): 1.0	00				
ehicle Volumes and Adjustr	ments				788 85 - 12				
Major Street		Northbound				Southbou	nd		
Movement	1	2	3		4	5		6	
	L	Т	R		L	Т		R	
/olume (veh/h)	40	229	6		1	243		68	
Peak-Hour Factor, PHF	0.84	0.84	0.84		0.89	0.89		0.89	
Hourly Flow Rate, HFR (veh/h)	47	272	7		1	273	_	76	
Percent Heavy Vehicles	2				2			-	
Median Type				Undivided	1				
RT Channelized			0					0	
anes	0	1	0		0	1		0	
Configuration	LTR				LTR				
Jpstream Signal		0				0			
Minor Street		Eastbound				Westbour	nd		
Movement	7	8	9		10	11		12	
	L	T	R		L	T		R	
/olume (veh/h)	39 0.73	0.73	30		11 0.50	3 0.50		8 0.50	
Peak-Hour Factor, PHF Hourly Flow Rate, HFR (veh/h)	53	5	0.73		22	6		16	
Percent Heavy Vehicles	2	2	2		1	2		1	
Percent Grade (%)	 	0				0			
Flared Approach		TŸ				T Y			
Storage		3				3	_		
RT Channelized	 		0			+ <u>~</u>		0	
anes	0	1	0		0	1		0	
Configuration	 	LTR	+			LTR	-+		
	of Consider								
Delay, Queue Length, and Level Approach	Northbound	Southbound		Westbound		T	Eastbound		
Novement	1	4	7	8	9	10	11	12	
ane Configuration	LTR	LTR	 	LTR	+	+	LTR	+	
(veh/h)	47	1	-	44	+	+	99	+	
C (m) (veh/h)	1210	1284	 	504	+		572	+	
/c (m) (ven/n)	0.04	0.00		0.09	+	 	0.17	+	
	0.04		ļ		 		0.17	-	
95% queue length		0.00	_	0.29	-	<u> </u>		-	
Control Delay (s/veh)	8.1 A	7.8		14.6	 	<u> </u>	14.8		
.os´	Α		14.6	В					
Approach Delay (s/veh)	proach Delay (s/veh)					14.8			
pproach LOS				В		В			

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General Information			Site Info	ormation		- Charles and Char		***************************************			
				- NAME OF TAXABLE PARTY		46 74 8 6 4	/ CT				
Analyst	ajs AVI		Intersect Jurisdict			16 TH & OAI WYDOT	131				
Agency/Co. Date Performed	4/19/2016		Analysis			2036					
Analysis Time Period	AMPH		Pilalysis	, cui		-					
Project Description 16 th St Cor											
East/West Street: OAK ST	nao, olaay		North/So	uth Street: 16	TH ST						
Intersection Orientation: North-S	South			riod (hrs): 1.0							
Vehicle Volumes and Adjust	ments										
Major Street	1	Northbound				Southbour	nd				
Movement	1	2	3		4	5	1	6			
	<u> </u>	T	R		L	Т		R			
Volume (veh/h)	14	, 151	57		9	112		21			
Peak-Hour Factor, PHF	0.64	0.64	0.64		0.75	0.75		0.75			
Hourly Flow Rate, HFR (veh/h)	21	235	89		12	149		28			
Percent Heavy Vehicles	0		-		0						
Median Type			Twe	o Way Left Tu	rn Lane						
RT Channelized			0					0			
Lanes	1	1	0		1	1		0			
Configuration	L		TR		L			TR			
Jpstream Signal		0				0					
Minor Street		Eastbound				Westbour	ıd				
Movement .	7	8	9		10	11		12			
	L	T T	R		L	Т		R			
/olume (veh/h)	39	42	48		19	22		8			
Peak-Hour Factor, PHF	0.76	0.76	0.76		0.48	0.48		0.48			
Hourly Flow Rate, HFR (veh/h)	51	55	63		39	45		16 0			
Percent Heavy Vehicles	0	0	0		0	0		U			
Percent Grade (%)		0				0					
Flared Approach		Y				Y					
Storage		3				3					
RT Channelized			0			ļ		0			
Lanes	0	1	0		0	1		0			
Configuration		LTR	<u></u>			LTR	L_				
Delay, Queue Length, and Level	of Service										
Approach	Northbound	Southbound		Westbound			Eastbound				
Viovement	1	4	7	8	9	10	11	12			
Lane Configuration	L	L		LTR			LTR				
v (veh/h)	21	12		100			169				
C (m) (veh/h)	1411	1247		607			786				
<i>I</i> /C	0.01	0.01		0.16			0.22				
95% queue length	0.05	0.03		0.59			0.82				
ntrol Delay (s/veh) 7.6		7.9		12.9	The second second		12.5				
LOS	А	Α	1	В			В				
Approach Delay (s/veh)						12.5					
Approach LOS		100		В			В				
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4/20/2016

General Information			Site Inf	ormation						
Analyst	ajs		Intersec	tion	A A A A A A A A A A A A A A A A A A A	16 TH & OAI	KST			
Agency/Co.	AVI		Jurisdic			WYDOT				
Date Performed	4/20/2016		Analysis	Year		2036				
Analysis Time Period	NOON									
Project Description 16 th St Con	ridor Study									
East/West Street: OAK ST				eriod (hrs): 1.	6 TH ST .00					
ntersection Orientation: North-S			Study Pi	enou (ms). T.	.00					
Vehicle Volumes and Adjust	ments					0 - 4 - 1	- J			
Major Street Movement	1	Northbound 2	3		4	Southbour 5	10	6		
viovement		T	R		L	T		R		
Volume (veh/h)	28	218	36		6	257		47		
Peak-Hour Factor, PHF	0.89	0.89	0.89)	0.80	0.80		0.80		
Hourly Flow Rate, HFR (veh/h)	31	244	40		7	321		58		
Percent Heavy Vehicles	2				2	_				
Median Type			Tv	o Way Left Tu	ırn Lane					
RT Channelized			0					0		
Lanes	1	1	0		1	1		0		
Configuration	L		TR		L			TR		
Jpstream Signal		0				0				
Minor Street		Eastbound				Westbour	d			
Vovement	7	8	9		10	11		12		
I-1 (A.)	L	T	R		L	T 9		R 6		
Volume (veh/h) Peak-Hour Factor, PHF	30 0.82	17 0.82	0.82	,	22 0.49	0.49		0.49		
Hourly Flow Rate, HFR (veh/h)	36	20	39	·	44	18		12		
Percent Heavy Vehicles	2	2	2		2	2		2		
Percent Grade (%)		0				0				
Flared Approach		Y	1			Y	1			
Storage		3				3		BUSINES IN		
RT Channelized			0					0		
Lanes	0	1	0		0	1		0		
Configuration		LTR				LTR				
Delay, Queue Length, and Level	of Service									
Approach	Northbound	Southbound		Westbound			Eastbound			
Movement	1	4	7	8	9	10	11	12		
_ane Configuration	L	Ĺ		LTR			LTR			
v (veh/h)	31	7		74			95			
C (m) (veh/h)	1179	1278		545			796			
//c	0.03	0.01		0.14			0.12			
95% queue length				0.47			0.41			
ntrol Delay (s/veh) 8.1		7.8		13.4			12.4			
os	OS A			В			В			
Approach Delay (s/veh)			13.4		12.4					
Approach LOS	1			В			В			
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4/30/2016

Company Information			C:4- 1-1	formation				
General Information				formation	-00411111141111111111111111111111111111	Lie au e e e		
Analyst	ajs		Intersed			16 TH & OAF	(ST	
Agency/Co. Date Performed	AVI 4/19/2016		Jurisdic Analysi			2036		
Analysis Time Period	PMPH		Arialysi	3 1001		2000		
	orridor Study							
East/West Street: OAK ST			North/Sc	outh Street:	16 TH ST			
ntersection Orientation: North-	South		Study P	eriod (hrs):	1.00			
Vehicle Volumes and Adjus	tments							
Major Street		Northbound				Southbour	nd	
Movement	1	2	3		4	5		6
200-40000000000000000000000000000000000	L	Т	R		L	Т		R
Volume (veh/h)	44	252	7		2	267		75
Peak-Hour Factor, PHF	0.84	0.84	0.8	4	0.87	0.87		0.87
Hourly Flow Rate, HFR (veh/h)	52	300	8		2	306		86
Percent Heavy Vehicles	2				2	-		
Median Type			Tv	vo Way Left	Turn Lane			
RT Channelized			0					0
anes	1	1	0		1	1		0
Configuration	L		TR		L			TR
Upstream Signal		0				0		
Minor Street		Eastbound				Westboun	d	
Movement	7	8	9		10	11		12
	L	T	R		L	T		R
/olume (veh/h)	43 0.73	5 0.73	33	the second second second second	12	0.50		9 0.50
Peak-Hour Factor, PHF Hourly Flow Rate, HFR (veh/h)	58	6	0.73		0.50 24	8		18
Percent Heavy Vehicles	2	2	2		2	2		2
Percent Grade (%)		0		-+	2	0		
		1 N				T N		
Flared Approach								
Storage		0	- 0			0		0
RT Channelized	0	1	0		0	1 1		0
anes Configuration	-	LTR	+ "	-+	<u> </u>	LTR		-
	1.46-	LIK				1 LIK		
Delay, Queue Length, and Leve		Couditional	T	\A/a -+!		Т	Foothermal	
Approach	Northbound	Southbound	7	Westbour	9	10	Eastbound	12
Movement	1	4	1 '	8	9	10	11	12
ane Configuration	L	L	 	LTR		 	LTR	+
/ (veh/h)	52	2	 	50		-	109	
C (m) (veh/h)	1167	1253	 	440			483	
ı/c	0.04	0.00	_	0.11		 	0.23	
95% queue length	0.14	0.00		0.38			0.87	
ontrol Delay (s/veh) 8.2		7.9		14.2			14.6	
os'	Α	A		В			В	
.08			14.2					
Approach Delay (s/veh)				14.2			14.6	

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4/20/2016

W2 TRAFFIC ENGINEERING, LLC 11800 Blazer Rd Cheyenne, WY 82009

Wheatland

Swanson Rd & 16th St/Red Fox Rd

2012

Then Click the Comments Tab

File Name: Wheatland 1

Site Code : 00000007 Start Date : 2/29/2012

Page No : 1

			16 th S				195050	ed Fox outhbo	(E. E. E			E	vansor astbou	ınd			W	vansor lestbo	und		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. T
07:00 AM	6	1	3	0	10	1	2	2	0	5	0	8	1	0	9	5	2	0	0	7	
07:15 AM	3	1	1	0	5	2	5	0	0	7	0	0	4	0	4	4	0	1	0	5	
07:30 AM	2	2	5	0	9	0	3	2	0	5	2	6	3	0	11	4	9	0	0	13	
07:45 AM	4	2	11	0	17	4	8	0	0	12	3	15	4	0	22	12	5	0	0	17	
Total	15	6	20	0	41	7	18	4	0	29	5	29	12	0	46	25	16	1	0	42	1
MA 00:80	1	3	5	0	9	0	5	4	0	9	2	5	3	0	10	12	10	0	0	22	
08:15 AM	5	2	3	0	10	1	1	1	0	3	0	2	6	0	8	4	2	0	0	6	
08:30 AM	0	1	5	0	6	1	1	1	0	3	1	5	6	0	12	5		0	0	7	
08:45 AM	8	0	7	0	15	1	7	1	0	9	2	10	7	0	19	12	3	1	0	16	
Total	14	6	20	0	40	3	14	7	0	24	5	22	22	0	49	33	17	1	0	51	
BREAK ***	r																				
04:00 PM	10	3	5	0	18	0	3	0	0	3	2	3	2	0	7	8	8	0	0	16	
04:15 PM	11	5	7	0	23	1	1	2	0	4	2	2	7	0	11	10	8	3	0	21	
04:30 PM	6	9	7	0	22	0	5	0	0	5	0	2	2	0	4	10	7	3	0	20	
04:45 PM	7	7	5	0	19	1	7	1	0	9	1	5	5	0	11	9	7	1	0	17	
Total	34	24	24	0	82	2	16	3	0	21	5	12	16	0	33	37	30	7	0	74	
05:00 PM	3	9	4	0	16	1	2	1	0	4	3	8	8	0	19	9	7	2	0	18	
05:15 PM	8	12	9	0	29	0	4	0	0	4	2	5	9	0	16	7	1	0	0	8	
05:30 PM	7	6	10	0	23	4	3	0	0	7		7	5	0	15	15	11	1	0	27	i i
05:45 PM	6	5	5	0	16	0	5	1	0	6	3	3	6	0	12	9	4	1	0	14	į.
Total	24	32	28	0	84	5	14	2	0	21	11	23	28	0	62	40	23	4	0	67	
Grand Total	87	68	92	0	247	17	62	16	0	95	26	86	78	0	190	135	86	13	0	234	
Apprch %	35.2	27.5	37.2	0		17.9	65.3	16.8	0		13.7	45.3	41.1	0		57.7	36.8	5.6	0		
Total %	11.4	8.9	12	0	32.2	2.2	8.1	2.1	0	12.4	3.4	11.2	10.2	0	24.8	17.6	11.2	1.7	0	30.5	

			16 th S				1000	ed Fox				1000	vansoi astboi				1000	vansoi estbo			
Start Time	Left	Thr u	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Lett	Thru	Right	Peds	App. Total	int. Total
Peak Hour Ar							1 of 1							*****							
Peak Hour fo	Entire	Inters	ection	Begins	at 07:30	MA															
07:30 AM	2	2	5	0	9	0	3	2	0	5	2	6	3	0	11	4	9	0	0	13	38
07:45 AM	4	2	11	0	17	4	8	0	0	12	3	15	4	0	22	12	5	0	0	17	68
08:00 AM	1	3	5	0	9	0	5	4	0	9	2	5	3	0	10	12	10	0	0	22	50
08:15 AM	5	2	3	0	10	1	1	1	0	3	0	2	6	0	8	4	2	0	0	6	27
Total Volume	12	9	24	0	45	5	17	7	0	29	7	28	16	0	51	32	26	0	0	58	183
% App. Total	26.7	20	53.3	0		17.2	58.6	24.1	0		13.7	54.9	31.4	0		55.2	44.8	0	0		
PHF	.600	.750	.545	.000	.662	.313	.531	.438	.000	.604	.583	.467	.667	.000	.580	.667	.650	.000	.000	.659	.673
Peak Hour Ai Peak Hour fo					at 04:45		1 of 1														
04:45 PM	7	7	5	0	19	1	7	1	0	9	1	5	5	0	11	9	7	1	0	17	56
05:00 PM	3	9	4	0	16	1	2	1	0	4	3	8	8	0	19	9	7	2	0	18	57
05:15 PM	8	12	9	0	29	0	4	0	0	4	2	5	9	0	16	7	1	0	0	8	57
05:30 PM	7	6	10	0	23	4	3	0	0	. 7	3	7	5	0	15	15	11	1	0	27	72
Total Volume	25	34	28	0	87	6	16	2	0	24	9.	25	27	0	61	40	26	4	0	70	242
% App. Total	28.7	39.1	32.2	0		25	66.7	8.3	0		14.8	41	44.3	0		57.1	37.1	5.7	0		
PHF	.781	.708	.700	.000	.750	.375	.571	.500	.000	.667	.750	.781	.750	.000	.803	.667	.591	.500	.000	.648	.840



Above from North Park Subdivision Study

Level of Service	Average Control Delay (sec/veh)	
Α	0 - 10	
В	15 - 25	
С	15 - 25	
D	25 - 35	
E	35 - 50	
F	50+	

Table 1. Level of Service Criteria for Unsignalized Intersections

The peak-hour turning movement counts from February 29 and March 1, 2012, were used to calculate the level of service for the intersections of US 87 Business with 16th Street and Rampoon Road. The procedures in the TRB report <u>HCM 2010, Highway Capacity Manual</u> were followed. Summary sheets for the LOS calculations are included in the Appendix.

The calculated level of service for both intersections is shown in Table 2. For the two-way STOP-controlled intersection, the only level of service calculated for the through lanes is the left turn. That operates at level of service A for both the AM peak and the PM peak. The side street, 16th Street, has only a single lane. All three maneuvers, straight through, left and right turn, are made from the same lane. During the AM peak, the northbound lane operates at

AM Peak US 87 Bus/16th St	Sec Delay	LOS
EB L	7.4	Α
WBL	7.5	Α
NB LTR	9.9	Α
SB LTR	10.4	В
PM Peak US 87 Bus/16th St		
EB L	7.4	Α
WBL	7.5	Α
NB LTR	10.4	В
SB LTR	10.8	В
AM peak US 87 Bus/Rampooi	n Rd	
EB L	7.4	Α
SB LTR	9.6	Α
PM Peak US 87 Bus/Rampoor	n Rd	
EB L	7.4	Α
SB LTR	9.1	Α

Table 2. Existing Intersection Levels of Service

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Above from North Park Subdivision Study

	(2037 Volume	
		With Site	
AM Peak US 87 Bus/16th St		Sec Delay	LOS
	EB LTR	7.4	Α
	WB LTR	7.7	Α
	NB LTR	11.4	В
	SB LTR	11.3	В
PM Peak US 87 Bu	us/16th St		
	EB LTR	7.5	Α
	WB LTR	7.7	Α
	NB LTR	13.4	В
	SB LTR	12.3	В
AM peak US 87 Bu	us/Rampooi	n Rd	
	EB LT	7.5	А
	SB LTR	10.6	В
PM Peak US 87 Bu	ıs/Rampooi	n Rd	
	EB LT	7.5	Α
	SB LTR	9.8	Α
AM Peak US 87 Bu	us/North Pa	rk Road	
	WB LT	7.5	Α
	NB LTR	9.5	Α
PM Peak US 87 Bu	us/North Pa	rk Road	
	WB LT	7.4	Α
	NB LTR	9.7	Α
AM Peak 16th Str	eet/North P	ark Road	
	SB LT	7.5	Α
	WB LR	9.4	Α
PM Peak 16th Str	eet/North P	ark Road	
	SB LT	7.6	Α
	WB LR	10.1	В

Table 4. Intersection Levels of Service with 2037 Volumes

Traffic Analysis

Traffic Control

The existing traffic control, Two-Way STOP Control, at the intersections US 87 Business and 16th Street/Red Fox Road is appropriate for the traffic volumes anticipated with the proposed North Park Subdivision. Two-Way STOP Control will work for the two intersections of North Park Road and 16th Street and US Business 87.

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Above from North Park Subdivision Study